

CITY OF EL PASO DE ROBLES

GENERAL PLAN 2010

CIRCULATION ELEMENT

FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2010071065

Volume I of II

Prepared for:

CITY OF EL PASO DE ROBLES
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
1000 SPRING STREET
PASO ROBLES, CA 93446
WWW.PRCITY.COM

Prepared by:



860 WALNUT STREET, SUITE B
SAN LUIS OBISPO, CA 93401-2725

FEBRUARY 2011

CITY OF EL PASO DE ROBLES
GENERAL PLAN 2010 CIRCULATION ELEMENT
FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2010071065

Prepared for:

CITY OF EL PASO DE ROBLES
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
1000 SPRING STREET
PASO ROBLES, CA 93446
WWW.PRCITY.COM

Prepared by:

PMC
860 WALNUT STREET, SUITE B
SAN LUIS OBISPO, CA 93401-2725

FEBRUARY 2011

TABLE OF CONTENTS

VOLUME I

1.0 INTRODUCTION	1-1
------------------------	-----

2.0 COMMENT LETTERS AND RESPONSE TO COMMENTS	2-1
--	-----

Letter Number, Commenter, Date and Page

1. U.S. Fish and Wildlife Service, December 13, 2010	2-1
Responses	2-6
2. California Department of Transportation, December 8, 2010	2-10
Responses	2-15
3. California Department of Transportation, December 17, 2010	2-21
Responses	2-23
4. San Luis Obispo County Department of Agriculture/Weights and Measures, December 15, 2010	2-25
Responses	2-27
5. SLO County Department of Public Works, November 24, 2010.....	2-29
Responses	2-30
6. SLOCOG, May 13, 2010.....	2-32
Responses	2-35
7. North Coast Engineering, December 17, 2010.....	2-39
Responses	2-42
8. Jay Huebner, December 9, 2010	2-44
Responses	2-46
9. State of California, Office of Planning and Research, State Clearinghouse and Planning Unit, December 20, 2010	2-47
Responses	2-49
10. Responses to Comments from Planning Commission Meeting of December 14, 2010	2-50

3.0 REVISED DRAFT EIR – VOLUME I	3-1
--	-----

VOLUME II

3.0 REVISED DRAFT EIR – VOLUME II	CD ONLY
---	---------

1.0 INTRODUCTION

1.1 PURPOSE OF THE EIR PROCESS

This Final Environmental Impact Report (FEIR) is an informational document prepared by the City of El Paso de Robles (Paso Robles) (City) to evaluate the potential environmental impacts of the proposed City of El Paso de Robles Circulation Element Update (proposed project or proposed Circulation Element Update). The primary objectives of the EIR process under the California Environmental Quality Act (CEQA) are to inform decision makers and the public about a project's potential significant environmental effects, identify possible ways to minimize significant effects and consider reasonable alternatives to the project. This EIR has been prepared with assistance from the City of Paso Robles' planning and environmental consultant, PMC, and reviewed by City staff for completeness and adequacy in accordance with Public Resources Code (PRC) Sections 21000-21177 and the State CEQA Guidelines.

As prescribed by the State CEQA Guidelines Sections 15088 and 15132, the Lead Agency, the City of Paso Robles, is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and prepare written responses to those comments. This formal response to public comments, together with the DEIR (incorporated herein with revisions) will comprise the Final Environmental Impact Report (FEIR) for this project. Pursuant to the requirements of the CEQA, the City of Paso Robles must certify the FEIR as complete and adequate prior to approval of the proposed Circulation Element Update.

This FEIR contains individual responses to each written and verbal comment received during the public review period for the DEIR. In accordance with State CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised. The City of Paso Robles and its consultants have provided a good faith effort to respond in detail to all significant environmental issues raised by the comments, as well as issues that address the Circulation Element document. The revised DEIR (Section 3.0) has been prepared to reflect any changes to the DEIR as a result of comments received on the DEIR during the public review period and revisions made to the Circulation Element.

1.2 EIR CERTIFICATION PROCESS AND PROJECT APPROVAL

In accordance with the requirements of CEQA and the procedures of the City of Paso Robles Community Development Department, the City Council must certify the FEIR as complete and adequate prior to taking action on the proposed Circulation Element Update. Once the EIR is certified and all information considered, using its independent judgment, the City can take action to go forward with the proposed Circulation Element update, make changes, or select an alternative to the proposed Circulation Element Update. While the information in the EIR does not control the City's ultimate decision, the City of Paso Robles must respond to each significant effect and mitigation measure identified in the EIR by making findings supporting its decision.

2.0 RESPONSE TO COMMENTS

Letter 1



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

IN REPLY REFER TO:
81440-2011-CPA-0021

December 13, 2010

Mr. John Falkenstien, City Engineer
City of El Paso de Robles
Community Development Department
Engineering Division
Paso Robles, California 93446

Subject: Draft Environmental Impact Report for the City of El Paso de Robles Circulation Element; State Clearinghouse No. 2010071065

Dear Mr. Falkenstien:

This letter provides the U.S. Fish and Wildlife Service's (Service) comments on the subject Draft Environmental Impact Report prepared for the City of El Paso de Robles (City) Circulation Element (DEIR). We provide our comments as a responsible agency pursuant to Article 20, §15381, of the California Environmental Quality Act (CEQA). It is our understanding that comments on this draft document are due to the City by 5 pm on December 18, 2010.

The Service's responsibilities include administering the Endangered Species Act of 1973, as amended (Act), including sections 7, 9, and 10. Section 9 of the Act prohibits the taking of any federally listed endangered or threatened species. Section 3(18) of the Act defines "take" to mean "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Harm is further defined by the Service to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Harass is defined by the Service as intentional or negligent actions that create the likelihood of injury to a listed species by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. The Act provides for civil and criminal penalties for the unlawful taking of listed species. Exemptions to the prohibitions against take may be obtained through coordination with the Service in two ways. If a project is to be funded, authorized, or carried out by a Federal agency, and may affect a listed species, the Federal agency must consult with the Service pursuant to section 7(a)(2) of the Act. If a proposed project does not involve a Federal agency but may result in the take of a listed animal species, the project proponent should apply to the Service for an incidental take permit pursuant to section 10(a)(1)(B) of the Act.

RECEIVED

DEC 15 2010



Engineering Division

Letter 1 Continued

John Falkenstien

2

As it is not our primary responsibility to comment on documents prepared pursuant to the CEQA, our comments on this DEIR do not constitute a full review of project impacts. Rather, they focus on those sections that address the federally listed species under our role as a responsible agency, particularly as they relate to compliance with the Act and its implementing regulations.

The DEIR addresses the proposed update to Paso Robles Circulation Element, one of the mandated elements of their General Plan. The Circulation Element identifies the transportation network to support the city's existing and future land use pattern and contains policies specific to transportation and mobility necessary to support and implement the circulation plan. While we recognize that this DEIR is intended to serve as a first-tier, programmatic environmental document and does not accommodate individual project approvals, there are a number of issues of concern to us in our role as a responsible agency that we believe have not been adequately addressed even at this programmatic level. These are discussed in the following sections.

Biological Information

While the document states that biological information was compiled from a variety of sources, it appears to rely exclusively on data housed within the California Department of Fish and Game (Department) Natural Diversity Database for preparation of Figure 3.4-1 and Appendix F (only of a table of species occurrences within 1- and 5-mile radius of the City boundaries). It would be helpful to have Figure 3.4-1 depict all of those sensitive species data compiled from the diversity of sources indicated in the "Methodology" section of DEIR Section 3.4.3 (i.e., existing literature, City policies, programs, regulations and other various components, and publicly available documents, including previous EIRs prepared for projects in Paso Robles). Citations for information on species within the text should be clearly referenced in a Literature Cited section. It would also be useful to provide a list of who was responsible for the preparation of those sections of the DEIR that address biological issues and whether or not there was any field reconnaissance conducted in association with document preparation.

1-1

Regional Conservation Planning Efforts

The DEIR states, in Section 3.4.3, that while the City supports regional efforts to prepare a habitat conservation plan (HCP) for the San Joaquin kit fox (*Vulpes macrotis mutica*), no HCP has yet been prepared for the area. The document should note that City staff have been authorized by the Paso Robles City Council to provide staff hours as a funding match in association with Federal Section 6 planning grant funds to be used for the development of a regional HCP/Natural Community Conservation Plan (NCCP) for the northeastern region of San Luis Obispo County. A primary focus of this HCP/NCCP effort is to provide a blueprint for the protection of critical movement corridors and core habitat for the San Joaquin kit fox as recovery of this species cannot be achieved without maintaining these areas. This is an issue that is wholly appropriate to be investigated more thoroughly at a programmatic level. The City has also committed to serve as a co-applicant with the County of San Luis Obispo for state and Federal incidental take permits. As such, the City's commitment to this effort should be

1-2

Letter 1 Continued

John Falkenstien

3

discussed in the DEIR and proposed revisions to the Circulation Element analyzed in terms of how they could affect this regional conservation planning effort and recovery of the San Joaquin kit fox and other species that could also be affected.

As a side note, while the City cites an electronic correspondence from the Department providing their opinion that San Joaquin kit fox do not use the Salinas River within Paso Robles for a corridor, the Service was not contacted regarding our opinion on this issue and we would like to understand the context in which the Department made this comment. The Salinas River and its adjacent uplands have functioned as an historic corridor for the San Joaquin kit fox and, as such, we do not concur that there is no use of this area as a movement corridor for the species.

Vernal Pool Fairy Shrimp and Its Designated Critical Habitat

While the document touches on the potential for the presence of vernal pool fairy shrimp (*Branchinecta lynchi*) within the City boundaries and its sphere of influence, it is highly likely that this species occurs in more locations than depicted on Figure 3.4-1 and discussed in Appendix C. Specifically, vernal pool fairy shrimp have the potential to occur within (but not necessarily limited to) the following project areas: Dry Creek Road between Airport Road and North River Road, Buena Vista Drive between Circle B Road and future Day Creek Road, Union Road between Airport Road and Golden Hill Road, Union Road between State Route 46 and Dry Creek Road, Wisteria Road-Engine Road between future Union Road and Buena Vista Drive, Golden Hill between future Wisteria Road-Engine Road and future Dry Creek Road, State Route 46 East between Airport Road and Jardine Road, Airport Road between Union Road and Creston Road, Sherwood Road between Creston Road and future Airport Road, and Sherwood Road/Linne Road between future Airport Road and future Airport Road (loop). It would be prudent to address the potential for occurrence of this federally threatened invertebrate species within this programmatic document. If this is not feasible, we recommend that habitat assessments be conducted as early as possible in the planning process for each circulation element project and that the City coordinate with the Service regarding the results of these assessments. Habitat assessments for vernal pool fairy shrimp need to be conducted by persons with demonstrable experience with each relevant species and consider the full range of habitat types used by the species.

Critical habitat was designated for vernal pool fairy shrimp and 3 other vernal pool crustacean species and 11 vernal pool plant species on August 11, 2005, with administrative revisions published on February 10, 2006. These revisions specifically identified the critical habitat areas designated in 2005. The DEIR does not identify that critical habitat unit 29c has been designated for vernal pool fairy shrimp on lands north and east of Huerhuero Creek (to approximately the Estrella River) within city boundaries; including (but not necessarily limited to) the following project areas: Dry Creek Road between Airport Road and North River Road, Union Road between State Route 46 and Dry Creek Road, Golden Hill between future Wisteria Road-Engine Road and future Dry Creek Road, State Route 46 East between Airport Road and Jardine Road, and Airport Road between Union Road and Creston Road. The issue of critical habitat is also one that is appropriate to be addressed at a programmatic level.

1-2
cont.

1-3

1-4

Letter 1 Continued

John Falkenstien

4

Migratory Birds

The Service is concerned about potential impacts to migratory birds in the proposed project area. We have conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et. seq.*). Any land clearing or other surface disturbance associated with proposed actions should be timed to avoid potential destruction of bird nests or young of birds that breed in the area, as such destruction may be in violation of the MBTA. Under the MBTA, nests with eggs or young of migratory birds may not be damaged, nor may migratory birds be killed. If this seasonal restriction is not possible, we recommend that a qualified biologist survey the area for nests or evidence of nesting (e.g., mated pairs, territorial defense, carrying of nesting material, transporting food) prior to the commencement of land clearing activities. If nests or other evidence of nesting are observed, a protective buffer, as established in coordination with the Service, should be delineated and the entire area avoided preventing destruction or disturbance to nests until they are no longer active.

1-5

Bald and Golden Eagle Act

Because there are records of golden eagles nesting within the City, we have concerns about the potential for take pursuant to the Bald and Golden Eagle Act (Eagle Act). This act prohibits a variety of actions with respect to eagles, including their take. "Take" under the Eagle Act is defined as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, or molest or disturb." Take of an eagle is in violation of the Eagle Act unless a permit authorizing such was obtained from the Secretary of the Interior prior to the action. Under the Eagle Act, "disturb," means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, injury to the bird or a decrease in its productivity by substantially interfering with normal breeding, feeding, or sheltering behavior. While not defined in regulation "substantial interference" refers to interference at or above the level that that causes eagles to abandon their nest or that causes injury or loss of productivity. "Injury" could be the direct result of the interference, such as a nestling being knocked from the nest by a startled adult, or in can be indirect, such as a nestling that is fed inadequately because the adults are agitated when in the vicinity of the nest. Loss of productivity refers to a situation where reproductive output is reduced. Some examples of disturbance causing a loss of productivity include adults abandoning a nesting attempt because of human activity in the vicinity, nestlings failing to survive because the adults are deterred from using their primary foraging area and cannot adequately feed them, and pairs of previously successful breeding eagles being underweight and making no nesting attempt the next breeding season after their wintering concentration area is disturbed. The Service addressed the issue of disturbance in detail in its final regulations defining the term published in the *Federal Register* on June 5, 2007.

1-6

In closing, it would be helpful if the City's sphere of influence and those place names used in throughout text (e.g., Chandler Ranch, Paso Robles Airport) could be depicted on document graphics (e.g., Figure CE-1, Figure 3.4-1).

1-7

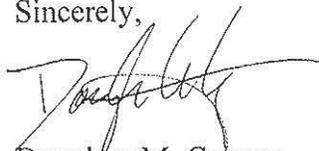
Letter 1 Continued

John Falkenstien

5

We appreciate the opportunity to provide comments on the DEIR for the City of El Paso de Robles Circulation Element and look forward to the receipt of the Final Environmental Impact Report. If you have any questions regarding the contents of this letter, please contact Julie M. Vanderwier at (805) 644-1766, extension 222.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglass M. Copper". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Douglass M. Copper
Deputy Assistant Field Supervisor

cc: Deborah Hillyard, California Department of Fish and Game
Susan DeCarli, City of El Paso de Robles

2.0 RESPONSE TO COMMENTS

RESPONSE TO LETTER #1 – U.S. DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE

Comment 1-1 – Biological Information

Commenter requests that Figure 3.4-1 include all of the sensitive species data as specified in the "Methodology" section of the Section 3.4.3, requested clear citations and references, and confirmation of whether or not there was any field reconnaissance conducted.

Staff Response: The occurrences identified in Appendix F reflect the results of a CNDDDB search of nine USGS topographic quadrangles. The area encompassed by the nine quadrangles is 441 sq miles. Depiction of CNDDDB occurrence information is directed by CDFG. Following CDFG direction, depiction of the CNDDDB occurrences of the 9 quadrangles on a 8½" by 11" map would not be legible. The location of species occurrences within the 9 topographic quadrangles that is presented in the Appendix F can be viewed through the CDFG BIOS website at <http://bios.dfg.ca.gov/>.

Figure 3.4-1 has been updated to depict additional data sources. The following citation has also been added to *Section 7.2 References/Documentation* and Appendix F.

California Department of Fish and Game (CDFG). 2010. California Natural Diversity Database (CNDDDB) Rarefind 3 computer program, Version 3.1.1. Commercial version dated March, 2010. CDFG, Biogeographic Data Branch. Sacramento, CA.

As stated in on page 3.4-3 of the DEIR, a reconnaissance-level field review was conducted for the general locations of the planned circulation facilities. Names of the EIR biologists have been added to page 7.0-1 of the EIR.

Comment 1-2 – Regional Conservation Planning Efforts

Commenter notes that City has been authorized to develop a regional HCP/Natural Community Conservation Plan (NCCP), which would provide a blueprint for the protection of San Joaquin kit fox. Comments request further discussion within the EIR. In addition, the commenter does not concur that San Joaquin kit fox do not use the Salinas River for a corridor within Paso Robles and requests clarification and context for CDFG's opinion on this matter.

Staff Response: As noted by the commenter and discussed on pages 3.4-3 and 3.4-4 of the DEIR, a regional HCP/NCCP protecting the San Joaquin kit fox (*Vulpes macrotis mutica*) has not yet been prepared for the area. Moreover, the proposed regional HCP/NCCP protecting the San Joaquin kit fox is a separate and discrete project from the 2010 General Plan Circulation Element update that is the subject of this environmental review. (Cal. Pub. Res. Code § 21065.) Since it is a separate programmatic project, the impact of the 2010

General Plan Circulation Element Update on the proposed San Joaquin kit fox HCP/NCCP is outside of the scope of this environmental review.

Once a HCP/NCCP for the San Joaquin kit fox is adopted, future site-specific circulation improvement projects will need to be analyzed for compliance with that program as part of their project-specific, tiered environmental review.

The DEIR's discussions of potential impacts to watercourses, wetlands, and riparian habitat (Impact 3.4.2), and to wildlife movement corridors (Impact 3.4.3) conclude that subsequent circulation improvement projects may cause significant and unavoidable impacts to watercourses that may serve as wildlife movement corridors for the San Joaquin kit fox. The analysis takes a conservative approach and fully discloses potential implications of implementing future projects.

Mitigation Measure 3.4.3 requires the City to undertake site-specific project-level environmental review to determine whether a circulation improvement project will impact wildlife movement corridors, including those movement corridors used by San Joaquin kit fox. If subsequent environmental review determines that the San Joaquin kit fox's usage of wildlife movement corridors may be impacted by a given circulation improvement project, the City is required to consult with resource management agencies, including the United States Fish and Wildlife Service, to develop measures to avoid, minimize, and mitigate those impacts to the maximum extent feasible.

While the DEIR notes that CDFG "has indicated to City staff that San Joaquin kit fox do not use the Salinas River within the Paso Robles boundary for a corridor" (Page 3.4-10), the DEIR does not conclude that the Salinas River is not used by the San Joaquin kit fox as a wildlife movement corridor. To the contrary, as prescribed by Mitigation Measure 3.4.3, whether a given potential wildlife movement corridor is used by San Joaquin kit fox will be determined following future site-specific biological field investigations undertaken pursuant to project-level environmental review for specific circulation improvement projects.

Comment 1-3 – Vernal Pool Fairy Shrimp

*Commenter states that it is highly likely that vernal pool fairy shrimp (*Branchinecta lynchi*) occur within several of the improvement areas and recommends that habitat assessments be conducted as early as possible in the planning process of these improvements.*

Staff Response: Recorded occurrences of vernal pool fair shrimp are indicated on Figure 3.4-1, and the presence of vernal pool habitats are disclosed on page 3.4-4 of the DEIR. The DEIR includes Mitigation Measures 3.4.1a and 3.4.1b. These mitigation measures provide that site-specific analysis of potential impacts to special-status plant and wildlife species, including vernal pool fairy shrimp (*Branchinecta lynchi*), will occur as early as is feasible in the development of subsequent transportation projects.

2.0 RESPONSE TO COMMENTS

If potential impacts to special-status plant or wildlife species are identified during subsequent biological assessments, Mitigation Measures 3.4.1a and 3.4.1b commit the City to consultation with the California Department of Fish and Game, the National Marine Fisheries Service, and the United States Fish and Wildlife Service in order to avoid, minimize, and mitigate impacts to special status species.

Comment 1-4 – Fairy Shrimp Critical Habitat

The comments states that a DEIR does not identify that critical habitat unit 29c has been designated for vernal pool fairy shrimp on lands north and east of Huerhuero Creek with, which is in the area of proposed improvements.

Staff Response: Comment noted. A statement that critical habitat unit 29c has been designated for vernal pool fairy shrimp on lands north and east of Huerhuero Creek has been added to the discussion of Impact 3.4.1. [Page 3.4-4.]

Comment 1-5 – Migratory Birds

The commenter recommends that a qualified biologist survey the area for nest or evidence of nesting prior to the commencement of land clearing activities. If nests or other evidence of nesting are observed, a protective buffer should be delineated (in consultation with the USFWS) and the entire area voided until the nests are no longer active.

Staff Response: Section 3.4.2 of the DEIR acknowledges that the Migratory Bird Treaty Act (16 U.S.C. § 703 et seq.) protects migratory birds from take in the project area. The Migratory Bird Treaty Act protects “migratory birds . . . or any part, nest, or egg of any such bird.” (16 U.S.C. § 703.)

Impact 3.4.1 states that migratory and protected bird species may be present in the vicinity of circulation improvement areas. The DEIR’s analysis of Impact 3.4.1 concludes that circulation improvement projects may cause significant and unavoidable impacts to natural habitat areas that support special-status species and/or plant species of special concern, including migratory birds and their nests.

As discussed above, Mitigation Measures 3.4.1a and 3.4.1b provide that site-specific analysis of potential impacts to protected wildlife, including migratory birds, will occur as early as is feasible in the development of subsequent transportation projects. If potential impacts to protected wildlife species are identified during subsequent biological assessments, Mitigation Measures 3.4.1a and 3.4.1b commit the City to consultation with the California Department of Fish and Game, the National Marine Fisheries Service, and the United States Fish and Wildlife Service in order to avoid, minimize, and mitigate those impacts.

The specific mitigation measures that the commenter has suggested are encompassed within Mitigation Measures 3.4.1a and 3.4.1b, which call for the development of site-specific mitigation measures by qualified biologists through consultation with resource management agencies.

Comment 1-6 – Bald and Golden Eagle Act

Commenter expresses concerns regarding potential for take pursuant to the Bald and Golden Eagle Act.

Staff Response: Section 3.4.2 of the DEIR acknowledges that the Bald and Golden Eagle Act (16 U.S.C. § 668 et seq.) protects golden eagles (*Aquila chrysaetos*) from take in the project area. Golden eagles are also fully-protected birds pursuant to Section 3511, subdivision (b), of the California Fish and Game Code.

Impact 3.4.1 states that migratory and protected bird species, including golden eagles, may be present in the vicinity of circulation improvement areas. The DEIR's analysis of Impact 3.4.1 concludes that circulation improvement projects may cause significant and unavoidable impacts to natural habitat areas that support special-status species and/or plant species of special concern, including golden eagles

As discussed above, Mitigation Measures 3.4.1a and 3.4.1b provide that site-specific analysis of potential impacts to protected wildlife will occur as early as is feasible in the development of subsequent transportation projects. If potential impacts to protected wildlife species, including golden eagles, are identified during subsequent biological assessments, Mitigation Measures 3.4.1a and 3.4.1b commit the City to consultation with the California Department of Fish and Game, the National Marine Fisheries Service, and the United States Fish and Wildlife Service in order to avoid, minimize, and mitigate those impacts.

Comment 1-7 – Labeling of Place Names

Staff Response: Please see revised DEIR Figure 3.4-1 that includes additional labeling of physical landmarks.

Letter 2

DEPARTMENT OF TRANSPORTATION

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



*Flex your power!
Be energy efficient!*

December 8, 2010

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

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

Dear Ms. DeCarli:

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

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

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

Letter 2 Continued

Susan DeCarli
December 8, 2010
Page 2

3. Action Item 3. Preserving right of way now is crucial to implementing improvements envisioned in the Plan. A good example is the opportunity available for right of way at the intersection of SR 46 and Paso Robles Avenue. Caltrans fully supports this action item.

2-3

4. Action Item 4. The long term effects and opportunities implicit in this action item cannot be emphasized enough. Caltrans urges the City to begin outreach with the County as soon as possible and requests to be a partner in this effort. Perhaps a multi-agency standing committee could be formed to accomplish this task. It should be understood, however, that this is a “two-way street” and that the County will undoubtedly expect reciprocity.

2-4

5. Action Items 12 and 13. In addition to the detail and attention given to SR 46, the Circulation Element should include US 101. The DEIR projects capacity will be exceeded on US 101 between Spring Street and SR46W. Capacity is expected to be reached or exceeded on US 101 between SR46W and Main Street. Caltrans is charged with, among other things, to ensure that mobility is maintained or improved on State highways, particularly with respect to strategic focus routes. It appears that increasing US 101 mainline capacity is no longer being supported at the regional level. Opportunities do exist through Transportation System Management strategies, such as ramp metering, to preserve traffic throughput on the US 101 freeway. A coordinated partnership between the City and Caltrans to address US 101 congestion should be included in Action Item 12. Action Item 13 should acknowledge that signal optimization efforts should anticipate integration with a range of ITS strategies that would include ramp metering on US 101. Caltrans would encourage the City to include an analysis within the Circulation Element that anticipates a ramp metering system and its interface with City facilities.

2-5

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

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

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

2-6

Letter 2 Continued

Susan DeCarli
December 8, 2010
Page 3

7. Policy CE-1C, Action Item 3. Please be more specific about transit improvement at the airport. Is there a planned major transit hub at the airport which would encourage commerce or passenger growth? Or perhaps business park growth? In connection with Policy CE-1D, will transit be integrated with the pending prison project or with the local viticulture industry? **2-7**
8. Policy CE-1E, Rail. Is there implicit with any of these action items a vision of grade separations as appropriate? Perhaps these types of structures could be integrated into the Town Centre Plan. **2-8**
9. Policy CE-1F, Action Item 3. Does improving Cuesta College access, transit access and usage include inter-campus transit between the Paso Robles and San Luis Obispo campuses? If so, does this include accommodating all students, i.e., day, night and weekends? **2-9**
10. Circulation Issues, Circulation Master Plan. The circulation element anticipates certain improvements which are to emphasize network efficiency, not necessarily widening. A discussion between the City and Caltrans about system efficiencies and system management on US 101 would be consistent with this portion of the Element. With respect to widening for capacity, perhaps a distinction should be made within the discussion between the local road network, the statewide system, and that a jurisdiction's transportation network vision shouldn't unduly constrain statewide mobility needs. US 101 widening may not occur within the Circulation Element's time horizon, but the Element shouldn't work against it. **2-10**
11. Circulation Issues, Circulation Master Plan, performance measures. The Plan emphasizes the City's move away from performance measurements based on Level of Service (LOS). As mentioned above, this is consistent with Smart Mobility 2010. Please ensure however, when impact analysis is conducted with respect to US 101 and SR 46 intersections and segments, that LOS is the principal performance measure to date. This may change at some point in time, but currently, Caltrans will still require that development based impact analysis upon the State Highway System be centered on LOS. **2-11**
12. SR 46E between US 101 and Airport Road. Both the circulation element and the DEIR appear to be insistent that the 46E/Paso Robles Avenue/Union intersection is to be signalized. This would be a premature conclusion and should be removed from the discussion. Caltrans requests that a specific solution or improvement not be identified until after the Project Study Report is completed. **2-12**

Letter 2 Continued

Susan DeCarli
December 8, 2010
Page 4

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

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

Letter 2 Continued

Susan DeCarli
December 8, 2010
Page 5

Sincerely,

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

Chris Shaeffer
Development Review Coordinators
Caltrans District 5

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

RESPONSE TO LETTER #2 – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) (LETTER DATED DECEMBER 8, 2010)

Comment 2-1 – US 101 and SR 46

Commenter requests clarification whether or not Policy CE-1A(f) specifically includes US 101 and SR 46 and their associated facilities in the roadway network.

Staff Response: See response to comment 3-1. Comment is specific to the Circulation Element, not the analysis of the EIR. US 101 and associated facilities (e.g., on- and off-ramps, and interchanges) are presented on Figure CE-1 of the General Plan Circulation Element and are included as part of the City's overall circulation system. The Circulation Element text has been revised to include a discussion of incremental improvements to US 101, which is operated and maintained by Caltrans. The City has historically obtained contributions from developers to improve State-maintained facilities as evidenced most recently by improvements to the SR 46/Golden Hill Road intersection. In addition, the Circulation Element contains several policies and actions that seek to reduce overall automobile travel, and will reduce the magnitude of traffic impacts to US 101.

Comment 2-2 – Multimodal Improvements

Commenter states that they are fully supportive of connecting multimodal improvements to an updated Mitigation Fee program as noted in Policy CE-1A, Action Item 1.

Staff Response: Comment noted. Comment is specific to the Circulation Element. Please see revised Circulation Element. No further response is necessary.

Comment 2-3 – Right of Way Preservation

Commenter states that preserving right-of-way now is crucial to implementing improvements envision in the [Circulation Element Master] Plan as identified in Policy CE-1A, Action Item 3 and are in support of this action item.

Staff Response: Comment noted. Comment is specific to the Circulation Element. See revised Circulation Element. No response necessary.

Comment 2-4 – City/County Mitigation Coordination

Commenter states that the long term effects and opportunities implicit in Policy CE-1A, Action Item 4 cannot be emphasized enough and encourages the City to begin outreach as soon as possible.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. The comment will be considered by the Planning Commission and City Council during their deliberation on the proposed project.

2.0 RESPONSE TO COMMENTS

Comment 2-5 – US 101 Improvements

Commenter states that US 101 should be included in Policy CE-1A, Action Items 12 and 13, at the same level as SR 46. Commenter notes that ramp metering at US 101 mainline is an option and that Action Item 12 should include a coordinated effort by the City and Caltrans to address US 101 congestion. Commenter requests that Action Item 13 acknowledge that signal optimization efforts anticipate integration with a range of ITS strategies that would include ramp metering on US 101 and encourages the City to include an analysis that anticipates a ramp metering system and its interface with City facilities.

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element, which includes revisions to Action Item 12 to include US 101. Policy CE-1A, Action Item 13 has also been revised to include evaluation of ITS strategies that could include ramp metering. However, analysis of ramp metering and its effects on highways and City streets is beyond the scope of a General Plan Circulation Element.

Comment 2-6 – Vehicle Miles Travelled

Commenter notes that Caltrans fully supports new development to provide continuous paths of travel for bikes and pedestrians as identified in Policy CE-1B, Action 1 and provides contact information for assistance.

Staff Response: Comment noted. Comment is specific to the Circulation Element. See revised Circulation Element. No response necessary.

Comment 2-7 – Airport-Related Transportation

Commenter requests more specific information regarding transit improvements at the airport as identified in Policy CE-AC, Action Item 3.

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element. Policy CE-1 includes actions that support a range of transit facilities and services such as extension of the North County Shuttle; however, these transit facilities will be evaluated as a part of the Airport Master Plan, Airport Land Use Plan Updates, and studies by SLO Regional Transit Authority. Transit service to new developments is evaluated by SLORTA and implemented based on demand and overall system effectiveness. The Circulation Element includes policies and actions that require all new developments to accommodate transit service through dedicated right-of-way for stops, shelters, and/or other amenities.

Comment 2-8 – Rail Policy

Commenter requests clarification on whether or not any of the action times under Policy CE-1E include a vision of grade separations as appropriate (i.e. the Town Centre Plan).

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element. Policy CE-1E provides actions to support rail service as one component of the city's mobility planning. If needed, grade separations of railroad tracks and streets would be identified during the development of a multimodal transportation mitigation fee program as described in Policy CE-1A, Action Item 1, or as part of plans for substantial increases in rail service frequency.

Comment 2-9 – Cuesta College Access

Commenter requests clarification as to whether or not improving Cuesta College access, transit access and usage includes inter-campus transit between Paso Robles and San Luis Obispo and if so requests clarification if this service would accommodate all students (i.e. day, night and weekends).

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element. The North County shuttle currently serves the Cuesta College campus Monday through Friday from 7:00AM to 7:00PM and Saturday from 10:30AM to 4:30PM. Policy CE-1F, Action Item 3 indicates the City's support of expanding transit service to the college and enhancing pedestrian and bicycle access for transit riders. Providing any new or expanded transit service to the campus would be the responsibility of the college or SLORTA and is not under the control of the City.

Comment 2-10 – Circulation Master Plan (Local vs. Regional Network)

Commenter states that a distinction should be made between the local road network and statewide system, and that the jurisdiction's transportation network vision should not unduly constrain the statewide mobility needs. Commenter states that the Circulation Element should not work against future widening of US 101.

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element. See response to comment 2-1.

Comment 2-11 – Circulation Master Plan (Performance Measures)

Commenter requests that development-based impact analysis on US 101 and SR 46 intersections and segments be based on LOS.

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element. Policy 1A, Action 11 is included to develop and adopt transportation impact study guidelines that specify the process by which new development impacts are identified and measured, including addressing guidelines and thresholds of Caltrans and San Luis Obispo County. The City does not intend to overlay its own operating thresholds or study methods upon other jurisdictions, but will strongly consider the impact of vehicle capacity improvements on all travel modes when reviewing mitigation options.

Comment 2-12 – SR 46 Between US 101 and Airport Road

Commenter notes that the signalization of the SR 46E/Paso Robles Avenue-Union Road intersection is a premature conclusion prior to completion of the Project Study Report and should be removed from the Circulation Element and DEIR.

Staff Response: See response to comments 5-3 and 9-1. The City of Paso Robles is initiating the Project Study Report (PSR) process to evaluate improvement alternatives including signalization and interchange configurations at SR 46 East and Union Road. This PSR process will identify the near-term and far-term improvements to be planned and constructed. As stated in response to comment 9-1, it would be premature for the CE to make assumptions regarding the ultimate nature of the improvements, location and type of facilities at this time. Please see revisions to DEIR on page 3.14-18 and revisions to page CE-12 of the Circulation Element.

Comment 2-13 – US 101/SR 46 Project

Commenter requests clarification as to why the US 101/SR 46W interchange project not identified in the Circulation Element and DEIR.

Staff Response: See response to comment 7-1. The US 101/SR 46W interchange project is noted as a circle with point in Figure CE-1 - see symbol in legend with description "Planned Intersection or Interchange Improvement." The realignment of Theatre Drive and South Vine Road are also included in Figure CE-1 of the Circulation Element and Figure 3.14-2 of the EIR.

Comment 2-14 – SR 46 Near Mill Road

Commenter requests clarification why the Circulation Element does not identify alternative access for parcels in the vicinity of Mill Road / SR 46.

Staff Response: Comment is specific to the Circulation Element, not the DEIR. According to the General Plan, land uses south of SR 46 along Mill Road are not planned to significantly change by 2025. With the exception of one pocket south of SR 46, most parcels and existing land uses accessed from Mill Road are within the jurisdiction of San Luis Obispo County. Furthermore, not all future roadways including local and collector streets are shown on Figure CE-1. The updated Figure CE-1 of the Circulation Element includes a note to this affect.

Comment 2-15 – City Network/US 101 Interface

The commenter requests clarification regarding the City's vision for network connections to US 101.

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element. The revised Figure CE-1 of the Circulation Element identifies the location of planned intersection or interchange improvements that will be evaluated and built as funding and needs warrant. The identification of specific improvements at each location are outside the scope of the General Plan and would be studied as part of the typical Caltrans project development process. In addition, standardization of highway facilities and ramps is also the responsibility of Caltrans as they are state-operated facilities.

Comment 2-16 – Consistency Between Circulation Element and SR 46 Corridor Plan

Commenter requests that the Circulation Element and SR 46 Corridor Plan remain completely consistent from this point forward.

Staff Response: Comment noted. Comment is specific to the Circulation Element. Policy CE-1A, Action Item 12 has been revised to include coordination between the City and State on congestion management in both the SR 46 and US 101 corridors. This includes focusing improvements to all travel modes and increased local street connectivity, which is consistent with the SR 46 Corridor Plan.

Comment 2-17 – Thresholds from Other Jurisdictions

Commenter suggests caution to overlaying thresholds of significance upon roadways owned by other jurisdictions or not within the geographical boundaries of the City.

Staff Response: Comment noted. Please refer to response to comment 2-11.

Comment 2-18 – Alternative 1

Commenter notes that the DEIR indicates that Alternative 1 would have greater impacts on traffic and circulation than the proposed project; however, with respect to US 101, the LOS would be better under Alternative 1 as opposed to the proposed project.

Staff Response: The results of the technical analysis supporting the 2003 Circulation Element were based on a different travel demand model than the one used in the Draft EIR analysis. The City of El Paso de Robles chose to update its travel demand forecasting (TDF) model to be consistent with the Countywide model prepared by SLOCOG and to support long-range planning efforts including this Circulation Element update.

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

The difference in the estimated operation of US 101 is likely the result of the following:

- More recent US 101 mainline counts.

2.0 RESPONSE TO COMMENTS

- Revised regional land use.
- The new City model is better validated and calibrated and provides more reasonable traffic growth forecasts based on planned land use. This is substantiated by the documented static and dynamic validation tests.

As presented in Table 3.14-7 of the DEIR, the VMT per service population is estimated to be 21.23 compared to the existing and proposed VMT per service population of 19.95 and 20.23, respectively. The 2003 Circulation Element included 34.5 more lane miles of travel by Year 2025 compared to the proposed Circulation Element update. This is the equivalent to building a two-lane roadway more than halfway to downtown San Luis Obispo from downtown Paso Robles. The wider roadways of the 2003 Circulation Element encourages longer trip lengths per vehicle trip, higher rates of vehicular speed,, degrading mobility for pedestrians and cyclists and affecting the overall quality of life in surrounding areas.

Letter 3

DEPARTMENT OF TRANSPORTATION

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



*Flex your power!
Be energy efficient!*

December 17, 2010

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

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

Dear Ms. DeCarli:

On December 8, 2010 Caltrans provided comments on the subject project. Please accept this correspondence as an addendum to the previous comments. Impact 3.14.1b discusses the Element's implementation would result in roadway capacity utilization exceeding 100% on a US 101 roadway segment south of Spring Street. The DEIR considers this as a Class 1 significant and unavoidable impact. A mitigation measure does not appear to be offered that would be acceptable to the City, such as widening, because widening US 101 would not be consistent with the Regional Transportation Plan and therefore funding opportunities are few or non-existent. The first un-numbered impact on Page S-36 also reflects similar capacity challenges.

Caltrans would suggest that there are freeway widening opportunities, on justifiable segments, that may have independent utility and be beneficial for the area in which the segment lies. While the RTP does not include widening throughout the region, neither should it be construed to constrain or discourage beneficial widening opportunities in specific locations.

A recent example of this type of vision and execution can be found in the City of Santa Maria. In 1992 their circulation element, in connection with a Sphere of Influence and Annexation Specific Plan, was updated to include widening US 101 within their city limits because it would be beneficial to their future plans for the City and would provide relief to arterials elsewhere in the City. At that time, the Regional Transportation Plan for Santa Barbara County did not include widening US 101. As you may be aware, the City was key in the successful freeway widening project in 2006.

3-1

Letter 3 Continued

Susan DeCarli
December 17, 2010
Page 2

It seems then that given the City of Paso Robles' vision and its subsequent impacts, there are opportunities available for planning and implementing a similar strategy on US 101 through the City limits. Caltrans would encourage the City to ensure that the DEIR reflects this as a mitigation measure and a City vision. Caltrans staff will make themselves available to discuss this matter at your convenience.

Thank you for considering this addendum. We look forward to hearing from you. I can be reached at (805) 549-3632.

Sincerely,



Chris Shaeffer
Development Review Coordinators
Caltrans District 5

cc. L. Newland
P. Mcclintic
C. Utter

RESPONSE TO LETTER #3 – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) (LETTER DATED DECEMBER 17, 2010)

Comment 3-1 – US 101 Widening

Commenter suggests that there are widening opportunities on justifiable segments of US 101 that may have independent utility and would be beneficial for the area in which the segment lies.

Staff Response: The commenter correctly states that the DEIR presents physical improvements such as the widening of US 101 to six-lanes. However, unless complete funding is available, construction of the necessary capacity improvements is not considered feasible and implementation of the proposed Circulation Element Update would remain a **Class I, significant and unavoidable**, impact. The Circulation Element contains several policies that seek to reduce automobile travel to minimize the need for additional roadway capacity. Implementation of these policies and associated actions would help reduce the magnitude of traffic impacts on US 101. Ultimately, SLOCOG and Caltrans are the responsible agencies for planning for and implementing improvements within the US 101 corridor.

The San Luis Obispo Council of Governments recently adopted the *2010 Regional Transportation Plan (RTP)* (SLOCOG, 2010). The RTP addresses an investment and improvement strategy for US 101. In short, the 2010 RTP recognizes the importance of addressing system deficiencies on US 101, but it also calls out for a comprehensive major investment study (MIS) to determine the location of and prioritize corridor improvements based on the severity of the projected deficiency. Until an MIS is completed and due to the scarcity of transportation revenues, the RTP's constrained list of improvement projects along the 101 corridor for the North County does not include the addition of mixed-flow or high occupancy vehicle lanes in this corridor. The improvements that are proposed are identified and prioritized consistent with the *Route 101 North County Corridor Study* (Caltrans, 2010). This study also describes the need for auxiliary lanes and other capacity enhancements prior to Year 2035. These enhancements would improve operations and reduce the capacity utilization but would not fully eliminate the projected deficient roadway operations. Until such time as a long term strategy is developed through the MIS effort, the City of Paso Robles supports SLOCOG's efforts in partnership with Caltrans and the local agencies along the corridor, to make incremental system enhancements.

2.0 RESPONSE TO COMMENTS

The 2010 RTP includes the following language regarding the approach for the US 101 corridor (pg 4-10, SLOCOG 2010):

Widening of U.S. 101 to Six Lanes: Strategy Update

The 2010 RTP-PSCS improvement strategy for U.S. 101 takes a departure from the 2005 RTP by no longer recognizing the need for widening U.S. 101 from the current four-lane configuration to a six-lane facility within the 25-year plan horizon. Caltrans' 2001 US 101 Transportation Concept Report identified the route's ultimate concept as a six-lane facility throughout District 5. The 2010 RTP-PSCS protects the right-of-way for future expansion; and provides for an evaluation of the capacity needs throughout the corridor to more completely develop a financial, services and facility plan to meet corridor mobility needs.

Given the current and anticipated levels of highway service, population and growth projections, and constrained funding resources, the 2010 RTP identifies the need for a Major Investment Study to be developed in the long term planning horizon of the Plan (2020-2035) to more adequately define the deficiencies along the main line and develop priorities for where capacity increasing improvements should occur.

This Plan continues the system development strategy from the previous three RTPs that devoted reasonably expected revenues toward operational improvements, parallel route development, transit investments and multimodal improvements as recommended in 1997 Major Investment Study conducted in the South County and the recently updated U.S. 101 North County Operational Study.

Letter 4



COUNTY OF SAN LUIS OBISPO

Department of Agriculture/Weights and Measures

2156 SIERRA WAY, SUITE A • SAN LUIS OBISPO, CALIFORNIA 93401-4556
ROBERT F. LILLEY (805) 781-5910
AGRICULTURAL COMMISSIONER/SEALER FAX (805) 781-1035
www.slocounty.ca.gov/agcomm AgCommSLO@co.slo.ca.us

RECEIVED

DEC 17 2010

DATE: December 15, 2010

Engineering Division

TO: Susan DeCarli, City of Paso Robles Planning Manager

FROM: Michael Isensee, County Department of Agriculture

SUBJECT: Paso Robles General Plan Circulation Element Update DEIR (Ag#1532)

The County Department of Agriculture appreciates the opportunity to review and provide feedback on the Draft Environmental Impact Report (DEIR) for the City of El Paso de Robles' Circulation Element Update. The DEIR identifies one significant agriculture impact associated with the update of the Circulation Element: the permanent conversion of agricultural lands and indirect impacts to agricultural lands encumbered with Williamson Act contracts caused by the development and expansion of circulation improvements coupled with the extension of public services into the rural fringes of the City. The Department agrees with the identified mitigation measures which seek to avoid the conversion through roadway alignment choices and, when agricultural land cannot be avoided and is converted to non-agricultural use, to obtain easements which permanently protect similar agricultural resources as a form of compensatory mitigation.

4-1

Proposed mitigation measure (MM) 3.2.1: land use buffers, which is recommended to address conflicts created by circulation improvements, does not appear to be an effective or necessary mitigation measure for the potential conflicts associated with circulation improvements. Rather, appropriate mitigation for conflicts associated with circulation improvements should be specific to the potential conflicts these improvements create. The types of conflicts and potential mitigation for each are listed below.

1. DUST. Increased particulate matter during roadway construction and operation can lead to increased pest pressure on nearby crops. Proposed MM 3.3.2b and 3.3.2c should be effective at minimizing the potential impact associated with construction. There does not appear to be any mitigation addressing ongoing maintenance to manage particulates on roadways through street cleaning or other mechanisms.
2. ACCESS. Reduced or precluded property access during construction can adversely impact agricultural operators who need timely access for cultural practices including planting, crop maintenance, and harvest. MM 3.10.1 should adequately address access.

4-2

Letter 4 Continued

However, for clarity, the measure should note that the temporary access plan will ensure continued access to businesses including farmers and ranchers.

3. THEFT/TRESPASS. Increased trespass and/or theft may occur due to increased public access. The Department recommends fencing be included as a mitigation element when roadways are constructed or expanded adjacent to agricultural lands in order to limit the potential for increased trespass or theft. The need for fencing should be coordinated with the adjoining owner of agricultural property.
4. RUNOFF. Increased stormwater runoff from roadways can cause erosion or flooding on adjoining lands. The use of low impact development (LID) standards as identified in MM 3.9.1 and 3.9.2, especially measures which ensure the post-construction runoff pattern does not substantially change on an individual or cumulative basis, should be adequate to avoid or minimize impacts to agricultural resources and operations.
5. RECHARGE. Circulation improvements are likely to cause decreased groundwater recharge. MM 3.11.1 appears to partially address this issue. However, since most future circulation improvements will be paved and will not utilize porous pavement materials, designing stormwater facilities to retain and infiltrate the maximum amount of runoff should be an identified mitigation measure for reduced groundwater recharge. Enhancing recharge to the Paso Robles Groundwater Basin is important to ensure the sustainability of this resource for continued agricultural use.
6. AG INFRASTRUCTURE. Agricultural infrastructure such as wells and pumps, ponds, irrigation lines, gates or fences can be impacted or lost due to expansion of roadway right of ways. While the DEIR identifies the need to compensate farmland owners for the public acquisition of land (MM 3.2.2b), there are no measures to ensure that the associated infrastructure is proactively addressed to avoid adversely impacting agricultural operations. The Department recommends mitigation which ensures the relocation of any potentially impacted agricultural infrastructure prior to roadway improvements.

**4-2
cont.**

DEIR language regarding hazardous materials and “agricultural operations” (bottom page 3.8-1) appears unclear. While potential soil contamination with both metals and persistent organic compounds is a legitimate issue, it might more appropriate to label this subsection “Pesticides” since pesticide use is and has historically occurred in both agricultural and non-agricultural (residential) settings (see, for example <http://www.envirogroup.com/ch08.pdf>). Contamination is often not going to correlate to the location of current crops. However, MM 3.8.3 appears adequate to address the variety of situations where toxic substances may be a concern.

4-3

Comments and recommendations are based on policies in the San Luis Obispo County General Plan, the California Environmental Quality Act (CEQA), and on current departmental policy to conserve agricultural resources and to provide for public health, safety and welfare while mitigating negative impacts of development to agriculture. If I can be of further assistance, please call 781-5753.

RESPONSE TO LETTER #4 – COUNTY OF SAN LUIS OBISPO DEPARTMENT OF AGRICULTURE/WEIGHTS AND MEASURES

Comment 4-1 – Ag Conversion Mitigation

Commenter agrees with the identified mitigation measures which seek to avoid the conversion of agricultural land.

Staff Response: Comment noted. No response necessary.

Comment 4-2 – Mitigation for Agricultural Conflicts

Commenter states that MM 3.2-1 does not appear to be effective for the potential conflicts associated with circulation improvements and mitigation should be amended to address the types of conflicts specifically associated with these types of issues and improvements.

Staff Response: In response, the City has made a series of minor amendments and clarifications to address the issues raised:

LAND USE BUFFERS AS MITIGATION. MM 3.2.1 has been amended on page 3.2-6 to clarify that a combination of measures, including buffers, may be employed to mitigate agricultural conflicts.

DUST. The comment is correct that dust and particulates generated during construction can be adequately mitigated and controlled as specified in Section 3.3 (Air Quality). With respect to ongoing maintenance, according to the City of Paso Robles Public Works Department, most streets are swept once a month, with additional sweeping done in certain areas, such as major arterial streets and the downtown core areas. Streets are swept not only to keep the City looking clean and well kept, but also to control the amount of debris contaminating the drainage system. The busiest season for the street sweeper is November through March, when trees lose their leaves. Requests for public street sweeping may be done by completing an Action Request Form. Therefore, no additional mitigation would be necessary, as ongoing maintenance occurs within the city limits.

ACCESS. Mitigation measure MM 3.10.1 has been revised on page 3.10-3.

THEFT/TRESPASS. Comment noted. Please see revised MM 3.2.1.

RUNOFF. Comment noted. No response necessary.

RECHARGE. In addition to MM 3.11.1, implementation of MM 3.9.2 on page 3.9-7 requires that the City 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,

2.0 RESPONSE TO COMMENTS

and increase recharge of the groundwater basin. This would ensure that stormwater runoff is retained and allowed to recharge the groundwater basin to the greatest extent feasible.

AG INFRASTRUCTURE. Comment noted. Mitigation measure MM 3.2.2b has been revised on page 3.2-7 of the DEIR in response to this comment.

Comment 4-3 – Hazardous Materials

Commenter requests that the hazardous materials associated with agricultural operations be labeled as "Pesticides." Commenter also notes that MM 3.3.3 adequately addresses the variety of situations where toxic substances may be a concern.

Staff Response: The document has been revised on page 3.8-1

Letter 5

SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director



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

Fax (805) 781-1229

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

MEMORANDUM

RECEIVED

Date: November 24, 2010

NOV 29 2010

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

Engineering Division

FROM: Glenn Marshall, Development Services Engineer 

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

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

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

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

5-1

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

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

5-2

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

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

5-3

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

2.0 RESPONSE TO COMMENTS

RESPONSE TO LETTER #5 – COUNTY OF SAN LUIS OBISPO, DEPARTMENT OF PUBLIC WORKS

Comment 5-1 –Fair Share Road Improvements

Commenter states that Policy CE-1A, Action Item 4 should be reworded to instruct City staff to work with County Staff on formulating a Memorandum of Agreement (MOA) that is mutually acceptable to both the City Council and County Board of Supervisors. The MOA would include expanding the City's AB1600 travel demand modeling, which would provide fair share road improvements.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. As a part of the update of the multimodal mitigation fee program (see Policy CE-1A, Action Item 1), the Planning Commission and City Council will consider fair-share contributions to feasible transportation improvements in adjacent jurisdictions significantly affected by City of Paso Robles traffic.

Comment 5-2 – Unincorporated Private Land along Improvement Frontages

Commenter recommends that the City consider a policy or action item that addresses private properties within the County and fronting future roads segments (Dry Creek Road and Wisteria Road) and encourage that these areas to be annexed into the City or be addressed in any future MOA between the City and County as discussed in Comment 5-1.

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element. Future roadway alignments are preliminary with final alignment to be determined during future specific plan or plan line studies. The updated Figure CE-1 of the Circulation Element includes a note to this affect. The alignment of Dry Creek Road (Buena Vista Drive to Golden Hill Road) and Wisteria Road (Dallons Drive to Golden Hill Road) are not within the current City of Paso Robles sphere of influence. These future extensions were included as parallel streets to SR 46 East to improve local circulation for existing and future land uses north of SR 46 East and to reduce the volume of local traffic on SR 46, a regional facility. Because these roadways are not within the City of Paso Robles Sphere of Influence, the alignment and construction of these roadways are expected to occur as a part of the typical SOI boundary adjustment and/or annexation process between the City and County at such time the area is planned for future growth.

Comment 5-3 – SR46E Improvements from US 101 to Airport Road

Commenter states that the Circulation Element should identify that a grade separated intersection at SR 46E and US 101 is the ultimate solution in this location, and that signalization would only accommodate growth through a 15-year time frame.

Staff Response: Comment is specific to the Circulation Element. Please see revised Circulation Element, which removes reference to signalization of SR 46 East and Union

Road. The City of Paso Robles has begun the Project Study Report (PSR) process to evaluate improvement alternatives including signalization and interchange configurations at SR 46 East and Union Road. This PSR process will identify the near-term and far-term improvements to be planned and constructed.

Letter 6 Continued

- 3. Action Item 1: Suggest a new bullet addressing Transportation Demand Management (TDM) Strategies – move the TDM discussion on p. E-12 and convert to Action items. Expand to also discuss the provision of Park-N-Ride lots and employer-mandated shuttles as mitigation measures. 6-3
cont.
 - o Policy CE-1C Airport, Action Item 3. Include language; *“Install bike lockers for long term bike parking where appropriate and enforceable.”* 6-4
 - o Policy CE-1D Transit. Consider the following amendments:
 - 1. Action Item 5. Add: *shuttle stops and park and ride lots.*
 - 2. Action Item 6. Add: *Cuesta College.*
 - 3. Provide another action item to: *support a public bus traffic signal preemption system along the Spring Street, Niblick Road and 13th Street corridors given the high utilization rates of these corridors to enhance schedule adherence.* 6-5
 - o Policy CE-1F. Pedestrian and Bicycle Access.
 - 1. Action Item 1. Add a new bullet: *Develop an ongoing program to address American Disabilities Act (ADA) improvements.*
 - 2. Action Item 3. Add: *public transit.* 6-6
2. Circulation Master Plan.

We support the suggested re-focus of performance measures from auto centric (level of service) towards measures that reflect more effective use of resources and enhance mobility for all system users. SLOCOG has not supported the typical (existing) level of service “D” standard in the adopted Regional Transportation Plan for the specific reasons identified in this section. 6-7

We also concur with the recommended 2010 Circulation Element update map that removes a number of infrastructure improvements and reduces the number of lanes of most arterials and collectors. This road “diet” has been suggested nationwide and has been used successfully in our region over Highway 227 (South Street) in San Luis Obispo and Foothill Boulevard in San Luis Obispo. On new facilities or modified facilities, this could also reduce costs enormously. 6-8

- o Page CE-10, SLOCOG staff suggests the City also consider extension of Dallons Drive east to provide additional parallel route benefits off the state highway system Dallons extension (if practical) as a parallel route improvement to provide additional parallel route benefit off the state highway system. 6-9
 - o Figure CE-1. Circulation Element Map.
 - 1. Add extension of Dallons Drive east of Golden Hill.
 - 2. Add realignment of Vine Street and Theatre Drive near the Rt 46W/101 Interchange. 6-10
3. SR46 East from US 101 (p. CE-9).

The proposed Circulation Element findings and recommendations are consistent with the recently adopted RT 46 Comprehensive Corridor Study: (1) widening is ineffective without a revised interchange and capacity improvements (widening) to US 101 mainline, and (2) improve a parallel route system of local roads with a focus on the Union Road intersection with Highway 46. We recommend the city place a high priority on conducting advance development studies, installation of an interim traffic signal and preservation of right-of-way for a long-term interchange. 6-11

San Luis Obispo Council of Governments



Ronald L. DeCarli - Executive Director

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

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

May 13, 2010

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

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

Dear Mr. Falkenstein

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

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

1. Goals, Policies and Action Element. These policies and actions are comprehensive and well developed. We strongly support their adoption and offer the following suggestion:

o Policy CE-1A Action Item 1. SLOCOG staff recommends expanding this policy or adding an additional policy to include the following language. *"Set conditions of development for large scale commercial projects to require an onsite transportation coordinator that will oversee trip reduction measures and programs recommended by a Trip Reduction Plan, developed in partnership with the Air Pollution District and San Luis Obispo Regional Rideshare Program."*

6-1

o Policy CE-1A Action Items 5, 8, and 11 suggest the consultant discuss suggested changes contemplated to the aforementioned standards and guidelines that are more consistent with the revised focus of this circulation element.

6-2

o Policy CE-1B. Reduce Vehicle Miles Traveled. We strongly support this policy and its Action items. This policy moves the city progressively, addressing AB32, the Global Warming Act, and SB375 goals. The recommended Action items are progressive strategies recommended and endorsed by recent research including Caltrans Smart Mobility 2010 and the Partnership for Sustainable Communities consisting of the U.S. Environmental Protection Agency, the U.S. Department of Transportation, and the US Department of Housing and Urban Development.

6-3

- 1. Action item 1: All the bullets refer to 'new development' and 'mix of uses' (to reduce VMT). An additional bullet that supports redevelopment in core areas and mixed use land uses would also reduce VMT and provide residential options in areas of existing transit and proximity to destinations.
- 2. Action Item 1: sixth bullet. We suggest adding language: *"including park and ride lots where appropriate"* after "well connected".

Letter 6 Continued

4. Circulation Standards.

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

6-12

6-13

5. Paso Robles Event Center.

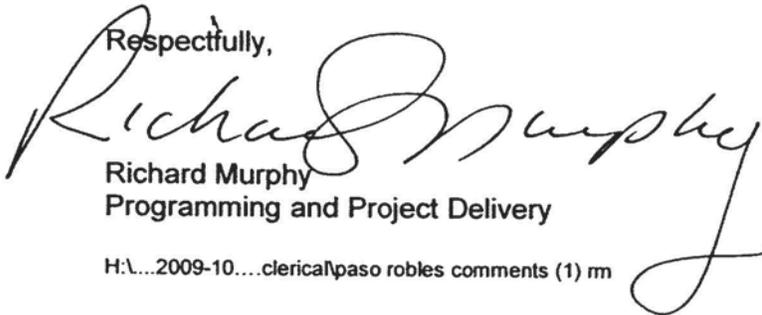
- Include language that demonstrates the value of using shuttle services for event center activity.
- Investigate the opportunity to secure a Park-N-Ride and downtown shuttle stop.

6-14

6-15

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

Respectfully,



Richard Murphy
Programming and Project Delivery

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

RESPONSE TO LETTER #6 – SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

Comment 6-1 – Trip Reduction Plan for Commercial Development

Commenter recommends that Policy CE-1A, Action Item 1 be expanded or an additional policy be added to address implementation of Trip Reduction Plan for large scale commercial projects.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. Please refer to the Transportation Demand Management section on page CE-14 of the Circulation Element. This section discusses the practice City staff should follow regarding implementing TDM strategies as a part of the entitlement and project approval process to accomplish the same goals. A condition of approval, as suggested, may not be appropriate for all “large scale” commercial developments and would be infeasible to implement uniformly as the make-up of project owners, developers, sponsors, tenants and end users cannot be predicted at this time or necessarily bound to such an obligation under all circumstances.

Comment 6-2 – Policy CE-A1: Items 5, 8 and 11

Commenter suggests changing Policy CE-A1: Action Items 5, 8 and 11 to be more consistent with the revised focus of this Circulation Element.

Staff Response: Comment noted. Comment is specific to the Circulation Element. See revised Circulation Element. As stated in Policy CE-1A, Action Items 5, 8 and 11 call for subsequent studies or planning efforts that the City will undertake upon adoption of the Circulation Element. Specific proposed changes to municipal code, city standards and guidelines cannot be identified at this time.

Comment 6-3 - Policy CE-1B: Action Item 1

Commenter states that they strongly support Policy CE-1B and its Action items; however, they recommend revisions to Action Item 1.

Staff Response: Comment noted. Comment is specific to the Circulation Element. See revised Circulation Element. Policy CE-1B, Action Item 1 includes redevelopment of existing land uses within the city near transit and the text has been modified to reflect new and redevelopment areas. Policy CE-1D, Action Item 3 adds park and ride lots, which may either be new or shared areas in existing parking lots. As discussed on page CE-14 of the Circulation Element, City staff implements TDM programs during the entitlement and project approval process.

Comment 6-4 - Policy CE-1C: Item 3

Commenter requests the revisions to Policy CE-1C Airport, Action Item 3.

2.0 RESPONSE TO COMMENTS

Staff Response: Comment noted. Comment is specific to the Circulation Element. See revised Circulation Element. Policy CE-1F includes actions that support a range of bicycle facilities and services such as bicycle lockers; however, these bicycle facilities will be evaluated as a part of the Airport Master Plan and Airport Land Use Plan updates. The Circulation Element includes policies and actions that support bicycle facilities that promote bicycling to/from the Airport.

Comment 6-5 - Policy CE-1D

Commenter requests revisions to Policy CE-1D.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. Policy CE-1D, Action Item 5 of the draft Circulation Element has been deleted and integrated into Policy CE-1D, Action Item 8 of the revised Circulation Element. Shuttle stops and/or park and ride lots are possible improvements to the existing multi-modal transportation facility on Pine Street and other potential multi-modal transportation facilities in Paso Robles.

Policy CE-1D, Action Item 6 was revised and numbered Policy CE-1D, Action Item 9 and includes rewording to include support of transit to education centers such as Cuesta College as funding is available.

Policy CE-1A, Action Item 13 accounts for transportation system management which may include bus traffic signal pre-emption system on city streets. A new action item was not added to Policy CE-1D.

Comment 6-6 – Policy CE-1F

Commenter requests revisions to Policy CE-1F.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. Policy CE-1F, Action Item 8 includes action to update the City's ADA transition plan. First bullet of Action Item 3 already includes transit planning.

Comment 6-7 – Performance Measures

Commenter states that they support the suggested performance measures which reflect more effective use of resources and enhance mobility for all system users.

Staff Response: Comment noted. No response necessary.

Comment 6-8 – CMP

Commenter concurs with the CMP, which removes a number of infrastructure improvements and reduces the number of lanes of most arterials and collectors.

Staff Response: Comment noted. Comment is specific to the Circulation Element. No response necessary.

Comment 6-9 – Dallons Drive

Commenter suggests the City consider extension of Dallons Drive east to provide additional parallel route benefits off the state highway system.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. Figure CE-1 includes an extension of Dallons Drive east of Golden Hill Road to the future extension of Airport Road. Dallons Drive extension further east depends on future land use and addressing alignment feasibility due to existing constraints such as topography and creeks. Future roadway alignments are preliminary with final alignment to be determined during specific plan or plan line studies. Not all future roadways including local and collector streets are shown on Figure CE-1, which has been updated to include a note to this effect.

Comment 6-10 - Figure CE-1

Commenter suggests revisions to Figure CE-1.

Staff Response: Please refer to response to comments 2-13, 2-14, 6-9, and 7-1.

Comment 6-11 – RT 46 Comprehensive Corridor Study Implementation

Commenter states that the proposed Circulation Element is consistent with the recently adopted RT 46 Comprehensive Corridor Study and recommends that a high priority be placed on conducting advance development studies, installation of an interim traffic signal and preservation of right-of-way for a long-term interchange.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. Please refer to response to comment 3-3.

Comment 6-12 – Street Standards

Commenter recommends assessing and changing current street standards to be more consistent with the re-focus of the circulation element and to address the state mandate for “complete streets” as required by AB1387.

Staff Response: Comment noted. Comment is specific to the Circulation Element. See revised Circulation Element. The Circulation Element includes the complete streets elements presented in AB 1387. Policy CE-1A, Action Item 5 requires City staff to update the Standard Specifications and Details to incorporate the complete street elements of AB 1387.

2.0 RESPONSE TO COMMENTS

Comment 6-13 - Roundabouts

Commenter states that they support assessing the use of roundabouts as an alternative to signals where warrants are met (except for SR 46).

Staff Response: Comment noted. Comment is specific to the Circulation Element, not the EIR. No response necessary

Comment 6-14 – Shuttle Services

Commenter requests that language be included that demonstrates the value of using shuttle services for event center activity.

Staff Response: Comment noted. Comment is specific to the Circulation Element. See revised Circulation Element. This discussion was modified to include shuttle service as a possible transit option.

Comment 6-15 – Park-N-Ride

Commenter requests that the opportunity to secure a Park-N-Ride and downtown shuttle stop be investigated.

Staff Response: Comment noted. Comment is specific to the Circulation Element. This discussion was modified to include park-and-ride lots as a possible transit option.

Letter 7



NORTH COAST ENGINEERING, INC.

Civil Engineering • Land Surveying • Project Development

December 17, 2010

Susan DeCarli
City of El Paso de Robles
1000 Spring Street
Paso Robles, California 93446

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

Dear Ms. DeCarli:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) and the 2010 Circulation Element Update.

We find the City's approach to circulation management to be progressive, innovative, and appropriate for the small town character of the City of El Paso de Robles. Our comments on the Draft EIR and the Circulation Element are as follows:

General Plan 2010 Circulation Element Draft Environmental Impact Report

1. Section 2.5 Project Components and Characteristics

This section contains a list of proposed circulation improvements required by the Circulation Element and as shown on Figure 2-3, Circulation Master Plan Map. Several critical circulation improvements have been omitted from this list. They are:

South Vine Street Realignment
Theatre Drive Realignment
South Vine Street/Theatre Drive Bridge.

It is critical that these circulation improvements are included in EIR as well as the Draft Circulation Element, particularly as the realignment of Theatre Drive is currently in construction.

7-1

Letter 7 Continued

2. Figure 2.3 Circulation Master Plan Map

This map graphically represents the improvements required by the 2010 Circulation Element Update. Omitted from the map are the following circulation improvements:

South Vine Street Realignment
Theatre Drive Realignment
South Vine Street/Theatre Drive Bridge.

Additionally, this exhibit has symbols for gateways to the City, visual corridors, natural landmarks, etc. which mask the underlying circulation improvements. These symbols should be removed from this exhibit.

3. Figure 3.14-2 Circulation Master Plan Map

This exhibit omits the following circulation element improvements:

South Vine Street Realignment
Theatre Drive Realignment
South Vine Street/Theatre Drive Bridge.

4. Table 3.14-4 Roadway Segment Changes

This table contains the necessary roadway segment changes for the implementation of the 2010 Circulation Element. Omitted from this table are the following:

Theatre Drive to State Route 46 West Realignment
South Vine Street to State Route 46 Realignment.

2010 Circulation Element Update

1. Exhibit CE-1, Page CE-6

This exhibit omits the following improvements required by the Circulation Element Update:

South Vine Street Realignment
Theatre Drive Realignment
South Vine Street/Theatre Drive Bridge.

2. Table CE-1 Existing and 2025 Roadway Segment Utilization, Page CE-8

This table states that South Vine Street will have an ADT of 15,500 and a 2025 Capacity Utilization of 88%. The Draft EIR for the same road segment states that

7-1
cont.

7-2

7-3

Letter 7 Continued

the proposed year 2025 ADT will be 12,700, and the Capacity Utilization will be 59%. These tables are inconsistent.

7-2
cont.

3. Page CE-9

The second to the last paragraph on this page discusses the key corridor in the City. This section lists a number of "Key Corridors" and describes their function and projected condition. South Vine Street and the connection to the currently realigned Theatre Drive is a critical corridor and should be included in this section.

7-3

4. Page CE-11 Bridges

This section discusses the proposed bridges required by the Circulation Element Update. There is no mention of the South Vine Street/Theatre Drive Bridge.

7-4

Summary

There appears to be overall omission of the South Vine Street Realignment, the South Vine Street/Theatre Drive Bridge, and the Theatre Drive Realignment in both the Draft Environmental Impact Report, and the 2010 Draft Circulation Element. This omission was also noted in the letter dated May 13, 2010 from the San Luis Obispo Council of Governments and the letter dated December 8, 2010 from Caltrans.

This Circulation Improvement is critical to the effective circulation function for the City of Paso Robles. In order to provide a complete Circulation Element and to provide opportunities for funding, it is critically important that the details of these improvements be included in both the final EIR and in the final Circulation Element.

Sincerely,



Larry Werner, CEO

RLW/jms

Cc: Jim App, City Manager
John Falkenstien, City Manager

2.0 RESPONSE TO COMMENTS

RESPONSE TO LETTER #7 – LARRY WERNER, CEO, NORTH COAST ENGINEERING

Comments 7-1A through 7-1D – Additional Improvements

Commenter makes several suggestions regarding Section 2.5 of the DEIR, including recommendations to include additional circulation improvements, and changes to figures in both the DEIR and Circulation Element. Commenter states that the following circulation improvements have been omitted from the discussion:

- *South Vine Street Realignment*
- *Theatre Drive Realignment*
- *South Vine Street/Theatre Drive Bridge*

Commenter notes that these improvements should be added to Figures 2.3 and 3.14-2 of the DEIR and Figure CE-1 of the 2010 Circulation Element Update. Commenter also notes that Figure 2.3 of the DEIR should have the symbols for gateways, visual corridors, natural landmarks, etc. removed from the figure. Table 3.14-4 of the DEIR should be revised to include the following:

- *Theatre Drive to State Route 56 West Realignment*
- *South Vine Street to State Route 46 Realignment*

Staff Response: In response, Section 2.5 has been modified. Please see revisions within this Final EIR that more appropriately characterize the planned circulation network. Specifically, the planned facilities identified that comprise the circulation system as described in the DEIR have been simplified. The intent of this section is to provide a brief narrative that corresponds with Figure 2-3, which illustrates the Circulation Master Plan. The improvements shown and described are based upon known or projected deficiencies on the circulation network, and illustrate planning-level circulation concepts to address (mitigate) those deficiencies. Figure 2-3 has been revised and replaced to remove the aesthetic/visual symbols.

The realignment of Theatre Drive and South Vine Road are included in Figure CE-1 of the draft Circulation Element. These realignments were not omitted from the Circulation Element or EIR figures and tables. Daily roadway utilization for these segments were also included in Table CE-1 of the Circulation Element and Table 13.13-5 of the EIR. Specifically, Theatre Drive between SR 46 West and the southern city limit, has 9,600 daily vehicles under Existing Conditions and is estimated to serve 12,300 vehicles under Proposed Year 2025 Conditions. South Vine Road between 1st Street and SR 46 West has 4,800 daily vehicles under Existing Conditions and is estimated to serve 12,700 vehicles under Proposed Year 2025 Conditions. Future roadway alignments are preliminary with final alignment to be determined during specific plan or plan line studies. Not all future roadways including local and collector streets are shown or labeled on this map. The updated Figure CE-1 of the Circulation Element includes a note to this affect.

The General Plan Circulation Element does not preclude the construction of the South Vine Street/Theatre Drive bridge but did not identify its need within the study timeframe; rather, the need for this bridge should be evaluated during the specific plan and annexation process, and any subsequent Circulation Element updates.

Comment 7-2 – Table CE-1 Inconsistent with DEIR

Commenter notes that Table CE-1 of the Circulation Element is inconsistent with the DEIR.

Staff Response: The determination of the proposed roadway improvements was made through a multi-step process. Table CE-1 of the Circulation Element presents the daily utilization of the roadway system based on the initial step of the process to identify future improvements with a model run that includes year 2025 land use and existing roadway network within Paso Robles. Table 3.14-5 presents the proposed Year 2025 daily utilization based on the Year 2025 land use and proposed roadway network within Paso Robles. This additional run was completed to account for any re-distribution of traffic that may occur with reduced capacity on some facilities compared to the initial model run. The final Circulation Element Table CE-1 and Table 3.14-5 of the EIR have been updated to be consistent and reflect the planned 2025 roadway system presented in Figure CE-1 to accommodate the projected development by 2025.

Comment 7-3 – South Vine Street and Theatre Drive

Commenter notes that South Vine Street and the connection to the realigned Theatre Drive should be included in the discussion on page CE-9 of the Circulation Element.

Staff Response: Comment noted. Comment is specific to the Circulation Element. The key corridors discussed in the Circulation Element focus on corridors with high utilization. As shown in Table CE-1 South Vine Road between 1st Street and SR 46 West has a daily utilization of 27 percent under Existing Conditions and an estimated daily utilization of 59 percent under Proposed Year 2025 Conditions, which are well below the utilization of the roadways discussed in the key corridors section of the Circulation Element.

Comment 7-4 – South Vine Street/Theatre Drive Bridge

Commenter notes that there is no mention of the South Vine Street/Theatre Drive Bridge on page CE-11 of the Circulation Element.

Staff Response: Please see response to comments 7-1A through 7-1D.

Letter 8

December 8, 2010

Jay Huebner
ORSP/BASP Property Owner
1343 Costa Del Sol
Shell Beach, CA 93449

John Falkenstien
City Engineer
City Of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Regarding Draft Circulation Element

Dear John,

Thank you for the copy of the City Draft Circulation Element. I have reviewed most of the Circulation Element and understand almost all of it. What I am slightly confused about is the Consultant's language located in:

EXISTING CONDITION OF FUTURE ROADWAYS IMPROVEMENT AREAS.

Letter 8 Continued

On page 9, in Item 11, the Consultant calls for an improvement of a 3 lane arterial road within the Olsen Ranch property. It states, “This improvement proposes a 3-lane arterial route extending from Linne Road to south Meadowlark Road within the Olsen Annexation Area”, which is fine with me, except it goes on to say, “and connects back to Airport Road within the Beechwood Annexation south of Meadowlark Road”.

This is what I am a little concerned about. The BASP and the ORSP both show this loop road connection to Airport Road via Meadowlark Road, not as a new or future road that would run through my property south of Meadowlark Road.

Can you please confirm that the connection for the ORSP loop road to Airport Road will use Meadowlark Road and not run through my property south of Meadowlark Road? It would really screw up the current plan, which we are ready to submit for approval.

Sincerely,

Jay Huebner

CC: Mayor Duane Picanco

CC: Councilmember’s Strong, Hamon, Steinbeck and Gilman

CC: Ron Whisenhand, CDD and Susan De Carli, City Planner

8-1

2.0 RESPONSE TO COMMENTS

RESPONSE TO LETTER #8 – JAY HUEBNER

Comment 8-1 – Arterial Road with Olsen Ranch South of Meadowlark Road

Commenter is concerned with reference to a 3-lane arterial road within the Olsen Ranch property that connects back to Airport Road within the Beechwood Annexation south of Meadowlark Road as opposed to via Meadowlark Road because it would not be consistent with current development plans, which are ready to submit for approval.

Staff Response: Comment is specific to the Circulation Element. See revised Circulation Element. Future roadway alignments are preliminary with final alignment to be determined during specific plan or plan line studies. Not all future roadways including local and collector streets are shown on this map. The updated Figure CE-1 of the Circulation Element includes a note to this affect and the roadway mentioned by the commenter has been removed from the figure.

Letter 9



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director
RECEIVED

December 20, 2010

DEC 28 2010

Engineering Division

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

Subject: General Plan Circulation Element 2010
SCH#: 2010071065

Dear John Falkenstien:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 17, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

9-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink that reads "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

Letter 9 Continued

Document Details Report State Clearinghouse Data Base

SCH# 2010071065
Project Title General Plan Circulation Element 2010
Lead Agency Paso Robles, City of

Type EIR Draft EIR
Description The project is the update to the city-wide Circulation Element. The Circulation Element is one of the mandated elements of the General Plan. The Circulation Element identifies the city-wide transportation network to support the City's existing and future land use pattern, and contains policies specific to transportation and mobility to support and implement the circulation plan.

Lead Agency Contact

Name John Falkenstien
Agency City of Paso Robles
Phone (805) 237-3970 **Fax** 805 237-3904
email JFalkenstien@prcity.com
Address 1000 Spring Street
City Paso Robles **State** CA **Zip** 93446

Project Location

County San Luis Obispo
City Paso Robles
Region
Lat / Long
Cross Streets
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways Hwy 101, SR 46E
Airports Paso Robles
Railways UPRR
Waterways Salinas River, Huer Huevo Creek
Schools Paso Robles Unified School District
Land Use

Project Issues Public Services; Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Quality; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 4; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 5; Caltrans, Division of Transportation Planning; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; Public Utilities Commission

Date Received 11/03/2010 **Start of Review** 11/03/2010 **End of Review** 12/17/2010

RESPONSE TO LETTER #9 – STATE OF CALIFORNIA, OFFICE OF PLANNING AND RESEARCH

Comment 9-1 – Compliance with CEQA

Commenter acknowledges compliance with the State Clearinghouse review requirements in accordance with CEQA and that no comments were received from State agencies.

Staff Response: Comments noted. No response necessary.

RESPONSE TO COMMENTS MADE AT THE PLANNING COMMISSION MEETING OF DECEMBER 14, 2010

Comment 10-1: Improvement Projects “List” (Larry Werner and Rich Murphy)

Please provide a “list of projects” in the CE (and EIR) that more clearly describe the planned facilities. Having a list will make it easier to apply for grant funding for implementation.

Staff Response: The General Plan’s Circulation Element (and corresponding EIR) is intended to identify a basic program and network for future circulation within the city to effectively accommodate projected growth and land uses. Within the General Plan, this network is still at the “planning level” and intended to resolve projected deficiencies. It does not plan the exact alignment or geometrics for specific facilities or projects. “Projects” as understood from an engineering and cost estimation standpoint have a defined need, an alignment or preliminary design, beginning and end points (such as for roadway segments) and design parameters and geometrics (such as number of lanes, signalization, grade separations, roundabout configurations, etc.). The Circulation Element is much more general, does not plan for that level of “project detail”, and is intended to be more flexible.

However, staff agrees that specific projects and facilities do need to be planned and programmed well in advance in order to be prioritized for funding. To that end, the City’s Capital Improvement Program (CIP), AB1600 Fee Program, and SLOCOG’s Regional Transportation Plan (RTP) (including the Federal Transportation Improvement Program) are the existing and appropriate vehicles for establishing project lists, priorities and anticipated costs at a greater level of detail. These lists are in place, and are regularly updated to reflect changing priorities and needs for projects within the City. The Circulation Element is designed to inform and support these local and regional fee-based programs as a first level of planning. If a more detailed master list of specific improvements and facilities were included in the Circulation Element, the city would need to process a General Plan Amendment – including public hearings and environmental review – each time a listed project was changed, added or deleted from the circulation network.

It may prove more efficient to consider a specific project when it is needed or proposed (such as an interchange, for example), work out the project’s design parameters, evaluate the project for consistency with the General Plan Circulation Element, and add (or re-prioritize) the project within the CIP, Fee Program, and/or within the next update to the RTP.

A current example is the SR 46/Union Road Intersection Alignment Study. The Circulation Master Plan shows a need for a planned intersection or interchange improvement project at this location. However, the City is just now starting the preliminary design process and exploring near-term and long-term design alternatives. It would be premature for the CE to make assumptions regarding the ultimate nature of the improvements, location and type of facilities at this time.

Comment 10-2 – Detailed Policy Discussion – Various Issues (Planning Commission)

Staff Response: Several commissioners spoke individually and provided questions and comments regarding specific text and policy language of the Circulation Element. These issues are outside of the scope of the EIR. Staff addressed most the Commission’s questions directly. In addition, several clarifying modifications to the Circulation Element have been made to the policy language, while allowing the Planning Commission and City Council discretion in applying the policies based upon specific circumstances. None of the specific language changes affect the findings or conclusions of the EIR.

Comment 10-3 – Jobs/Housing Balance (Commissioner Gregory)

Please provide some discussion of balancing jobs and housing in order to reduce vehicle miles travelled (VMT).

Staff Response: Staff responded that it is always a goal to balance job generation with new housing, and the city’s planning documents do what they can to plan for and balance these uses within city limits. This balance – and a corresponding reduction in VMT in the community – can be refined by business attraction and robust economic development strategies, reducing the physical proximity between housing and employment opportunities, enhancing availability of public transit, and by promoting a socioeconomic “match” between salaries within those employment centers and relative housing costs.

Staff also recognizes, however, that it is lifestyle choice and the job-related travel demands of individual residents that ultimately dictate individual commute patterns and VMT. Communities can plan for and incentivize local job generation, as well as influence and monitor the amount and rate of residential growth and available housing in order to reduce VMT. But private market forces, geography, competitive job markets and even family structure also have a significant influence upon how and where people travel. For this reason, SLOCOG, San Luis Obispo County and the City of Paso Robles have all adopted plans and policies promoting a common goal of implementing more integrated planning and reducing VMT regionally.

Comment 10-4 – Existing Constraints and Barriers (Commissioner Garcia)

The Circulation Element and EIR should include a discussion of the major features that tend to separate the city – US 101, the Salinas River, the railroad tracks and SR 46.

Staff Response: A discussion of how these features influence transportation and land use in the city has been included in the documents.

2.0 RESPONSE TO COMMENTS

3.0 REVISED EIR

CITY OF EL PASO DE ROBLES
GENERAL PLAN 2010 CIRCULATION ELEMENT
FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2010071065

Prepared for:

CITY OF EL PASO DE ROBLES
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
1000 SPRING STREET
PASO ROBLES, CA 93446
WWW.PRCITY.COM

Prepared by:

PMC
860 WALNUT STREET, SUITE B
SAN LUIS OBISPO, CA 93401-2725

FEBRUARY 2011

VOLUME I

VOLUME I - DEIR

S.0 EXECUTIVE SUMMARY

1.0 INTRODUCTION

1.1	Purpose of the EIR.....	1.0-1
1.2	Known Trustee and Responsible Agencies.....	1.0-1
1.3	Type of Document	1.0-2
1.4	How to Use this EIR.....	1.0-2
1.5	Scope and Organization	1.0-3
1.6	Environmental Review Process.....	1.0-5
1.7	Comments Received on the Notice of Preparation	1.0-7

2.0 PROJECT DESCRIPTION

2.1	Project Applicant.....	2.0-1
2.2	Regional and Local Setting	2.0-1
2.3	Project Background and Planning Framework.....	2.0-2
2.4	Project Objectives	2.0-7
2.5	Project Components and Characteristics.....	2.0-7
2.6	Intended Uses of the EIR.....	2.0-12
2.7	Project Approvals and Subsequent Actions	2.0-12
2.8	Regulatory Requirements, Permits, and Approvals	2.0-13

3.0 IMPACT ANALYSIS

3.1	Aesthetics and Visual Resources	3.1-1
3.2	Agricultural Resources	3.2-1
3.3	Air Quality.....	3.3-1
3.4	Biological Resources	3.4-1
3.5	Cultural Resources.....	3.5-1
3.6	Geology and Geologic Hazards.....	3.6-1
3.7	Greenhouse Gas Emissions and Climate Change.....	3.7-1
3.8	Hazards and Hazardous Materials	3.8-1
3.9	Hydrology and Water Quality	3.9-1
3.10	Land Use and Planning	3.10-1
3.11	Public Services and Utilities	3.11-1
3.12	Noise Assessment.....	3.12-1
3.13	Recreation	3.13-1
3.14	Traffic and Circulation	3.14-1
3.15	Effects found not to be Significant.....	3.15-1

4.0 CUMULATIVE IMPACTS

4.1	Analysis Requirements	4.0-1
4.2	Cumulative Approach	4.0-2

TABLE OF CONTENTS

5.0 ALTERNATIVES

5.1 General CEQA Requirements 5.0-1
5.2 Relationship to Project Objectives 5.0-2
5.3 Project Alternatives 5.0-2
5.4 Environmentally Superior Alternative 5.0-7

6.0 OTHER SECTIONS REQUIRED BY CEQA

6.1 Growth-Inducing Impacts..... 6.0-1
6.2 Irreversible Environmental Effects 6.0-3
6.3 Significant and Unavoidable Environmental Effects 6.0-3

7.0 REPORT PREPARERS AND REFERENCES

7.1 Preparers of the Environmental Report 7.0-1
7.2 References/Documentation 7.0-1

8.0 ACRONYMS AND GLOSSARY

8.1 Acronyms 8.0-1
8.2 Glossary 8.0-4

APPENDIX A NOP AND RESPONSES

APPENDIX B DRAFT MMRP

VOLUME II – TECHNICAL APPENDICES

Appendix C Issues and Constraints Memo
Appendix D Applicable Regulations
Appendix E Air Quality Appendix
Appendix F Biological Resources Appendix
Appendix G Greenhouse Gas Emissions and Climate Change Appendix
Appendix H Noise Appendix
Appendix I Traffic and Circulation Appendix
Appendix J Revised Circulation Element

LIST OF TABLES

Table 2.0-1 Summary of Circulation Network Deficiencies and Planned Improvements 2.0-8
Table 3.3-1 Average Daily Vehicle Miles Traveled 3.3-5
Table 3.3-2 Proposed Circulation Element Update Policies with CAP Policies 3.3-6
Table 3.3-3 Emission Thresholds of Significance for Construction Operations..... 3.3-10
Table 3.3-4 Estimated Criteria Pollutant and Precursor Emissions – Mobile Sources 3.3-13
Table 3.7-1 Greenhouse Gas Emission Simulation Results for Proposed Circulation
Element Update 3.7-4
Table 3.7-2 GHG Reductions from Application of New Regulations 3.7-5
Table 3.7-3 Proposed Circulation Element Update Goals and Policies 3.7-6
Table 3.12-1 Summary of Short-Term (10-Minute) Measured Ambient Noise Levels..... 3.12-1
Table 3.12-2 Existing Traffic Noise Levels and Distances to Noise Contours 3.12-2

Table 3.12-3	Railroad Noise Levels and Distances to Noise Contours	3.12-4
Table 3.12-4	Typical Construction Equipment Noise Levels.....	3.12-11
Table 3.12-5	Future (2025) Traffic Noise Levels and Distances to Noise Contours with Implementation of Proposed Circulation Element Update.....	3.12-14
Table 3.12-6	Predicted Increases in Traffic Noise Levels Existing Compared to Future Cumulative (Year 2025)	3.12-16
Table 3.12-7	Representative Vibration Source Levels for Construction Equipment.....	3.12-20
Table 3.14-1	Commute Characteristics	3.14-2
Table 3.14-2	Roadway Segment Utilization Under Existing Conditions.....	3.14-6
Table 3.14-3	Existing Bus Service.....	3.14-10
Table 3.14-4	Roadway Segment Changes.....	3.14-15
Table 3.14-5	Roadway capacity Utilization Under Existing and Proposed Year 2025 Conditions	3.14-23
Table 3.14-6	Proposed Circulation Element Update Goals and Policies.....	3.14-27
Table 3.14-7	Citywide Transportation Performance Indicators.....	3.14-33
Table 4.0-1	GHG Reductions from Application of New Regulations.....	4.0-4
Table 5.0-1	Summary of Alternatives Impacts Compared to the Proposed Project	5.0-8

LIST OF FIGURES

Figure 2-1	Regional Location Map	2.0-3
Figure 2-2	Vicinity Map	2.0-5
Figure 2-3	Circulation Master Plan Map	2.0- <u>911</u>
Figure 3.1-1	Circulation Master Plan with Potential Visual Resources.....	3.1-5
Figure 3.2-1	FMMP Map	3.2-3
Figure 3.4-1	Recorded Occurrences of Special-Status Species within One-Mile of the Project Area	3.4-5
Figure 3.12-1	Paso Robles Municipal Airport Airport Noise Contours (2020).....	3.12-7
Figure 3.14-1	Existing Roadway Network.....	3.14-3
Figure 3.14-2	Circulation Master Plan Map.....	3.14-13
Figure 5.1	Adopted Circulation Master Plan.....	5.0-5

S.0 EXECUTIVE SUMMARY

This summary provides as an overview of the proposed action (proposed Circulation Element Update or proposed project) and its consequence pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123. Included in this section is a brief summary of the project, project alternatives, potential areas of controversy, significant effects, and proposed mitigation strategies. For additional detail regarding specific issues, please consult the appropriate subsection(s) of Section 3.0 (Sections 3.1 through 3.14).

S.1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This Draft Environmental Impact Report (DEIR or Draft EIR) provides, to the greatest extent possible, an analysis of the potential environmental effects associated with the implementation of the project, pursuant to the California Environmental Quality Act and the State CEQA Guidelines.

S.2 PROJECT CHARACTERISTICS

The project is the update to the City of El Paso de Robles (Paso Robles) Circulation Element. The Circulation Element is one of the mandated elements of the General Plan. The Circulation Element identifies the transportation network to support the city's existing and future land use pattern. The element also contains policies specific to transportation and mobility to support and implement the circulation plan.

The City updated the previous Circulation Element as part of a comprehensive General Plan Update in 2003. Following that update, however, it became clear that the use of a traditional level of service (LOS) threshold to measure roadway function was resulting in unrealistic and unnecessary transportation improvements, as well as safety concerns associated with wider facilities and faster vehicle speeds. Traditional “business-as-usual” transportation planning also resulted in facility plans that could not be funded through available or projected resources and were found to be inconsistent with community and environmental values.

The resulting draft Circulation Element is therefore based on providing safe, comfortable, and efficient travel for all modes of transportation, consistent with “Complete Streets” policies. The element emphasizes bicycle, pedestrian, and transit systems, focuses on increasing the efficiency of the vehicle network, and deemphasizes 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.

The goals, policies, and action items of the element, by design, are intended to reduce environmental impacts and thus serve as the project “mitigation measures” for the purposes of CEQA review. Throughout the DEIR, the mitigation section refers back to the policies and action items of the element.

This Draft EIR provides the environmental information and analysis and primary CEQA documentation necessary to adequately consider the effects of implementation of the Circulation Element. The City of El Paso de Robles, as lead agency, has approval authority and responsibility for considering the environmental effects of the whole of the proposed project.

S.3 PROJECT ALTERNATIVES SUMMARY

Alternatives considered would either change the number of improvements included in the Circulation Master Plan (CMP) or change policies that identify the standards by which improvements are determined necessary. The determination as to whether an alternative would

lessen an impact was based on whether or not the alternative would reduce the area of disturbance during construction of improvements.

Since the Circulation Master Plan included in the proposed Circulation Element Update provides for the minimum roadway improvements necessary to accommodate anticipated growth, other alternatives considered would include more roadway improvements, which would increase physical impacts compared to the proposed project and may impede alternate modes of transportation. In addition, alternatives that provide different policies for identifying the standards for determining necessary improvements would likely be a hybrid policy document that analyzes certain types of roadways based on the level of service standard and other types on the capacity utilization/vehicle miles traveled approach. This hybrid approach would likely identify the need for additional roadway improvements, including road widening, and/or additional roadways based on the level of service standard, which would likely result in more physical impacts compared to the proposed project. In addition, a hybrid approach would not likely be consistent with the project objective to use facilities to their maximum economical extent and would be inconsistent with regional transportation planning efforts. Given that the alternatives considered would not lessen identified significant impacts 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 Regional Transportation Plan–Preliminary Sustainable Community Strategy), these alternatives were rejected from further analysis. Therefore, only the adopted General Plan (No Project Alternative) was considered a feasible alternative for analysis.

S.4 SUMMARY OF ENVIRONMENTAL IMPACTS

State CEQA Guidelines Section 15123(b)(1) provides that the summary shall identify each significant effect with proposed mitigation measures that would reduce or avoid that effect. This information is summarized in **Table S-1**.

The significance of each impact is also shown, both before and after implementation of mitigation, as follows:

- **Class I, Significant and Unavoidable:** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the State CEQA Guidelines.
- **Class II, Significant but Mitigable:** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the State CEQA Guidelines.
- **Class III, Less than Significant:** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **Class IV, Beneficial:** An effect that would reduce existing adverse environmental issues.

Levels of significance are determined by comparing the impact to thresholds of significance as described under each environmental issue area in Section 3.0 of this document. Refer to Section 3.15 of this DEIR for a discussion of additional effects found not to be significant (no impact).

TABLE S-1
EXECUTIVE SUMMARY OF PROJECT IMPACTS

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
Aesthetics and Visual Resources			
<p>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.</p>	<p>Class I, Significant and Unavoidable</p>	<p>MM 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.</p> <ul style="list-style-type: none"> • Should architectural features, such as sound walls, medians, berms, and/or other similar structures that could obstruct views, be necessary for project implementation, these structures shall incorporate offsets, accents, and landscaping to prevent visual monotony. These features shall be designed in accordance with the City's architectural review requirements. • The City shall design transportation project alignments to avoid or minimize substantial physical alteration of the land due to large amounts of cut and fill. Where a particular improvement project would affect adjacent landforms, the City shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade. Where hillsides cannot be totally 	<p>Class I, Significant and Unavoidable</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>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 and placing landscaping and signs to preserve and create scenic views for the motorist). Visual disruption shall be minimized by regrading to the approximate natural grades, rounding natural portions of cut and fills, and using retaining walls and compatible with existing surrounding land uses.</p> <ul style="list-style-type: none"> The City shall prepare grading plans that minimize the removal of scenic resources such as trees, rock outcroppings, and historic buildings. The City shall confirm whether or not the Gateway Design Standards or guidelines for rural entrances are applicable to a transportation project and apply those standards/guidelines to the project as necessary. <p>MM 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:</p> <ul style="list-style-type: none"> Non-native vegetation that would require removal shall be replaced with native and drought-tolerant plants when feasible. When this is not feasible, removed non-native vegetation should be replaced at a rate and size determined by the City or, for Caltrans-related projects, by the Caltrans Landscape Architecture Branch. 	

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<ul style="list-style-type: none"> 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. 	
<p>Impact 3.1.2 Increased lighting and glare could result from proposed Circulation Element improvements such as street lighting, additional light sources associated with increased vehicle capacity, and additional pavement on new or expanded roadways that may reflect light during daytime hours or when wet.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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.</p> <p>MM 3.1.2b Lighting shall conform to Vehicle Code restrictions per California Vehicle Code Section 21466.5.</p>	<p>Class III, Less than Significant</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>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. Implementation of mitigation measures provided in this Draft EIR document would reduce potential impacts to scenic vistas, resources, and visual character to the extent feasible.</p>	<p>Class I, Significant and Unavoidable Cumulative</p>	<p>Implementation of mitigation measures MM 3.1.1a and 3.1.1b and MM 3.1.2a and 3.1.2b would reduce impacts; however, not to a less than significant level. There are no other feasible mitigation measures.</p>	<p>Class I, Significant and Unavoidable Cumulative</p>
<p>Agricultural Resources</p>			
<p>Impact 3.2.1 Circulation improvements, mostly resulting in increased or new vehicular traffic, could lead to conflicts with agricultural use, operations, or agriculture zoning.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 3.2.1 When construction of new or expanded roadways would result in <u>direct</u> conflicts with agricultural uses or operations (due to division of agricultural land, <u>access</u>, or proximity of roadways to active agricultural uses resulting on<u>in</u> potential dust, pollution, security issues, <u>etc.</u>), <u>measures shall be employed to minimize impacts consistent with the City's Right to Farm Ordinance. Such measures may include the use of —a land use buffers (physical separation between roadways and active operations),k fencing (as feasible and coordinated with land owners), and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses. See also MM 3.3.2b, 3.3.2c and MM 3.10.1 for related measures.</u></p>	<p>Class III, Less than Significant</p>
<p>Impact 3.2.2 Farm and conservation (Williamson Act) lands could be converted to other uses by the construction of circulation improvements.</p>	<p>Class I, Significant and Unavoidable</p>	<p>MM 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.</p>	<p>Class I, Significant and Unavoidable</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>MM 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 production at the margins of lost property, based on the amount of land deeded as road right-of-way, as <u>well as costs associated with relocating associated agricultural infrastructure and physical improvements, as</u> a function of the total amount of production on the property.</p> <p>MM 3.2.2c Where conversion of agricultural land cannot be avoided through implementation of 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).</p>	
<p>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.</p>	<p>Class I, Significant and Unavoidable Cumulative</p>	<p>Implementation of mitigation measures MM 3.1.1 and MM 3.1.2a, 3.1.2b, and 3.1.2c would reduce impacts; however, not to a less than significant level. There are no other feasible mitigation measures.</p>	<p>Class I, Significant and Unavoidable Cumulative</p>
Air Quality			
<p>Impact 3.3.1 Implementation of the proposed Circulation Element Update would formalize new policies that would not conflict with or obstruct implementation of the applicable 2001 CAP, as the proposed Circulation Element would not result in additional growth beyond what is already planned for in the General Plan. The proposed policies would help reduce projected emissions of the ozone precursors—reactive organic gases (ROG) and nitrous oxides (NOx)—that were addressed in the 2001 CAP.</p>	<p>Class IV, Beneficial</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class IV, Beneficial</p>
<p>Impact 3.3.2 The improvement projects included in the proposed Circulation Element Update would</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 3.3.2a All construction equipment for subsequent transportation projects shall be properly</p>	<p>Class III, Less than Significant</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
involve construction activity that could generate temporary increases in local air pollution.		<p>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.</p> <p>MM 3.3.2b The following measures shall be implemented for all applicable transportation facility improvements in order to reduce PM10 emissions during project construction:</p> <ul style="list-style-type: none"> • Reduce the amount of the disturbed area where feasible. • Use water trucks or sprinkler systems in sufficient 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. 	

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<ul style="list-style-type: none"> • 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. • All fugitive dust mitigation measures of subsequent 	

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>development projects shall be shown on grading and building plans.</p> <ul style="list-style-type: none"> 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. <p>MM 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.</p>	
<p>Impact 3.3.3 Implementation of the proposed Circulation Element Update would reduce emissions of ozone precursors as compared to what would occur under the existing 2003 Circulation Element by reducing vehicle miles traveled and reliance on single-occupant vehicle use. The proposed Circulation Element Update would also implement the CAP Transportation Control Measures.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.3.4 Implementation of proposed Circulation Element Update would not result in traffic congestion that causes localized carbon monoxide (CO) emission hot spots.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.3.5 Implementation of the proposed Circulation Element Update could result in stationary or semi-stationary emissions sources that expose sensitive receptors to substantial pollutant concentrations, such as diesel exhaust.</p>	<p>Class II, Significant but Mitigable.</p>	<p>MM 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</p>	<p>Class III, Less than Significant</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		(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.	
<p>Impact 3.3.6 Implementation of proposed Circulation Element Update would not result in odor-related impacts.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>Biological Resources</p>			
<p>Impact 3.4.1 Circulation improvements could adversely impact natural habitat areas <u>and/or critical habitat</u> that support special-status species and/or plant communities of special concern.</p>	<p>Class I, Significant and Unavoidable</p>	<p>MM 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:</p> <ul style="list-style-type: none"> • As early as feasible in the development of subsequent transportation project design, the area in which the project is proposed shall be thoroughly surveyed to determine the presence or absence of habitat for special-status plant and wildlife species and to determine the extent to which project construction and implementation may interfere with the movement of any resident or migratory fish or wildlife species. If special-status species are known to occur or have the potential to occur, appropriate resource agency contacts shall, where appropriate, be made and mitigation developed in consultation with a qualified biologist and the resource agencies. • If initial biological assessments for a circulation improvement determine the presence or potential presence of a state or federally listed species on the site, the implementing agency shall, where appropriate, consult with the CDFG, National 	<p>Class I, Significant and Unavoidable</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>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.</p> <p>MM 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.</p> <p>MM 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).</p>	
<p>Impact 3.4.2 Circulation improvements could adversely impact watercourses, wetlands, and riparian habitat.</p>	<p>Class I, Significant and Unavoidable</p>	<p>MM 3.4.2a The following measures may be used by the implementing agencies to reduce modification of watercourses, wetlands, and riparian habitat:</p> <ul style="list-style-type: none"> • The proposed projects shall be designed to avoid construction in watercourses, wetlands, and riparian habitat to the extent feasible. • In those instances where it is not feasible to avoid watercourses, wetlands, and riparian habitat through design measures, the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Regional Water Quality Control Board, and CDFG shall, where appropriate, be contacted in order to achieve compliance with the appropriate regulations and to obtain all required permits prior to project approval. The granting of the required permits may be conditioned on the implementation of site-specific measures designed to 	<p>Class I, Significant and Unavoidable</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>mitigate any modification of watercourses, wetlands, and riparian habitat that may result from construction of the projects to ensure no net loss of habitat.</p> <ul style="list-style-type: none"> • 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 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 	

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>consultation with a qualified biologist.</p> <p>MM 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.</p>	
<p>Impact 3.4.3 Circulation improvements could adversely impact wildlife corridors.</p>	<p>Class I, Significant and Unavoidable</p>	<p>MM 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).</p> <p>Implementation of the above mitigation measures would reduce potentially significant impacts to wildlife corridors to the extent feasible.</p>	<p>Class I, Significant and Unavoidable</p>
<p>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 plant communities of special concern. Implementation</p>	<p>Class I, Significant and Unavoidable Cumulative</p>	<p>Implementation of mitigation measure MM 3.1.1a, b, c, MM 3.4.2a, b and MM 3.4.3 would reduce impacts; however, not to a less than significant level. There are no other feasible mitigation measures.</p>	<p>Class I, Significant and Unavoidable Cumulative</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>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.</p>			

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
Cultural Resources			
<p>Impact 3.5.1 Construction activities associated with Circulation Element improvement projects could result in the disturbance of previously unknown cultural and paleontological resources, including archaeological and historic resources and human remains.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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:</p> <ul style="list-style-type: none"> • A map defining the Area of Potential Effects (APE) shall be prepared for transportation system improvements that involve substantial earth disturbance, the removal or disturbance of existing buildings, or construction of permanent aboveground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known cultural resources are located in the impact zone. • A preliminary study of each project area, as defined in the project's Area of Potential Effect, shall be completed to determine whether or not the project area has been studied under an earlier investigation and to determine the impacts of the previous project. • If the results of the preliminary studies indicate additional studies are necessary, development of field studies and/or other documentary research shall be completed (Phase I studies). Negative results would necessitate no additional studies for the project area. • Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/significance of the resources (Phase II studies). • Phase III mitigation studies shall be coordinated with the Office of Historic Preservation (OHP), as the research design will require review and approval from OHP. In the case of prehistoric or Native 	<p>Class III, Less than Significant</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>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.</p> <ul style="list-style-type: none"> • If development of a specific project requires the presence of an archaeological monitor, the City shall ensure that a certified archaeologist/paleontologist monitors the grading and/or other ground-altering activities. The schedule and extent of monitoring will depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by City during individual environmental review. • The City shall ensure that materials recovered over the course of any given improvement are adequately cleaned, labeled, and curated at a recognized repository. This requirement can be accomplished through placement of conditions on the project by the City during individual environmental review. • The City shall ensure that mitigation for potential impacts to significant cultural resources includes one or more of the following: <ul style="list-style-type: none"> - Realignment of the project right-of-way (avoidance is the most preferable method); - Capping of the site and leaving it undisturbed; - Addressing structural remains with respect to NRHP guidelines (Phase III studies); - Relocation of structures per NRHP guidelines; - Creation of interpretive facilities; and/or - Development of measures to prevent vandalism. • A qualified archaeologist shall monitor all earth-moving activities in native soil. In the event that archaeological and historic artifacts are encountered 	

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>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.</p> <ul style="list-style-type: none"> • As required under CEQA Guidelines Section 15064.5, to prepare for the possibility of an accidental discovery of significant buried cultural resources during transportation system improvement project construction, the following measures shall be taken: <ul style="list-style-type: none"> - Due to the possibility that significant buried cultural resources might be found during construction, the 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 no 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 	

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>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 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."</p>	

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
Geology and Geologic Hazards			
<p>Impact 3.6.1 Future unforeseeable seismic events could impact construction workers on Circulation Element improvement projects during construction activities, residents using facilities that were improved due to implementation of the Circulation Element, and/or the facilities themselves.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.6.2 Future seismic events could result in potentially unstable soils, sometimes resulting in liquefaction, which could impact construction workers on Circulation Element improvement projects during construction activities, residents using facilities that were improved due to implementation of the Circulation Element, and/or the facilities themselves.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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.</p> <p>MM 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.</p> <p>MM 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.</p>	<p>Class III, Less than Significant</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>Impact 3.6.3 Future seismic events could result in landslides and/or erosion that could impact construction workers on Circulation Element improvement projects during construction activities, residents using facilities that were improved due to implementation of the Circulation Element, and/or the facilities themselves.</p>	<p>Class II, Significant but Mitigable,</p>	<p>MM 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.</p> <p>MM 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:</p> <ul style="list-style-type: none"> • Methods such as retention basins, drainage diversion structures, spot grading, silt fencing/coordinated sediment trapping, straw bales, and sand bags shall be 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. 	<p>Class III, Less than Significant</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<ul style="list-style-type: none"> • 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 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: <ul style="list-style-type: none"> – Limiting disturbance of soils and vegetation removal to the minimum area necessary for access and construction. – Confining all vehicular traffic associated with construction to the right-of-way or to designated access roads. – Limiting access routes and stabilizing access points. – Adhering to construction schedules designed to avoid periods of heavy precipitation or high winds. 	

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<ul style="list-style-type: none"> – 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. 	
Greenhouse Gas Emissions and Climate Change			
<p>Impact 3.7.1 Implementation of the proposed Circulation Element Update would not result in a net increase in greenhouse gas emissions that would conflict with the goals of AB 32 or result in a significant impact on the environment.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>The cumulative setting for climate change consists of the emissions generated by projects included in the Circulation Element Update in the context of global greenhouse gas (GHG) emissions as well as the effects of proposed roadway improvements as the result of emissions. At the time of specific project-level environmental review, implementation of the projects</p>	<p>Class III, Less than Significant Cumulative</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant Cumulative</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>included in the proposed Circulation Element Update would result in greenhouse gas emissions that would not be anticipated to conflict with the goals of Assembly Bill (AB) 32. Nor would these improvements result in a significant impact on the environment due to the proposed Circulation Element's inclusion of policies and strategies designed to reduce greenhouse gas emissions. The proposed Circulation Element's strategy to balance growth and conservation through the reinforcement of smart growth principles (principles that advocate compact, transit-oriented, walkable communities), as well as legislative greenhouse gas reduction standards imposed on automobile manufacturers and automotive fuel mixtures, would reduce the annual greenhouse gas emissions produced in the city.</p> <p>The proposed Circulation Element Update anticipates that as the city develops, selected transportation facilities will need to be improved. A central purpose and goal of the proposed Circulation Element is to maintain and enhance safe and efficient mobility in the city. The 2010 Circulation Element Update Map is generally consistent with the 2003 Circulation Element, yet it removes a number of infrastructure recommendations due to revised traffic projections. Continued growth and development of the community will be supported by the improvement of the bicycle, pedestrian, and transit systems and by increasing the efficiency of the vehicle network, not necessarily by roadway widening. While the proposed project will result in a reduction in total vehicle miles traveled (VMT) and GHG emissions by 2025 when compared to business as usual, per capita VMT and GHG emissions will increase by 19 percent and 18 percent, respectively. However, when emissions reductions from state programs Pavley I and Low Carbon Fuel Standards (LCFS) are applied, GHG emissions per capita decrease by 12 percent in 2025 compared to baseline.</p>			

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>Implementation of AB 1493 (Pavley) will significantly reduce the amount of greenhouse gases emitted from passenger vehicles and light-duty trucks. According to the California Air Resources Board EMFAC BURDEN model, CO₂ emissions resulting from passenger cars, light-duty trucks, and medium-duty automobiles are projected to decrease by an average 24 percent in Paso Robles by the year 2025. (Passenger cars, light-duty trucks, and medium-duty automobiles are projected to account for 91 percent of the Paso Robles vehicle fleet in 2025, according to the Air Resources Board EMFAC BURDEN model.)</p> <p>The Low Carbon Fuel Standard, which requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020, would result in an additional 10 percent reduction in CO₂ emissions resulting from automobiles (EMFAC BURDEN model). These regulations by the California Air Resources Board and others will reduce GHG as shown in Table 4.0-1.</p>			
<p>As identified under the Existing Setting discussion, many technical studies are available regarding the environmental effects of climate change on the earth as a whole as well as in California specifically. Several adverse environmental effects have been identified that are projected to impact California over the next century, and others have been identified that are likely to affect Paso Robles. However, the extents of these environmental effects are still being defined as climate modeling tools become more refined. Potential environmental effects of climate change that could impact the city could include the following:</p> <ul style="list-style-type: none"> • Adverse impacts on water supply availability • Increased severity of flooding events • Increased wildland fire hazards • Alteration of natural habitats for special-status 	<p>Class III, Less than Significant Cumulative</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant Cumulative</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>plant and animal species</p> <ul style="list-style-type: none"> Air quality impacts <p>Because considerable uncertainty remains with respect to the overall impact of global climate change on California and the City of Paso Robles, it is unknown what the scope or eventual intensity of these impacts may be. However, based on consideration of the recent statewide and regional climate change studies that show likely impacts to the state, a best estimate has been made to discuss potential impacts from climate change on the city. The state and region have recently gone through significant efforts to update policies in regard to climate change adaptation. In combination with these policies, existing and proposed policies by Paso Robles regarding climate change adaptation and resiliency require consideration of potential impacts of climate change in new projects.</p>			
Hazards and Hazardous Materials			
<p>Impact 3.8.1 Implementation of Circulation Element improvement projects could create a significant hazard to the public or the environment through the routine transport, use, disposal, or reasonably foreseeable upset and accident conditions involving the release of hazardous materials. However, the proposed Circulation Element would also improve roadway conditions, reducing the potential for accidents that could result in transport-related hazardous material exposure.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.8.2 Implementation of the proposed Circulation Element would not emit or create a hazard to the public or the environment by locating new or expanded roadways or transit alignments that transport hazardous materials within one-quarter mile of a school.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>Impact 3.8.3 Improvement projects associated with the Circulation Element could create a hazard to the public or the environment through the disturbance of contaminated property during project-specific implementation.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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 aurally 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.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.8.4 Improvement projects associated with the Circulation Element could be located in or near a fire hazard zone or near an airport/airstrip.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.8.5 Construction activities associated with Circulation Element improvement projects could temporarily interfere with emergency response/evacuation plans.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>Hydrology and Water Quality</p>			
<p>Impact 3.9.1 Circulation improvements could result in erosion of soils due to construction activities.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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:</p> <ul style="list-style-type: none"> The City shall evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff 	<p>Class III, Less than Significant</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>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.</p> <ul style="list-style-type: none"> • The City shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of chemicals. • 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. 	

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>Impact 3.9.2 Circulation improvements could result in floodwater flow impediment and drainage pattern alteration due to construction activities.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 3.9.2 The City shall implement the following measures to mitigate impacts to drainage and flooding.</p> <ul style="list-style-type: none"> • If a circulation improvement is located in an area with high flooding potential, the City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that the facility is designed to withstand a 100-year or 500-year flood event, as applicable, that feasible bank stabilization and erosion control measures are implemented along creek crossings, and that other measures acceptable to FEMA are implemented as appropriate. • The City shall ensure that projects located in areas with high flooding potential are designed to keep designated floodways free from encroachment as much as feasible. Encroachment into the floodplain can be accommodated with proper design, planning, and mitigation, as long as the resulting shift of floodwaters does not increase adjacent floodways or floodplains. • Prior to issuance of grading permits, the City shall ensure that adequate drainage infrastructure is in place to accommodate runoff from the project. If adequate 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. 	<p>Class III, Less than Significant</p>
<p><i>City of El Paso de Robles February 2011</i></p>	<p>S-29</p>	<ul style="list-style-type: none"> • 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, 	<p><i>General Plan 2010 Circulation Element Final Environmental Impact Report</i></p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
Land Use and Planning			
<p>Impact 3.10.1 During construction, certain circulation improvement projects could result in temporary lane closures or other access restrictions that could disrupt existing residences, businesses, and pedestrian, bicycle, and transit routes.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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 (including farmers and ranchers). 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.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.10.2 The Circulation Element includes policies that guide circulation system improvements and development in the City of Paso Robles. Policies in the Circulation Element are consistent with other regional and local transportation plans, policies, and regulations.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
Public Services and Utilities			
<p>Impact 3.11.1 The improvements outlined in the Circulation Element do not accommodate for any additional population growth (and therefore water demand) than is anticipated in the City's General Plan.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 3.11.1 The City shall implement the following measures to mitigate impacts to water supply and demand.</p> <ul style="list-style-type: none"> • Ensure that, where economically and technically feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. • Ensure that low water use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed where appropriate. • Ensure that, where economically and technically feasible, landscaping associated with transportation system improvement projects is maintained using reclaimed and/or desalinated water. • Ensure that porous pavement materials are used, where feasible, to allow for groundwater percolation. Rural bicycle and other recreational trails shall be left unpaved, where appropriate. 	<p>Class III, Less than Significant</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
<p>Impact 3.11.2 The improvements outlined in the Circulation Element do not accommodate for any additional population growth (and therefore additional water and wastewater services) than is anticipated in the City's General Plan.</p>	<p>Class III, Less than Significant</p>	<p>No significant impact identified; therefore, no mitigation measures are necessary.</p>	<p>Class III, Less than Significant</p>
<p>Impact 3.11.3 Circulation improvements could affect demand for solid waste service and disposal in the city.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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.</p> <ul style="list-style-type: none"> • Projects requiring solid waste services will coordinate with the City's Public Works Department to ensure that the existing public services would be able to handle the increase. • Projects will comply with applicable regulations related to solid waste disposal. • Each improvement construction contractor will work with Paso Robles Waste Disposal, Inc. to ensure that source reduction techniques and recycling measures are incorporated into project construction plans as applicable. • The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal and/or recycling sites will be identified and used. 	<p>Class III, Less than Significant</p>
<p>Impact 3.11.4 It is understood that the intent of the circulation system is to support the General Plan land use concept. As such, it would not be considered growth inducing or prompt the need for additional public services. It is anticipated that planned improvements will improve or provide emergency access to certain areas of the city. Planned improvements may also improve access to many of the existing schools, parks, library, and other community services. However, increased congestion/facility use along certain roadways may result in a temporary constraint to emergency providers.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 3.11.4 The City shall implement the following measure to mitigate impacts to public services.</p> <ul style="list-style-type: none"> • Prior to construction, the City shall consult with affected emergency providers to ensure that construction activities will not significantly affect response times. If necessary, emergency access lanes, or alternative routes shall be identified and provided to ensure providers are able to maintain emergency response times to the service area. • Prior to construction, the City shall consult with affected utility companies to ensure adequate protection of all existing utilities. Advance notice 	<p>Class III, Less than Significant</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<p>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.</p> <ul style="list-style-type: none"> • 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 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. 	
Noise Assessment			
<p>Impact 3.12.1 Construction activity associated with transportation projects would create temporary noise level increases in discrete locations throughout the city, which could expose people to temporary</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 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</p>	<p>Class III, Less than Significant</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
increases in ambient noise levels.		<p>significant level. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound control devices on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.</p> <p>MM 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.</p>	
<p>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 or applicable standards of other agencies.</p>	<p>Class I, Significant and Unavoidable</p>	<p>MM 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:</p> <ul style="list-style-type: none"> • Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that 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. 	<p>Class I, Significant and Unavoidable</p>

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		<ul style="list-style-type: none"> Changes to transportation facility design. Examples include changes in proposed roadway alignment or construction of roadways so that they are depressed below grade of nearby sensitive land uses to create an effective barrier between the roadway and sensitive receptors. Use of low-noise pavements (e.g., rubberized asphalt). 	
<p>Impact 3.12.3 Construction activity associated with circulation system improvement projects would create temporary increases in groundborne vibration levels in discrete locations throughout the city over the life of the proposed Circulation Element Update.</p>	<p>Class II, Significant but Mitigable</p>	<p>MM 3.12.3 Implementation of mitigation measures MM 3.12.1b and MM 3.12.2.</p>	<p>Class III, Less than Significant</p>
<p>The geographic extent of the cumulative setting for noise consists of the City of Paso Robles, including regional roadways (e.g., US 101 and SR 46), as well as consideration of regional activities and attributes (e.g., regional traffic volumes and patterns). The primary factor for cumulative noise impact analysis is the consideration of future traffic volumes. Under future cumulative conditions, projected increases in population growth are anticipated to result in increased traffic volumes and associated noise levels on area roadways. The cumulative impact analysis focuses on the project's contribution to cumulative traffic noise impacts and whether that contribution is considered significant.</p> <p>In comparison to existing conditions, projected future traffic volumes would result in noticeable increases (i.e., 3 dBA or greater) would occur along some roadway segments. In addition, projected future traffic noise levels may exceed normally acceptable noise criteria at some nearby land uses. The City of Paso Robles, San Luis Obispo County, and local jurisdictions in the region have adopted Noise Elements as part of their General Plans that incorporate policies, actions, and implementation</p>	<p>Class I, Significant and Unavoidable Cumulative</p>	<p>For most projects, implementation of mitigation identified in Section 3.12 of this DEIR (mitigation measure MM 3.12.2) would be anticipated to reduce noise impacts to less than significant levels. However, feasible mitigation measures may not be available to reduce this impact to a less than significant level in all instances.</p>	<p>Class I, Significant and Unavoidable Cumulative</p>

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
measures that are intended to protect future development and residents from the adverse effects of noise. These General Plan Noise Elements include identification of noise criteria for determination of land use compatibility for various land use designations. However, some proposed improvements may contribute to ambient noise levels at some land uses, particularly existing land uses that could potentially exceed noise criteria commonly applied for land use compatibility.			
Recreation			
Impact 3.13.1 Implementation of the proposed Circulation Element Update would promote the use of alternate modes of transportation such as bicycling, which may indirectly result in increased usage of existing bikeways. This would be considered a Class III, less than significant, impact.	Class III, Less than Significant	No significant impact identified; therefore, no mitigation measures are necessary.	Class III, Less than Significant
Impact 3.13.2 Implementation of the proposed Circulation Element Update would result in roadway improvements, which would be required to incorporate bikeways. Construction of these bikeway facilities may result in a physical effect on the environment. This would be considered a Class III, less than significant, impact.	Class III, Less than Significant	No significant impact identified; therefore, no mitigation measures are necessary.	Class III, Less than Significant
Traffic and Circulation			
Impact 3.14.1a Implementation of the proposed Circulation Element Update would increase motor vehicle traffic and congestion, which would result in roadway capacity utilization exceeding 100 percent on two roadway segments in Paso Robles (Niblick Road from Spring Street to South River Road; Spring Street from Niblick Road to 4th Street).	Class III, Less than Significant	No significant impact identified; therefore, no mitigation measures are necessary.	Class III, Less than Significant
Impact 3.14.1b Implementation of the proposed Circulation Element Update would increase motor vehicle traffic and congestion. This increase would	Class I, Significant and Unavoidable	A fair share contribution toward roadway improvement costs is an acceptable mitigation measure for a study at the General Plan level. However, significant impacts	Class I, Significant and Unavoidable

S – EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
result in roadway capacity utilization exceeding 100 percent, and the City's contribution would exceed 10 percent of total traffic on two roadway segments in adjacent jurisdictions (US 101 between Spring Street and SR 46 West; SR 46 East between US 101 and Union Road).		would not be reduced or eliminated until the improvement is constructed. To provide adequate funding, additional sources are needed, which may include State Transportation Improvement Program funds for projects identified in the RTP, City impact fees, San Luis Obispo County fees, and/or a future regional impact fee. However, the widening of US 101 or SR 46 East to six lanes is not consistent with the RTP or draft 2010 constrained regional transportation list. The City of Paso Robles would support and participate in development of a regional fee should it be proposed by regional agencies, such as SLOCOG. However, unless complete funding is available, implementation of the necessary improvements is not feasible.	
Impact 3.14.2 Implementation of the proposed Circulation Element Update would result in increased daily land-use-based vehicle miles of travel (VMT). This would be considered a Class I, significant and unavoidable, impact.	Class I, Significant and Unavoidable	MM 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.	Class I, Significant and Unavoidable
Impact 3.14.3 Implementation of the proposed Circulation Element Update may potentially result in increased demand for transit services.	Class III, Less than Significant	No significant impact identified; therefore, no mitigation measures are necessary.	Class III, Less than Significant
Impact 3.14.4 Implementation of the proposed Circulation Element Update may result in increased demand for bicycle and pedestrian facilities.	Class III, Less than Significant	No significant impact identified; therefore, no mitigation measures are necessary.	Class III, Less than Significant
Impact 3.14.5 Implementation of the proposed Circulation Element Update would not result in changes to air traffic patterns.	Class III, Less than Significant	No significant impact identified; therefore, no mitigation measures are necessary.	Class III, Less than Significant
Impact 3.14.6 Implementation of the proposed Circulation Element Update would result in increased traffic congestion, which may indirectly result in increased emergency response times.	Class II, Significant but Mitigable	MM 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	Class III, Less than Significant

Impact	Level of Significance Without Mitigation Measures	Mitigation Measure	Resulting Level of Significance
		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).	
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).	Class I, Significant and Unavoidable Cumulative	Implementation of mitigation measures would reduce impacts; however, not to a less than significant level. There are no other feasible mitigation measures.	Class I, Significant and Unavoidable Cumulative
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.	Class I, Significant and Unavoidable Cumulative	Implementation of mitigation measures would reduce impacts; however, not to a less than significant level. There are no other feasible mitigation measures.	Class I, Significant and Unavoidable Cumulative

1.0 INTRODUCTION

This Draft Environmental Impact Report (DEIR or Draft EIR) was prepared in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of El Paso de Robles local CEQA Guidelines. The City of El Paso de Robles (Paso Robles) (City) is the lead agency for the environmental review of the City of El Paso de Robles Circulation Element Update (proposed project or proposed Circulation Element Update) evaluated herein and has the principal responsibility for approving the project. This DEIR assesses the expected environmental impacts resulting from adoption and subsequent implementation of the proposed project.

1.1 PURPOSE OF THE EIR

The City, acting as the lead agency, prepared this Draft EIR to provide the public and responsible trustee agencies with information about the potential environmental effects of the proposed project. As described in the State CEQA Guidelines Section 15121(a), an EIR is a public informational document that (1) assesses potential environmental effects of the proposed project, and (2) identifies alternatives and mitigation measures to the proposed project that could reduce or avoid its adverse environmental impacts. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed projects where feasible and with an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action that has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (State CEQA Guidelines Section 15378(a)). With respect to the proposed City of El Paso de Robles General Plan 2010 Circulation Element, the City has determined that the proposed element is a project within the definition of CEQA.

1.2 KNOWN TRUSTEE AND RESPONSIBLE AGENCIES

For the purpose of CEQA, the term "trustee agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. CEQA Guidelines Section 15386 designates four agencies as trustee agencies:

- California Department of Fish and Game with regard to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves
- State Lands Commission, with regard to state-owned "sovereign" lands, such as the beds of navigable waters and state school lands
- California Department of Parks and Recreation, with regard to units of the state park system
- University of California, with regard to sites in the Natural Land and Water Reserves System

In CEQA, the term "responsible agency" includes all public agencies other than the lead agency that may have discretionary actions associated with the implementation of the proposed project or an aspect of the project. Since potential future implementation decisions may occur many years from now when this element of the General Plan is in common use, they cannot be known with certainty. However, based on the potential for the following agencies to have a role in the implementation of the Circulation Element, they are identified as potential responsible agencies:

1.0 INTRODUCTION

- San Luis Obispo County of Governments (SLOCOG) and California Department of Transportation (Caltrans) are responsible agencies for the review and approval of regional transportation improvement projects (design, funding, and construction).
- Several responsible agencies implement various local, state, and federal regulations and permits regarding the use of water resources. The San Luis Obispo County Flood Control District, California Department of Water Resources, and Central Coast Regional Water Quality Control Board are the primary agencies responsible for the protection of watersheds, floodplains, and water quality. The San Luis Obispo County Department of Health is the primary agency responsible for establishing design standards and permitting septic tanks and wells. The federal government administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters. The State Water Resources Control Board administers the NPDES permit. Discharge limits, under the NPDES permits, for minerals and pollutants are established and regulated by the California Regional Water Quality Control Board. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill materials into waters of the United States or adjacent wetlands without a permit from the U.S. Army Corps of Engineers.

1.3 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a program EIR pursuant to State CEQA Guidelines Section 15168. Program EIRs are defined by the CEQA Guidelines (Section 15168) as follows:

A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- (1) Geographically,*
- (2) A logical parts in the chain of contemplated actions,*
- (3) In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or*
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*

The program-level analysis considers the broad environmental effects of the overall proposed project. This EIR will be used to evaluate subsequent projects (public and private) under the proposed project consistent with CEQA and the State CEQA Guidelines. When individual projects or activities subject to the element are proposed, the City would be required to examine the projects or activities to determine whether their effects were adequately analyzed in the EIR. Should projects or activities have no effects beyond those analyzed in this EIR, no further CEQA compliance would be required.

1.4 HOW TO USE THIS EIR

This EIR is intended to evaluate the environmental impacts of adoption and implementation of the proposed project. As discussed above in subsection 1.3, this document is a program EIR. A program EIR, prepared in connection with a plan or continuing program such as a local general plan element, necessarily deals with issues on a level of broad generalities, and due to the

nature of the project, is not as detailed as an EIR for a specific development project. The program-level analysis addresses the probable environmental impacts of basic policies and programs, general cumulative effects, and programmatic mitigation measures and alternatives.

The environmental impacts of such an update are assessed at a “program” level of detail that is conceptual and general, because site-specific development plans or other project-level details are not a component of the proposal. As a result, this document does not accommodate individual project approvals. Rather, the program EIR is intended to serve as a first tier environmental document for future projects in accordance with the element. As future projects are proposed in accordance with the element, additional project-level environmental review pursuant to CEQA may be required.

1.5 SCOPE AND ORGANIZATION

This DEIR includes all notices and other procedural documents pertinent to the EIR, as well as all technical material prepared to support the analysis. Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, cumulative impacts, alternatives, significant irreversible environmental changes, and growth-inducing impacts.

The environmental issues addressed in this Draft EIR were established through review of environmental documentation developed for the proposed project, environmental documentation for nearby projects, agency consultation, and review of the proposed project and responses to the Notice of Preparation (NOP).

This Draft EIR includes an Executive Summary, eight sections, and appendices. The purpose of each section is as follows:

SECTION S – EXECUTIVE SUMMARY

The Executive Summary (State CEQA Guidelines Section 15123) includes a summary of the EIR, a table that summarizes each of the significant impacts of the proposed project, mitigation measures for each significant impact where feasible, and the level of significance of each impact after mitigation. It also includes a summary project description, summary of other alternatives, and discussion of any unresolved planning issues.

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an introduction and overview describing the intended use of the EIR and the review and certification process.

SECTION 2.0 – PROJECT DESCRIPTION

A project description that provides the appropriate level of information necessary for the evaluation and review of environmental impacts is required under CEQA (State CEQA Guidelines Section 15124). The “project” analyzed in this EIR is the City of El Paso de Robles General Plan 2010 Circulation Element. This section includes a description of the proposed project location and geographic characteristics of the project area; background and history of the element update process; objectives of the proposed project; a general description of the

1.0 INTRODUCTION

project's technical, economic, and environmental characteristics; intended uses of the EIR; and the discretionary actions associated with the proposed project.

SECTION 3.0 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Section 3.0 contains an analysis of environmental topic areas as identified through the scoping process of the EIR. Each section contains a description of the existing setting, provides a summary of the regulatory environment, identifies project-related impacts, summarizes policies in the proposed project that provide mitigation for any identified potential impacts, and, if necessary, recommends mitigation measures to reduce remaining potentially significant and significant environmental impacts.

Wherever possible, this EIR references specific Circulation Element goals, policies, and action items that will serve to mitigate the impacts of implementation of the proposed project. The following major environmental topics are addressed in this section:

- 3.1 Aesthetics and Visual Resources
- 3.2 Agricultural Resources
- 3.3 Air Quality
- 3.4 Biological Resources
- 3.5 Cultural Resources
- 3.6 Geology and Geologic Hazards
- 3.7 Greenhouse Gas Emissions and Climate Change
- 3.8 Hazards and Hazardous Materials
- 3.9 Hydrology and Water Quality
- 3.10 Land Use and Planning
- 3.11 Public Services and Utilities
- 3.12 Noise Assessment
- 3.13 Recreation
- 3.14 Traffic and Circulation
- 3.15 Effects Found Not to Be Significant (No Impact)

SECTION 4.0 – CUMULATIVE IMPACTS

Section 4.0 discusses the cumulative impacts associated with the proposed project (i.e., the proposed project when combined with other past, present, and future projects that are reasonably foreseeable).

SECTION 5.0 – PROJECT ALTERNATIVES

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the proposed project and avoid and/or lessen the environmental effects of the project. A comparative analysis of alternatives is contained within this section. The determinations of the City concerning the feasibility, acceptance, or rejection of the alternatives considered in this EIR will be addressed in the City's findings, as required by CEQA.

SECTION 6.0 – OTHER SECTIONS REQUIRED BY CEQA

This section contains discussions and analysis of various topical issues mandated by State CEQA Guidelines Section 15126.2. These include significant environmental effects that cannot be avoided, significant irreversible environmental changes, and growth-inducing impacts if the proposed project is implemented.

SECTION 7.0 – REPORT PREPARERS AND REFERENCES

This section provides a list of persons responsible for Draft EIR preparation and a list of materials used and persons contacted in its development.

SECTION 8.0 – ACRONYMS AND GLOSSARY

This section provides a list of acronyms and a glossary for ease of understanding throughout the document.

APPENDICES

Includes Appendix A: Notice of Preparation (NOP) and responses, and Appendix B: Mitigation Monitoring and Reporting Program, which lists all mitigation required for the proposed project and a monitoring and reporting program for implementation by the City, as lead agency.

1.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR will involve the following procedural steps:

NOTICE OF PREPARATION

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the project on July 26, 2010. The City was identified as the lead agency for the proposed project. This notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and responses by interested parties are presented in **Appendix A**.

SCOPING MEETING

The City held a scoping meeting on Tuesday, August 10, 2010, in Paso Robles to receive comments.

1.0 INTRODUCTION

DRAFT EIR AND PUBLIC NOTICE/PUBLIC REVIEW

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the Governor's Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161).

Concurrent with the NOC, the City will provide public Notice of the Availability (NOA) of the DEIR for public review and invite comment from the public, agencies, organizations, and other interested parties. The public review and comment period will be no less than forty-five (45) days. Public comment on the DEIR will be accepted both in written form and orally at public hearings on the project. Notice of the time and location of the hearing will be published prior to the hearing. All comments or questions regarding the Draft EIR should be addressed to the City as noted below.

John Falkenstien, City Engineer
City of El Paso de Robles
Community Development Department, Engineering Division
1000 Spring Street
Paso Robles, CA 93446
www.prcity.com
E-mail: JFalkenstien@prcity.com

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period. Public agencies will be provided with copies of the responses to their comments at least 10 days prior to EIR certification.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

As the final decision maker regarding the proposed project, the City of Paso Robles City Council will review and consider the Final EIR. If the Council finds that the Final EIR is "adequate and complete," the Council will certify the Final EIR.

Upon review and consideration of the Final EIR, the City of Paso Robles City Council may take action to adopt, revise, or reject the proposed project. A decision to approve the project would be accompanied by written findings in accordance with State CEQA Guidelines Section 15091 and Section 15093. A Mitigation Monitoring and Reporting Program (MMRP), as described below, would also be adopted for mitigation measures that have been incorporated into or imposed upon the proposed project to reduce or avoid significant effects on the environment. This MMRP will be designed to ensure that these measures are carried out during Circulation Element implementation.

MITIGATION MONITORING

Public Resources Code Section 21081.6(a) requires lead agencies to adopt a Mitigation Monitoring and Reporting Program (MMRP) to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific reporting or monitoring program required by CEQA is included as **Appendix B** of this document, and mitigation measures have been clearly identified and presented in language that will facilitate establishment of the MMRP.

1.7 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received six comment letters on the Notice of Preparation for the proposed project DEIR from the following local agencies:

- Native American Heritage Commission
- RRM Design Group – River Oaks – The Next Chapter (RO-TNC), team leader
- San Luis Obispo County Department of Public Works
- San Luis Obispo County Department of Agriculture
- State of California Public Utilities Commission
- San Luis Obispo County Air Pollution Control District

The NOP and copies of the comment letters listed above are included in this Draft EIR as **Appendix A**.

2.0 PROJECT DESCRIPTION

The proposed project is the adoption and subsequent implementation of the General Plan 2010 Circulation Element (herein referred to as proposed project or proposed Circulation Element Update) for the City of El Paso de Robles (Paso Robles). The City updated the previous Circulation Element as part of a comprehensive General Plan Update in 2003. However, after a few years of use, the City determined that the element identified several business-as-usual improvements (such as road widening) that could not be funded through available resources, and implementation of those improvements may be contrary to other community values and environmental issues.

The proposed Circulation Element Update was developed to emphasize that the first priority of the circulation system is to provide mobility to people. Proposed alternative improvements and design features are included that are intended to promote better connectivity, multimodal movement, and slower speeds, consistent with Paso Robles' small-town character.

2.1 PROJECT APPLICANT

City of Paso Robles; 1000 Spring Street; Paso Robles, CA 93446

2.2 REGIONAL AND LOCAL SETTING

The City of El Paso de Robles is located at the intersection of U.S. Highway 101 (US 101) and State Route 46 (SR 46), in San Luis Obispo County, along California's Central Coast. The city is located approximately 27 miles north of the City of San Luis Obispo, 5 miles north of the community of Templeton, 14 miles south of the Monterey County line, and 25 miles east of the Pacific Ocean. US 101 and the Salinas River traverse the city in an approximate north-south direction. SR 46 East intersects US 101 in the north area of the city. Outside of the retail area, SR 46 West, which intersects US 101, generally defines the southern boundary of Paso Robles. The total area within the city limits is approximately 18.7 square miles, comprising a total of 11,985 acres. An additional 266 acres are identified in the City's General Plan as outside the city limits but within the City's Sphere of Influence. Refer to **Figure 2-1, Regional Location Map**, and **Figure 2-2, Vicinity Map**.

ENVIRONMENTAL FEATURES

The City of Paso Robles rests at 740 feet above sea level. Paso Robles vineyards east of the Salinas River are located at elevations from 700 to 1,200 feet while those to the west may be found at elevations ranging from 850 to 2,000 feet. The proximity of the Pacific Ocean, orientation of numerous canyons and valleys, and varying elevations produce many different distinct microclimates in Paso Robles. The area benefits from the largest swing between high daytime and low nighttime temperatures of any region in California as a result of the cool marine air that flows east and south from the Monterey Bay. The region's summer is characterized by warm, clear days, generally unencumbered by clouds, fog, or severe winds. Daytime high temperatures in the summer typically fall between 85 and 105 degrees Fahrenheit, but nighttime low temperatures usually can drop by 40 to 50 degrees, cooled by a marine layer that moves over the region in the mid to late afternoon (PRWCA 2010a).

The rainfall of the region, like its climate and soils, varies greatly depending on proximity to the Pacific Ocean and Templeton Gap. Average annual rainfall for the City of Paso Robles is 15.5 inches, but rainfall ranges from 8 inches in the east to as much as 45 inches in the far western portion of the city. The first rains typically arrive in early to mid November, with the heaviest amounts usually occurring January through March. These rain totals are typically dominated by relatively few, but substantial, Pacific storms that can contribute several inches of rain in just a few days (PRWCA 2010a).

2.0 PROJECT DESCRIPTION

PHYSICAL FEATURES AND LAND USES

Founded in 1886, the City of El Paso de Robles incorporated in 1889. Paso Robles was named for its local oak trees, El Paso de Robles, “The Pass of the Oaks.” The name was recorded in 1828 as a rancho where the padres of San Miguel sowed wheat. Today, the city remains largely agricultural in character and includes vineyards, almond and olive orchards, and farms. In addition, the city’s historic downtown surrounds the Downtown City Park and comprises restaurants, boutique stores, wine tasting rooms, and other retail and commercial uses.

The city may be characterized as a relatively rural community, but it is developing into a center of industry, viticulture, recreation, commerce, and housing. The city’s population growth continues to exceed much of the Central Coast. With just over 11 percent of the county’s population, the city has 19 percent of retail sales and 53 percent of manufacturing jobs. In 2008 alone, Paso Robles accounted for 14 percent of all the new homes built (Paso Robles 2010e).

The City of Paso Robles’ prominent downtown core is characterized by historic buildings and a traditional pattern of streets organized in a grid. The bulk of the city limits is located to the east of US 101 and the Salinas River. The most intensive development borders the US 101 corridor, which traverses the city in a north-south direction. The east side of the city was generally developed over the last 25 years and has a conventional circulation pattern. Three bridges span US 101 and the Salinas River to connect the east and west sides of the city. A portion of the city extends south to a commercial retail center adjacent to US 101 (see **Figure 2-2**).

The Salinas River, Union Pacific Railroad tracks, and US 101 are significant physical features running north and south through the city. These three major features are parallel to each other and relatively close together, providing a definite line of separation and limited crossings between the eastern and western sectors of the city. Similarly, SR 46 East forms a significant physical barrier separating the northern and southern portions of the city. These major physical features have understandably influenced land use, circulation, community character and growth patterns over the years, although the city has worked diligently to provide safe connections between the city’s various sectors and to maintain a unified sense of community throughout the city limits.

2.3 PROJECT BACKGROUND AND PLANNING FRAMEWORK

REQUIREMENT TO ADOPT A GENERAL PLAN

California state law requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” and is in effect a local agency’s constitution for future development. The general plan addresses a broad range of topics, including, at a minimum, the following state-mandated elements: land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, policies, standards, and implementation programs that support the specific jurisdiction’s vision for the area. In addition, state law allows for the adoption of additional or optional elements of a general plan to address subjects of particular concern to the city or county.

The general plan typically addresses the physical development during a 20-year period. Although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, the plan should remain general enough to allow for flexibility in the approach taken to achieve its goals.



Source: CASIL; Bing Maps, 2010

Figure 2-1
Regional Location Map

2.0 PROJECT DESCRIPTION

Figure 2-1, Backside

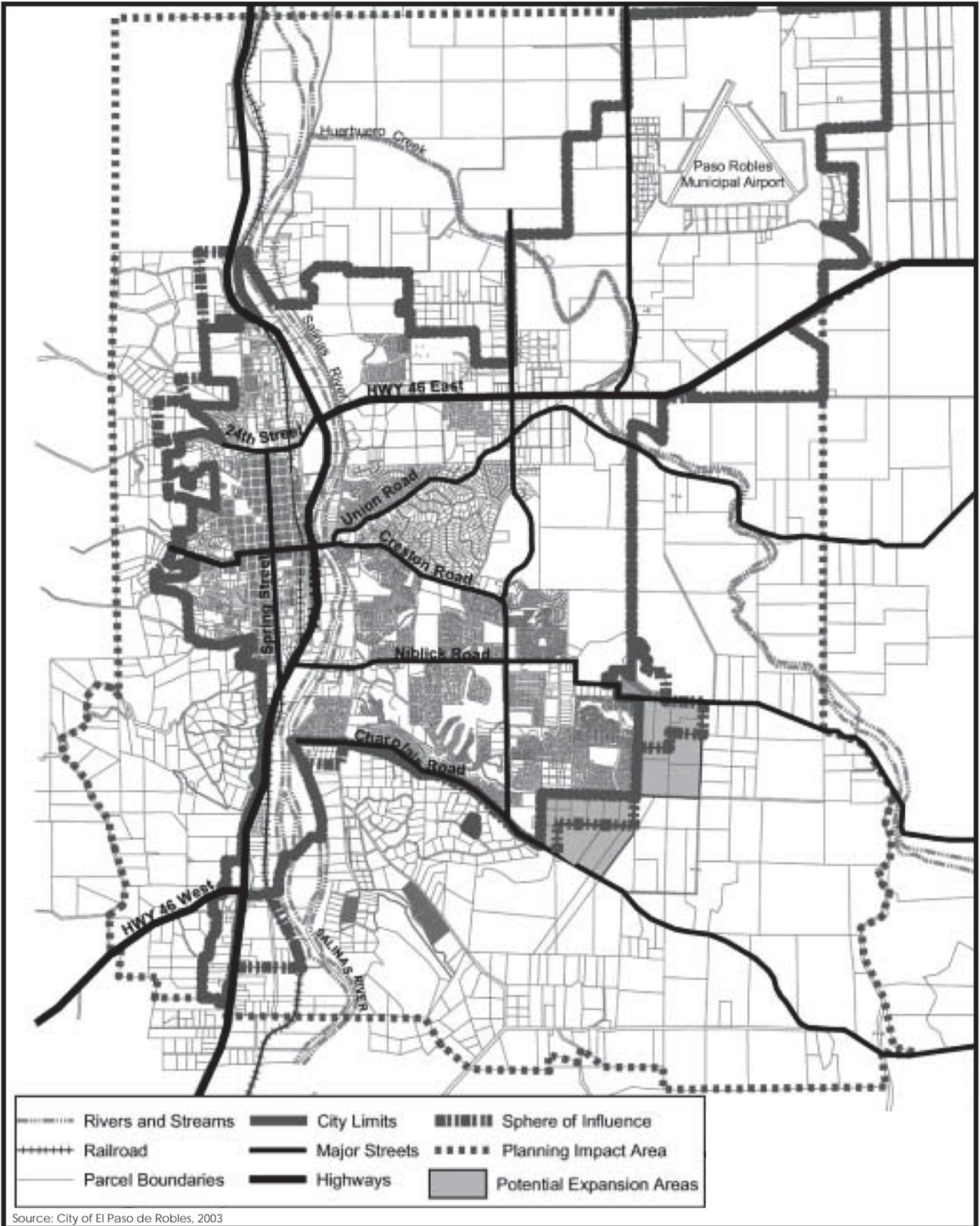


Figure 2-2
Vicinity Map
PMC®

2.0 PROJECT DESCRIPTION

Figure 2-2, Backside

State planning and zoning law establishes that zoning ordinances, which are laws that commonly define allowable land uses, provide development standards and thresholds within specific zoning districts. The zoning ordinance is required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure consistency between the revised land use designations in the general plan (if any) and the permitted uses or development.

THE CIRCULATION ELEMENT UPDATE

The Circulation Element is one of the mandated elements of the City's General Plan. The Circulation Element identifies the citywide transportation network and is designed to support the city's existing and future land use pattern. It contains goals, policies, and action items specific to transportation and mobility to implement the circulation plan. The City's proposed Circulation Element Update emphasizes a different approach to mobility than traditional circulation planning. It 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 element 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.

2.4 PROJECT OBJECTIVES

The primary objectives of the 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.

2.5 PROJECT COMPONENTS AND CHARACTERISTICS

The proposed Circulation Element ~~comprises~~ consists of three main sections: Goals, Policies, and Action Items; Circulation Issues; and Circulation Standards and Development. These sections are described further below.

- **Goals, Policies, and Action Items:** This section comprises the element's goals, policies, and action items that set the basis for circulation planning and decision-making in the city.
- **Circulation Issues:** This section outlines the circulation ~~improvements system~~ planned to maintain and enhance the anticipated growth, development, and associated traffic demand in the city, to a Year 2025 planning horizon. Included in this section is the Circulation Master Plan, which provides a visual representation of the major components of the future circulation system, including existing and future freeways, expressways,

2.0 PROJECT DESCRIPTION

~~arterials and interchange improvements. all of the anticipated improvements to intersections, interchanges, expressways, and arterials under the proposed Circulation Element.~~ Traffic modeling and the projected future corridor operations are also included in this section.

The proposed Circulation Element identifies several potential future roadway improvements, as shown in the Circulation Master Plan. Most of the ~~planned-identified~~ improvements lie within the city limits and all lie within the planning impact area (PIA) as shown in Figure 2-3, Circulation Master Plan Map (also shown in the Circulation Element as Figure CE-1). ~~Planned~~ These planning-level facility improvements were identified as a means to improve existing deficiencies identified within the circulation network that will become increasingly deficient with buildout of the General Plan. These existing and projected deficiencies, planned improvements that would mitigate deficiencies and supporting policy documents are summarized in Table 2.0-1. The table provides information further supporting the circulation system in Figure 2-3, and existing conditions of those improvement areas are described below and are shown in Figure 2-3, Circulation Master Plan Map (also shown in the Circulation Element as Figure CE-1).

TABLE 2.0-1
SUMMARY OF CIRCULATION NETWORK DEFICIENCIES AND PLANNED IMPROVEMENTS

Road Segments/Intersections	Identified Deficiencies	Mitigating Improvements	Supporting Policy/Documentation
ROAD SEGMENTS			
SR 46E between US 101 and Union Rd.	Utilization 109% by 2025	Develop parallel routes	<i>State Route (SR 46E) Parallel Routes Study (Paso Robles 2008c)</i> <i>Route 46E Comprehensive Corridor Study (Caltrans 2009a)</i>
US 101 between Spring St. and SR 46W	Utilization expected to exceed 100% by 2025	Ramp metering; Traffic Demand Strategies; Improve regional transit services	Policies CE-1B and CE-1D
Niblick Rd. between Spring St. and S. River Rd.	Utilization 102% by 2025	Traffic signal coordination; Traffic demand strategies	Policies CE-1A, CE-1D and CE-1F
13 th St. between Riverside Ave. and Paso Robles St.	High utilization	Construct new on-ramp to US 101 at 17 th St.	Caltrans Plan Approvals and Environmental Documents (PAED)
Spring St. between 1 st and 24 th St.	High utilization	Traffic signal coordination; Extend 4 th St. under railroad to Riverside Ave.; Improve connections to Pine St. and Riverside Ave.; Improve local transit services	Policies CE-1A, CE-1D and CE-1F CE Circulation Standards and Development Policies
Union Rd. between Kleck Rd. and East City Limits	Poor vertical alignment; Side street access; and Bicycle and pedestrian safety.	Profile improvement; Bike lanes; Sidewalks	Policies CE-1A and CE-1F CE Circulation Standards and Development Policies Adopted Union Road Plan Line
Creston Rd between Niblick Rd. and Scott St.	Bicycle and Pedestrian safety; Access to side streets; Access to frontages; and Access to Sherwood Park.	Reduce to three lanes	Policies CE-1A and CE-1F CE Circulation Standards and Development Policies
Theater Dr. between Target Center and South City Limits	Access to businesses; and bicycle and pedestrian safety	Widening to accommodate center turn lane; Bike lanes; Sidewalks	Policies CE-1A and CE-1F Adopted Theatre Drive Standard

2.0 PROJECT DESCRIPTION

Road Segments/Intersections	Identified Deficiencies	Mitigating Improvements	Supporting Policy/Documentation
INTERSECTIONS			
US 101 / SR 46E	Existing delays, particularly Fridays and Holidays	Dual left turn project	<i>Adopted Project Study Report</i> Caltrans PAED
US101 / 17 th St.	Left turn movements at 13th Street to southbound Riverside Avenue contribute to delays at the intersection	Add southbound 101 on-ramp at 17th Street	<i>Adopted Project Study Report</i> Caltrans PAED
US 101 / Paso Robles St.	Existing configuration does not provide for access to south properties; High speeds on Paso Robles Street; Ramp safety; Bicycle and pedestrian safety on Paso Robles Street; and Isolated off ramp	No specific improvements identified at this time. Additional study recommended.	Policies CE-1A and CE-1F
US 101 / 4 th Street	Limited access to Spring Street; and Limited access to downtown	Connection under railroad to 4th Street	Policy CE-1A CE Circulation Standards and Development Policies
US 101 / Spring Street	High utilization rates on southbound 101	Ramp meter; Traffic Demand Strategies	<i>Adopted Project Study Report</i> Caltrans PAED CE Circulation Standards and Development Policies
US 101 / SR 46W	Intersection delays; and Southbound off-ramp capacity	Relocation of Theatre Drive; Relocation of S. Vine Street; West side roundabout for freeway ramps; East side roundabout for Ramada Drive and freeway ramps	<i>Adopted Project Study Report</i> Caltrans PAED
Dry Creek Rd. / Airport Rd.	High speeds; and poor entrance to Airport	Roundabout	Policies CE-1A, CE-1C, and CE-1F Circulation Standards and Development Policies <i>Paso Robles Gateway Plan: Design Standards</i> (Paso Robles 2008a) <i>State Route (SR 46E) Parallel Routes Study</i> (Paso Robles 2008c) <i>Residential and Arterial/Collector Street traffic Calming Program</i> (Paso Robles 2004a) CE
SR 46E / Buena Vista Dr.	Limited turn pocket capacity	Study needed to determine timing of turn pocket improvements; Improve local and regional transit services	Policies CE-1B and CE-1D
SR 46E/Union Road	High utilization/capacity constraints; future growth in vicinity; safety issues associated with unsignalized intersection	At-grade operational and safety improvements (near term); Grade separated interchange (long term); Needs study of interim intersection improvements	<i>State Route (SR 46E) Parallel Routes Study</i> (Paso Robles 2008c) <i>Route 46E Comprehensive Corridor Study</i> (Caltrans 2009a) SLOCOG RTP <i>SLO County Salinas River Area Plan</i> <i>Intersection Alignment Study PSR/PDS</i> (City of Paso Robles)

2.0 PROJECT DESCRIPTION

Road Segments/Intersections	Identified Deficiencies	Mitigating Improvements	Supporting Policy/Documentation
Union Rd. / Golden Hill Rd.	Existing and projected delays; Air quality and noise due to stops; and Pedestrian and bicycle safety	Council adopted roundabout with Union Road Plan Line	Policies CE-1A and CE-1F <i>Residential and Arterial/Collector Street Traffic Calming Program</i> (Paso Robles 2004a)
N. River Road/River Oak Dr.	Side street access; and Bike and pedestrian safety	Adopt draft study; Realignment to stop southbound traffic and allow free flow north to east, west to south	Policies CE-1A and CE-1F <i>Paso Robles Gateway Plan: Design Standards</i> (Paso Robles 2008a) <i>Residential and Arterial/Collector Street traffic Calming Program</i> (Paso Robles 2004a)
River Oaks Drive/Buena Vista Drive	Un-necessary delays due to stop signs; Air quality and noise; and Pedestrian and bike safety	Roundabout	Policies CE-1A, CE-1B, CE-1F <i>Parallel Routes Study</i>
Creston Rd. / Walnut Ave.- Bolen Dr.	Lack of gaps for access from side streets; and Pedestrian safety	Creston Road plan line; Roundabout	Policies CE-1A and CE-1F CE Circulation Standards and Development Policies Allows Creston Road to remain at three lanes <i>Residential and Arterial/Collector Street Traffic Calming Program</i> (Paso Robles 2004a)
Creston Rd. / Nickerson Dr.	Pedestrian safety	Creston Road plan line; Roundabout	Policies CE-1A and CE-1F <i>Residential and Arterial/Collector Street Traffic Calming Program</i> (Paso Robles 2004a)
Creston Rd. / Rolling Hills Rd.	Side street access; and Pedestrian and bike safety	Creston Road plan line; Roundabout	Policies CE-1A and CE-1F <i>Residential and Arterial/Collector Street Traffic Calming Program</i> (Paso Robles 2004a)
Creston Rd. / Lana St.	Pedestrian safety in a school zone; and Side street access	Creston Road plan line; Traffic Signal	Policies CE-1A and CE-1F
Creston Rd. / Scott St.	Side street access; and Pedestrian safety	Roundabout	Policies CE-1A and CE-1F <i>Sherwood Park Master Plan</i> (Paso Robles YEAR) <i>Residential and Arterial/Collector Street Traffic Calming Program</i> (Paso Robles 2004a)
Creston Rd. / Meadowlark Rd.	Un-necessary delays due to stop signs; Air quality and noise due to stop signs; and Bicycle and pedestrian safety	Intersection improvements (signal or roundabout)	Policies CE-1A and CE-1F
Niblick Rd. / S. River Rd.	Delays at peak hours due to high traffic volumes	Traffic signal coordination; Traffic demand strategies	Policies CE-1A, CE-1B, CE-1D and CE-1F
Charolais Rd. / S. River Rd.	Delays at peak hours; Air quality and noise due to stop signs; and Bicycle and pedestrian safety	Council adopted roundabout	Policies CE-1A and CE-1F Signal versus roundabout analysis <i>Residential and Arterial/Collector Street traffic Calming Program</i> (Paso Robles 2004a)
24th Street Bridge over Railroad	Inaccessible for bicycles and pedestrians	New pedestrian and bicycle bridge	Policies CE 1-A, CE-1B, CE-1F Town Center Plan Bicycle Master Plan

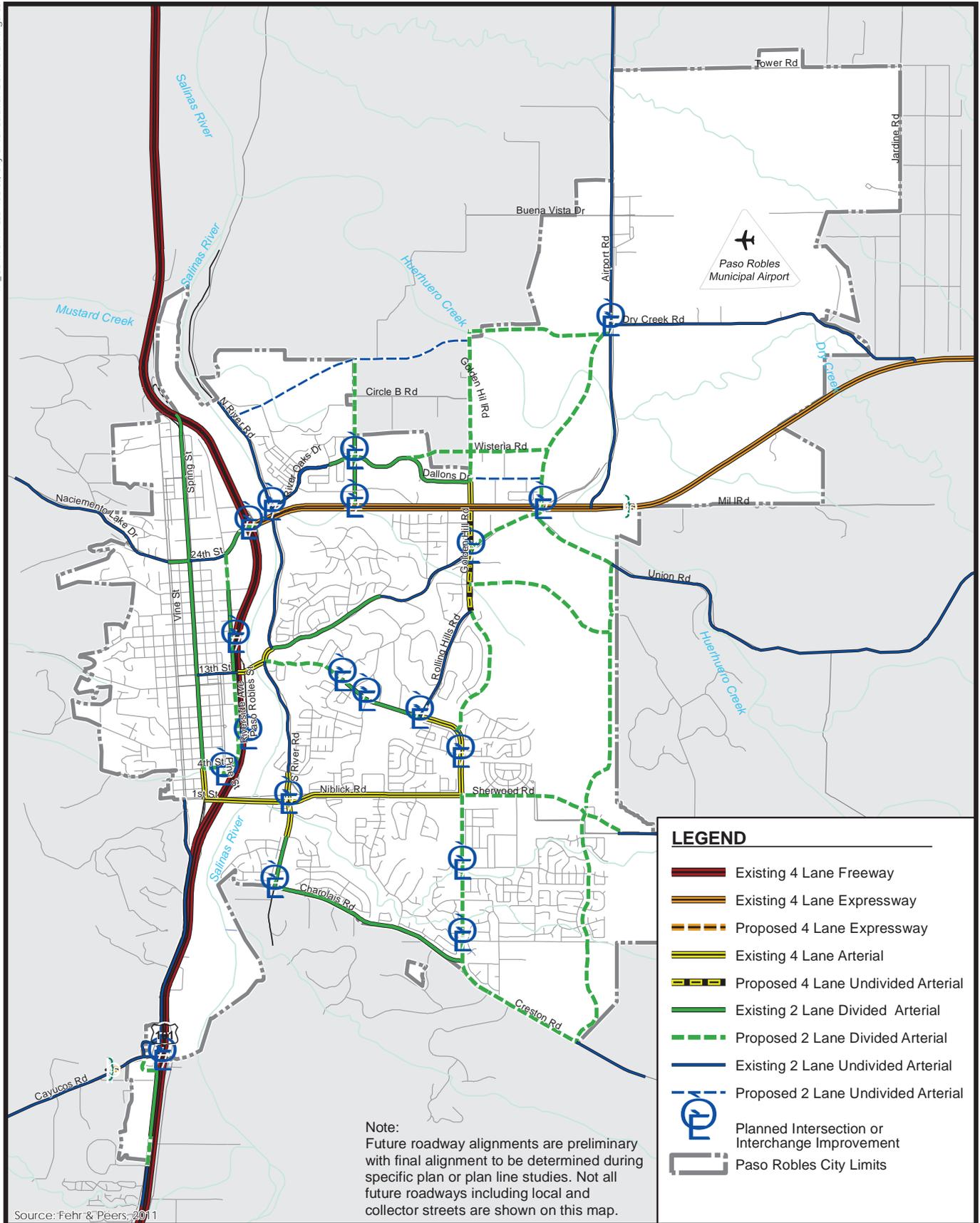


Figure 2-3
Circulation Master Plan Map
PMC

2.0 PROJECT DESCRIPTION

Backside Figure 2-3, Circulation Master Plan Map

- ~~— **SR 46 East between Airport Road and Jardine Road** — Planned improvements propose, and are currently under construction, a four-lane expressway along the existing alignment, which is primarily located within the city limits. However, the northeastern-most portion of this planned improvement [between approximately Dry Creek (the water feature, not the roadway) and Vintage Hills Way] is located in the county and the City's PIA. The improvement area contains or is adjacent to agriculture (vineyards)/rural habitat, oak woodland/savanna, urban habitat consisting of golf course, and non-native grassland habitat.~~
- ~~— **Airport Road between Union Road and Creston Road** — Planned improvements propose a new three-lane arterial roadway that extends south along the eastern boundary of the city limits from Union Road through the Chandler Ranch area to Linne Road. At that point, the roadway will join the existing Airport Road. The new segment will continue again at Meadowlark Road and extend south to Creston Road. The improvement area is located within the city limits, except for a small portion near Sherwood Road that lies in the county. The improvement area contains and is surrounded by non-native grassland to the west and agriculture/rural lands to the east between Union Road and Linne Road, residential on both sides between Linne Road and Meadowlark Road, and non-native grassland habitat between Meadowlark Road and Creston Road that is identified in the City's General Plan as a growth area.~~
- ~~— **Gilead Lane between Airport Road and Golden Hill Road** — Planned improvements propose a three-lane arterial roadway extension of the existing roadway that would continue eastward through undeveloped land in the city's Chandler Ranch area and connect with the proposed Airport Road. The area of proposed improvements is currently undeveloped and contains non-native grassland and oak woodland/savanna.~~
- ~~— **Sherwood Road between Creston Road and future Airport Road** — Planned improvements propose a four-lane arterial roadway along the existing alignment, which is located within the city limits. From Fontana Road, the four-lane arterial would extend eastward toward the proposed Airport Road in an area containing undeveloped land that consists of non-native grassland habitat and urban habitat with a possible seasonal drainage basin.~~
- ~~— **Sherwood Road/Linne Road between future Airport Road and future Airport Road (loop)** — East of the Sherwood Road/Airport Road intersection, the roadway will likely be referred to as Linne Road. This improvement proposes a three-lane arterial route extending from Linne Road south to Meadowlark Road in the Olsen annexation area and connects back to Airport Road in the Beechwood annexation area south of Meadowlark Road. These improvements are proposed in an area that is primarily undeveloped land partially located in the city's Olsen and Beechwood annexation areas and partially in the county and the City's PIA. The area currently includes some rural residential land uses and possible seasonal creeks.~~
- ~~— **Creston Road between Scott Street and Sherwood Road-Niblick Road** — Planned improvements propose a three-lane arterial roadway along the existing alignment, which is located in a developed area of the city. The area of proposed improvements contains urban area consisting of residential, office, public/quasi-public (two schools), commercial, and improved recreation areas (park and golf course).~~
- ~~— **Creston Road between Walnut Drive and S. River Road** — Planned improvements propose a three-lane arterial roadway in a developed area of the city. The area of proposed improvements contains urban lands, primarily residential uses.~~

2.0 PROJECT DESCRIPTION

- **Circulation Standards and Development Policies:** This section ~~comprises~~ consists of standards and policies that guide circulation development in the city. ~~for example~~ Examples include, encouraging coordination with other agencies where appropriate, updating plans periodically to ensure optimal efficiency, and outlining what project developers should be responsible for during project development and implementation. Standards and development policies are also provided for specific transportation features such as plan lines, traffic signals, bridges, sidewalks, railroad crossings, bike lanes and facilities, transportation demand management, the Paso Robles Event Center, and emergency evacuation.

The proposed Circulation Element includes the following appendices, which ~~are~~ includes the data and analysis required to define what improvements would be needed to accommodate the traffic demand needs through the horizon year 2025.

- **Appendix A:** Roadway Capacity Utilization Analysis Travel Demand Forecasting Model
- ~~Appendix B:~~ City of El Paso de Robles Travel Demand Forecasting Final Model Development Report Land Use Data (Year 2008 and Year 2025)
- ~~Appendix C:~~ County Assessors Parcel Use Codes
- ~~Appendix D:~~ Resource Files (Year 2008 and Year 2025)
- ~~Appendix E:~~ Model Input Summaries (Year 2008 and Year 2025)
- ~~Appendix F:~~ Friction Factors
- ~~Appendix G:~~ Static Validation Summary Reports (Year 2008)

2.6 INTENDED USES OF THE EIR

This environmental impact report (EIR) is intended to evaluate the environmental impacts of adoption and implementation of the proposed project. This EIR should be used as the primary environmental document to evaluate all subsequent actions associated with projects in the city. Subsequent projects that may be associated with the proposed project will be evaluated at the time they are considered to determine whether they would result in impacts that fall within those disclosed in this program EIR or whether subsequent environmental review is required. In addition, this EIR may be used to adopt California Environmental Quality Act (CEQA) significance thresholds.

2.7 PROJECT APPROVALS AND SUBSEQUENT ACTIONS

A set of actions must be taken by the City to complete the element adoption process, including certification of the EIR, adoption of a General Plan amendment, and other miscellaneous implementation actions. Each of these actions is described in more detail below.

CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT

Before taking action on updating the General Plan with the new Circulation Element, the City Council must certify that the EIR was completed in compliance with CEQA that the Council reviewed and considered the information in the EIR before action was taken on the project, and that the EIR reflects the City's independent judgment and analysis.

ADOPTION OF THE CIRCULATION ELEMENT

The City Council will consider adoption of the updated Circulation Element (essentially a General Plan amendment) following certification of the EIR. This adoption may include the inclusion of any identified mitigation measures as policies and/or actions into the new element. Before adoption, the City is required to make specific findings of fact pursuant to State CEQA Guidelines, Sections 15090, 15091, and 15093, regarding the significant environmental impacts of the project, the feasibility of measures to mitigate those impacts, and, if appropriate, a statement of overriding considerations. The Council's action on the Circulation Element will be based on consideration of recommendations of the City of El Paso de Robles Planning Commission.

OTHER IMPLEMENTATION ACTIONS

After the amendment to the General Plan is ~~approved~~adopted, the City departments may seek funding for and take the steps required to implement the new Circulation Element. Implementation may involve proactive steps such as carrying out action items included in the element. Following adoption, the city may prioritize certain components of the Circulation Master Plan and propose those features as specific projects within the City's Capital Improvement Program, AB 1600 Fee Program, or as part of SLOCOG's Regional Transportation Plan.

2.8 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

No permits or approvals are required from other agencies for the proposed project. However, permits and approvals may be required for specific projects once proposed; those requirements will be addressed as a part of the environmental review, adoption, and implementation measures taken for the specific project at that time.

3.0 IMPACT ANALYSIS

3.0 IMPACT ANALYSIS

The following is an introduction to the environmental analysis of the specific and cumulative impacts resulting from implementation of the proposed project. This introduction describes the general assumptions used in the analysis. The reader is referred to the individual environmental sections within the Impact Analysis section of the Draft Environmental Impact Report (DEIR or Draft EIR) (Sections 3.1 through 3.14) regarding the specific assumptions and methodologies used in the analysis for that particular environmental subject. The Impact Analysis contains a discussion of the possible environmental effects of the proposed project for the specific issue areas that were identified as having the potential to experience significant impacts. A significant effect is defined by the California Environmental Quality Act (CEQA) Guidelines Section 15382 as:

... a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.

3.1 BASELINE ENVIRONMENTAL CONDITIONS ASSUMED IN THE DRAFT EIR

Section 15125(a) of the State CEQA Guidelines requires that an EIR include a description of the physical environmental conditions in the vicinity of a project, as they exist at the time the Notice of Preparation (NOP) is published. The CEQA Guidelines also specify that this description of the physical environmental conditions should serve as the baseline physical conditions by which a lead agency determines whether the impacts of a project are considered significant.

Some limited environmental setting conditions of the City of Paso Robles are described in the proposed Circulation Element Update and associated appendices, incorporated in this EIR by reference. Additional environmental setting conditions are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

As appropriate, the individual analysis sections of the DEIR (see Sections 3.1 through 3.14) identify element sections or refer to the Issues and Constraints Memo (**Appendix C**) where the environmental setting is described. In general, these DEIR sections describe the setting conditions in the city as they existed when the NOP for the proposed project was released on July 26, 2010. In addition, the DEIR also includes a summary of the regulatory setting including any regulations put in place or updated since release of the NOP.

3.2 ORGANIZATION

The individual technical sections of the Draft EIR adhere to the following format.

EXISTING SETTING

This subsection provides a reference for the physical setting conditions associated with the technical area of discussion, consistent with State CEQA Guidelines Section 15125. As previously identified above, the environmental setting is based on conditions as they existed when the NOP for the proposed project was released. Where appropriate, the analysis sections of the DEIR incorporate by reference the limited setting information provided in the Circulation Element.

REGULATORY FRAMEWORK

This subsection consists of the identification of applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

3.0 IMPACT ANALYSIS

IMPACTS AND MITIGATION MEASURES

This subsection identifies direct and indirect environmental effects associated with implementation of the proposed project. Standards of significance are identified and used to determine whether any of the environmental effects of the project are considered “significant.” Significance thresholds are those criteria adopted by the City or other agencies, which are universally recognized, or are developed specifically for this analysis to determine whether potential effects are significant. Each environmental impact analysis is identified numerically (e.g., Impact 3.1-1, Alteration of Scenic Vistas, Resources, and Visual Character) and is supported by substantial evidence included in the discussion.

The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact, as follows:

- **Class I – Significant and Unavoidable:** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the State CEQA Guidelines.
- **Class II – Significant but Mitigable:** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the State CEQA Guidelines.
- **Class III – Less than Significant:** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **Class IV – Beneficial:** An effect that would reduce existing adverse environmental issues.

A discussion of effects found to be less than significant is found in Section 3.15 of the DEIR.

CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

Section 5.0, Cumulative Impacts, provides an analysis of the proposed project’s contribution to cumulative impacts to the environment. The analysis focuses on whether the proposed Circulation Element’s contribution is cumulatively considerable (State CEQA Guidelines Section 15130). A cumulative impact occurs from the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines Section 15355(b)). Accordingly, the cumulative setting includes related past, present, and reasonably foreseeable projects in the region.

3.3 INFORMATION USED IN THIS EIR

This Draft EIR uses technical information and analyses from previously prepared EIRs and other documents that are relevant to the consideration of environmental effects of the proposed project. This approach is supported by the State CEQA Guidelines (see Sections 15148 and 15150).

3.1 AESTHETICS AND VISUAL RESOURCES

3.1 AESTHETICS AND VISUAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) describes the existing aesthetic and visual resources within the City of El Paso de Robles (Paso Robles), identifies regulations in place to protect those resources, and discusses the impacts to aesthetics and visual resources associated with implementation of the proposed project. The proposed project is the adoption and subsequent implementation of the General Plan 2010 Circulation Element for the City of El Paso de Robles (proposed project or proposed Circulation Element Update). The analysis focuses on any anticipated alteration of the landscape characteristics and potential visual resource impacts.

3.1.1 EXISTING SETTING

The exiting setting information presented here is intended as a brief overview of the visual character and visual resources of Paso Robles and the City's Planning Impact Area (PIA). The visual resource conditions of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

The visual character of Paso Robles consists of a combination of natural and built environments. The topography of the city and surrounding areas varies from relatively flat low-lying floodplain areas, to rolling hills, to the steeply sloping foothills of the Santa Lucia Mountain Range. Oak woodlands are a prominent unifying feature throughout the City's PIA. Areas in the Salinas River floodplain are generally in agricultural cultivation, providing a working landscape with rural development consisting of residences, barns, and warehouses. In some areas, the agricultural landscape has been transitioning from predominantly ranchlands to an increasing number of vineyards and related winery and residential development.

Development centered around the downtown core exhibits a small-town character, with traditional development patterns and a mix of land uses. An established residential community surrounds the downtown core, characterized by Victorian-era homes and semi-formal streetscape and landscape treatments, including well-established large oaks.

Visual resources in the city include prominent ridgelines (as identified in Figure 4.1-1 and Table 4.1-1 of the General Plan Update EIR (Paso Robles 2003b)), gateways, visual corridors, natural landmarks, and open space viewsheds (as identified in Figure C-3 and Table C-1 of the General Plan (Paso Robles 2003a)). The City's PIA is widely populated with oak woodland, and prominent oak trees may be considered a visual resource. Primary roadway corridors define the vantage point for the largest number of views. U.S. Highway 101 (US 101) and State Route (SR) 46 are the primary regional highways serving the area.

The city has typical ambient nighttime lighting conditions, with the majority of evening light originating in the downtown, commercial centers, and residential areas and along streets, particularly the US 101 corridor. Nighttime lighting sources include streetlights, security lighting, parking lot lights, signage on business establishments, recreational lighting (sports fields), and homes. The areas on the outer edges and to the east of the city (open space and agricultural areas) remain relatively free of ambient evening light, which often makes for excellent stargazing conditions in these areas.

According to the California Scenic Highway Program, there are no state-designated scenic highways within the PIA (Caltrans 2010a).

3.1 AESTHETICS AND VISUAL RESOURCES

3.1.2 REGULATORY SETTING

Applicable federal, state, and local regulations that apply to aesthetic and visual resources in the City of Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix C** of this DEIR.

FEDERAL REGULATIONS

- National Scenic Byways Program

STATE REGULATIONS

- California State Scenic Highways Program

LOCAL REGULATIONS

- General Plan
- Zoning Ordinance
- Oak Tree Ordinance

3.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

An aesthetic or visual resources impact is considered significant if implementation of the proposed project would result in any of the following (based on California Environmental Quality Act (CEQA) Guidelines Appendix G):

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

METHODOLOGY

The analysis herein is based on review of visual conditions and an assessment of the proposed project. This analysis recognizes the programmatic nature of the project and focuses on potential changes to the visual landscape and citywide aesthetics resulting from implementation of the proposed Circulation Element Update. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time. In addition, the analysis will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review.

For the purposes of this analysis, a scenic vista is defined as a view of natural environmental, historic, and/or architectural features possessing visual and aesthetic qualities of value to the community. The term “vista” generally implies an expansive view, usually from an elevated point or open area. The reader is directed to Section 4.0 of this DEIR for analysis of cumulative aesthetic and visual resource impacts. “Spillover” of light is light that extends beyond the targeted object. “Light pollution” refers to excessive artificial light, especially street lighting in towns and cities that prevents people from seeing the night sky clearly.

PROJECT IMPACTS AND MITIGATION MEASURES

Alteration of Scenic Vistas, Resources, and Visual Character

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. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class I, significant and unavoidable**, impact, until such time that facilities and alignments are designed.

While there are no state-designated scenic highways in the City’s PIA, as discussed above in the Existing Setting subsection, there are several “visual corridors” along the city’s highways and streets. For example, visual corridors are located along US 101, SR 46, Spring Street, Airport Road, Union Road, and Creston Road. These corridors, with views to the city’s rolling agricultural-based landscapes, could be considered visual resources and visually sensitive locations, as could the rural areas themselves. Gateways to the city and natural landmarks and open space viewsheds have also been identified in several locations throughout the city (Figure C-3, Paso Robles 2003a).

New and/or expanded facilities in these areas with views to or within visually sensitive locations could adversely impact visual resources. In addition, the City’s PIA is widely populated with oak woodlands and there is a potential for projects to impact one or more oaks during project implementation. Oak trees are protected under the City’s Oak Tree Ordinance No. 835 N.S. (Paso Robles 2002a). In addition, mitigation measure MM 3.4.1c of this DEIR requires that if removal of one or more oak trees is required, then an Oak Tree Impact Evaluation Report shall be required to be prepared by a City-approved and ISA-certified Arborist (Paso Robles 2005a).

As shown in **Figure 3.1-1 Circulation Master Plan with Potential Visual Resources**, several intersection or interchange improvements and proposed expressway and arterial roadway improvements are located in, or in proximity to, visual corridors, gateways to the city, and/or natural landmarks and open space viewsheds.

The Land Use and Conservation elements of the City’s General Plan (Paso Robles 2003a) include several policies and action items intended to address potential visual impacts; the policies and action items apply to any future development. All individual projects will be subject to these mitigation policies. This analysis recognizes these mitigating policies; however, it also understands the proposed Circulation Element may have additional physical impacts that may require specific mitigation at the time of improvement design and development. As the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact

3.1 AESTHETICS AND VISUAL RESOURCES

to visual resources, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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 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.

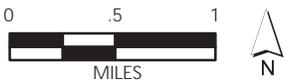
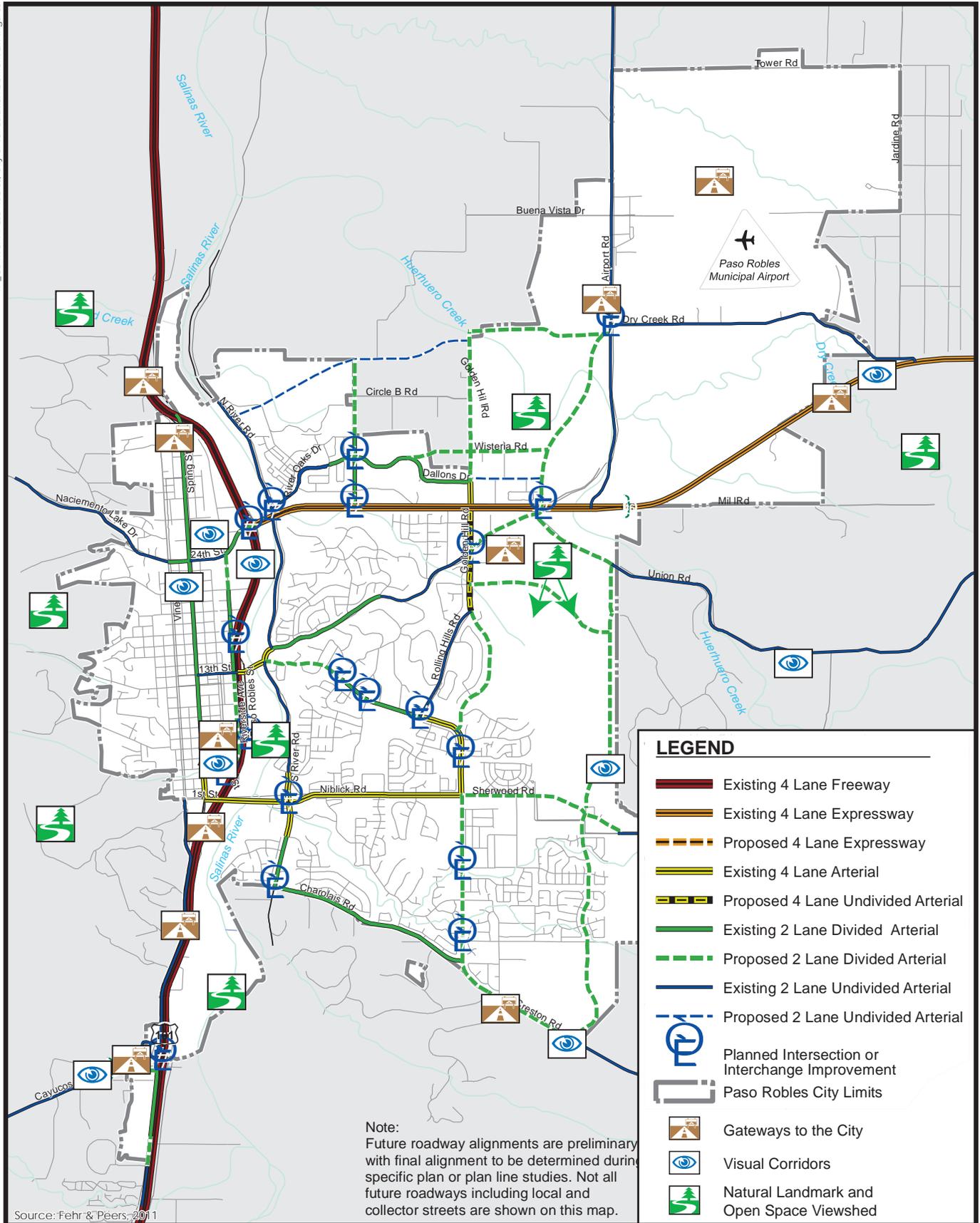


Figure 3.1-1
 Circulation Master Plan with Potential Visual Resources

3.1 AESTHETICS AND VISUAL RESOURCES

Figure 3.1-1 Circulation Master Plan with Potential Visual Resources (Backside)

MM 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.

Implementation of the above mitigation measures would reduce potentially significant impacts to scenic vistas, resources, and visual character to the extent feasible. However, because the actual magnitude of impacts and feasibility of mitigation for individual projects cannot be determined at this time, the effect of the proposed project implementation is considered a **Class I, significant and unavoidable**, impact.

New Sources of Substantial Light and/or Glare

Impact 3.1.2 Increased lighting and glare could result from proposed Circulation Element improvements such as street lighting, additional light sources associated with increased vehicle capacity, and additional pavement on new or expanded roadways that may reflect light during daytime hours or when wet. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class II, significant but mitigable**, impact, until such time that facilities and alignments are designed.

Proposed Circulation Element improvements could result in increased adverse light and/or glare impacts beyond existing conditions. The proposed Circulation Element includes policies that promote improvements which sometimes would result in new sources of light and glare, for example, light-emitting diode (LED) crosswalks for safety (Paso Robles 2004a), intersection/interchange improvements requiring signalization, and additional paved areas that can be reflective during daytime hours or wet conditions. The Land Use and Conservation elements of the City's General Plan (Paso Robles 2003a) include several policies and action items intended to address potential visual impacts that will apply to any future development. All individual projects will be subject to these mitigation policies. In addition, as the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact due to new sources of light and glare, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

3.1 AESTHETICS AND VISUAL RESOURCES

Mitigation Measures

MM 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.

MM 3.1.2b Lighting shall conform to Vehicle Code restrictions per California Vehicle Code Section 21466.5.

Implementation of the above mitigation measures would reduce any potentially significant lighting and glare impacts by requiring lighting to conform to applicable restrictions and be designed in a fashion that would avoid spillover to adjacent properties, avoid light pollution, and reduce off-site glare. As a result, increased lighting and glare would have a **Class III, less than significant**, impact.

3.2 AGRICULTURAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) describes existing agricultural areas, characterizes agricultural land uses, and discusses adopted plans and policies pertinent to the City. The analysis then addresses potential agricultural impacts associated with the proposed project, either directly (e.g. Loss of farmland) or indirectly (e.g. land use conflicts), and identifies policies or mitigation measures to lessen those impacts.

3.2.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the agricultural resources of Paso Robles and the City's Planning Impact Area (PIA). The agricultural resources of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

AGRICULTURE

Overall, 1,067 acres of land are currently designated Agriculture within the city limits, comprising approximately 9 percent of the city's total land designation area (Paso Robles 2003a). Agricultural operations in the City of Paso Robles have historically been focused on cultivated crops and rangeland. Cultivated crops in the PIA include dry-farmed grain hay, barley, oats, safflower, and wheat. Orchard crops include apples, walnuts, pistachios, and almonds. Over the past 20 years, croplands in Paso Robles have been increasingly converted to wine grape vineyards. Wine grapes now dominate the agricultural landscape both in the city and in adjacent areas. Agricultural uses within the city limits are concentrated north of State Route (SR) 46 East and north of the city's airport. These agricultural lands contribute to the rural setting surrounding Paso Robles and provide a transition between urban development and the surrounding areas (Paso Robles 2003a).

FARMLANDS

As part of the nationwide agricultural land use mapping effort, the U.S. Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) developed a series of definitions known as Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified land's suitability for agricultural production; suitability included both the physical and chemical characteristics of soils and the actual land use. Important Farmland Maps are derived from the USDA-NRCS soil survey maps using the LIM criteria. The Important Farmland Maps identify five agriculture-related categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. **Figure 3.2-1, FMMP Map**, presents the FMMP data for the City of Paso Robles.

CONSERVATION LANDS

There are no Williamson Act lands within the City of Paso Robles city limits.

FOREST AND TIMBER LANDS

According to the Fire Resource and Assessment Program (FRAP) Land Management Map, there are no forest resources located in the vicinity of the City of Paso Robles (Cal Fire 2003a). According to the City's Zoning Map, no areas within the city limits are designated in a Forest zoning district (Paso Robles 2004c).

3.2 AGRICULTURAL RESOURCES

3.2.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to agricultural resources in the City of Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

STATE

- Farmland Mapping and Monitoring Program
- California Land Conservation Act (Williamson Act)

LOCAL

- General Plan
- The City of Paso Robles Right-to-Farm Ordinance

3.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

An agricultural resources impact is considered significant if implementation of the proposed Circulation Element would result in any of the following:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.
- Conflict with existing zoning for agricultural use or a Williamson Act contract.
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
- Result in the loss of forest land or conversion of forest land to non-forest use.
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use.

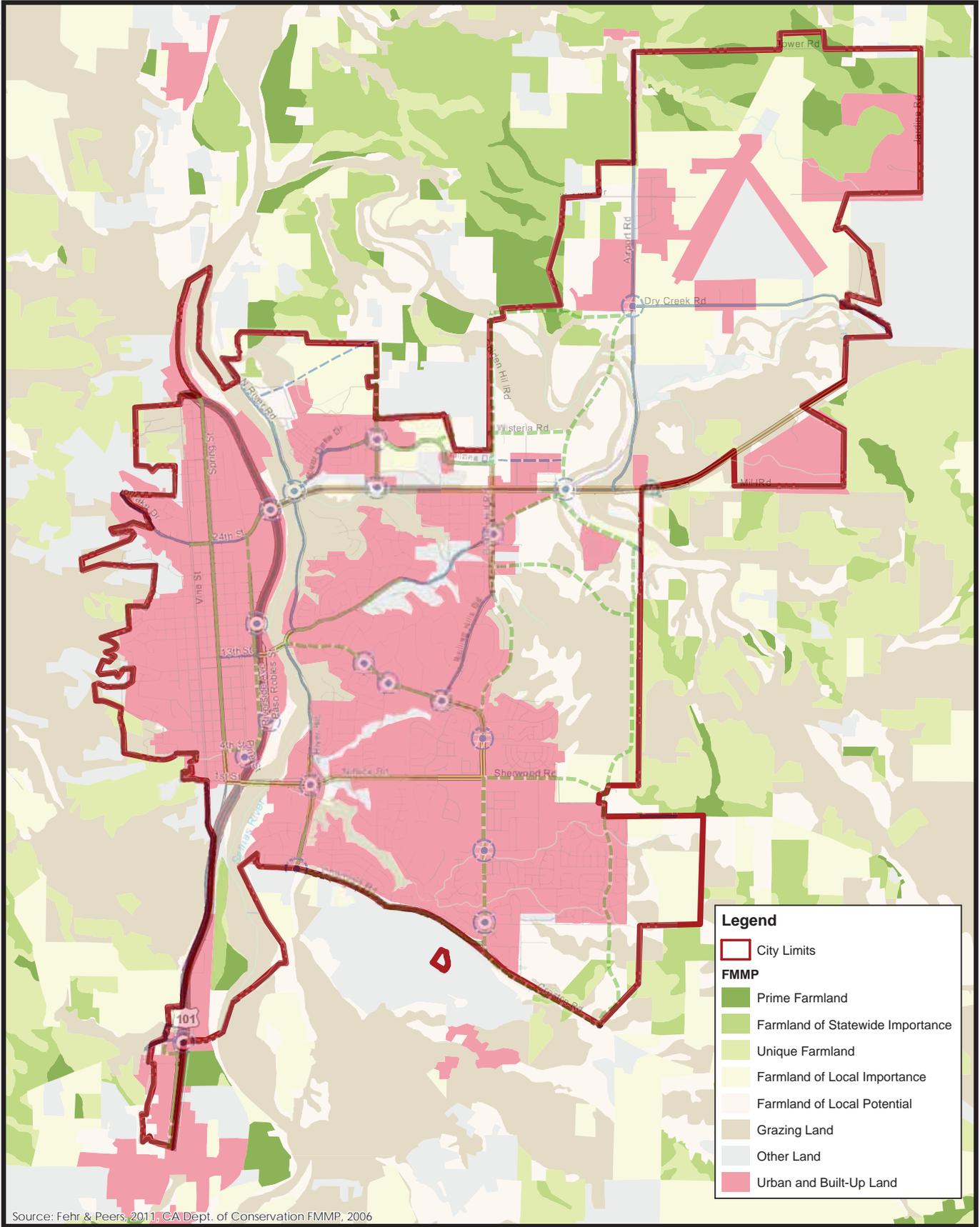


Figure 3.2-1
FMMP Map
PMC®

3.2 AGRICULTURAL RESOURCES

Backside Figure 3.2-1

METHODOLOGY

Evaluation of potential agricultural impacts of the proposed project considers whether any component of the proposed project would result in the direct or indirect conversion of farmland to nonagricultural uses, agricultural compatibility impacts, or otherwise significantly impact the ability of the land to be farmed. The reader is directed to Section 4.0 for analysis of cumulative agricultural impacts. For the purposes of this analysis, any project activity or policy resulting in an impedance of agricultural activities or potentially resulting in a substantial loss of agricultural productivity will be considered a potentially significant impact.

This analysis recognizes the programmatic nature of the project and therefore focuses on the potential impacts resulting from implementation of the Circulation Element. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time. In addition, the analysis will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review.

PROJECT IMPACTS AND MITIGATION MEASURES

According to the Fire Resource and Assessment Program (FRAP) Land Management Map, there are no forest resources located in the vicinity of Paso Robles (Cal Fire 2003a). According to the City's Zoning Map, no areas within the city limits are designated in a Forest zoning district (Paso Robles 2004c). Therefore, **no impact** in these issue areas is expected and they will not be addressed further.

Conflict with Agricultural Use, Operations, or Agriculture Zoning

Impact 3.2.1 Circulation improvements, mostly resulting in increased or new vehicular traffic, could lead to conflicts with agricultural use, operations, or agriculture zoning. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a **Class II, significant but mitigable**, impact.

The future circulation improvements outlined in the Circulation Element to Buena Vista Road, Dry Creek Road, Airport Road, and Sherwood Road and SR 46 could result in conflicts with existing agricultural uses or operations. However, the City's Right-to-Farm Ordinance protects agricultural operations by ensuring that no existing agricultural uses "shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after it has been in operation for more than three years if it was not a nuisance at the time it began" (Paso Robles 1995a).

Roadway use and improvements are generally less sensitive to the effects of farmland operations than other uses, such as residential uses and similarly occupied structures. Additionally, the project(s) would be separated from active farmland operations by rights-of-way and required setbacks from roadways. Indirect impacts could occur where new or expanded roadways result in future residential development in those areas, and some agricultural operations could become more susceptible from increased risk of theft and trespass due to increased public access. However, the Right-to-Farm Ordinance requires that the City provide "residents of this city, living within three hundred feet of property in the agricultural district, notification of the city's recognition and support through the ordinance codified in this title of those persons' and/or entities' right to farm."

The Land Use and Open Space elements of the City's General Plan (Paso Robles 2003a) includes several policies and action items that would help minimize land use conflicts which will apply to

3.2 AGRICULTURAL RESOURCES

any future development. All individual projects will be subject to these policies. This analysis recognizes these mitigating policies; however, it is also understood that the proposed Circulation Element potentially may have additional, physical impacts that may require specific mitigation at the time of design and development. Because the proposed Circulation Element identifies improvements that could result in potentially significant land use conflicts, compliance with the following mitigation measure shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 3.2.1 When construction of new or expanded roadways would result in direct conflicts with agricultural uses or operations (due to division of agricultural land, ~~access,~~ or proximity of roadways to active agricultural uses resulting ~~on~~ in potential dust, pollution, security issues, etc), measures shall be employed to minimize impacts consistent with the City's Right to Farm Ordinance. Such measures may include the use of ~~a~~ land use buffers (physical separation between roadways and active operations), fencing (as feasible and coordinated with land owners), and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses. See also MM 3.3.2b, 3.3.2c and MM 3.10.1 for related measures.

Implementation of the above mitigation measure would reduce any potentially significant impacts involving agricultural use or operations conflicts to a **Class III, less than significant**, level by ensuring adequate separation of land use.

Farm/Conservation Land Conversion

Impact 3.2.2 Farm and conservation (Williamson Act) lands could be converted to other uses by the construction of circulation improvements. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class I, significant and unavoidable**, impact, until such time that facilities and alignments are designed.

According to the General Plan, approximately 1,067 acres are designated for agricultural land uses in the city, comprising approximately 9 percent of the city's total land designation area. According to the San Luis Obispo County Important Farmland Map, future improvements associated with the proposed project along Buena Vista Road, Dry Creek Road, SR 46, Airport Road, and Sherwood Road are located in the vicinity of land designated as Unique Farmland and/or Farmland of Statewide Importance (DOC 2008a).

According to the San Luis Obispo Williamson Act Map 2009, it appears that land adjacent to the future Dry Creek Road improvements outside the city limits is designated as Williamson Act – Prime Agricultural Land and Williamson Act – Agricultural Preserve (DOC 2009a). According to the City's Zoning Map, future Dry Creek Road improvements within the Borkey Area Specific Plan area (Zoning Map for Subarea 3 (Paso Robles 2004c)) are designated in an Agriculture zoning district.

The planned improvements along Buena Vista Road, Dry Creek Road, SR 46, Airport Road, and Sherwood Road may potentially result in the conversion of Unique Farmland and/or Farmland of Statewide Importance. In addition, implementation of future Dry Creek Road improvements proposed in the county (in the City's PIA) may result in potential indirect impacts to land designated as Williamson Act – Prime Agricultural Land and Williamson Act – Agricultural

Preserve. Furthermore, the Dry Creek Road improvements proposed within the Borkey Area Specific Plan area (Zoning Map for Subarea 3) may potentially conflict with the City's Agriculture zoning district policy.

The Land Use and Open Space elements of the City's General Plan (Paso Robles 2003a) address agricultural resources, soils, and the City's "Purple Belt," which refers to the city's vineyard lands. These elements also include several policies and action items that would help minimize impacts associated with conversion of farmland. All individual projects will be subject to these policies. This analysis recognizes these mitigating policies; however, it is also understood that the proposed Circulation Element potentially may have additional physical impacts that may require specific mitigation at the time of design and development. As the proposed Circulation Element identifies improvements that could result in potentially significant impacts associated with conversion of farmland, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

- MM 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.
- MM 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 production at the margins of lost property, based on the amount of land deeded as road right-of-way, as well as and costs associated with relocating associated agricultural infrastructure and physical improvements, as a function of the total amount of production on the property.
- MM 3.2.2c** Where conversion of agricultural land cannot be avoided through implementation of 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).

Implementation of the above mitigation measures would reduce potentially significant impacts related to the conversion of farm and conservation lands to the extent feasible. However, because the actual magnitude of impacts and feasibility of mitigation for individual projects cannot be determined at this time, the effect of proposed project implementation is considered to have a **Class I, significant and unavoidable**, impact.

3.3 AIR QUALITY

This section examines the climatic influences that affect regional and local air quality in the City of El Paso de Robles (Paso Robles), as well as current data on measured contaminant levels and the regulatory framework that is intended to improve ambient air quality. The impact analysis addresses both localized and regional air quality impacts associated with implementation of the proposed Circulation Element Update (proposed project), along with mitigation measures that may be needed to lessen those impacts.

3.3.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the local and existing air quality conditions in Paso Robles and the City's Planning Impact Area (PIA). Existing air quality conditions are detailed in the Air Quality Appendix (**Appendix E**) of this Draft Environmental Impact Report (DEIR or Draft EIR)

LOCAL CLIMATE

Paso Robles is located in San Luis Obispo County, which is part of the South Central Coast Air Basin (SCCAB). The climate of the county is characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Along the coast, mild temperatures prevail most of the year due to the moderating influence of the Pacific Ocean. The effects of the Pacific Ocean are diminished inland and by major intervening terrain features such as the coastal Santa Lucia Mountain Range.

EXISTING AIR QUALITY CONDITIONS

Criteria Pollutants, Toxics, and Health Effects

In years past, air quality in the SCCAB has exceeded established standards for lead, carbon monoxide, sulfur dioxide, ozone, and particulate matter (PM). Violations of the state standard for respirable particulate matter (PM₁₀) still occur several times a year. Reducing particulate matter air pollution is one of the San Luis Obispo County Air Pollution Control District's (SLOAPCD) highest public health priorities. Exposure to particulate pollution is linked to increased frequency and severity of asthma attacks, pneumonia and bronchitis, and even premature death in people with pre-existing cardiac or respiratory disease.

On a regional basis, ozone is the pollutant of greatest concern in the SCCAB. Ozone located in the upper atmosphere acts in a beneficial manner by shielding the earth from harmful ultraviolet radiation that is emitted by the sun. However, ozone located in the lower atmosphere is a major health and environmental concern.

Sensitive Receptors

Some groups of people are more affected by air pollution than others. The California Air Resources Board (CARB) has identified the following people who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Areas in Paso Robles that may contain a high concentration of these sensitive population groups include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks.

3.3 AIR QUALITY

Attainment Status

An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Unclassified designations indicate insufficient data is available to determine attainment status.

The SCCAB is designated as nonattainment for state standards of respirable particulate matter (PM₁₀) and ozone (O₃) and as unclassified/attainment for federal standards of O₃, PM₁₀, and fine particulate matter (PM_{2.5}) (SLOAPCD 2010b). According to SLOAPCD, the largest contributors of air pollution are motor vehicles.

SLOAPCD is required to monitor air pollutant levels to assure that the air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in attainment or nonattainment. An air quality monitoring station located in Paso Robles on Santa Fe Avenue has not registered an exceedance of the state or federal ozone standards for over four years (2006–2009). However, the state PM₁₀ standard was exceeded over 11 times in 2006 and over 6 times in 2008.

San Luis Obispo Clean Air Plan

State standards for ozone and PM₁₀ are currently exceeded in the SCCAB. As such, SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. SLOAPCD's plan is called the Clean Air Plan, or CAP. The 1991 CAP was adopted by the SLOAPCD Board in January 1992 and last updated in 2001. Transportation control measures and land use planning strategies play an important role in the implementation of the CAP.

ODORS

Because offensive odors rarely cause physical harm and no requirements for their control are included in state or federal air quality regulations, SLOAPCD has no rules or standards related to odor emissions, other than its nuisance rule.

3.3.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to air quality in Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this Draft EIR.

FEDERAL

- Federal Clean Air Act and Amendments

STATE

- Title I of the Clean Air Act Amendments of 1990
- Title II of the Clean Air Act Amendments of 1990

- California Clean Air Act
- Toxic Air Contaminants

LOCAL

- San Luis Obispo County Air Pollution Control District
 - Strategic Action Plan
 - Clean Air Plan
 - CEQA Air Quality Handbook
 - PM (Particulate Matter) Report
- City of El Paso Robles General Plan

3.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

An air quality impact is considered significant if implementation of the project would result in any of the following (based on State CEQA Guidelines Appendix G):

- Conflict with or obstruct implementation of the applicable air plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

METHODOLOGY

The analysis of air quality issues follows the guidance provided in the SLOAPCD CEQA Air Quality Handbook (SLOAPCD 2009a) as well as in the State CEQA Guidelines.

SLOAPCD has established four separate categories of evaluation for determining the significance of project impacts: (1) comparison of calculated project emissions to SLOAPCD emission thresholds; (2) consistency with the most recent Clean Air Plan (CAP); (3) comparison of predicted ambient pollutant concentrations resulting from the project to state and federal health standards, when applicable; and (4) the existence of special conditions that apply to certain projects.

3.3 AIR QUALITY

Consistency with SLOAPCD Clean Air Plan

Projects and programs requiring an analysis of consistency with the CAP include general plan updates and amendments, specific plans, area plans, large residential developments, and large commercial/industrial developments. The consistency analysis must evaluate the following questions:

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

If the answer to all of the above questions is yes, then the project or plan is considered to be consistent with the CAP. If the answer to any one of the questions is no, then the emissions reductions projected in the CAP may not be achieved, which could delay or preclude attainment of the state ozone standard. This outcome would be considered inconsistent with the Clean Air Plan.

This analysis recognizes the programmatic nature of the proposed Circulation Element Update and therefore focuses on the potential air quality impacts that may result from implementation of the proposed project. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time. In addition, the analysis will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review. The reader is directed to Section 4.0 of this DEIR for analysis of cumulative impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

Consistency with the 2001 Clean Air Plan

Impact 3.3.1 Implementation of the proposed Circulation Element Update would formalize new policies that would not conflict with or obstruct implementation of the applicable 2001 CAP, as the proposed Circulation Element would not result in additional growth beyond what is already planned for in the General Plan. The proposed policies would help reduce projected emissions of the ozone precursors—reactive organic gases (ROG) and nitrous oxides (NO_x)—that were addressed in the 2001 CAP. This is considered a **Class IV, beneficial**, impact.

According to SLOAPCD, the consistency of the proposed Circulation Element Update with the Clean Air Plan should be determined by a consistency analysis evaluating three specific questions. The project or plan is considered consistent with the CAP if the answer to all three questions is yes. If the answer to any one of the questions is no, then the emissions reductions projected in the CAP may not be achieved and the project/plan would be considered inconsistent with the CAP. The consistency of the proposed Circulation Element Update with each of these CAP components is described below.

Population Projection Consistency

The proposed Circulation Element Update does not include goals, policies, or strategies that would alter or exceed buildout as directed by the adopted General Plan. As such, the proposed

Circulation Element Update would not impact the 2001 CAP countywide population projection of 305,854 residents in 2015.

Vehicle Miles Traveled Rate/Population Growth Rate Consistency

The purpose of the circulation system proposed in the Circulation Element Update is to maintain and enhance safe and efficient mobility in Paso Robles. The proposed Circulation Element Update includes a Circulation Master Plan that is generally consistent with the adopted Circulation Element, yet it removes a number of infrastructure improvements due to revised traffic projections and policy. Several of the proposed improvements provide improved access to areas with existing or anticipated congestion. For example, under the existing regulatory umbrella of the adopted Circulation Element, future traffic volumes along the State Route (SR) 46 East corridor are expected to exceed the capacity of this roadway during certain times of day, typically the morning and afternoon two-hour commute periods. The widening of this facility would have secondary impacts such as encouraging higher rates of vehicular speed, degrading mobility for pedestrians and cyclists, and affecting the overall quality of life in surrounding areas, as well as conflicting with the City's goals for a transportation network focused on mobility. Therefore, the proposed Circulation Element Update includes a parallel route system of local roads north of SR 46 between Jardine Road and River Road, which would serve to reduce the demand for travel on SR 46. Similarly, utilization on 13th Street from Riverside Avenue to Union Road is projected to increase in the future to a daily capacity of 95 percent. This capacity utilization rate represents operating conditions at or near capacity for motorists. To resolve this issue, the proposed Circulation Element Update includes improvements to this corridor that focus on operation efficiencies (i.e., signal coordination, modified timings) and enhancements to improve bicycle and pedestrian travel, as needed, versus widening the roadway.

It can be argued that roadway improvement strategies such as those described above mitigate the potential adverse impacts associated with planned growth on the existing system by providing additional capacity, improving system efficiency, and reducing forecast congestion levels. According to the analysis conducted by Fehr & Peers Transportation Consultants, under the policy provisions of the adopted Circulation Element (2003), the average daily vehicle miles traveled in Paso Robles are projected to reach 1,355,012 by 2025. However, the average daily vehicle miles traveled is projected to be 1,337,271 with implementation of the proposed Circulation Element Update, a reduction of 17,741 average daily vehicle miles traveled (see **Table 3.3-1**). As a result, implementation of the proposed Circulation Element Update would not result in an increase in vehicle miles traveled (VMT) beyond levels assumed in the adopted General Plan and the CAP and would in fact result in a decrease in VMT.

**TABLE 3.3-1
AVERAGE DAILY VEHICLE MILES TRAVELED**

Condition	Average Daily VMT
Existing Conditions (2010)	848,156
Existing 2003 Circulation Element (Projected Year 2025)	1,355,012
Proposed Circulation Element Update (Projected Year 2025)	1,337,271
Circulation Element Difference	-17,741

Source: Fehr and Peers 2010a (Please also refer to Section 3.14, Traffic and Circulation, of this DEIR.)

3.3 AIR QUALITY

Applicable CAP Land Use and Transportation Control Measures

It should be noted that roadway improvements do not directly generate vehicle trips. Rather, vehicle trips are generated by land use changes that may be indirectly influenced by transportation improvements. However, the proposed Circulation Element Update contains policy support for land use decisions that are consistent with the Clean Air Plan, as shown in **Table 3.3-2**.

**TABLE 3.3-2
PROPOSED CIRCULATION ELEMENT UPDATE POLICIES WITH CAP POLICIES**

Clean Air Plan Policies (Policy Reference)	Proposed Circulation Element Update Goals, Policies, and Action Items
<p>Cities and unincorporated communities should be developed at densities that reduce trips, travel distances, and encourage the use of alternative forms of transportation. (L-1)</p>	<p>Policy CE-1B: Reduce Vehicle Miles Traveled (<u>VMT</u>). The City shall strive to reduce the total vehicle miles of travel (VMT) generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.</p>
<p>Local planning agencies should encourage walking and transit use by planning neighborhoods and commercial centers at densities to allow for convenient access to and use of local and regional transit systems. (L-1)</p>	<p>Policy CE-1B (Action Item 1): New developments <u>or redeveloped areas</u> shall conform to the following guidelines to the maximum extent possible:</p> <ul style="list-style-type: none"> • New streets and intersections shall be designed for continuous flow at moderate speeds. Low volume residential streets should be designed for speeds of 25 miles per hour or less. Higher order roadways shall be designed for 30-35 mph or less with stable flows. <u>Roundabouts shall be considered in lieu of traffic signals for intersection control as needed.</u> Low speed vehicles (LSVs) and neighborhood electric vehicles (NEVs) can operate on all roads posted with a speed limit of 35 mph or less (Section 21260 of the California Vehicle Code). Lower speeds are associated with lower collision severity, and continuous flows aid in minimizing air pollutant and GHG emissions. • <u>To the extent practical, n</u>New residential streets shall provide a grid roadway system with block lengths of <u>typically</u> 300 feet or more and never not longer than 600 feet. Cul-de-sac streets shall be <u>strongly</u> discouraged. Street widths shall <u>conform to the City's</u> be no greater than as needed to accommodate emergency service vehicles. <u>Design standards compatible with traditional neighborhood shall be developed for new roadways.</u> • Lane configurations for new intersections shall <u>be limited to</u> provide for moderate speeds and pedestrian and cyclist safety. Congestion during certain time periods shall be accepted in exchange for shorter pedestrian and cyclist crossing distances, less overall paved area, reduced costs and preservation of small town character. • <u>Circulation systems</u> New developments shall provide for all modes of travel, <u>and shall typically include</u> supported by sidewalks, bicycle lanes, and transit stop amenities, turnouts, etc. • <u>New development shall ensure that a c</u>Continuous paths of travel <u>is available</u> shall be established and connected for walking and bicycling from and throughout the development <u>site area</u> to downtown and other key destinations (as determined by the City). <u>All development shall conform to the most current Bike Master Plan adopted by the City Council and the most current trail system plan.</u> <u>Impact fees shall be assessed to mitigate impacts and to contribute to</u>

Clean Air Plan Policies (Policy Reference)	Proposed Circulation Element Update Goals, Policies, and Action Items
	<p>the development of The appropriate bicycle and pedestrian routes shall be based on the street classification system and proposed bicycle and pedestrian network as specified in the bicycle and pedestrian master plans.</p> <ul style="list-style-type: none"> • New specific plans shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled.
<p>The mixing of compatible commercial and residential land uses should be encouraged when it will reduce dependence on the automobile or improve the balance between jobs and housing without creating incompatible land use relationships. (L-2)</p>	<p>Policy CE-1B (Action Item 1): This action item contains the provision that new specific plans shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled<u>VMT</u>.</p>
<p>Within cities and unincorporated communities, the gap between the availability of jobs and housing should be narrowed and should not be allowed to expand. (L-3)</p>	<p>Policy CE-1B (Action Item 4): To the extent feasible, plan for a reasonable, ongoing balance between housing and jobs.</p>
<p>Jurisdictions should adopt the concept of improved accessibility as a planning goal and as a means to coordinate land use and transportation planning efforts. (L-4, I)</p>	<p>Goal CE-1: Establish a safe, balanced, and efficient <u>and multimodal</u> circulation system, focusing on the mobility of people, and preserving the City's small town character and quality of life.</p> <p>Policy CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of people and goods including all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors as follows:</p> <ol style="list-style-type: none"> Improve the circulation network on a prioritized basis <u>mobility through and access to Downtown Paso Robles by implementing City Council adopted Town Center and Uptown Plans;</u> Providing <u>Provide</u> adequate access for emergency vehicles and evacuation; Improving <u>Improve mobility through and access to Downtown Paso Robles by implementing City Council adopted Town Center and Uptown Plans</u>the circulation network on a prioritized basis; Establishing ing safe pedestrian and bicycle paths, <u>for children and their parents to schools and other major destinations such as downtown and retail to major destinations (such as downtown, retail centers, and schools);</u> Maintain mobility for all modes by encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public <u>outreach as to the availability and benefit of alternative modes of travel</u>education; Requiring <u>Require</u> new development to mitigate its impact on the transportation network.
<p>Agencies should focus transportation funds on facilities and promotional programs that support transit, ridesharing, bicycling, and walking <u>before</u> focusing funds on capacity expansion for congestion relief. (L-4, I)</p>	<p>Policy CE-1A (Action Item 3): Preserve right-of-way <u>in accordance with the Circulation Master Plan and all adopted Plan Lines</u>and require development impact fees and/or region wide supplemental funding to construct transportation improvements.</p> <p>Policy CE-1A (Action Item 4): Request the County to mitigate transportation impacts to City facilities by requiring participation by</p>

3.3 AIR QUALITY

Clean Air Plan Policies (Policy Reference)	Proposed Circulation Element Update Goals, Policies, and Action Items
	<p>County development projects in the City's transportation impact fee program, and improve streets, bikeways, trails and walkways to City Standards to provide other transportation improvements (e.g. bus stops, park and ride lots) as appropriate.</p> <p>Policy CE-1D (Action Item 67): Support the development of a transit/trolley loop serving the Downtown area to encourage a park-once convenient transit service to employment centers and government centers as funding allows. Work with San Luis Obispo Regional Transit Authority (SLORTA) to provide fixed route and/or commuter bus service as appropriate.</p>
<p>Local planning agencies should encourage walking by planning for existing and new residential and commercial areas to include a safe and interconnected street system with adequate sidewalks and/or pedestrian trails. (L-4, II)</p>	<p>Policy CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of <u>all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors as follows</u>people and goods including:</p> <p>d. Establishing safe pedestrian and bicycle paths to major destinations (such as downtown, retail centers, and schools) , for children and their parents to schools and other major destinations such as downtown and retail:</p> <p>Policy CE-1A (Action Item 9): Install <u>all transportation improvements in accordance with current accessibility standards</u>accessible pedestrian ramps on all street corners.</p> <p>Policy CE-1B (Action Item 1): This action item contains the provision that new specific plans shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled<u>VMT.</u></p>
<p>Local planning agencies should develop pedestrian- and bicycle-friendly design standards that apply to all residential and commercial projects. (L-4, II)</p>	<p>Policy CE-1F: Pedestrian and Bicycle Access and General Coordination. Provide safe and convenient pedestrian and bicycle access to all areas of the city and cooperate with other agencies regarding transportation planning.</p> <p>Policy CE-1F (Action Item 1): Develop a <u>pedestrian</u> Pedestrian master <u>Master plan</u> Plan (PMP) identifying and prioritizing improvements to the pedestrian network to support walking as a viable primary mode of travel within Paso Robles. At a minimum, the PMP should include the following components:</p> <ul style="list-style-type: none"> • A crosswalk policy to address <u>warrants for</u> installation, removal, and enhancements to crosswalks. • A sidewalk and trail master plan with an inventory of existing and missing sidewalks and <u>a list of</u> projects to ensure <u>pedestrian connections to downtown, employment centers, shopping and services</u>a sidewalk or path is provided on every street segment. • An ongoing program to identify and eliminate hazardous conditions to pedestrians and <u>to</u> provide a sidewalk or formal path on every City-controlled street.
<p>Local planning agencies should endorse the concept of managing the supply of automobile parking as a means to support and promote the use of alternative transportation modes. (L-4, III)</p>	<p>Policy CE-1B (Action Item 1): This action item contains the provision that new streets and intersections shall be designed for continuous flow at moderate speeds. Low volume residential streets should be designed for speeds of 25 miles per hour or less and higher order roadways shall be designed for <u>30-35</u> mph or less with stable flows as low speed vehicles (LSVs) and neighborhood electric vehicles (NEVs) can operate on all roads posted with a speed limit of 35 mph or less (Section 21260 of the California Vehicle Code). Roundabouts shall be considered in</p>

Clean Air Plan Policies (Policy Reference)	Proposed Circulation Element Update Goals, Policies, and Action Items
<p>Jurisdictions should support actions to reduce single occupant vehicle trips by adopting programs that encourage or require new commercial and industrial development projects to provide facilities and amenities that reduce reliance on private vehicle use and support the use of alternative transportation. (L-4, IV)</p>	<p><u>lieu of traffic signals for intersection control as needed.</u></p> <p>Policy CE-1D (Action Item 34): <u>Establish a Master Plan of transit routes within the City coordinated with regional routes. —Require new development and redevelopment projects to include design elements that promote transit use in accordance with the Master Plan, such as:</u> Locating <u>Locate</u> sheltered bus stops near neighborhood focal points, such as shopping and service destinations.</p> <p>Policy CE-1D (Action Item 4): Locating <u>Locate</u> transit routes on streets serving medium- <u>and</u> high density development whenever <u>where</u> feasible.</p> <p>Policy CE-1D (Action Item 5): Linking <u>Link</u> neighborhoods to transit bus stops and park-and-ride lots by providing direct <u>transit bus stops and park-and-ride lots by providing direct</u> bicycle and pedestrian access through continuous bikeways and sidewalks. <u>access</u> Providing direct bicycle and pedestrian access to transit stops, park-and-ride lots, bicycle racks, and train access.</p>
<p>Local jurisdictions, the APCD and the Council of Governments should coordinate actions and cooperate in pursuing the implementation of the land use and circulation management programs proposed in this document. The countywide Congestion Management Plan, the Clean Air Plan, and local General Plans should be used as a means to achieve coordinated implementation of these programs. (L-5)</p>	<p>Policy CE-1A (Action Item 15): <u>—Integrate the City’s traffic model with City land use planning and the regional traffic model produced by the San Luis Obispo Council of Governments.</u></p> <p>Policy CE-1A (Action Item 17): <u>—Transportation polices should link transportation planning and land use planning.</u></p> <p>Policy CE-1D (Action Item 2): <u>Coordinate with the San Luis Obispo Regional Transit Authority to make <u>improve</u> information available on transit options and support advertising/outreach programs for transit.</u></p> <p>Policy CE-1D (Action Item 34): <u>Establish a Master Plan of transit routes within the City coordinated with regional routes. —Require new development and redevelopment projects to include design elements that promote transit use in accordance with the Master Plan —such as:</u> Locating <u>Locate</u> as locating sheltered bus stops near neighborhood focal points, such as shopping and service destinations.</p> <p>Policy CE-1D (Action Item 67): <u>Support the development of a transit/trolley loop serving the Downtown area to encourage a park-once <u>once</u> strategy, convenient transit service to employment centers and government centers as funding allows. Work with San Luis Obispo Regional Transit Authority (SLORTA) to provide fixed route and/or commuter bus service as appropriate. <u>convenient transit service to employment centers and government centers as funding allows. —Work with San Luis Obispo Regional Transit Authority (SLORTA) to provide fixed route and/or commuter bus service as appropriate.</u></u></p> <p>Policy CE-1D (Action Item 89): <u>Support convenient transit service to employment, education, centers <u>centers</u> and government centers as funding allows. —Work with San Luis Obispo Regional Transit Authority (SLORTA) to provide fixed route and/or commuter bus service as appropriate.</u></p> <p>Policy CE-1E (Action Item 2): <u>In conjunction with the San Luis Obispo Council of Governments, support expanding Amtrak rail service.</u></p> <p>Policy CE-1F (Action Item 4): <u>Work with San Luis Obispo County and San Luis Obispo Council of Governments to create and integrate local traffic models as tools to evaluate impacts and formulate appropriate mitigation measures.</u></p>

As shown in **Table 3.3-2**, the proposed Circulation Element Update contains policies and action items that support implementation of the transportation control measures included in the Clean Air Plan.

3.3 AIR QUALITY

The proposed Circulation Element would not impact the 2001 CAP countywide population projection and with its implementation, the projected rate of vehicle miles traveled would actually decrease as compared with the existing 2003 Circulation Element. Furthermore, all applicable land use and transportation control measures from the CAP have been included in the proposed Circulation Element Update. As a result, this impact would be considered a **Class IV, beneficial**, impact.

Mitigation Measures

None required.

Short-Term Construction Emissions

Impact 3.3.2 The improvement projects included in the proposed Circulation Element Update would involve construction activity that could generate temporary increases in local air pollution. Because of their temporary nature, such impacts are considered **Class II, significant but mitigable**.

Given the scope of the infrastructure improvements identified in the proposed Circulation Element Update, a discussion of potential short-term impacts is warranted. Three basic sources of short-term emissions would be generated by implementation of the proposed Circulation Element Update: operation of construction vehicles (i.e., scrapers, loaders, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during the final construction phases. The quantity of daily emissions, particularly ROG and NO_x emissions, generated by construction equipment utilized to build proposed Circulation Element Update improvements would depend on the number of vehicles used and the hours of operation. The significance of fugitive dust (PM₁₀) emissions would depend on the aerial extent of disturbed soils and the length of disturbance time, whether or not existing structures are demolished, whether or not excavation is involved, and whether or not transport of excavated materials off-site is necessary. The level of hydrocarbon emissions generated by oil-based substances, such as asphalt, is dependent on the type and amount of asphalt used. Quantifying the air quality impacts from short-term, temporary construction activities of infrastructure improvements identified in the proposed Circulation Element Update is not possible due to project-level variability and uncertainties related to future individual projects.

The proposed Circulation Element Update anticipates that as the city develops, selected transportation facilities will need to be improved. Continued growth and development of the community will be supported by the improvement of the bicycle, pedestrian, and transit systems and by increasing the efficiency of the vehicle network, not necessarily by roadway widening. The efficiency improvements of the vehicle network proposed by the Circulation Element Update, such as signalization and increased public transit, are not expected to generate significant short-term impacts because they represent minor upgrades to existing infrastructure. In addition, the proposed Circulation Element Update recognizes the high costs and quality-of-life impacts associated with roadway widening projects. The de-emphasis on using roadway widening as a traffic efficiency measure will also result in diminished construction-related air pollutants because roadway widening involves a high intensity of construction.

However, many proposed Circulation Element Update construction projects and policy provisions would involve grading and paving or the construction of permanent facilities (i.e., pedestrian sidewalk installation and the development of a parallel route system of local roads north of SR 46 between Jardine Road and River Road). Although individual improvements may not generate significant short-term emissions, it is likely that several improvements would be

under construction simultaneously in the city and would generate cumulative construction emissions that could impact air quality. Therefore, short-term impacts generated by implementation of the proposed Circulation Element Update are considered potentially significant.

Table 3.3-3 summarizes the thresholds for construction activity that would result in a potentially significant impact for each pollutant of concern. In addition, since the SCCAB is in nonattainment for the state PM₁₀ standard, construction mitigation measures are required for all projects involving earth-moving activities, regardless of size or duration.

**TABLE 3.3-3
EMISSION THRESHOLDS OF SIGNIFICANCE FOR CONSTRUCTION OPERATIONS**

Pollutant	Emission Threshold ¹		
	Daily	Quarterly (Tier 1)	Quarterly (Tier 2)
ROG + NO _x (combined)	137 lbs	2.5 tons	6.3 tons
Diesel Particulate Matter	7 lbs	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM ₁₀), Dust ²	–	2.5 tons	– ³
Greenhouse Gases (carbon dioxide, methane)	–	–	–

Notes:

1. Daily and quarterly emission thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines.

2. Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5-ton PM₁₀ quarterly threshold.

3. – = not yet established

Source: SLOAPCD 2009a

As previously mentioned, the quantification of air quality impacts from short-term, temporary construction activities associated with infrastructure improvements identified in the proposed Circulation Element Update is not possible due to project-level variability and uncertainties related to future individual projects.

However, because all construction projects can produce nuisance dust emissions, dust mitigation measures are required for all construction activities. The proposed Circulation Element Update identifies improvements that involve construction and could result in a **potentially significant** impact to air quality due to dust. Therefore, compliance with the following mitigation measures, consistent with best management practices (BMPs) pursuant to SLOAPCD's recommendation to minimize emissions and reduce the amount of dust that drifts onto adjacent properties, shall be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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

3.3 AIR QUALITY

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>.

MM 3.3.2b

The following measures shall be implemented for all applicable transportation facility improvements in order to reduce PM₁₀ emissions during project construction:

- Reduce the amount of the disturbed area where feasible.
- Use water trucks or sprinkler systems in sufficient 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.
- 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.

MM 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.

Pursuant to guidance from SLOAPCD, compliance with the above mitigation measures would reduce construction-related air quality impacts to a **Class III, less than significant**, level. Mitigation measure MM 3.3.2a would generally reduce air pollutant emissions by expanding use of off-road and 2010 on-road compliant engines, requiring equipment with the cleanest engines available, and requiring California Verified Diesel Emission Control Strategies (CARB 2010c). Mitigation measures MM 3.3.2b and MM 3.3.2c shall be applied as necessary to reduce construction impacts below the significance thresholds listed in **Table 3.3-3**. According to the SLOAPCD CEQA Air Quality Handbook (SLOAPCD 2009a), the construction equipment mitigation measures and construction activity management practices described in mitigation measure MM 3.3.2b have been shown to significantly reduce emissions while maintaining overall equipment performance and project scheduling needs.

Long-Term Operational Emissions

Impact 3.3.3 Implementation of the proposed Circulation Element Update would reduce emissions of ozone precursors as compared to what would occur under the existing 2003 Circulation Element by reducing vehicle miles traveled and reliance on single-occupant vehicle use. The proposed Circulation Element Update would also implement the CAP Transportation Control Measures. This is considered a **Class III, less than significant**, impact.

Quantitative Air Quality Effects

The SCCAB has been deemed nonattainment for the state ozone and PM₁₀ standard. A central purpose and goal of the proposed Circulation Element Update is to provide mobility to people through the development of an efficient system allowing travel by multiple modes. The proposed Circulation Element envisions a range of actions including increased bus usage, expanded and improved bikeways and pedestrian facilities, and specific corridor improvements that collectively support the multimodal concept and increase the mobility of the citizens of Paso Robles. In a qualitative sense, these projects will contribute to the achievement of air

3.3 AIR QUALITY

pollutant emissions reductions. The URBEMIS 2007 (v. 9.2.4) computer program air quality model was used to quantify pollutant emissions resulting from mobile sources under Year 2010 (existing) conditions, year 2025 conditions under the proposed Circulation Element Update, and under the adopted Circulation Element Update (see **Table 3.3-4**).

**TABLE 3.3-4
ESTIMATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – MOBILE SOURCES**

Pollutant	Mobile Source Emissions (Pounds Per Day)				
	Year 2010 (Existing)	Proposed Circulation Element Year 2025	Net Change Between Proposed Circulation Element Year 2025 and Year 2010	Adopted Circulation Element Year 2025	Net Change Between Proposed Circulation Element Year 2025 and Adopted Circulation Element Year 2025
ROG	1,288.88	895.31	-393.57 <i>Decrease</i>	911.28	-15.97 <i>Decrease</i>
NO _x	1,582.99	850.62	-732.00 <i>Decrease</i>	865.79	-15.17 <i>Decrease</i>
CO	13,247.71	8,029.40	-5,218.31 <i>Decrease</i>	8,908.70	-879.30 <i>Decrease</i>
SO ₂	7.43	11.53	+4.10 <i>Increase</i>	11.75	-0.22 <i>Decrease</i>
PM ₁₀	1,462.73	2,285.41	+822.68 <i>Increase</i>	2,326.17	-40.76 <i>Decrease</i>
PM _{2.5}	282.88	434.75	+151.87 <i>Increase</i>	442.50	-7.75 <i>Decrease</i>

Source: California Air Resources Board, URBEMIS 2007 v. 9.2.4 Outputs (see Appendix E)

As shown in **Table 3.3-4**, ozone precursor emissions (ROG and NO_x) are anticipated to decrease due to improvements in vehicle emission technology in the year 2025 under the proposed Circulation Element Update versus existing conditions (2010). It is further shown in **Table 3.3-4** that all criteria air pollutants are projected to decrease by the year 2025 under the proposed Circulation Element Update as compared with the adopted Circulation Element. Particulate matter (PM) is expected to increase under the proposed Circulation Element but, would be decreased under this project compared to the adopted Circulation Element.

Qualitative Air Quality Effects

The proposed Circulation Element Update anticipates that as the city develops, selected transportation facilities will need to be improved. Continued growth and development of the community will be supported by the improvement of the bicycle, pedestrian, and transit systems and by increasing the efficiency of the vehicle network, not necessarily by roadway widening. The proposed Circulation Element Update seeks to reduce the environmental impact of land use development by limiting the amount of land consumed and increasing the viability of walking, biking, and transit.

The transportation projects and policy provisions of the proposed Circulation Element Update include the development of a parallel route system of local roads north of SR 46 between Jardine Road and River Road to serve to reduce the demand for travel on SR 46, operational efficiencies such as signal coordination and modified signal timings, and the construction of new transit and bicycle facilities. Creating a multimodal transportation system that facilitates walking, bicycling, and transit use can greatly reduce the need for auto-related facilities with a range of other transportation options that do not require as much conversion of land to roadways, parking lots, and other paved structures.

The SLOAPCD Clean Air Plan includes nine transportation control measures (TCM) that are intended to reduce air emissions. Each TCM is evaluated below in terms of the various proposed Circulation Element Update policy provisions intended to implement them.

1. Campus-Based Trip Reduction

This control measure is designed to reduce vehicle trips and vehicle miles traveled. The measure primarily targets the student populations of California Polytechnic State University, San Luis Obispo (Cal Poly) and Cuesta College. The adopted control measure requires the development of individual programs tailored to meet the trip reduction needs of each campus.

The Cuesta College North Campus is located in Paso Robles. Policy CE-1F, Action Item 3 of the proposed Circulation Element Update includes a provision for safe and convenient pedestrian, bicycle, and vehicle access to the Cuesta College North County Campus. This action is instituted by incorporating access to and from the campus in City circulation, pedestrian, bicycle, and transit planning; implementing appropriate signage and vehicle speed controls to ensure ~~the~~ safety to pedestrians ~~in the vicinity of~~~~near~~ the campus; encouraging distribution of trip reduction information, including transit and ridesharing information to Cuesta College students, faculty, and staff; ~~maintaining access to State Route 46 East at Buena Vista Drive;~~ and working with the California Department of Transportation (Caltrans) and the San Luis Obispo Council of Governments to construct ~~a~~ bicycle-pedestrian undercrossings ~~of at~~ State Route 46 East per ~~an the~~ adopted BMP and the Caltrans Corridor Study.

In addition, Policy CE-1D, Action Items ~~3-4, 5 and 6~~ requires establishing a Master Plan of transit routes within the city coordinated with regional routes; new development and redevelopment projects to include design elements that promote transit use in accordance with the Master Plan, such as locating sheltered bus stops near neighborhood focal points, ~~such as~~ shopping and service destinations; locating transit routes on streets serving medium- and high density development ~~whenever where~~ feasible; and linking neighborhoods to ~~bus-transit stops and~~ park-and-ride lots by through continuous bikeways and sidewalks; and providing direct bicycle and pedestrian access ~~to transit stops, park and ride lots, bicycle racks, and train access.~~

2. Voluntary Trip Reduction

This measure is designed to reduce the number of commute and other trips made with single-occupant vehicles through an outreach effort to employers to encourage voluntary participation in a worksite trip reduction program. Policy CE-1A in the proposed Circulation Element Update supports the maintenance of mobility for all modes by encouraging flexible and offset working hours, transit improvements, pedestrian and bikeway improvements, and public ~~education~~outreach as to the availability and benefit of alternative modes of travel. Policy CE-1D, Action Item 2 mandates City coordination with the San Luis Obispo Regional Transit Authority to make information available on the transit option and supports advertising/outreach for transit. Policy CE-1D, Action Item- ~~3 and 3-6~~ would provide for park-and-ride lots at convenient locations and direct bicycle and pedestrian access to transit stops and park-and-ride lots. The purpose of park-and-ride lots is to reduce congestion and air pollution by tapping into growing suburban commuter markets. From a public policy standpoint, the primary objective of encouraging the use of public transit and/or park-and-ride lots is to reduce single-occupant vehicle use by creating a place for commuters to meet in a safe, convenient, and accessible location.

3.3 AIR QUALITY

3. Local Transit System Improvements

This measure focuses on improving local transit service and infrastructure. These improvements can encourage individuals to use public transit instead of private automobiles. As transit ridership increases, roadway congestion and emissions decrease. The goal of this measure is to increase transit ridership by 2.5 percent per year.

Policies provided in the proposed Circulation Element Update would encourage use of the local transit system. Policy CE-1A, Action Item 1 requires that new developments provide for all modes of travel, supported by transit stop amenities and turnouts. Policy CE-1D, Action Item 2 mandates City coordination with the San Luis Obispo Regional Transit Authority to ~~make~~ improve information available on the transit option and supports advertising/outreach for transit. Policy CE-1D, Action Items ~~3-4, 5, and 6~~ would require establishing a Master Plan of transit routes within the City coordinated with regional routes; require new development and redevelopment projects to include design elements that promote transit use in accordance with the Master Plan, such as locating sheltered bus stops near neighborhood focal points, like shopping and service destinations; locating transit routes on streets serving medium- and high density development whenever where feasible; and linking neighborhoods to bus-transit stops and park-and-ride lots by through continuous bikeways and sidewalks; and providing direct bicycle and pedestrian access to transit stops, park and ride lots, bicycle racks, and train access. Policy CE-1D, Action Item ~~4-7~~ supports the development of a ~~local serving~~ transit/trolley loop serving the ~~downtown Downtown~~ area ~~in order~~ to encourage a park-ounce strategy ~~in the downtown area~~.

4. Regional Transit Improvements

The focus of this measure is on service and facility improvements for commuters, including intercity rail improvements as a trip reduction strategy. The goal of this measure is to increase transit ridership by at least 2.5 percent per year.

Proposed Circulation Element Update Policy CE-1, Action Items 1 and 4 require continued operation of local bus service including interconnectivity with regional transit; and establishment of a Master Plan of transit route within the City coordinated with regional routes. Proposed Policy CE-1E seeks to promote ~~rail transportation for inter- and intra-state rail service travel, along with rail service for travel within the city~~ regional, interstate and intra-state rail service. Associated Action Item 2 ~~aims to expand Amtrak rail service to Paso Robles when promoted by~~ supports, in conjunction with the San Luis Obispo Council of Governments, expanding Amtrak rail service. Policy CE-1E, Action Item 3 promotes the Amtrak bus feeder link, which provides connections to trains ~~north and south of the city~~ in the Central Valley.

5. Bicycling and Bikeway Enhancements

The goal of this measure is to achieve a countywide average bicycle modal share of 5 percent. This measure improves air quality in two ways. It supports the voluntary trip reduction program by providing a safe and inexpensive way for employees to commute to work or school. In addition, bike infrastructure improvements will increase safety and convenience for those commuters not affected by the voluntary trip reduction program. The measure also facilitates cycling for shopping and other trip purposes.

The intent of the proposed Circulation Element Update is to accommodate projected growth in the city by improving the current circulation system. Continued growth of and development in Paso Robles will be supported by the improvement of the bicycle, pedestrian, and transit systems as well as by increasing the efficiency of the vehicle network. Policy CE-1B, Action Item 1 proposes

to reduce vehicle miles traveled by requiring new development and redevelopment projects to provide for all modes of travel and shall typically includesupported by sidewalks, and bicycle lanes and transit top amenities as well as requiring new development to ensure that a continuous paths of travel is available for walking and bicycling from and throughout the development sites area to downtown and other key destinations to the satisfaction of the City and conform to the most current Bike Master Plan and trail system plan. Payment of impacts fees shall be assessed to mitigate impacts and to contribute to the development of bicycle and pedestrian master plans. Policy CE-1F would provide safe and convenient pedestrian and bicycle access to all areas of the city. This policy would develop and maintain pedestrian-Pedestrian and bicycle-Bicycle master Master plans-Plans in order to identify and prioritize improvements to the respective networks. Furthermore, the proposed Circulation Element Update contains provisions to collect pedestrian and bicycle volumes with intersection counts to ensure adequate data is available for prioritizing improvements to the transportation network, establish a formal Safe Routes to School Program and pursue grant funding to encourage children to safely walk and bicycle to school; collect pedestrian and bicycle volumes with intersection counts to ensure adequate data is available for prioritizing improvements to the transportation network; to support light-emitting diode (LED) crosswalks where pedestrian traffic volumes are high or safety considerations warrant implementation, and to installimprove streetscapes and install curb extensions at intersections where appropriate to shorten pedestrian crossing distances, and reduce driving speeds, and improve the streetscape, and to update and expand the ADA City Transition Plan to include public street right-of-way improvements (Policy CE-1F, Action Items ~~6-4~~ through 8).

6. Park-and-Ride Lots

Designed to support the trip reduction program, park-and-ride lots provide a staging area for ridesharing activities. The most common use of park-and-ride lots is as a meeting point for carpools and vanpools. Use of a park-and-ride lot will generally reduce the length of a commute trip, but not eliminate the trip. This reduces operational exhaust and evaporative emissions. However, if a park-and-ride lot is served by commuter transit or shuttle service, and adequate bicycle storage facilities are available on-site, park-and-ride lots can reduce both VMT and motor vehicle trips. The goal of this measure is to improve the trip reduction potential of park-and-ride lots by providing commuter transit service.

Policy CE-1D, Action Item 3 requires the development of park-and-ride lots at convenient locations. Action Item 6 requires linking neighborhoods to transit and park-and-ride lots by providing would provide direct bicycle and pedestrian access to transit stops and park-and-ride lots. From a public policy standpoint, the primary objective of encouraging the use of public transit and/or park-and-ride lots is to reduce single-occupant vehicle use by creating a place for commuters to meet in a safe, convenient, and accessible location.

7. Motor Vehicle Inspection and Control Program

Vehicle inspection and maintenance programs, otherwise known as “smog-check” programs, are designed to ensure that emission control devices on motor vehicles continue to function properly. Inspection of vehicle emission control systems is typically required prior to vehicle re-registration. The state motor vehicle control program seeks to limit tailpipe emissions to such an extent that cars will have emissions substantially lower than cars sold in other states. Although the City supports this transportation control measure, it does not maintain authority to administer vehicle inspection and control programs. Therefore, the proposed Circulation Element Update contemplates no proposals that would implement this TCM.

3.3 AIR QUALITY

8. Traffic Flow Improvements

This control measure focuses on traffic flow improvements and “traffic calming.” A strategy to directly benefit non-motorized forms of transportation, traffic calming refers to a range of methods designed to improve the flow of non-motorized transportation modes by slowing the speed of motorized traffic. Traffic calming is generally used in residential areas on non-arterial local streets and roads. The goal of this measure is to improve the road system and infrastructure in a way that increases its efficiency, reduces emissions, and supports other TCMs in the Clean Air Plan. Peak hour traffic management should also increase pedestrian and bicycle safety.

The proposed Circulation Element Update recognizes that simply addressing congestion through roadway widening is usually inefficient and oftentimes results in 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. The Circulation Element anticipates that as the city develops, selected transportation facilities will need to be improved and continued growth and development will be supported by the improvement of the bicycle, pedestrian, and transit systems and by increasing the efficiency of the vehicle network, not necessarily by roadway widening. Policy CE-1A, Action Item 11 states that ~~if proposed roadway widening changes to street widths and consideration of additional traffic lanes is proposed, it~~ shall be evaluated in the context of potential impacts to community character, convenience for non-auto modes, safety, and cost/benefit.

Policy CE-1A, Action Item 6 also proposes to implement the City's Traffic Calming Program ~~when requested and where applicable as funding is available~~. Action Item 8 of this same policy proposes to ~~adopt design standards and policies for construct~~ roundabouts ~~in lieu of traffic signals where appropriate conditions exist~~ in order to ~~maximize the efficiency of streets~~, maintain continuous flow through intersections, ~~but~~ moderate ~~traffic speeds~~ flow, reduce accident severity, and enhance pedestrian and cyclist ~~safety~~ activity. ~~Action Item 19 requires transportation improvement to improve accessibility and promote physical activity. Policy CE-1B, Action Item 1, requires that new streets and intersections be designed for continuous flow at moderate speeds and encourages the use of roundabouts in lieu of traffic signals for intersection control.~~ In addition, as conditions of approval of Subdivision Maps (Tract and Parcel Maps) and Development Plans (Planned Developments, Conditional Use Permits, and as applicable Building Permits), development in the city is usually responsible for incorporating circulation design elements that keep traffic “calm,” encourage walking and bicycling, and enhance the overall livability of the community. Circulation design elements may include differing pavement types, night lighting and traffic calming measures, including, but not limited to, landscaped traffic circles and medians, and street narrowing.

9. Telecommuting, Teleconferencing, and Telelearning

The objective of this measure is to reduce the number of trips and vehicle miles traveled by employees and students by promoting telecommuting, teleconferencing, and telelearning. Telecommuting is usually accomplished with a computer and modem, and allows the worker to be “connected” to the worksite in order to access files and receive and send e-mail. Video services available at the worksite or at a teleconferencing center can reduce the need for business-related travel. Similar to videoconferencing in its use of technology, telelearning allows students to attend classes that would otherwise be unavailable due to distance or lack of space. Policy CE-1A in the proposed Circulation Element Update supports the maintenance of mobility for all modes by encouraging flexible and offset working hours, transit improvements, pedestrian and bikeway improvements, and public ~~education outreach as to the availability and benefit of alternative modes of travel.~~

As illustrated in **Table 3.3-4**, all criteria air pollutants are projected to decrease by year 2025 under the proposed Circulation Element Update as compared with criteria air pollutant projections under the adopted Circulation Element. Therefore, the operational impacts of the proposed Circulation Element Update on the attainment of state and federal air quality standards can be classified as **Class III, less than significant**, and beneficial in both the short term and long term.

Mitigation Measures

None required.

Carbon Monoxide Hot Spot Emissions

Impact 3.3.4 Implementation of proposed Circulation Element Update would not result in traffic congestion that causes localized carbon monoxide (CO) emission hot spots. This would be considered a **Class III, less than significant**, impact.

Carbon monoxide (CO) is considered to have a significant air quality impact if the additional CO from a project creates a “hot spot” where the California 1-hour standard of 20 parts per million of carbon monoxide is exceeded. This exceedance typically occurs at severely congested intersections. According to SLOAPCD, projects that emit more than 550 pounds per day of carbon monoxide and occur in a confined or semi-confined space (e.g., parking garage or enclosed indoor stadium) must be modeled to determine their significance. If modeling shows the potential to violate the California CO air quality standard, mitigation or project redesign is required to reduce carbon monoxide concentrations to a level below the health-based standard.

Implementation of the proposed Circulation Element Update would improve traffic congestion and levels of service of roadways in Paso Robles through intersection improvements such as signalization and restriping, congestion management strategies, and the improvement of bicycle, pedestrian, and transit systems. Implementation of the proposed Circulation Element Update would not result in significant localized carbon monoxide emissions. Improvement projects would comply with the SLOAPCD requirement that all subsequent projects under the proposed Circulation Element Update that emit more than 550 pounds per day of CO and occur in a confined or semi-confined space be modeled to determine their significance and whether there is the potential to violate the California CO air quality standard, which would require mitigation or project redesign. Therefore, future projects in the city will be required to prepare project-specific transportation impact studies and may be subject to subsequent environmental review pursuant to CEQA once site plans are defined and prior to project implementation. As a result, this would be considered a **Class III, less than significant**, impact.

Mitigation Measures

None required.

Increased Exposure of Sensitive Receptors to Pollutants

Impact 3.3.5 Implementation of the proposed Circulation Element Update could result in stationary or semi-stationary emissions sources that expose sensitive receptors to substantial pollutant concentrations, such as diesel exhaust. This would be considered a **Class II, significant but mitigable**, impact.

Some of the policy provisions contained in the proposed Circulation Element Update (e.g., requiring new development to include design elements that promote transit use) could result in stationary or

3.3 AIR QUALITY

semi-stationary emissions sources, such as idling buses. These projects may result in vehicle emissions, including diesel exhaust emissions that could affect adjacent sensitive receptors. (In July of 1999, the California Air Resources Board listed diesel particulate matter (diesel PM) emissions from diesel-fueled engines as toxic air contaminants with no identified threshold level below which there are no significant effects.) Overall, the proposed Circulation Element Update would be expected to improve traffic flow in the city. Implementation of the proposed Circulation Element Update would reduce vehicle emissions as compared to what would occur if no transportation projects were implemented. Nevertheless, projects that result in stationary or semi-stationary emissions sources could expose sensitive receptors to substantial pollutant concentrations, which would be considered a potentially significant impact unless mitigation is incorporated.

It should be noted that the proposed Circulation Element Update would not result in significant emissions from a stationary or semi-stationary source that could affect sensitive receptors because the nature of the proposed Circulation Element Update only affects mobile source emissions.

The State CEQA Guidelines Section 15145 states that if, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact. An evaluation of the site-specific impacts of the policy provisions in the proposed Circulation Element Update that mandate expanded public transit as a stipulation for future development would be speculative until such future development is proposed. Nevertheless, future projects will be required to undergo environmental review pursuant to CEQA when site plans are defined, prior to project implementation. According to SLOAPCD, if a project will result in release of diesel emissions in areas with potential for human exposure, a finding of significance can be made, even if overall emissions are low, representing a "special condition" (SLOAPCD 2009a). SLOAPCD recommends the Air District be consulted whenever any special conditions apply as defined in the SLOAPCD CEQA Air Quality Handbook. Factors that will be considered by SLOAPCD staff when determining significance of a project include the expected emissions from diesel equipment, the location of the project, and distance to sensitive receptors. The state is making efforts towards controlling diesel emission through mechanisms such as the *California Verified Diesel Emission Control Strategies* (CARB 2010c).

Mitigation Measure

MM 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.

Implementation of the above mitigation measures would reduce impacts to sensitive receptors to **Class III, less than significant**.

Odors

Impact 3.3.6 Implementation of proposed Circulation Element Update would not result in odor-related impacts. This would be considered a **Class III, less than significant**, impact.

Although offensive odors rarely cause physical harm, they can be very unpleasant, leading to considerable stress among the public and often generating citizen complaints to local governments and agencies. Facilities commonly known to produce odors include wastewater treatment facilities, chemical manufacturing, painting/coating operations, feedlots/dairies, composting facilities, landfills, and transfer stations. Because offensive odors rarely cause physical harm and no requirements for their control are included in state or federal air quality regulations, SLOAPCD has no rules or standards related to odor emissions, other than a nuisance rule. Any actions related to odors are based on citizen complaints to local governments and SLOAPCD.

The proposed Circulation Element Update does not include goals, policies, or strategies that would result in a permanent source of offensive odors. Nor is it anticipated that any roadway improvement projects identified in the Circulation Element Update would result in a permanent source of offensive odor. SLOAPCD's CEQA Air Quality Handbook provides project screening distances for potential odor sources that lead agencies can use when evaluating potential odor sources proposed next to potential receptors. Future projects will be required to undergo environmental review pursuant to CEQA when site plans are defined, prior to project implementation. As a result, this would be considered a **Class III, less than significant**, impact.

Mitigation Measures

None required.

3.4 BIOLOGICAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) outlines the existing biological resource setting in the city, provides the federal and state regulatory framework pertaining to biological resources, and evaluates the proposed project for biological resource impacts. This evaluation was based on a review of existing literature, City policies and programs, and previous EIRs done for projects in the City of El Paso de Robles (Paso Robles).

3.4.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the biological resources of Paso Robles and the City's Planning Impact Area (PIA). The biological resource conditions of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

According to the General Plan EIR, the city is composed of a mosaic of the following vegetative communities: oak woodlands and savannas, riparian vegetation along stream courses, chaparral, coastal scrub, grasslands, urban vegetation, and agricultural areas (row crops, orchards, vineyards, fallow agricultural and rangeland) as shown on Figure 4.3-1, Habitat Map of the General Plan EIR (2003b). The agricultural areas largely comprise rangelands containing non-native annual grassland along with vineyards, orchards, and annually cultivated crops.

The Salinas River, a river of regional importance, and Huerhuero Creek traverse the city. The Salinas River flows south to north through the western portion of the city, along U.S. Highway 101 (US 101). Huerhuero Creek is an ephemeral drainage that runs northwest across the northeastern portion of the city and terminates at its confluence with the Salinas River, just north of the City of Paso Robles. In addition, there are drainages and tributaries in the city that could be determined as wetlands and/or waters of the United States under the jurisdiction of the United States Army Corps of Engineers (ACOE), and waters of the State under California Department of Fish and Game (CDFG) jurisdiction.

The Salinas River, Huerhuero Creek, Chandler Ranch, and the airport area represent important regional wildlife movement corridors. Wildlife migration corridors are areas used by wildlife to gain access through or to areas of preferred foraging, nesting, or spawning habitat. These corridors become increasingly important as urbanization continues to block passage by encroaching upon important movement pathways. The eastern area of the city north and south of State Route (SR) 46, including Chandler Ranch, is an important linkage area for satellite populations of the San Joaquin kit fox (*Vulpes macrotis mutica*) that occur in areas northwest of the city at Camp Roberts and to the southeast in the Carrizo Plains. The Salinas River also provides a movement corridor for wildlife, including potential habitat for steelhead trout (*Oncorhynchus mykiss*).

The native and naturalized communities are generally restricted to the Salinas River, Huerhuero Creek, Chandler Ranch, and the undeveloped hillsides that straddle the existing city limits and the existing Paso Robles Sphere of Influence to the west. Biologically, the most important natural communities are the native riparian, oak woodland/oak savanna, and mixed native habitats. However, non-native annual grassland habitat can support special-status plant and wildlife species.

Non-native annual grassland may also support vernal pools and native perennial bunchgrass habitat, which are considered plant communities of special concern. In addition, wetland and riparian habitats are considered plant communities of special concern and may occur in the riparian areas.

3.4 BIOLOGICAL RESOURCES

3.4.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply biological resources in the City of Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

FEDERAL

- Endangered Species Act
- U.S. Fish and Wildlife Service (USFWS) Candidate Species List
- Bald and Golden Eagle Protection Act
- Migratory Bird Treaty Act
- Clean Water Act
- Section 404

STATE

- Z'berg-Nejedly Forest Practice Act of 1973
- California Endangered Species Act
- California Fish and Game Code
- Fully Protected Species
- Protection of Birds and Their Nests
- Stream and Lake Protection
- Native Plant Protection Act

REGIONAL

- Regional Habitat Conservation Planning Efforts

LOCAL

- City of El Paso Robles General Plan
- Oak Tree Preservation Ordinance

3.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFG or USFWS.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

METHODOLOGY

The analysis herein is focused on the potential biological resources impacts associated with implementation of the proposed Circulation Element Update. It is based on a review of existing data including aerial photographs, topographic maps, California Natural Diversity Database (CNDDDB; **Appendix F** and **Figure 3.4-1**), accepted scientific texts to identify species, existing literature, City policies, programs, regulations and other various components, and publicly available documents, including previous EIRs prepared for projects in Paso Robles. Potential impacts were determined based on a general field reconnaissance of areas where specific projects would be located. Project areas were compared to available biological resource maps.

The analysis recognizes the programmatic nature of the proposed project; therefore, it focuses on the potential implications of the proposed goals, policies, and action items of the proposed project. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time, and will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review. The reader is directed to Section 4.0 of this DEIR for an analysis of cumulative impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

While the City supports regional efforts to prepare a habitat conservation plan (HCP) for the San Joaquin kit fox, according to the USFWS website (accessed on July 7, 2010), an HCP has not yet been prepared for the area. There are no other HCPs applicable to the PIA, so there would be no impact

3.4 BIOLOGICAL RESOURCES

associated with implementation of the proposed project regarding conflicts with the provisions of an adopted HCP, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no further discussion will address this issue in the analysis.

Special-Status Species/Natural Community/Tree Preservation

Impact 3.4.1 Circulation improvements could adversely impact natural habitat areas and/or critical habitat that support special-status species and/or plant communities of special concern. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class I, significant and unavoidable**, impact.

Non-native annual grasslands support several special-status species and two plant communities of special concern. Planned improvements within this habitat may disturb special-status plant and wildlife species. Special-status plant species that may occur in non-native grassland habitats include Jared's pepper-grass (*Lepidium jaredii* ssp. *jaredii*), shining navarretia (*Navarretia nigelliformis* ssp. *radians*) (associated with vernal pool habitats or moist grasslands), oval-leaved snapdragon (*Antirrhinum ovatum*), round-leaved filaree (*Erodium macrophyllum*), and dwarf calycadenia (*Calycadenia villosa*). All five species may also occur in oak woodland/oak savanna communities because grassland is a component in the understory of these two habitat types. Special-status wildlife species that may occur in non-native grassland habitats include northern harrier (*Circus cyaneus*), California horned lark (*Eremophila alpestris actia*), burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius ludovicianus*), southwestern pond turtle (*Clemmys marmorata pallida*), California tiger salamander (*Ambystoma californiense*), golden eagle (*Aquila chrysaetos*), western spadefoot toad (*Spea hammondi*), California red-legged frog (*Rana aurora draytonii*), San Joaquin kit fox, American badger (*Taxidea taxus*), and San Joaquin pocket mouse (*Perognathus inornatus*) (Paso Robles 2003b). In addition, the proposed improvements may also disturb plant communities such as vernal pools and native perennial bunchgrass habitats, which are considered plant communities of special concern. Furthermore, nests of migratory and protected bird species may be present in the vicinity of the improvement areas.

According to the USFWS, critical habitat was designated for vernal pool fairy shrimp and three other vernal pool crustacean species and 11 vernal pool plant species on August 11, 2005, with administrative revisions published in February 2006. Critical habitat unit 29c has been designated for vernal pool fairy shrimp on lands north and east of Huerhuero Creek (to approximately the Estrella River) within city limits. Critical habitat has been identified in the area of Dry Creek Road between Airport Road and North River Road; Union Road between SR 46 and Dry Creek Road; Golden Hill between future Wisteria Road-Engine Road/future Dry Creek Road, SR 46 between Airport Road and Jardine Road, and Airport Road between Union Road and Creston Road.

Planned improvements that are located in the vicinity of non-native annual grasslands include Dry Creek Road between Airport Road and N. River Road, Union Road, Wisteria Road-Engine Road between future Union Road and Buena Vista Drive, Golden Hill Road between future Wisteria Road-Engine Road and future Dry Creek Road, SR 46 East between Jardine Road and Dry Creek Road, Airport Road between Union Road and Creston Road, Gilead Lane between Airport Road and Golden Hill Road, and Sherwood Road between Creston Road and future Airport Road. In addition, improvement areas along Sherwood Road may be located where seasonal drainage basins may occur. Closer examination of these areas would be required to determine the presence or absence of special-status species or habitats of special concern, including designated critical habitats.

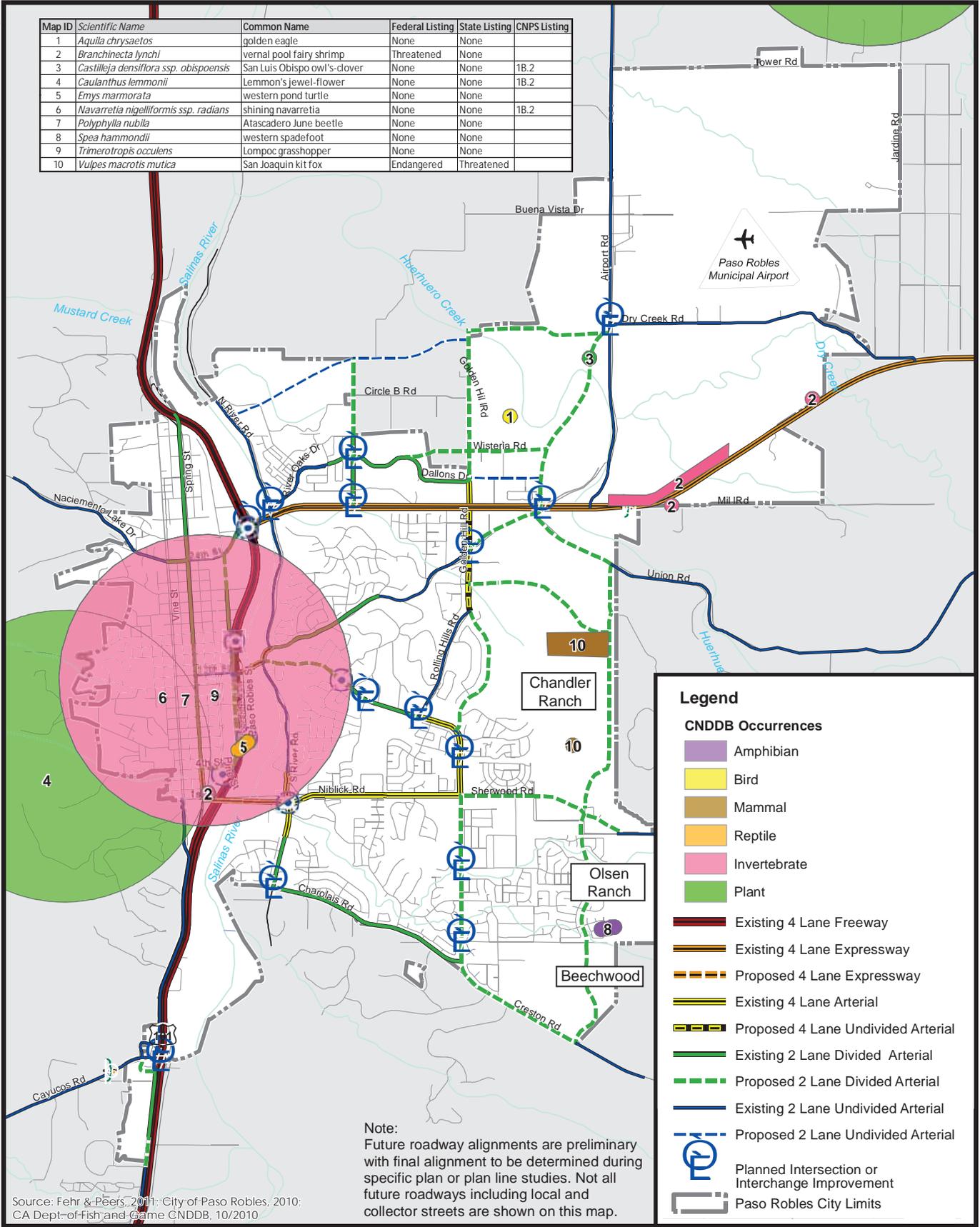


Figure 3.4-1

Recorded Occurrences of Special Species within One-Mile of the Project Area

3.4 BIOLOGICAL RESOURCES

Backside Figure 3.4-1

In addition, oak woodland/oak savanna habitat supports a variety of special-status species and may support valley oak woodland habitat, which is considered a plant community of special concern. The proposed improvements may disturb special-status plant and wildlife species located in the oak woodland/oak savanna habitat, which would include those species found in grasslands because oak woodland/oak savanna habitats often have grasslands in the understory. In addition, oak woodland/oak savanna habitat also may support the following special-status species: white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and Monterey dusky-footed woodrat (*Neotoma fuscipes (macrotis) luciana*). Furthermore, oak woodland and oak savanna provide nesting sites for birds.

Planned improvements that are located in the vicinity of oak woodland/oak savanna habitat include Union Road between SR 46 and Dry Creek Road, Golden Hill Road between future Wisteria Road-Engine Road and future Dry Creek Road, SR 46 East between Airport Road and Jardine Road, Airport Road between Union Road and Creston Road, and Gilead Lane between Airport Road and Golden Hill Road. In addition, oak trees may be located in the vicinity of the planned improvements along Dry Creek Road between Airport Road and N. River Road and Buena Vista Drive between Circle B Road and future Dry Creek Road.

The Conservation Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items intended to address potential biological resource impacts. These policies and actions apply to any future development and individual projects. This analysis recognizes these mitigating policies; however, it is also understood that the proposed Circulation Element may have additional, physical impacts that may require specific mitigation at the time of design and development. As the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact to biological resources, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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:

- 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-

3.4 BIOLOGICAL RESOURCES

status species. The project shall, where appropriate, avoid impacts through re-design or realignment, wherever feasible.

MM 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.

MM 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).

Implementation of the above mitigation measures would reduce potentially significant impacts to special-status species, habitats, and two plant communities of special concern, and oak trees to the extent feasible. However, because the actual magnitude of impacts and feasibility of mitigation for individual projects cannot be determined at this time, the effect of the proposed project implementation is considered a **Class I, significant and unavoidable**, impact.

Watercourses, Wetlands, and Riparian Habitat

Impact 3.4.2 Circulation improvements could adversely impact watercourses, wetlands, and riparian habitat. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class I, significant and unavoidable**, impact.

Watercourses and riparian habitat support an unusually high variety and abundance of special-status species, are considered a plant community of special concern by ACOE and CDFG, and can provide movement and migration corridors for a wide range of wildlife species. The proposed improvements may disturb special-status plant and wildlife species located in the watercourses and riparian habitat. Special-status plant species that may occur in watercourses and riparian habitats include Jared's pepper-grass (specific alkali flats or adobe soils must be present), Hardham's evening-primrose (*Camissonia hardhamiae*), steelhead, Cooper's hawk, sharp-shinned hawk, least bell's vireo (*Vireo bellii pusillus*), yellow warbler (*Dendroica petechia*), arroyo toad (*Bufo californicus*), California red-legged frog, California tiger salamander, western spadefoot toad, southwestern pond turtle, coast horned lizard (*Phrynosoma coronatum*), Monterey dusky-footed woodrat, and San Joaquin kit fox (Paso Robles 2003b). The sandy flats of the Salinas River and Huerhuero Creek may also act as important corridors for San Joaquin kit fox. Closer examination of drainages and ephemeral or intermittent streams and associated habitat would be necessary to determine the absence/presence of special-status species. It would also be necessary to determine whether they are considered wetlands or non-wetland waters of the United States and are within the regulatory jurisdiction of the ACOE in areas proposed for development.

Planned improvements that are located in the vicinity of watercourses, wetlands, and riparian habitat include Dry Creek Road between Airport Road and N. River Road, Union Road, and Golden Hill Road between future Wisteria Road-Engine Road and future Dry Creek Road. In addition, improvement areas along Sherwood Road may be located where seasonal drainage basins may occur.

The Conservation Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items intended to address potential watercourse, wetland, and riparian resource impacts that will apply to any future development and individual projects. This analysis recognizes these mitigating policies; however, it is also understood the proposed Circulation Element may have additional, physical impacts that may require specific mitigation at the time of design and development. As the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact to these resources, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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 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.

3.4 BIOLOGICAL RESOURCES

- 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.

MM 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.

Implementation of the above mitigation measures would reduce potentially significant impacts to watercourses, wetlands, and/or riparian habitat to the extent feasible. However, because the actual magnitude of impacts and feasibility of mitigation for individual projects cannot be determined at this time, the effect of the proposed project implementation is considered a **Class I, significant and unavoidable**, impact.

Wildlife Corridors

Impact 3.4.3 Circulation improvements could adversely impact wildlife corridors. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class I, significant and unavoidable, impact**.

Wildlife corridors are connections between habitat patches that allow for physical and genetic exchanges between isolated animal populations. A portion of the Salinas River is identified as a regional wildlife corridor that connects areas south of Paso Robles to areas to the north and to the Pacific Ocean. It is possible that the federally endangered San Joaquin kit fox move along this river, although CDFG staff has indicated to City staff that San Joaquin kit fox do not use the Salinas River within the Paso Robles boundary for a corridor. The Salinas River is also a known migratory corridor and has been designated as critical habitat for the federally endangered steelhead trout. Huerhuero Creek also serves as an important wildlife corridor; however, it may not be suitable for aquatic or terrestrial wildlife needing water or dense vegetative cover. Special-status species that potentially use the Paso Robles area as a migratory corridor include, but are not limited to, western kingbird (*Tyrannus verticalis*), Cooper's hawk, least bell's vireo, sharp-shinned hawk, ferruginous hawk, numerous warblers, San Joaquin kit fox, and steelhead trout. Roadway improvements may disturb the movement of wildlife through the city. As such, Circulation Element improvements could result in a **potentially significant** impact, requiring compliance with the following mitigation measure at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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).

Implementation of the above mitigation measures would reduce potentially significant impacts to wildlife corridors to the extent feasible. However, because the actual magnitude of impacts and feasibility of mitigation for individual projects cannot be determined at this time, the effect of proposed project implementation is considered a **Class I, significant and unavoidable**, impact.

3.5 CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) considers and evaluates the potential impacts of the proposed project on cultural resources. Resources that are considered cultural include prehistoric resources, Native American resources, historic resources, archeological resources, and paleontological resources (including vertebrate, invertebrate, or plant fossils). Native American resources include cultural elements pertaining to Native American issues and values.

3.5.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the cultural resources of the City of El Paso de Robles (Paso Robles) and the City's Planning Impact Area (PIA). The cultural resource conditions of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

The City of Paso Robles lies within the historic territory of the Native American Indian group known as the Chumash. The Obispeño were the northernmost Chumash group, occupying the area around Paso Robles. The Chumash way of life was forever altered with Spanish colonization and the establishment of several missions in the eighteenth century. By 1834, the Chumash population had been decimated by disease and declining birthrates.

Paso Robles was formally incorporated in 1889. The city's early development is closely associated with its connection to the missions and location along El Camino Real, the artesian hot springs, ranching, and agricultural activity. Later development was driven by the completion of U.S. Highway 101 (US 101) and the establishment of the nearby military base at Camp Roberts. Paso Robles' architectural heritage includes resources from several periods of the city's development.

A number of eligible and potentially eligible historic resources exist in Paso Robles, and historic archaeological resources may potentially be buried in the City's PIA. The Juan Bautista de Anza Trail, a 1,210-mile-long National Park Service Historic Trail, traverses the city near 24th Street along the southern portion of the Salinas River. This trail commemorates the route followed by Anza to found a presidio and mission on the San Francisco Bay. A number of documented archaeological resources can be found within and surrounding the city at the base of hills, along ridgelines, at the mouths of canyons, and along creeks, rivers, and watercourses.

3.5.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to cultural resources in the City of Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

FEDERAL

- National Historic Preservation Act

STATE

- California Register of Historic Resources (CRHR)
- Regulations Concerning Native American Heritage
 - California Public Resources Code

3.5 CULTURAL RESOURCES

- Northern Chumash Tribal Council
- State Health and Safety Code

LOCAL

- City of Paso Robles General Plan
- City of Paso Robles Zoning Ordinance
- City of Paso Robles Design Guidelines
- Historic Preservation Ordinance

3.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Following Public Resources Code Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the California Environmental Quality Act (CEQA) Guidelines, the City considers cultural resource impacts to be significant if a project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

METHODOLOGY

The analysis herein is based on review of the city's cultural resources and an assessment of the proposed project. This analysis recognizes the programmatic nature of the project and focuses potential impacts on cultural resources resulting from implementation of the Circulation Element. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time, and will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review

State CEQA Guidelines Section 15064.5 defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired.

The reader is directed to the cumulative section of this DEIR (Section 4.0) for analysis of cumulative impacts to cultural resources.

IMPACTS AND MITIGATION MEASURES

Cultural and Paleontological Resources (Including Archeological or Historic Resources) and Human Remains

Impact 3.5.1 Construction activities associated with Circulation Element improvement projects could result in the disturbance of previously unknown cultural and paleontological resources, including archaeological and historic resources and human remains. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class II, significant but mitigable**, impact.

Implementation of any of the planned improvements associated with the Circulation Element may disturb eligible or potentially eligible historic resources and yet-undiscovered human remains and archaeological and/or paleontological resources.

The Conservation Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items intended to address potential impacts to cultural resources. These policies and actions apply to any future development and individual projects. This analysis recognizes these mitigating policies; however, it is also understood the proposed Circulation Element may have additional, physical impacts that may require specific mitigation at the time of design and development. As the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact to cultural resources, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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.

3.5 CULTURAL RESOURCES

- 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.
- 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 the 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.
- 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 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 no 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 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."

Implementation of the above mitigation measures would reduce any potentially significant impacts to disturbance of previously unknown cultural and paleontological resources, including archaeological and historic resources and human remains. The impact would be considered **Class III, less than significant**, because of the requirements for adequate evaluation and mitigation of potential impacts to cultural resources, as necessary, as part of project-level environmental review.

3.6 GEOLOGY AND GEOLOGIC HAZARDS

3.6 GEOLOGY AND GEOLOGIC HAZARDS

This section describes the geology and soil conditions in the City of El Paso de Robles (Paso Robles). Please refer to Section 3.2 of this Draft Environmental Impact Report (DEIR or Draft EIR) for a discussion of agricultural soils.

3.6.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the geologic conditions of Paso Robles and the City's Planning Impact Area (PIA). The geologic conditions of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

Paso Robles is bordered on the south and west by the rugged mountainous ridges of the Santa Lucia Coastal Range, to the east by the low hills of the La Panza and Temblor ranges, and to the north by the low hills and flat-topped mesas of the Diablo Range. The highest elevations are found in the Santa Lucia Coastal Range, which reach up to 3,400 feet above mean sea level. Substantial ridgelines are distributed throughout the western, southern, and eastern portions of the city as shown in Figure 4.1-1 of the City's General Plan EIR (Paso Robles 2003b).

GEOLOGY AND SOILS

The geology of the area consists primarily of sedimentary rock. The Salinas River Valley is underlain by deposits of non-marine sediment and alluvial deposits. The areas east and west of the Salinas River are underlain by later Pleistocene terrace sands and gravels. The low hills along the western edge of the city and the eastern bank of the Salinas River are underlain by the Pliocene-age Paso Robles Formation. Outcrops of Monterey Shale are found just west of the city, near Terrace Hill Drive.

SEISMICITY

The City of Paso Robles is considered to be part of the Coast Range Physiographic Province and is generally exposed to seismic hazards from movement along several regional faults, including the San Andreas, Rinconada, and Hosgri faults, as well as offshore faults (as shown in Figure 4.5-2 of the General Plan EIR (Paso Robles 2003b)). A majority of the earthquakes detected in the area have originated from movement along the San Andreas fault, which is located approximately 38 miles northeast of the city. The Jolon fault transects the southwestern portion of the city and converges with the Rinconada fault to form one fault or fault zone near Mountain Springs Road. A strand of the Rinconada fault is located to the southeast. An unnamed fault, referred to as a southern strand of the Rinconada fault, is mapped to the southwest. The Rinconada fault may be capable of producing a 7.0 earthquake. According to the General Plan EIR, neither of these faults is active with respect to fault rupture (Paso Robles 2003b).

SEISMIC HAZARDS

Faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides and liquefaction. The most likely active faults to seismically affect the City of Paso Robles are offshore faults and the Rinconada, San Andreas, and Hosgri faults.

3.6 GEOLOGY AND GEOLOGIC HAZARDS

3.6.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to geology and geologic hazards in Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

STATE

- 2001 California and 1997 Uniform Building Code (Title 24)
- Alquist-Priolo Earthquake Fault Zoning Act

LOCAL

- Safety Element of the General Plan
- City Grading Code

3.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A geology or soils impact is considered significant if implementation of the proposed project would result in any of the following (based on California Environmental Quality Act (CEQA) Guidelines Appendix G):

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence or other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
 - Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

METHODOLOGY

The analysis herein is focused on the potential geology and geologic hazard impacts associated with implementation of the proposed project. It is based on a review of existing data including existing literature, City policies, programs, regulations and other various components, and publicly available documents, including previous EIRs prepared for projects in the city.

The analysis is based on review of geologic conditions and an assessment of the proposed project. This analysis recognizes the programmatic nature of the project and focuses on potential geologic hazards resulting from implementation of the Circulation Element. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time, and will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review. The reader is directed to Section 4.0 of this DEIR for analysis of cumulative impacts.

IMPACTS AND MITIGATION MEASURES

The proposed project, a Circulation Element Update, does not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, as this is not relevant to the project, **no impact** in this issue area is expected and it will not be addressed further.

Seismic Hazards

Impact 3.6.1 Future unforeseeable seismic events could impact construction workers on Circulation Element improvement projects during construction activities, residents using facilities that were improved due to implementation of the Circulation Element, and/or the facilities themselves. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a **Class II, significant but mitigable**, impact.

Planned improvements would be placed in an area that may be subject to seismic ground shaking generated by earthquake on offshore faults or the Rinconada, San Andreas, and Hosgri faults. In the Paso Robles area, the Rinconada and San Andreas faults are identified as the primary sources of potential ground shaking. According to the General Plan EIR, the city could experience significant ground acceleration during a magnitude 7.5 earthquake on the Rinconada fault and significant ground acceleration with a 30- to 50-second duration of strong shaking with a magnitude 8.25 earthquake on the San Andreas fault.

Exposure to earthquake may result in seismic-related hazards including ground rupture and liquefaction. According to the General Plan EIR, there are no Alquist-Priolo Earthquake Fault Zones located in the city (Paso Robles 2003b). Therefore, ground rupture is not likely. However, areas along the Salinas River and Huerhuero Creek corridors and along Niblick Road have high liquefaction risk conditions.

The Safety Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items intended to address potential seismic hazard impacts. These policies and actions apply to any future development and individual projects. In addition, as the proposed Circulation Element identifies improvements that could result in **potentially significant** seismic hazard impacts, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

3.6 GEOLOGY AND GEOLOGIC HAZARDS

Mitigation Measures

MM 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.

Implementation of the above mitigation measures would reduce any potentially significant seismic hazard impacts to a level of **Class III, less than significant**, by requiring that all structures are built to code and all pertinent safety measures are taken.

Soil-Related Hazards

Impact 3.6.2 Future seismic events could result in potentially unstable soils, sometimes resulting in liquefaction, which could impact construction workers on Circulation Element improvement projects during construction activities, residents using facilities that were improved due to implementation of the Circulation Element, and/or the facilities themselves. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a **Class II, significant but mitigable**, impact.

Various soil conditions exist throughout the city, which is in an area of moderately expansive soils. According to the General Plan EIR, the Cropley Clay) soil series has high shrink-swell potential, the Linne-Calodo Complex and Lockwood Shaley Loam soil series have moderate shrink-swell potential, and the Arbuckle Fine Sandy Loam soil series has low to moderate shrink-swell potential (Paso Robles 2003b). Locations of these soils are shown in Figures 6-7 and 5-2 of the City of Paso Robles Hazards Mitigation Plan (Paso Robles 2005d). Construction in areas of expansive soils may require major sub-excavation and replacement of existing materials with more stable soils. In addition, planned improvements in areas underlain by relatively thick sections of loose, recent alluvium, such as that found in the channel of the Salinas River corridor, may be susceptible to settlement.

The Safety Element of the City's General Plan (Paso Robles 2003a) includes several policies intended to address potential soil-related impacts. These policies and actions will apply to any future development and individual projects. In addition, as the proposed Circulation Element identifies improvements that could result in **potentially significant** soil-related impacts, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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.

MM 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.

MM 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.

Implementation of the above mitigation measures would reduce any potentially significant soil-related hazard to the level of a **Class III, less than significant**, impact by ensuring that appropriate studies, design measures, and construction techniques are included in project development.

Geologic Hazards

Impact 3.6.3 Future seismic events could result in landslides and/or erosion that could impact construction workers on Circulation Element improvement projects during construction activities, residents using facilities that were improved due to implementation of the proposed Circulation Element Update, and/or the facilities themselves. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a **Class II, significant but mitigable**, impact.

Areas susceptible to landslide hazards are shown in Figure 6-14 of the City of Paso Robles Hazards Mitigation Plan (Paso Robles 2005d). The low hills east and west of the Salinas River are susceptible to potential landslides. In addition, the weak sandstones and shale of the Monterey formation, west of the city, are subject to the significant landslide potential. Land development near or at the base of canyons, cliffs, or previous landslide areas should take these hazards into consideration during planning, construction, and the estimated life of the development. Planned improvements along Dry Creek Road near N. River Road are proposed in an area known to be historically susceptible to landslides. In addition, proposed improvements along Airport Road, Gilead Road, Golden Hill Road, and State Route 46 East are partially located in areas with moderate potential for landslides.

Soils in the city are classified as having moderate to high susceptibility to erosion. In the low-lying areas surrounding the Salinas River, erodibility is associated with river scouring and flooding. In the steep upland areas of the city, soils are subject to erosion from wind, rain, grazing, and human disturbance. According to the General Plan EIR, the Linne-Calodo Complex Greenfield Gravelly Sandy Loam) soil series have moderate erosion hazards (Paso Robles 2003b). Locations of these soils are shown in Figure 5-2 of the City of Paso Robles Hazards Mitigation Plan (Paso Robles 2005d).

The Safety Element of the City's General Plan (Paso Robles 2003a) includes several policies intended to address potential geologic hazard impacts. These policies apply to any future development and individual projects. In addition, as the proposed Circulation Element identifies improvements that could result in **potentially significant** geologic hazard impacts, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

3.6 GEOLOGY AND GEOLOGIC HAZARDS

Mitigation Measures

MM 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.

MM 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 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 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.

Implementation of the above mitigations measures would reduce any potentially significant geologic hazard impact to a level of **Class III, less than significant**, by requiring that appropriate studies and measures are taken to mitigate significant impacts.

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The following discussion focuses on greenhouse gas emissions and climate change as related to the proposed Circulation Element Update (proposed project). A discussion of factors involved in global climate change, sources of greenhouse gases, explanations of federal and state regulations pertinent to greenhouse gases and climate change, and the EMFAC modeling results are included as **Appendix G** in this Draft Environmental Impact Report (DEIR or Draft EIR).

3.7.1 EXISTING SETTING

EXISTING GREENHOUSE GAS EMISSIONS

The following is a summary of existing estimates of greenhouse gas emissions for the state and the City of El Paso de Robles (Paso Robles).

California Emissions

The California Energy Commission estimates that California is the second-largest state emitter of greenhouse gas (GHG) emissions in the United States, behind Texas in absolute emissions (CEC 2006a). However, the state has relatively low carbon intensity when considering GHG emissions per person or GHG emissions per unit gross state product. Worldwide, California is estimated to be the 12th to 16th largest emitter of carbon dioxide (CO₂) and is responsible for approximately 2 percent of the world's CO₂ emissions (CEC 2006a). The California Air Resources Board (CARB) released estimates of California's 1990 emissions inventory, which amounted to 433.29 million gross metric tons of carbon dioxide equivalent (MMT CO₂e) (CARB 2009a). CO₂e represents the weight of each gas by its global warming potential. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

CARB has also estimated that 2006 emissions levels were 483.87 MMT CO₂e. Factoring in the reduction in GHG emissions due to the functioning of existing forests and rangeland as carbon sinks, California's GHG emissions in 2006 were 479.80 MMT CO₂e. Greenhouse gas emissions for California were apportioned to the following sectors in 2006: transportation (38.4 percent), electric power (21.9 percent), commercial and residential energy usage (9.2 percent), industrial (19.9 percent), recycling and waste (1.3 percent), high global warming potential gases (3.1 percent), agriculture (6.2 percent), and forestry (0.04 percent) (CARB 2009a).

City of Paso Robles Emissions

In April 2010, a Greenhouse Gas Emissions Inventory for the City of Paso Robles was completed to establish baseline conditions in the city. This inventory estimates the quantity of GHGs in 2005 in order to establish a baseline against which to measure future emissions and in order to understand where the highest percentages of emission are being generated. According to the GHG inventory, the community emitted approximately 155,106 metric tons of CO₂e (equivalent carbon dioxide units) in calendar year 2005. The largest emitter was the transportation sector. The majority of emissions from the transportation sector were the result of gasoline consumption in private vehicles traveling on local roads, and state highways, including U.S. Highway 101 (US 101) and State Routes 46 East and 46 West.

As with the majority of California municipalities, travel by on-road motorized vehicle constitutes the greatest percentage of greenhouse gas emissions in Paso Robles (44.6 percent). Approximately 62 percent of the emissions (42,945 metric tons CO₂e) in the transportation sector came from travel on local roads.

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

According to the GHG inventory, if behavior and consumption trends continue with business as usual, it is estimated that emissions in Paso Robles may reach approximately 197,651 metric tons of CO₂e by 2020, which represents a 28.5 percent increase over 2005 baseline levels (based on household, job, and population growth rates). By 2025, emissions may reach approximately 214,640 metric tons of CO₂e, or a 39.6 percent increase over 2005 baseline levels (SLOAPCD 2010a).

3.7.2 REGULATORY FRAMEWORK

FEDERAL

- U.S. Environmental Protection Agency (USEPA)
- Clean Air Act (CAA)
- National Highway Transportation Safety Administration (NHTSA)

STATE

- Assembly Bill 1493
- Executive Order S-3-05
- Assembly Bill 32, the California Global Warming Solutions Act of 2006
- Climate Change Scoping Plan
- Senate Bill 1368
- California Climate Action Registry
- Senate Bill 97
- Senate Bill 1078 and Governor's Order S-14-08
- Senate Bill 375
- Executive Order S-13-08: The Climate Adaptation and Sea Level Rise Planning Directive
- California Building Energy Efficiency Standards

LOCAL

- San Luis Obispo County Air Pollution Control District (SLOAPCD)

3.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the California Environmental Quality Act (CEQA) Guidelines, impacts related to climate change are considered significant if implementation of the proposed project would result in any of the following:

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

The analysis of anticipated GHG emissions resulting from implementation of the proposed Circulation Element Update compares existing conditions (year 2008 conditions) to the potential growth scenarios in future years 2020 and 2025. Currently, no numeric GHG thresholds for regional transportation plans have been established. As identified in the Assembly Bill (AB) 32 Scoping Plan, CARB has identified that a zero threshold for addressing GHG emissions should not be used, but that any other thresholds need to be consistent with the state's GHG emission reduction targets. Thus, the analysis compares 2008 conditions (baseline year) with projected 2020 and 2025 future year business-as-usual (future without project) and preferred growth scenarios (future plus project). The intent of the analysis is to determine if net increases in GHG emissions will occur. The analysis takes the two applicable state programs, Pavley I (AB 1493) and Low Carbon Fuel Standards (LCFS), into consideration. In addition, the analysis considers whether per capita GHG emissions will increase at a pace slower than the rise in vehicle miles traveled.

METHODOLOGY

Direct mobile source GHG emissions were quantified using the EMFAC 2007 model. EMFAC 2007 is a tool created by the California Air Resources Board (CARB) to calculate emissions rates from motor vehicles operating on highways, freeways, and local roads by multiplying emissions factors and vehicle activity data provided by the regional transportation agency. EMFAC 2007 was the final step of a multi-step process to calculate changes in vehicle miles traveled (VMT) from the baseline. The EMFAC model was adjusted for the VMT scenarios for 2025 to estimate GHG emissions for each scenario. The EMFAC post-processor tool was used to estimate emissions reductions resulting from the implementation of Pavley I and LCFS.

The analysis includes emissions from all 13 vehicles classes provided in EMFAC 2007. The average emissions coefficient—provided in grams per mile—was calculated for each vehicle class and applied to the vehicle class VMT. EMFAC 2007 does not calculate nitrous oxide; therefore, the Local Government Operations Protocol, version 1.1, Table G.12 was used to calculate nitrous oxide emissions for each vehicle class. It is important to note that carbon dioxide is the primary greenhouse gas released during the combustion of transportation fuel. Methane and nitrous oxide account for less than 5 percent of the total emissions.

Using the EMFAC 2007 post-processor tool, emissions reductions resulting from the two applicable state programs (Pavley I and LCFS) were calculated for only the first 4 of the 13 vehicle classes in EMFAC. Pavley I and LCFS only apply to passenger cars and light-duty trucks (the first four vehicle classes in EMFAC).

To calculate VMT per capita and GHG emissions per capita, SLOCOG's Long Range Socio-Economic Projections (July 2006) report was used for 2025. The medium population projection scenario of the report was used in this analysis.

The analysis herein is focused on the potential GHG emissions and climate change impacts associated with implementation of the proposed project. It is based on a review of existing data including existing literature, City policies, programs, regulations and other various components, and publicly available documents, including previous EIRs prepared for projects in Paso Robles. The analysis recognizes the programmatic nature of the proposed project; therefore, it focuses

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

on the potential implications of the proposed policies of the proposed project and not on the individual project-level effects of specific projects. The reader is directed to Section 4.0 of this DEIR for analysis of cumulative impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

AB 32 Compliance and GHG Emissions

Impact 3.7.1 Implementation of the proposed Circulation Element Update would not result in a net increase in greenhouse gas emissions that would conflict with the goals of AB 32 or result in a significant impact on the environment. This is considered a **Class III, less than significant**, impact.

Subsequent facility improvements anticipated with implementation of the proposed project would result in direct emission of GHGs from construction and mobile sources. The quantity of daily GHG emissions generated by construction equipment used to build proposed Circulation Element improvements would depend on the number of vehicles used and the hours of operation. The level of hydrocarbon emissions generated by oil-based substances, such as asphalt, are dependent on the type and amount of asphalt used. Quantifying the GHG-related impacts from short-term, temporary construction activities of infrastructure improvements identified in the proposed Circulation Element Update is not possible due to project-level variability and uncertainties related to future individual projects.

As shown in **Table 3.7-1**, within the project timeline, the overall greenhouse gas emissions will increase as a result of the proposed project compared with baseline conditions. However, per capita emissions will decrease by 2025 as compared to both baseline and the existing 2003 Circulation Element (business-as-usual scenario) after Pavley I and LCFS emissions reductions are calculated. Implementation of AB 1493 (Pavley) will significantly reduce the amount of greenhouse gases emitted from passenger vehicles and light-duty trucks. According to CARB's EMFAC 2007 model, CO₂ emissions resulting from passenger cars, light-duty trucks and medium-duty trucks are projected to decrease by an average 24 percent in Paso Robles by the year 2025. (Passenger cars, light-duty trucks and medium-duty trucks are projected to account for 91 percent of the Paso Robles vehicle fleet in 2025, according to the EMFAC 2007 model.)

Under baseline conditions (2008), implementation of the current 2003 Circulation Element to date results in 848,156 average daily VMT and 893,448 pounds of carbon dioxide equivalent emissions per day (140,626 metric tons of CO₂e annually in Paso Robles). Annual VMT per capita is 10,178, resulting in 4.86 metric tons of CO₂e per capita annually.

**TABLE 3.7-1
GREENHOUSE GAS EMISSION SIMULATION RESULTS FOR PROPOSED CIRCULATION ELEMENT UPDATE**

Simulation	2008 (Baseline Year)	2025 (Business-as-Usual Scenario)	2025 (Proposed Circulation Element Update)
Total Average Daily VMT	848,156	1,355,012	1,331,271
Total Annual VMT	294,310,132	470,189,164	461,951,037
Total Annual VMT per Capita	10,171	12,373	12,157
Total Average Daily GHG Emissions (lbs of CO ₂ e)	893,448	1,412,448	1,387,700

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Simulation	2008 (Baseline Year)	2025 (Business-as-Usual Scenario)	2025 (Proposed Circulation Element Update)
Total Annual CO ₂ e (metric tons)	140,626	222,314	218,419
Total Annual GHG Emissions per Capita (metric tons CO ₂ e)	4.86	5.85	5.75

Source: Average daily VMT data was provided by Fehr and Peers Transportation Consultants. Average daily VMT was multiplied by 347 to calculate annual VMT. GHG emissions were calculated using EMFAC 2007.

Notes: The EMFAC GHG emissions for the 2020 and 2025 simulations presented in this table are NOT adjusted for future improved CAFÉ standards (Pavley I) and Low Carbon Fuel Standards.

As shown in Table 3.7-1, implementation of the proposed Circulation Element Update would result in 1,387,700 pounds of emissions per day by 2025 (218,419 metric tons of CO₂e annually in the city). Annual VMT per capita will be 12,157 and annual GHG emissions per capita will be 5.75 metric tons of CO₂e by 2025. Complete implementation of the proposed project will result in an increase in both VMT and GHG emissions from baseline by 2025. However, total annual VMT and GHG emissions will be reduced by 1.8 percent by 2025 through implementation of the proposed project as compared to the existing 2003 Circulation Element (business-as-usual scenario). While the proposed project will result in a reduction in total VMT and GHG emissions by 2025 when compared to business as usual, per capita VMT and GHG emissions will increase by 19 percent and 18 percent, respectively. However, when emissions reductions from Pavley I and LCFS are applied, GHG emissions per capita decrease by 12 percent in 2025 compared to baseline. The Low Carbon Fuel Standards, which require a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020, would result in an additional 10 percent reduction in CO₂ emissions resulting from automobiles (EMFAC 2007 model). These regulations by CARB and others will reduce GHG as shown in Table 3.7-2.

**TABLE 3.7-2
GHG REDUCTIONS FROM APPLICATION OF NEW REGULATIONS**

	2008 (Baseline Year)	2025 (Business-as-Usual Scenario with Pavley I and LCFS Applied)	2025 (Proposed Circulation Element with Pavley I and LCFS Applied)
Total Annual CO ₂ e (metric tons)	140,626	164,928	162,038
Total Annual GHG Emissions per capita (metric tons CO ₂ e)	4.86	4.34	4.26

Source: California Air Resources Board Pavley Post-processor Tool

As illustrated in Table 3.7-1, although lower than the business as usual scenario, the total annual VMT and GHG emissions are projected to increase under the proposed Circulation Element Update by the year 2025 as a result of the City's growth projections. VMT and GHG emissions per capita are also projected to increase under the proposed project. However, as demonstrated in Table 3.7-2, when Pavley I and LCFS are applied, total annual GHG emissions per capita will decrease when compared to both baseline and business as usual. Therefore, this impact is considered to be **Class III, less than significant**.

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Goals, Policies, and/or Strategies that Serve as Mitigation

The proposed Circulation Element Update includes goals and policies that would reduce project impacts related to greenhouse gas emissions and climate change as follows:

**TABLE 3.7-3
PROPOSED CIRCULATION ELEMENT UPDATE GOALS AND POLICIES**

THIS TABLE HAS BEEN REPLACED IN ITS ENTIRETY TO REFLECT THE REVISED CIRCULATION ELEMENT

Proposed Circulation Element Update Goals and Policies that Reduce GHG Emissions
<p>Goal CE-1: Establish a safe, balanced, efficient, and multimodal circulation system, focusing on the mobility of people, and preserving the City's small town character and quality of life.</p> <p>Policy CE-1A: Circulation Master Plan. Revise/update the City's Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and senior as follows:</p> <ol style="list-style-type: none"> a. Improve the circulation network on a prioritized basis; b. Provide adequate access for emergency vehicles and evacuation; c. Improve mobility through and access to Downtown Paso Robles by implementing City Council adopted Town Center and Uptown Plans; d. Establish safe pedestrian and bicycle paths, for children and their parents to schools and other major destinations such as downtown and retail; e. Maintain mobility for all modes by encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public outreach as to the availability and benefit of alternative modes of travel; f. Require new development to mitigate its impact on the transportation network. <p>Policy CE-1A (Action Item 3): Preserve right-of-way accordance with the Circulation Master Plan and all adopted Plan Lines.</p> <p>Policy CE-1A (Action Item 4): Request the County to mitigate transportation impacts to City facilities by requiring participation by County development projects in the City's transportation impact fee program as appropriate.</p> <p>Policy CE-1A (Action Item 9): Install accessible pedestrian ramps on all street corners.</p> <p>Policy CE-1A (Action Item 16): View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.</p> <p>Policy CE-1B: Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.</p> <p>Policy CE-1B (Action Item 1): New developments and redevelopment areas shall conform to the following guidelines to the maximum extent possible:</p> <ul style="list-style-type: none"> • New streets and intersections shall be designed for continuous flow at moderate speeds. Low volume residential streets should be designed for speeds of 25 miles per hour or less. Higher order roadways shall be designed for 35 mph or less with stable flows. Roundabouts shall be considered in lieu of traffic signals for intersection control as needed. To the extent practical, new residential streets shall provide a grid roadway system with block lengths of 300 feet or more and not longer than 600 feet. Cul-de-sac streets shall be discouraged. Street widths shall be no greater than as needed to accommodate emergency service vehicles. Design standards compatible with traditional neighborhood shall be developed. • Lane configurations for new intersections shall be limited to provide for moderate speeds and pedestrian and cyclist safety. Congestion during certain time periods shall be accepted in exchange for shorter pedestrian and cyclist crossing distances, less overall paved area, reduced costs and preservation of small town character. • Circulation systems shall provide for all modes of travel, and shall typically include sidewalks, bicycle lanes, and transit stop amenities. • Continuous paths of travel shall be established and connected for walking and bicycling from and throughout the development area to downtown and other key destinations. All development shall conform to the most current Bike Master Plan adopted by the City Council and the most current trail system plan. Impact fees shall be assessed to mitigate impacts and to contribute to the development of the bike and pedestrian master plans. New specific plans

3.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Proposed Circulation Element Update Goals and Policies that Reduce GHG Emissions
shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled.
Policy CE-1B (Action Item 4): To the extent feasible, plan for a reasonable, ongoing balance between housing and jobs.
Policy CE-1D (Action Item 2): Coordinate with the San Luis Obispo Regional Transit Authority to improve information available on transit options and support advertising/outreach programs for transit.
Policy CE-1D (Action Item 4): Establish a Master Plan of transit routes within the City coordinated with regional routes. Require new development and redevelopment projects to include design elements that promote transit use in accordance with the Master Plan such as locating sheltered bus stops near neighborhood focal points shopping and service destinations.
Policy CE-1D (Action Item 5): Locate transit routes on streets serving medium and high density development where feasible.
Policy CE-1D (Action Item 6): Link neighborhoods to transit stops and park-and-ride lots by providing direct bicycle and pedestrian access.
Policy CE-1D (Action Item 7): Support the development of a transit/trolley loop serving the Downtown area to encourage a park-once strategy.
Policy CE-1F: Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access to all areas of the city.
Policy CE-1F (Action Item 1): Develop a Pedestrian Master Plan (PMP) identifying and prioritizing improvements to the pedestrian network to support walking as a viable primary mode of travel within Paso Robles. At a minimum, the PMP should include the following components:
<ul style="list-style-type: none">• A crosswalk policy to address warrants for installation and enhancements to crosswalks.• A sidewalk and trail master plan with an inventory of existing and missing sidewalks and a list of projects to ensure pedestrian connections to downtown, employment centers, shopping and services.• An on-going program to identify and eliminate hazardous conditions to pedestrians and to provide a sidewalk or formal path on every City-controlled street
Policy CE-1F (Action Item 4): Establish a formal Safe Routes to School Program and pursue grant funding to encourage children to safely walk and bike to school.

Mitigation Measures

None required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) describes hazards and hazardous materials affecting the City of El Paso de Robles (Paso Robles), identifies regulations in place to protect people and structures, and discusses associated impacts resulting from implementation of the proposed project.

3.8.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the hazards and hazardous materials affecting Paso Robles and the City's Planning Impact Area (PIA). The hazardous conditions of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

Potential hazards in the city that may affect human health are those related to high-voltage transmission lines (electromagnetic fields), airport hazards, businesses that handle hazardous materials, railroad or truck accidents involving hazardous materials, and wildland fires. Safety hazards associated with roadway design and railway crossings are discussed in Section 3.14 of this Draft EIR.

TRANSMISSION LINES

Pacific Gas and Electric (PG&E) provides the city with electricity through a series of electrical lines, including a set of high-voltage transmission lines located just east of the city that align in a northeast-southwest direction.

AIRPORT HAZARDS

The Paso Robles Municipal Airport is a basic transport airport that is used extensively for recreational and business purposes by both single- and multi-engine aircraft, including helicopters and occasional jets. The airport accommodates about 30,000 aircraft operations (takeoffs and landings) annually. Additionally, the airport accommodates an average of 500 California Department of Forestry (CalFire) air tanker flights per year, as well as occasional C-130 military aircraft flights. The Paso Robles Municipal Airport has designated clear zones and approach and climb-out extensions from the ends of the active runway. The airport land use planning area extends 10,000 feet (about 1.9 miles) from each end of the airport runway.

ASBESTOS

Asbestos is a highly crumbly material often found in older buildings, typically used as insulation in walls or ceilings. In addition, naturally occurring asbestos may occur in serpentine rock, which is known to occur in portions of the city. Asbestos can pose a health risk when very small particles become airborne. Inhalation of asbestos may result in the development of cancer. The California Air Resources Board (CARB) has identified asbestos as a toxic air contaminant.

~~AGRICULTURAL OPERATIONS~~ PESTICIDES

Agricultural operations ~~may include the use of pesticides. are concentrated in the north-central portion of the city, north of State Route (SR) 46 East~~. Orchards in particular are often sprayed with various pesticides, which can contaminate the soils. Potential agricultural contaminants of concern include pesticides containing heavy metals (such as lead and arsenic) and DDT, a pesticide used in the past that has been identified to cause health hazards. ~~The north-central~~

3.8 HAZARDS AND HAZARDOUS MATERIALS

portion of the city, north of State Route (SR) 46 East, which has concentrated agricultural operations may have contaminated soils due to pesticide use.

HAZARDOUS MATERIALS

Many of the commercial and industrial businesses that store or use hazardous materials are shown in Figure 6-13 of the City of Paso Robles Hazards Mitigation Plan (Paso Robles 2005d). San Luis Obispo County's Hazardous Waste Management Plan (HWMP) addresses the treatment, storage, and disposal of hazardous materials. Specific information regarding the location of businesses and types and quantities of hazardous substances used or stored can be obtained through the San Luis Obispo County Environmental Health Division.

Most minor and major hazardous materials spills and incidents are related to the transport of chemicals over roadways or through industrial accidents. U.S. Highway 101 (US 101), SR 46 East, and a rail corridor are major transportation corridors through Paso Robles. Trains and trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives and other chemicals known to cause human health problems. In the event of an accident or derailment, such materials may be released, either in liquid or gas form. Traffic accidents involving large trucks hauling hazardous materials on the highways passing through the city could result in a public safety hazard. Hazardous material containers not properly secured could be tipped over and/or ruptured. Improperly segregated materials could result in toxic or explosive reactions. Although standard accident and hazardous materials recovery procedures are enforced by the state and followed by private transportation companies, the city is at relatively high risk because of its location along interstate rail and highway corridors.

WILDLAND FIRES

There is potential for wildland fires in the city, especially during the dry summer and fall months. The extensive grasslands and oak woodlands on rolling terrain in the city are conducive to the spread of wildland fires, especially during the summer. According to CalFire's San Luis Obispo County Fire Hazard Map, the hillsides south of SR 46 East and the areas of the city north of SR 46 East are located within wildland areas that may contain substantial fire hazards and risks (Paso Robles 2003b).

3.8.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to hazards and hazardous materials in Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

FEDERAL

- Comprehensive Environmental Response, Compensation, and Liability Act
- Resource Conservation and Recovery Act
- Federal Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Safe Drinking Water Act

STATE

- California Health and Safety Code
- California Water Code
- Hazardous Waste Control Laws
- Cal/OSHA
- Porter-Cologne Act
- Underground Storage of Hazardous Substances Act
- Aboveground Petroleum Storage Act

LOCAL

- City of Paso Robles Hazard Mitigation Plan
- Safety Element of the General Plan

3.8.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A hazard or hazardous materials impact associated with the implementation of the proposed project would be considered significant if it would result in any of the following actions (based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines):

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

3.8 HAZARDS AND HAZARDOUS MATERIALS

- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

METHODOLOGY

The analysis herein is based on review of hazards conditions and an assessment of the proposed project. This analysis recognizes the programmatic nature of the project and focuses on potential changes resulting from implementation of the proposed Circulation Element. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time, and will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review. The reader is directed to Section 4.0 of this Draft EIR for analysis of cumulative impacts.

For the purposes of this analysis, a material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22, Section 66260.10, of the California Code of Regulations (CCR) as:

. . . a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Chemical and physical properties cause a substance to be considered hazardous, including the properties of toxicity, ignitability, corrosivity, and reactivity. These terms are defined in the CCR, Title 22, and Sections 66261.20 through 66261.24. Factors that influence the health effects of exposure to a hazardous material include the dose to which the person is exposed, the frequency of exposure, the exposure pathway, and individual susceptibility.

IMPACTS AND MITIGATION MEASURES

Hazardous Materials Exposure Through Use, Transport, or Accident

Impact 3.8.1 Implementation of Circulation Element improvement projects could create a significant hazard to the public or the environment through the routine transport, use, disposal, or reasonably foreseeable upset and accident conditions involving the release of hazardous materials. However, the proposed Circulation Element would also improve roadway conditions, reducing the potential for accidents that could result in transport-related hazardous material exposure. This would be considered a **Class III, less than significant**, impact.

Short-Term Construction Exposure

Construction activities may involve the routine transport, use, disposal, or reasonably foreseeable upset and accident conditions of hazardous materials, such as the use of equipment that contains or uses hazardous materials (e.g., diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. However, the transport and handling of such materials is heavily regulated

by local fire and police departments, the U.S. Environmental Protection Agency (USEPA), California Department of Transportation (Caltrans), the California Division of Occupational Safety and Health (Cal/OSHA), and Certified Unified Program Agencies (CUPAs).

Unused materials from construction projects can likely be reused on other projects. Materials that cannot be reused would be disposed of and would be regulated by the California Department of Toxic Substances Control (DTSC) under state and federal hazardous waste regulations and the local Hazardous Mitigation Plan (Paso Robles 2005d). In addition, Caltrans requires the use of hazardous waste manifests to ensure that hazardous wastes are strictly monitored and tracked from the point of generation through ultimate disposal. In addition, DTSC requires that all hazardous waste transporters be registered. Hazardous waste transporters must also comply with California Highway Patrol regulations, California State Fire Marshal regulations, and numerous federal regulations. This would be considered a **Class III, less than significant**, impact.

Long-Term Operational Exposure

With the implementation of circulation improvements planned for in the proposed Circulation Element, the chances of an accidental release of hazardous materials into the environment could increase. Hazardous materials transport is subject to federal, state, and local regulations that minimize public safety risks and regulate the proper handling of such materials and their containers. Such transport is monitored by law to ensure local jurisdictions are notified in the event of a release. Federal agencies that regulate hazardous materials and transport include the USEPA, Occupational Safety and Health Administration (OSHA), and Food and Drug Administration (FDA). State agencies have parallel, and in some cases more stringent, rules governing the use of hazardous materials. In the long term, any increase in the amount of hazardous materials transport could bring a greater risk of upset or accidents. Implementation of Circulation Element improvement projects would reduce traffic congestion and enhance safety, thereby reducing the risk of an accident involving hazardous materials transport and resulting in a beneficial impact. Unforeseen accidents involving hazardous materials transport would be an indirect impact of increases in traffic due to more efficient levels of service on roadways. The City's Hazard Mitigation Plan (2005) would ensure that indirect accidents involving hazardous materials transported on the county's roadways would maintain any impacts at a **Class III, less than significant**, level.

Mitigation Measures

None required.

Locate Transport Hazardous Materials Within One-Quarter Mile of a School

Impact 3.8.2 Implementation of the proposed Circulation Element would not emit or create a hazard to the public or the environment by locating new or expanded roadways or transit alignments that transport hazardous materials within one-quarter mile of a school. This would be considered a **Class III, less than significant**, impact.

The proposed Circulation Element includes improvement projects that would be within one-quarter mile of existing school sites. Hazardous materials transported on the roadways could affect these schools if there were to be a release or incident during transportation. However, the Circulation Element also invests resources into improved pavement management that will improve the condition of roads used to transport hazardous wastes. Safe transportation of people and goods is an inherent function of keeping a Circulation Element updated and is reflected in the following proposed goal and action item:

3.8 HAZARDS AND HAZARDOUS MATERIALS

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

Action Item 12. The City will work with Caltrans to ensure regional coordination and congestion management on SR 46 while maintaining safe and effective connectivity for all modes between areas of the City north and south of SR 46.

As projects would be required to comply with the City's and Caltrans' maintenance methods, impacts would be considered **Class III, less than significant**.

Mitigation Measures

None required.

Hazardous Material Upset/Contaminated Site

Impact 3.8.3 Improvement projects associated with the Circulation Element could create a hazard to the public or the environment through the disturbance of contaminated property during project-specific implementation. This would be considered a potential **Class II, significant but mitigable**, impact.

It is unknown at this time if planned improvements would result in the demolition of any existing structures. However, planned improvements that require the demolition of structures built prior to 1979 may result in exposure to asbestos-containing materials. Surveys of structures built prior to 1979 may be warranted. In addition, prior to any grading activities at a development site, a geologic analysis is required to determine if serpentine rock is present in order to evaluate the presence of naturally occurring asbestos. If serpentine rock containing naturally occurring asbestos is identified at a development site, an Asbestos Health and Safety Program and an Asbestos Dust Mitigation Plan is required to be approved by the San Luis Obispo Air Pollution Control District (SLOAPCD) before construction begins.

Planned improvements on Sherwood Road and Airport Road south of Linne Road would transect the existing Pacific Gas and Electric (PG&E) high-voltage transmission lines located in the southeastern section of the city. The siting of roadways will need to consider the existing transmission lines. Planned improvements north of SR 46 East may be located in areas with soils contaminated by agricultural operations. Surveys for the potential presence of agricultural chemicals, lead, and arsenic may be warranted prior to ground disturbance.

The Land Use and Safety elements of the City's General Plan (Paso Robles 2003a) include several policies and action items intended to minimize risk associated with hazardous materials/contaminated sites. The policies and action items apply to any future development and all individual projects.

In addition, as the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact, compliance with the following mitigation measures shall be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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.

Implementation of the above mitigation measures would reduce any potentially significant impacts related to hazardous materials/contaminated sites to a **Class III, less than significant**, level as part of project-level environmental review.

Proximity to Airport/Airstrip and Wildland Fire Zones

Impact 3.8.4 Improvement projects associated with the Circulation Element could be located in or near a fire hazard zone or near an airport/airstrip. This would be considered a **Class III, less than significant**, impact.

Wildland Fires

Planned improvements along SR 46 East are located in an area designated by CalFire as wildland areas that may contain substantial fire hazards and risks. Figure 6-18 of the City of Paso Robles Hazards Mitigation Plan shows the wildland fire hazard ratings for the area (Paso Robles 2005d). The wildland fire hazard ratings include No Fuel, Low Hazard, Medium Hazard, and High Hazard. It is inevitable that some Circulation Element projects will be in or near one or more of these zones. However, the Safety Element of the General Plan contains policies and action items pertaining to fire safety and response plans for fires; therefore, this impact is considered a **Class III, less than significant**, impact.

Airport Hazards

Hazards associated with the airport are primarily related to the risk of aircraft accident and to the aircraft noise levels along primary flight paths. Planned improvements along Dry Creek Road, Union Road, and SR 46 East may be located in the flight paths of the airport. As such, any proposed streetlights in the City's PIA must be consistent with the Airport Land Use Plan (ALUP) for the Paso Robles Municipal Airport (ALUC 2005a). Because compliance with the ALUP would be required for Circulation Element projects within the City's PIA, impacts are anticipated to be **Class III, less than significant**.

Mitigation Measures

None required.

Emergency Response/Evacuation Plan

Impact 3.8.5 Construction activities associated with Circulation Element improvement projects could temporarily interfere with emergency response/evacuation plans. This would be considered a **Class III, less than significant**, impact.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Emergency response/evacuation plans could potentially be affected during construction activities associated with implementation of the various roadway and transit improvement projects identified in the Circulation Element. However, the City would be responsible for coordinating with emergency providers to ensure that emergency routes remain available during construction activities. The proposed project does not propose any specific projects that are believed to result in inadequate emergency access.

Also, the Safety Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items pertaining to disaster response plans that will apply to any future development. All individual projects will be subject to these mitigation policies.

In addition, in the long term, emergency response times can be expected to improve due to implementation of projects supported by the Circulation Element, providing improved accessibility and circulation and resulting in a beneficial impact. The following proposed Circulation Element policy, action item, and circulation standard also serve to ensure adequate planning for emergency response/evacuation plans:

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

b. Provide ~~ing~~ adequate access for emergency vehicles and evacuation;

d. Establish safe pedestrian and bicycle paths, for children and their parents to schools and other major destinations such as downtown and retail;

~~Policy CE-1A, Action Item 14--: Maintain and/or improve emergency vehicles access on all existing streets. New development and redevelopment projects shall provide emergency vehicle access as required by all applicable codes and the Emergency Services Department. Provide emergency access to all areas of the City.~~

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

Therefore, for all the aforementioned reasons, this impact is considered **Class III, less than significant**.

Mitigation Measures

None required.

3.9 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) discusses and analyzes the surface hydrology, groundwater, and water quality characteristics of the City of El Paso de Robles (Paso Robles). See Section 3.11, Public Services and Utilities, for a more detailed discussion regarding water supply, demand, and services.

3.9.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the hydrologic resources of Paso Robles and the City's Planning Impact Area (PIA), including the surrounding watershed and surface waters, groundwater, water quality, and flood hazards. The hydrologic conditions of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

WATERSHED AND SURFACE WATER

Paso Robles is located in the Salinas River watershed. The river originates in the La Panza Mountains south of the city and discharges approximately 130 miles to the north in Monterey Bay. The Salinas River's overall watershed encompasses approximately 4,400 square miles, approximately 390 square miles of which are located upstream from Paso Robles. In addition to the Salinas River, several intermittent creeks flow through the area. These creeks carry runoff from the hills east and west of the city and discharge to the Salinas River.

GROUNDWATER

The City obtains potable water via 19 wells pumping groundwater from the Salinas River underflow and a regional aquifer known as the Paso Robles Groundwater Basin (PRGB). According to the City's General Plan EIR (Paso Robles 2003b), the perennial yield of the basin is 90,000 to 95,000 acre-feet per year (AFY) of water, and in 1997 the City was pumping 7,500 AFY.

WATER QUALITY

Total dissolved solids (TDS) are a measure of the general mineral quality of water. According to the City's Urban Water Management Plan (Paso Robles 2008d), in general, city water quality is good, but the water has relatively high TDS and hardness. According to the City's General Plan EIR (Paso Robles 2003b), local drinking water met or exceeded all state and federal drinking water requirements in 2002.

FLOOD HAZARDS

The city is prone to flooding when storm flows exceed the transport capacity of creek and river channels, especially near the Salinas River floodplain. Flood hazards are most likely along areas adjacent to the Salinas River and Huerhuero Creek, as well as behind culverts that have become temporarily clogged during a storm.

100-YEAR STORM EVENT

Several areas in the city have been identified as within the Federal Emergency Management Agency (FEMA) 100-year floodplain, which is subject to inundation during a 100-year storm event.

3.9 HYDROLOGY AND WATER QUALITY

DAM INUNDATION

Paso Robles is not in a dam inundation area for any major stream or river in the region. The Santa Margarita Reservoir Dam is located a sufficient distance (i.e., approximately 20 miles) from the city to preclude potential inundation. There are no other dams or reservoirs (except small local detention facilities) upstream of Paso Robles on any tributary of the Salinas River or Huerhuero Creek. Paso Robles is not subject to potential damage from dam inundation.

3.9.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to hydrology and water quality in the City of Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

FEDERAL

- Clean Water Act
- Total Maximum Daily Loads
 - National Pollutant Discharge Elimination System (NPDES)
 - Individual NPDES Permits
- U.S. Bureau of Reclamation
- Federal Flood Insurance Program
- Executive Order 11988

STATE

- Porter-Cologne Water Quality Control Act
 - Basin Plans and Water Quality Objectives
 - Site-Specific Water Quality Objectives
 - Waste Discharge Requirements
 - Municipal Stormwater Permitting Program
 - Other General Permits
- Policy for Implementation of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries of California
- California Fish and Game Code Sections 1601–1607
- Dam Safety and Operation

LOCAL

- San Luis Obispo Integrated Regional Water Management Plan
- San Luis Obispo Flood Control and Water Conservation District
- City of Paso Robles General Plan
- City of Paso Robles Floodplain Management Ordinance (Chapter 21.14 of the Municipal Code)
- City of Paso Robles Landscape and Irrigation Ordinance (Chapter 21.22B of the Municipal Code)
- City of Paso Robles Urban Water Management Plan

3.9.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A hydrologic or water quality impact associated with the implementation of the proposed Circulation Element would be considered significant if it would result in any of the following actions (based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines):

Water Quality

- Violate any water quality standards or waste discharge requirements.
- Cause a substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation, and/or environmental harm on- or off-site.
- Create or contribute to runoff water that would provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.

Groundwater Resources

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Create future groundwater production impacts to surface water conditions would be considered to be substantial if it is demonstrated that groundwater extraction would result in a loss of flow to surface waters (i.e., circumstances where a waterway is currently receiving flows from groundwater discharge) to the extent that it adversely affects existing biological resources (e.g., fisheries and riparian habitat) that are supported by such flows.

3.9 HYDROLOGY AND WATER QUALITY

Drainage and Flooding

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in, or contribute to, flooding on- or off-site.
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, resulting in flooding.
- Expose people or structures to flood hazards as a result of development within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or place within a 100-year flood hazard area structures that would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
- Be subject to inundation by seiche, tsunami, or mudflow.

METHODOLOGY

The analysis herein is based on review of water quality and hydrologic conditions and an assessment of the proposed project. This analysis recognizes the programmatic nature of the project and focuses on potential changes resulting from implementation of the proposed Circulation Element. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time. In addition, the analysis will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review. The reader is directed to Section 4.0 of this DEIR for analysis of cumulative hydrology and water quality impacts.

IMPACTS AND MITIGATION MEASURES

There would be **no impact** associated with implementation of the proposed project regarding substantial depletion of groundwater supplies, substantial interference with groundwater recharge, or substantial groundwater extraction resulting in a loss of flow to surface waters. Therefore, no further discussion will address this issue in the analysis.

Paso Robles is not in a dam inundation area for any major stream or river in the region. Paso Robles is not in an area subject to inundation by seiche, tsunami, or mudflow. There would be **no impact** associated with implementation of the proposed project regarding exposure of people or structures to risk of flooding as a result of the failure of a levee or dam or inundation by seiche, tsunami, or mudflow. Therefore, no further discussion will address this issue in the analysis.

Violate Water Quality Standards/Impact to Surface Water

Impact 3.9.1 Circulation improvements could result in erosion of soils due to construction activities. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class II, significant but mitigable**, impact.

Short-term adverse impacts to surface water quality may occur during the construction periods of individual improvement projects due to areas of disturbed soils that would be highly

susceptible to water erosion and downstream sedimentation. This impact is of particular concern where projects are located on previously contaminated sites or in close proximity to water bodies. According to the City's General Plan EIR (Paso Robles 2003b), soils in the city are classified as having moderate to high susceptibility to erosion. The Linne-Caodo Complex soil series has a high erosion hazard rating, while Lockwood Shaley Loam and Hanford and Greenfield Gravelly Sandy Loam have moderate erosion hazard ratings. Planned improvements in areas containing these soils may result in excessive erosion.

In addition, vegetation removal and disturbance of soil during construction of the planned improvements may result in increased erosion and sedimentation of nearby surface waters. Disturbance in proximity to creeks for construction of the bridges could result in an increase in erosion and sedimentation of creek banks and could affect both water quality and the stability of slopes along the creeks. Without effective erosion and stormwater control, contaminated soils exposed during construction activities may result in surface water contamination.

Long-term implementation of improvement projects proposed in the Circulation Element would increase impervious surfaces due to new or expanded roadways. Increased traffic volumes on local roadways can impact water quality through discharge of pollutants such as oil and brake pad materials on roadways. These materials can be conveyed from roadways through man-made or natural drainage features into receiving water bodies or through permeation of the ground surface into groundwater basins. Much contaminated urban runoff remains largely untreated, thus resulting in the incremental long-term degradation of water quality. It should be noted that water contamination from urban runoff is an infrequent event and primarily occurs during and immediately following precipitation.

Implementation of a Stormwater Management Plan that is consistent with National Pollutant Discharge Elimination System (NPDES) permit requirements would be required during construction. In addition, the Conservation Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items intended to address surface water and erosion. The policies and actions apply to any future development and all individual projects. This analysis recognizes these mitigating policies; however, it also understands the proposed Circulation Element may have additional physical impacts that may require specific mitigation at the time of improvement design and development. As the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact to surface water and result in erosion, compliance with the following mitigation measures will also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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.

3.9 HYDROLOGY AND WATER QUALITY

- The City shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of chemicals.
- 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.

Implementation of the above mitigation measures would reduce the potential impacts to surface water and erosion to **Class III, less than significant**.

Drainage and Flooding

Impact 3.9.2 Circulation improvements could result in floodwater flow impediment and drainage pattern alteration due to construction activities. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class II, significant but mitigable**, impact.

Planned improvements to Dry Creek Road, Airport Road, and Golden Hill Road are partially located within the 100-year floodplain of either Huerhuero Creek or Salinas River or both. These improvements may impede floodwater flows during a 100-year storm event. In addition, improvements to Airport Road south of Linne Road, Creston Road south of Sherwood Road-Niblick Road, and Sherwood Road are located within the 500-year floodplain. These improvements may impede floodwater flows during a 500-year storm event (Paso Robles 2003a).

Planned improvements will result in construction of impervious surfaces, which may alter existing drainage patterns and increase stormwater runoff. Generation of increased runoff would require the roadways to be designed to include a stormwater water drainage system that is consistent with the Revised Storm Water Management Program (Paso Robles 2010d). As noted above, planned improvements will increase the amount of impervious surface area in the city. This increase would result in increased runoff that may contain urban contaminants that could impact surface waters and subsequently the groundwater basin.

The Conservation Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items intended to address drainage and flooding. These policies and actions will apply to any future development and all individual projects. In addition, as the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact due to potential alteration of drainage and resulting flooding, compliance with the following mitigation measures will also be required at the time of project-level environmental review and implementation.

Mitigation Measures

- MM 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 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-

3.9 HYDROLOGY AND WATER QUALITY

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.

Implementation of the above mitigation measures would reduce potential impacts to drainage and flooding to **Class III, less than significant**.

3.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) evaluates the proposed project for land use consistency with relevant adopted plans and policies. Please refer to Section 3.2, Agricultural Resources, for discussions regarding agricultural land use.

3.10.1 EXISTING SETTING

The City of El Paso de Robles (Paso Robles) is physically diverse. It is bounded by the rugged steep hills of the Santa Lucia Coastal Range and canyons to the south and west, by the open rolling hills of the La Panza and Temblor ranges to the east, and by the low hills and flat-topped mesas of the Diablo Range to the north. Paso Robles is located in a rich agricultural area, where ranchlands are transitioning to vineyards to support a growing wine industry. Suburban residential development approved by San Luis Obispo County frames the city on the southern and eastern edges, with lower-density residential to the north and west of the city. Agricultural uses both north and south of the city transition to the unincorporated communities of San Miguel and Templeton.

The city's development pattern is more suburban on the east side of the Salinas River, although both sides of the river maintain the city's overall small-town character. The east side of the city comprises newer developments and is primarily residential in character. This area also includes both neighborhood and substantial regional commercial development, as well as a major industrial area. The older part of the community lies west of the Salinas River and U.S. Highway 101. This area includes many prominent buildings of architectural interest and is developed with a traditional grid network of streets.

CONSISTENCY WITH PLANNING DOCUMENTS

Most of the roadways proposed as part of the Circulation Element are located within the city limits. However, a portion of the proposed improvements to Dry Creek Road is located in the jurisdiction of the County of San Luis Obispo. In addition, policies proposed in the Circulation Element should be consistent with other applicable policies/plans, including:

- City of Paso Robles General Plan
- City of Paso Robles Airport Land Use Plan
- County of San Luis Obispo General Plan
- San Luis Obispo Council of Governments Regional Transportation Plan
- San Luis Obispo Air Pollution Control District Clean Air Plan
- San Luis Obispo Air Pollution Control District CEQA Handbook

CITY OF PASO ROBLES PLANNING DESIGNATIONS

The city includes a range of land uses, including agriculture, residential, commercial, industrial, public facility, and open space. In addition, the City applies several overlay designations, such as Specific Plan, Airport, Office Professional, Mixed Use, Resort/Lodging, Salinas River, Historic Preservation, Senior Housing, Planned Development, and Flood Hazard.

3.10 LAND USE AND PLANNING

3.10.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to land use in Paso Robles and the City's Planning Impact Area (PIA) are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

STATE

- State Parks

LOCAL

- City of Paso Robles General Plan
- City of Paso Robles Specific Plans
- City of Paso Robles Zoning Ordinance
- City of Paso Robles Design Guidelines

3.10.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A land use impact is considered significant if implementation of the project would result in any of the following (based on California Environmental Quality Act (CEQA) Guidelines Appendix G):

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with an adopted conservation plan or natural community conservation plan.

METHODOLOGY

This evaluation of the potential land use impacts associated with implementation of the proposed project was based on a review of planning documents, including the various components and policies of the City General Plan and other regulations affecting planning and implementation of the proposed project. The focus of the analysis in this section is on land use impacts that would result from implementation of the proposed Circulation Element, i.e., the policies, action items, circulation plan, and other element components.

This analysis recognizes the programmatic nature of the project and centers on potential land use impacts resulting from implementation of the proposed Circulation Element Update. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time. In addition, the analysis will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review.

Specific impacts and consistency issues associated with aesthetics and visual resources, biological resources, cultural resources, geology and soils, hydrology (including water supply and water quality), public services/utilities, and traffic are addressed in other analysis sections of this DEIR. The reader is referred to the relevant sections of this Draft EIR for a detailed analysis of other environmental effects as they relate to a particular issue area. The reader is directed to the cumulative section of this DEIR (Section 4.0) for analysis of cumulative land use impacts.

IMPACTS AND MITIGATION MEASURES

No impacts are associated with conflicts with any adopted conservation plan or natural community conservation plan. Refer to Section 3.4, Biological Resources, for additional information. The analysis in this section will not include further discussion regarding conservation plans.

Physically Divide an Established Community (Accessibility)

Impact 3.10.1 During construction, certain circulation improvement projects could result in temporary lane closures or other access restrictions that could disrupt existing residences, businesses, and pedestrian, bicycle, and transit routes. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a potentially **Class II, significant but mitigable**, impact.

During construction of both new and existing roadways, homes and businesses may be temporarily disrupted through road or lane closures, or by blocking access to parking. Bicycle and pedestrian access could also be disrupted.

The Land Use Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items intended to address potential land use impacts. The policies and actions apply to any future development and individual projects. This analysis recognizes these mitigating policies; however, it also understands the proposed Circulation Element may have additional physical impacts that may require specific mitigation at the time of improvement design and development. As the proposed Circulation Element identifies improvements that could result in a **potentially significant** impact due to division or temporary disruption of accessibility, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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 (including farmers and ranchers). 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.

Implementation of the above mitigation measures would reduce potential impacts to accessibility, including temporary disruption of bicyclists, pedestrians, homes, and/or businesses (including agricultural operations), to **Class III, less than significant**.

3.10 LAND USE AND PLANNING

Conflicts Land Use Plans, Policies, or Agency Regulations

Impact 3.10.2 The Circulation Element includes policies that guide circulation system improvements and development in the City of Paso Robles. Policies in the Circulation Element are consistent with other regional and local transportation plans, policies, and regulations. This would be considered a **Class III, less than significant**, impact.

A basic premise of the Circulation Element is that the focus of programs and policies is consistent with the General Plan. The overall intent of the circulation plan is to enable land uses established in the General Plan. In that regard, the Circulation Element is by nature consistent with the intent and direction of the circulation plan.

The Circulation Element describes the goals, policies, and action items that guide circulation system development under the element. The Circulation Element applies the land use projections in the currently adopted Land Use Element of the General Plan to determine future mobility needs. The overall goal of the Circulation Element is to “establish a safe, balanced, and efficient circulation system, focusing on the mobility of people, and preserving the City’s small town character and quality of life.” The Circulation Element encourages a multimodal circulation system. Emphasis is placed on pedestrian, bicycle, transit, automobile, and truck transportation facilities, in part to reduce traffic congestion and air quality impacts associated with automobile use.

Policies are also consistent with the San Luis Obispo County Air Pollution Control District (SLOAPCD) Air Quality Management Plan (AQMP), which promotes similar policies emphasizing alternative fuels and alternative transportation modes. Policies also emphasize coordination with other agencies and their applicable plans. Based on this analysis, the Circulation Element is found to be consistent with both regional and local transportation goals and policies, resulting in a **Class III, less than significant**, impact. Note that growth-inducing impacts of the Circulation Element are described in Section 6.0, Other Sections Required by CEQA, of this DEIR.

Mitigation Measures

None required.

3.11 PUBLIC SERVICES AND UTILITIES

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) describes the existing public services and utilities in the city and evaluates the effects associated with implementation of the proposed project. This analysis addresses any anticipated impacts on these facilities and services and proposes mitigation measures, as necessary, to lessen those impacts.

3.11.1 EXISTING SETTING

The existing setting information presented here is intended as a brief overview of the public service and utilities resources of Paso Robles and the City's Planning Impact Area (PIA). The conditions of the proposed Circulation Element's specific planned improvement areas are detailed in the Issues and Constraints Memo prepared for the City on July 22, 2010, and included in this DEIR as **Appendix C**.

EMERGENCY SERVICE PROVIDERS

The Paso Robles Police Department (PRPD) provides police protection services for the city. Fire protection is provided by the City of Paso Robles Department of Emergency Services (PRDES). The California Department of Forestry and Fire Protection (CalFire) provides mutual aid and automatic aid supporting the City of Paso Robles, while the United States Forest Service has no obligations in the city.

SCHOOLS

The Paso Robles Joint Unified School District (PRJUSD) serves kindergarten through twelfth grade. Additionally, an area of the city along Theater Drive, south of State Route 46 West, is served by the Templeton Unified School District. In Paso Robles, there are six elementary schools, two middle schools, a high school, a continuation high school, two community day schools, and an independent study school. During the 2008–2009 school year, the PRJUSD had a total enrollment of 6,875 students (EDU 2010a). One college, the Cuesta College North County Campus, had an enrollment of 3,518 students in the spring of 2010 (Cuesta College 2010a).

PARKS

The City currently owns and operates 13 park sites. Ball fields and playgrounds on public school sites are available for public use. The City has a standard requirement of 5 acres per 1,000 residents (Paso Robles 2003b).

LIBRARY/OTHER

The Paso Robles Library is located at 1000 Spring Street. Future expansion of the library to the second floor is planned. In addition, the library has a study center at the Youth Arts Center located at 3201 Spring Street.

WATER INFRASTRUCTURE

The City of Paso Robles administers and operates water production, storage, and conveyance services, including wells and reservoirs, through its own municipal system, known as the City of Paso Robles Water Division. The city has regularly experienced seasonal water supply shortages related to weather conditions, customer irrigation patterns, and the limitations of water supply at the City's facilities. The City is developing two additional water supply sources for the future, which include importing approximately 4,000 acre-feet per year (AFY) of water from Lake Nacimiento and a recycled wastewater program that will provide approximately 944 AFY.

3.11 PUBLIC SERVICES AND UTILITIES

STORMWATER INFRASTRUCTURE/DRAINAGE FACILITIES

The City maintains an atlas of existing infrastructure/drainage facilities (City of Paso Robles Public Works Department "Storm Water Drainage Atlas" January 2005.) The City's planned installations are identified in our Storm Water Master Plan (2007 and Revised Stormwater Management Plan (2010 and 2008e Technical Memorandum re: Airport Business Park Drainage Analysis. April 24, 2008).

WASTEWATER INFRASTRUCTURE

The City of Paso Robles owns and operates wastewater collection and disposal services for residential, commercial, and industrial facilities within the city limits, the airport area, and the Templeton Community Services District (TCSD). The permitted capacity of the City plant is 4.9 million gallons per day (mgd). The current average daily sewage flow into the plant is 2.8 mgd.

SOLID WASTE DISPOSAL

Solid waste disposal service to the City of Paso Robles is provided by Paso Robles Waste Disposal, Inc. Solid waste is collected and disposed of at the Paso Robles Landfill, located east of the city limits, at 9000 Highway 46 East. The landfill is a Class III facility owned by the City of Paso Robles and managed by Pacific Waste Services, Inc. The facility receives an average of 200 tons of waste daily, with a permitted maximum daily tonnage of 250 tons. The landfill is estimated to close in approximately 2034.

3.11.2 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to public services and utilities in the City of Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this Draft EIR.

FEDERAL

- Resource Conservation and Recovery Act

STATE

- California Integrated Waste Management Act
- School Facilities Act of 1998
- California Occupational Safety and Health Administration
- Emergency Response/Evacuation Plans
- California Department of Forestry and Fire Protection
- California Building Energy Efficiency Standards

LOCAL

- City of Paso Robles General Plan

- City of Paso Robles Ordinances
- City of Paso Robles Public Works Administration

3.11.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following standards are based on California Environmental Quality Act (CEQA) Guidelines Appendix G. A significant impact to fire protection and emergency services, schools, or social services would occur if implementation of the proposed project would result in any of the following:

Public Services – Would the project:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and/or other public facilities.

Utilities and Service Systems – Would the project:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or would it require new or expanded entitlements.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Comply with federal, state, and local statutes and regulations related to solid waste.

METHODOLOGY

The analysis herein is focused on the potential public services and utility impacts associated with implementation of the proposed project. It is based on a review of existing data including existing literature, City policies, programs, regulations and other various components, and publicly available documents, including previous EIRs prepared for projects in Paso Robles.

3.11 PUBLIC SERVICES AND UTILITIES

This analysis recognizes the programmatic nature of the project and focuses on potential impacts to public services and utilities resulting from implementation of the proposed Circulation Element Update. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time. In addition, the analysis will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review.

The reader is directed to Section 4.0 of this Draft EIR for analysis of cumulative impacts.

IMPACTS AND MITIGATION MEASURES

Water Supply and Demand

Impact 3.11.1 The improvements outlined in the Circulation Element do not accommodate for any additional population growth (and therefore water demand) than is anticipated in the City's General Plan. However, the actual level of impact from individual projects is not known at this time, but the overall impact is assumed to be a potential **Class II, significant but mitigable**, impact.

Implementation of some circulation improvements could result in both short- and long-term impacts to local water supplies, many of which are reliant on groundwater resources. Such impacts could occur during grading activities, where water could be needed to suppress fugitive dust generated by construction equipment and for landscaping needs. Since this usage could contribute to shortages, the short-term water impact of these projects could be considered **potentially significant**.

Most of the roadway, transit, airport, and rail system improvements involve modification of existing facilities, and a substantial increase in landscaped areas would not be anticipated for these projects. However, irrigation of landscaping associated with other circulation system improvement projects could require water and could contribute to long-term adverse impacts to the local water supply. In addition, some large projects could also affect groundwater supplies by reducing groundwater recharge potential. This reduction in groundwater recharge could occur because the impermeable surfaces associated with some circulation system improvements could increase surface water runoff and reduce natural infiltration. While the relative significance of such an impact cannot be accurately determined, given the presence of shortages, the reduction in groundwater recharge could be considered **potentially significant**.

The Conservation Element of the City's General Plan (Paso Robles 2003a) include several policies and action items intended to address water supply; the policies and action items apply to any future development. All individual projects will be subject to these mitigation policies. This analysis recognizes these mitigating policies; however, it also understands the proposed Circulation Element may have additional physical impacts that may require specific mitigation at the time of improvement design and development. As the proposed Circulation Element identifies improvement activities such as dust suppression, landscaping, and the addition of nonporous surfaces that could result in a **potentially significant** impact to local water supplies, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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.

Implementation of the above mitigation measures would reduce the potential impacts to water supply and demand to a level of **Class III, less than significant**, by ensuring that water conservation measures are incorporated into all dust suppression and landscaping activities and that porous pavement materials are used, as feasible.

Water and Wastewater Infrastructure

Impact 3.11.2 The improvements outlined in the Circulation Element do not accommodate for any additional population growth (and therefore additional water and wastewater services) than is anticipated in the City's General Plan. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a **Class III, less than significant**, impact.

Implementation of circulation improvements may require minor additional water and/or wastewater facilities, including temporary lavatory facilities for construction workers during project implementation and the installation of permanent lavatory facilities for mass transit and recreation trail facilities and of landscape irrigation systems. Existing provisions in the Groundwater Basin Management Plan, adopted sewer ordinance, and Sewer System Management Plan and Implementation Schedule would substantially reduce adverse changes to water and wastewater impacts. In addition, the current permitted capacity of 4.9 million gallons per day (mgd) at the treatment plant versus the current average daily sewage flow into the plant of 2.8 mgd (57 percent) leaves more than enough capacity to accommodate any minimal wastewater created by circulation improvements. Water infrastructure and treatment needs are not anticipated to be significantly affected by circulation improvements. Therefore, impacts to water and wastewater infrastructure are anticipated to be **Class III, less than significant**.

Mitigation Measures

None required.

Solid Waste Service and Disposal

Impact 3.11.3 Circulation improvements could affect demand for solid waste service and disposal in the city. This would be considered a **Class II, significant but mitigable**, impact.

Circulation improvements, especially those requiring full or partial demolition of existing facilities, could have the potential to generate a significant amount of solid waste during demolition and construction phases through demolition, grading, and excavation activities, resulting in a **potentially significant** impact. However, the amount of debris generated during individual

3.11 PUBLIC SERVICES AND UTILITIES

improvement project construction would need to be evaluated prior to construction on a project-by-project basis. Nevertheless, Circulation Element improvements could result in a **potentially significant** impact, requiring compliance with the following mitigation measures at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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.
- 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.

Compliance with the above mitigation measures would reduce impacts associated with solid waste to a level of **Class III, less than significant**, by ensuring appropriate and adequate disposal services.

Public Services

Impact 3.11.4 It is understood that the intent of the circulation system is to support the General Plan land use concept. As such, it would not be considered growth inducing or prompt the need for additional public services. It is anticipated that planned improvements will improve or provide emergency access to certain areas of the city. Planned improvements may also improve access to many of the existing schools, parks, library, and other community services. However, increased congestion/facility use along certain roadways may result in a temporary constraint to emergency providers. Although the actual level of impact from individual projects is not known at this time, the overall impact is assumed to be a **Class II, significant but mitigable**, impact.

Construction of circulation improvements could temporarily interfere with police, fire, and emergency response times, depending on the location, timing, and duration of construction activities due to temporary lane closures, installation of traffic control barriers, and rerouting of traffic through detours. Temporary access impacts to other public facilities, including government facilities, schools, and parks, may be affected by temporary construction-related impacts as well. As such, Circulation Element improvements could result in a **potentially significant** impact, requiring compliance with the following mitigation measures at the time of project-level environmental review and implementation. In the long term, however, emergency response times and access to public facilities can be expected to see **beneficial** impacts due to implementation of improvement projects.

The Land Use Element of the City's General Plan (Paso Robles 2003a) includes several policies and action items to ensure that service providers will continue to maintain acceptable service levels.

Implementation of the proposed project will not accommodate for additional growth beyond what has been anticipated by the General Plan, and all General Plan policies and action items apply to any future development. All individual projects will be subject to these mitigation policies.

This analysis recognizes these mitigating policies; however, it also understands the proposed Circulation Element may have additional temporary physical impacts that may require specific mitigation at the time of improvement design and development. As the proposed Circulation Element identifies improvements that could result in a temporary but still **potentially significant** impact to public services, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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 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.

Implementation of the above mitigation measures would reduce the potential impacts to public services to **Class III, less than significant**, by ensuring emergency providers are able to maintain acceptable response times to the service areas, utilities are protected, and adequate access to schools are maintained.

3.12 NOISE ASSESSMENT

The following discussion is based on noise evaluation and assessment prepared for the proposed Circulation Element Update (proposed project) by Ambient Air Quality & Noise Consulting, Inc. in September 2010. A copy of the technical materials prepared by Ambient including technical background (acoustic fundamentals – definitions and concepts, noise descriptors, and noise reduction methodology) is included as **Appendix H** in this Draft Environmental Impact Report (DEIR or Draft EIR).

3.12.2 EXISTING SETTING

NEARBY SENSITIVE RECEPTORS

Noise-sensitive land uses include uses where exposure to noise would result in adverse effects, as well as uses where quiet is essential to their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. In the City of El Paso de Robles (Paso Robles), nonresidential noise-sensitive land uses, such as schools, hotels, and places of worship, are primarily located along major roadways, including Spring Street, Park Street, Oak Street, Niblick Road, and Creston Road.

AMBIENT NOISE LEVELS

Noise levels in Paso Robles vary widely depending on proximity to nearby transportation and stationary noise sources. The overall noise environment in the city is defined primarily by vehicle traffic on major highways, including U.S. Highway 101 (US 101) and State Route (SR) 46. Trains traveling along the Union Pacific Railroad (UPRR), local vehicle traffic, and typical neighborhood, commercial, and industrial noise sources also contribute to the ambient noise environment.

Short-term (10-minute) noise level measurements were conducted in August 2010 for the purpose of documenting and measuring the existing noise environment along various roadways in the city. Noise measurement locations and corresponding measured average-hourly traffic noise levels, as well as the calculated average-daily traffic noise levels at measurement locations, are summarized in **Table 3.12-1**.

**TABLE 3.12-1
SUMMARY OF SHORT-TERM (10-MINUTE) MEASURED AMBIENT NOISE LEVELS**

Location	Distance from Near-Travel-Lane Centerline (feet)	Measured Average-Hourly Noise Level (dBA ¹ Leq ²)			Calculated Average-Daily Noise Level (CNEL ³ /Ldn ⁴)
		Day	Evening	Night	
US 101 Near 19 th Street	45	72.6	69.8	65.8	75
SR 46 East Near Buena Vista Drive	75	65.6	63.3	58.2	68
Union Road at Kleck Road	35	66.1	55.8	52.2	66
Golden Hill Road Near Gilead Lane	45	65.4	58.9	55.4	66
Creston Road Near Walnut Drive	30	67.8	64.0	57.7	70
Niblick Road Near Rosemary Drive	20	69.2	65.6	61.3	71
Spring Street Near 8 th Street	30	64.7	62.3	54.6	68
Creston Road Near Meadowlark Road	25	64.4	58.6	52.6	66

Note: Ambient noise measurements were conducted August 25–27, 2010, using a Larson Davis model 820 sound-level meter placed at a height of approximately 4.5 feet above the ground surface.

3.12 NOISE ASSESSMENT

¹ dBA: A-weighted decibels

² L_{eq} : measure of average energy content (intensity) of noise over any given period

³ CNEL: the 24-hour average of the noise intensity, with a 5-dBA "penalty" added for nighttime noise (10:00 p.m. to 7:00 a.m.)

⁴ L_{dn} : the 24-hour average of the noise intensity, with a 10-dBA "penalty" added for nighttime noise (10:00 p.m. to 7:00 a.m.)

Source: Ambient 2010a

In general, ambient noise levels during the quieter nighttime hours are approximately 5 to 10 dBA less than daytime noise levels due to decreases in vehicle traffic on area roadways.

EXISTING NOISE SOURCES

Primary sources of noise in the city include the roadways, airport, railroad, and commercial and industrial operations. However, the proposed Circulation Element Update primarily relates to roadway, airport, and railroad noise levels, which are each described below.

Roadways

Roadway traffic is the primary source of noise in Paso Robles. Existing traffic noise levels for major roadways in the city, including distances to projected traffic noise contours, are summarized in **Table 3.12-2**.

TABLE 3.12-2
EXISTING TRAFFIC NOISE LEVELS AND DISTANCES TO NOISE CONTOURS

Roadway Segment	ADT	L_{dn} /CNEL at 50 Feet from Near-Travel-Lane Centerline	Distance (feet) from Roadway Centerline to CNEL Contour		
			70	65	60
SR 46 East, US 101 to Union Road	26,000	72.30	123	252	538
SR 46 East, Union Road to Airport Road	24,000	72.80	131	272	581
SR 46 East, Airport Road to Jardine Road	19,700	75.21	124	267	575
24 th Street, Spring Street to Riverside Ave.	15,700	60.34	WR	WR	59
24 th Street, Riverside Avenue to US 101	15,700	60.04	WR	WR	59
Charolais Road, S. River Road to Rambouillet Road	7,100	62.20	WR	WR	82
Charolais Road, Rambouillet Road to Creston Road	4,700	60.41	WR	WR	63
13 th Street, Spring Street to Riverside Avenue	8,600	57.42	WR	WR	WR
13 th Street, Riverside Avenue to S. River Road	25,400	60.73	WR	WR	85
Creston Road, S. River Road to Capitol Hill Drive	15,800	63.08	WR	55	111
Creston Road, Capitol Hill Drive to Walnut Drive	15,800	64.38	WR	51	109
Creston Road, Walnut Drive to Golden Hill Road	15,800	64.07	WR	51	109
Creston Road, Golden Hill Road to Niblick Road	17,700	63.37	WR	60	120
Creston Road, Niblick Road to Scott Street	5,500	58.29	WR	WR	59
Creston Road, Scott Street to Stoney Creek Drive	5,500	59.49	WR	WR	55
Creston Road, Stoney Creek Drive to Alamo Creek Terrace	5,500	59.79	WR	WR	54
Creston Road, Alamo Creek Terrace to Charolais Road	5,500	58.29	WR	WR	59
Creston Road, Charolais Road to East City Limit	4,200	62.98	WR	WR	105

3.12 NOISE ASSESSMENT

Roadway Segment	ADT	L _{dn} /CNEL at 50 Feet from Near-Travel-Lane Centerline	Distance (feet) from Roadway Centerline to CNEL Contour		
			70	65	60
Golden Hill Road, Dallons Drive to SR 46 East	2,200	55.91	WR	WR	WR
Golden Hill Road, Creston Road to Rolling Hills Road	9,300	62.60	WR	WR	99
Golden Hill Road, Rolling Hills Road to Union Road	11,200	63.41	WR	54	112
Golden Hill Road, Union Road to SR 46 East	7,100	62.20	WR	WR	82
Niblick Road, Spring Street to S. River Road	30,100	67.27	WR	102	215
Niblick Road, S. River Road to Melody Drive	19,400	65.37	WR	78	161
Niblick Road, Melody Drive to Creston Road	14,100	63.98	WR	65	131
Sherwood Road, Creston Road to Fontana Road	10,000	65.10	WR	60	128
S. River Road, South City Limit to Charolais Road	2,300	57.61	WR	WR	WR
S. River Road, Serenade Road to Niblick Road	12,800	64.76	WR	57	121
S. River Road, Niblick Road to Navajo Ave.	13,400	63.76	WR	63	127
Spring Street, 10 th Street to 11 th Street	13,900	60.90	WR	WR	77
Spring Street, 16 th Street to 17 th Street	13,800	60.87	WR	WR	77
Spring Street, 28 th Street to 30 th Street	4,900	56.38	WR	WR	WR
Union Road, N. River Road to Riverglenn Drive	5,500	61.09	WR	WR	70
Union Road, Riverglenn Drive to Walnut Drive	5,500	61.09	WR	WR	70
Union Road, Walnut Drive to Golden Hill Road	5,300	60.93	WR	WR	68
Union Road, Golden Hill Road to SR 46 East	7,800	64.33	WR	51	108
Union Road, SR 46 East to East City Limit	3,300	62.71	WR	WR	89
S. River Road, Navajo Road to Creston Road	11,200	61.04	WR	WR	66
Spring Street, 3 rd Street to 4 th Street	19,300	62.33	WR	WR	96
Spring Street, 6 th Street to 7 th Street	15,600	61.41	WR	WR	83
SR 46 West, Gahan Place to Del Sol Place	7,200	66.84	WR	74.1	159
Airport Road, SR 46 to Dry Creek Road	5,400	64.00	WR	WR	103
Nacimiento Lake Drive, West City Limit	7,300	64.04	WR	WR	104
US 101, Wellsona Road to Spring Street	22,700	73.83	152	318	680
US 101, Spring Street to SR 46 East	20,000	73.28	141	292	625
US 101, SR 46 East to 13 th Street	35,500	75.77	201	427	915
US 101, Spring Street to SR 46 West	64,000	77.87	296	630	1,354
US 101, SR 46 West to Main Street	53,000	77.42	261	556	1,195

Noise levels/contours were calculated using the FHWA roadway noise model based on Calveno vehicle reference noise levels and traffic data obtained from the traffic analysis prepared for this project. Distances to noise contours are approximate. Refer to **Appendix A** for modeling output files.

WR – Contours are within 50 feet of roadway centerline/roadway right-of-way

Source: Ambient 2010a

3.12 NOISE ASSESSMENT

As indicated, US 101 and SR 46 East experience the highest volume of vehicle traffic, which results in higher roadway noise levels. The existing 60 dBA L_{dn} /CNEL contour from US 101 ranges between 625 and 1,354 feet from the roadway centerline, while the existing 60 dBA L_{dn} /CNEL contour from SR 46 East ranges between 575 and 612 feet from the centerline. Other roadways that carry enough traffic to produce audible noise at a substantial distance include 24th Street, 13th Street, Creston Road, Golden Hill Road, Charolais Road, Nacimiento Lake Drive, Niblick Road, Sherwood Road, S. River Road, Spring Street, and Union Road. The existing 60 dBA L_{dn} /CNEL contour for these roads can extend up to approximately 215 feet from the roadway centerline. Other area roadways, including segments of Buena Vista Drive, Dry Creek Road, Linne Road, Nickerson Drive, N. River Road, Pine Street, Rolling Hills Road, Ramada Drive, Rambouillet Road, and Vine Street, carry moderate traffic (i.e., less than 5,000 average daily trips (ADT)) and do not produce far-reaching audible noise. For local roadways with traffic volumes of 5,000 ADT or less, the predicted existing 60 dBA L_{dn} /CNEL contour would extend to less than approximately 85 feet from the roadway centerline.

Railroad

Union Pacific Railroad (UPRR) transects the city in a north-south direction primarily west of US 101. According to the City of El Paso de Robles General Plan Noise Element, approximately two passenger trains and four freight trains travel through the planning area daily, with one freight train typically passing through the planning area during the nighttime hours (Paso Robles 2003d). The operation of Amtrak passenger trains is typically limited to between the daytime hours of 7 a.m. and 10 p.m. The operation of freight trains in the City's Planning Impact Area (PIA) is dependent on market demands and can occur throughout the daytime or nighttime hours. Based on information obtained from UPRR and Amtrak, existing (year 2010) freight and passenger train volumes and schedules are consistent with those identified in the City's General Plan Noise Element (Smith 2010a; Amtrak 2010a).

Short-term (10-minute) noise level measurements were conducted August 26–27, 2010, for the purpose of documenting and measuring existing train noise levels in Paso Robles. Based on the measurements conducted, estimated noise levels for freight and passenger trains were approximately 103 to 105 dBA SEL at 50 feet from the track centerline, with horns sounding, which is consistent with the noise levels identified in the City's adopted General Plan Noise Element (Paso Robles 2003d) for freight and passenger trains. Given that existing train volumes and sound exposure levels are consistent with those identified in the City's General Plan, the predicted noise contours associated with railroad operations in the PIA would be representative of existing conditions. Predicted existing and future (year 2025) railroad noise levels and distances to noise contours, as identified in the City's General Plan, are summarized below in **Table 3.12-3**.

**TABLE 3.12-3
RAILROAD NOISE LEVELS AND DISTANCES TO NOISE CONTOURS**

Conditions	L_{dn} at 100 Feet from Track Centerline	Distance to L_{dn} Contour (Feet) from Track Centerline		
		70	65	60
Existing	61.6	28	59	128
Future (Year 2025)	67.1	64	138	297

**Based on a total of four freight trains and two passenger trains daily. Includes the sounding of horns. Distances to noise contours are approximate.*

Source: Paso Robles 2003d

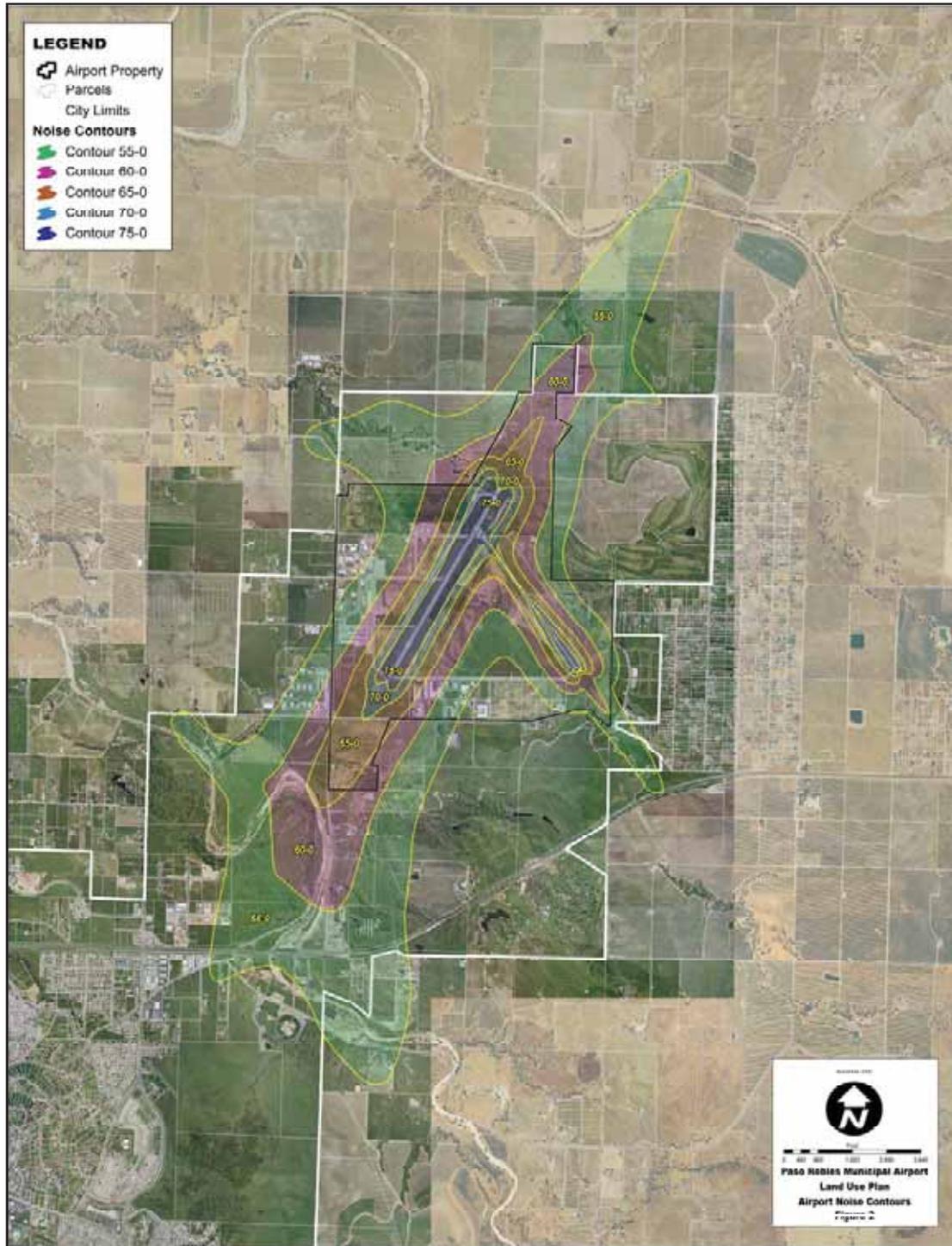
As noted in the City's General Plan Noise Element, a variety of railroad operating conditions occur in Paso Robles due to the presence of grade crossings, curves, grades, and congested areas. Therefore, speeds and the use of warning horns vary considerably from location to location. As noted in **Table 3.12-3**, the combined existing noise level for both freight and passenger trains is 61.6 dBA L_{dn} at 100 feet from the track centerline. Future train noise levels were calculated assuming an estimated total of eight freight trains and four passenger trains daily. The predicted combined future (Year 2025) noise level is 67.1 dBA L_{dn} at 100 feet from the track centerline. Trains also generate groundborne vibration and noise, which varies depending on the type of train, weight of load haulage, track conditions, and other factors.

Airport

The Paso Robles Municipal Airport is located in the northeastern part of the city. Noise contours associated with airport operations were developed as part of the Paso Robles Municipal Airport Land Use Plan (SLO County ALUC 2007a). **Figure 3.12-1** illustrates year 2020 CNEL contours based on projected future increases in aircraft use. These contours are used for land use planning purposes to minimize land use conflicts from airport activities. Predicted year 2025 CNEL contours for the airport are not currently available. Major roadways located within the 60 CNEL contour of the airport include the northern section of Airport Road, a portion of the existing Dry Creek Road, and Union Road south of SR 46 East.

3.12 NOISE ASSESSMENT

This page intentionally left blank.



Source: Fehr & Peers, 2010

Figure 3.12-1
Paso Robles Municipal Airport
Airport Noise Contours (2020)

3.12.3 REGULATORY FRAMEWORK

FEDERAL REGULATIONS

- Noise Control Act of 1972
- Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, also known as the “levels document”
- U.S. Department of Housing and Urban Development Guidelines
- Federal Aviation Administration – Airport Noise Compatibility Planning
- Federal Highway Administration – Highway Traffic Noise Analysis and Abatement: Policy and Guidance
- Federal Transit Administration – Transit Noise and Vibration Impact Assessment

STATE

- State of California Public Utilities Code
- State Aeronautics Act
- California Airport Noise Regulations
- California Department of Transportation, Division of Aeronautics
- State of California General Plan

LOCAL

- Paso Robles General Plan
- Paso Robles Municipal Code of Ordinances

GROUNDBORNE VIBRATION

There are no federal, state, or local regulatory standards for groundborne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. Both the Federal Transit Administration and the California Department of Transportation (Caltrans) have developed vibration criteria based on potential structural damage risks and human annoyance. These criteria differentiate between transient and continuous/frequent vibration sources. Transient sources of groundborne vibration include intermittent events, such as blasting, whereas continuous and frequent events would include the operations of equipment, including construction equipment and vehicle traffic on roadways (Caltrans 2002b, 2004a).

The groundborne vibration criteria often used for evaluation of potential structural damage are based on building classifications, which take into account the age and condition of the building. For instance, for residential structures and newer buildings, Caltrans considers a minimum peak-particle velocity (ppv) threshold of 0.25 inches per second (in/sec) for transient

3.12 NOISE ASSESSMENT

sources and 0.04 in/sec for continuous/frequent sources to be sufficient to protect against building damage. Continuous groundborne vibration levels below approximately 0.02 in/sec ppv are unlikely to cause damage to any structure. In terms of human annoyance, continuous vibrations in excess of 0.04 in/sec ppv and transient sources in excess of 0.25 in/sec ppv are identified by Caltrans as the minimum perceptible level for groundborne vibration. Short periods of groundborne vibration in excess of 2.0 in/sec ppv can be expected to result in severe annoyance to people. Short periods in excess of 0.1 in/sec ppv (0.2 in/sec ppv within buildings) can be expected to result in increased levels of annoyance (Caltrans 2002b, 2004a).

3.12.4 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

For the purposes of this analysis, implementation of the proposed 2010 Circulation Element would result in a significant impact if it would result in:

- Exposure of persons to (or generation of) noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.
- Exposure of persons to (or generation of) excessive groundborne noise levels.
- Exposure of persons to (or generation of) excessive groundborne vibration.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For development located in an area covered by an airport land use plan (or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport), exposure of people residing or working in the project area to excessive noise levels.
- For development within the vicinity of a private airstrip, result in exposure of people residing or working in the project area to excessive noise levels.

METHODOLOGY

The analysis of noise impacts considers the effects of both temporary construction-related noise and long-term operational noise associated with transportation system improvements. Temporary construction noise was estimated based on levels presented in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (2006). Long-term traffic noise levels were quantitatively assessed using the FHWA roadway noise prediction model, based on evaluation of changes in traffic volumes, vehicle distribution, and roadway characteristics resulting from implementation of the proposed project. Predicted increases in future cumulative traffic noise levels, in comparison to existing conditions, were quantified and included. Long-term noise impacts associated with railroad and airport operations were qualitatively assessed based on data obtained from existing environmental documentation.

Groundborne vibration impacts were qualitatively assessed based on a comparison of typical vibration levels associated with construction activities and transportation sources and Caltrans-

recommended groundborne vibration criteria for determination of potential structural damage and human annoyance.

This analysis recognizes the programmatic nature of the proposed project and focuses on potential noise impacts resulting from implementation of the proposed Circulation Element Update. The analysis will rely on potential effects, as specific facilities are not proposed or designed at this time. In addition, the analysis will recommend programmatic mitigation strategies, as needed, to help guide future planning and environmental review. The reader is directed to Section 4.0 of this DEIR for analysis of cumulative impacts.

IMPACTS AND MITIGATION MEASURES

Short-Term Construction Noise Level Increases

Impact 3.12.1 Construction activity associated with transportation projects would create temporary noise level increases in discrete locations throughout the city, which could expose people to temporary increases in ambient noise levels. This is considered a potential **Class II, significant but mitigable**, impact.

The proposed Circulation Element Update includes various roadway modification projects, including the proposed construction of a southbound US 101 onramp at 16th Street, as well as the proposed extension of portions of Dry Creek Road, Wellsona Road, Tractor Street, Wisteria Road, Engine Street, and Golden Hill Road.

The operation of heavy equipment during the construction of infrastructure improvements would result in temporary increases in noise in the immediate vicinity of individual construction sites. During construction, noise from construction activities may intermittently dominate the noise environment in the immediate area. **Table 3.12-4** summarizes noise levels produced by off-road equipment commonly used on roadway construction projects.

TABLE 3.12-4
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Typical Noise Level (dBA) at 50 feet from Source		Distance to Noise Contours (feet, dBA L _{eq})		
	L _{max}	L _{eq}	70	65	60
Air Compressor	80	76	105	187	334
Backhoe/Front End Loader	80	76	105	187	334
Boring Hydraulic Jack/Power Unit	80	77	118	210	374
Compactor (Ground)	80	73	74	133	236
Concrete Mixer Truck	85	81	187	334	594
Concrete Mixer (Vibratory)	80	73	74	133	236
Concrete Pump Truck	82	75	94	167	297
Concrete Saw	90	83	236	420	748
Crane	85	77	118	210	374
Dozer/Grader/Excavator/Scraper	85	81	187	334	594

3.12 NOISE ASSESSMENT

Equipment	Typical Noise Level (dBA)		Distance to Noise Contours (feet, dBA L_{eq})		
	at 50 feet from Source				
Generator	82	79	149	265	472
Gradall	85	81	187	334	594
Hydraulic Break Ram	90	80	167	297	529
Jackhammer	85	78	133	236	420
Impact Hammer/Hoe Ram (Mounted)	90	83	236	420	748
Pavement Scarifier/Roller	85	78	133	236	420
Paver	85	82	210	374	667
Pile Driver (Impact/Vibratory)	95	88	420	748	1,330
Pneumatic Tools	85	82	210	374	667
Pumps	77	74	83	149	265
Truck (Dump/Flat Bed)	84	80	167	297	529

Distances to noise contours are approximate.

Sources: FHWA 2006a

As indicated in **Table 3.12-4**, maximum intermittent noise levels associated with construction equipment typically range from approximately 77 to 95 dBA L_{max} at 50 feet. Pile driving and demolition activities involving the use of pavement breakers and jackhammers are among the noisiest activities associated with transportation improvement and construction projects. However, it is important to note that no new bridge construction or bridge widening projects, which would typically require pile driving, were identified in the proposed Circulation Element Update. For most transportation improvement projects, excluding pile driving activities, average-hourly equipment noise levels typically range from approximately 73 to 88 dBA L_{eq} at 50 feet. Noise levels from point sources such as construction sites typically attenuate at a rate of about 6 dBA per doubling of distance. Based on this attenuation rate and assuming a maximum noise level of 88 dBA L_{eq} at 50 feet, average construction noise levels would decrease to 65 dBA L_{eq} at approximately 700 feet from the construction site. Predicted noise levels would vary depending on multiple factors, such as the number and type of equipment used, equipment usage rates, area of activity, and shielding provided by intervening terrain and structures. Delivery vehicles, construction employee vehicle trips, and haul truck trips may also contribute to overall construction noise levels.

Although construction-generated noise levels associated with road improvement projects would be short term, significant increases in ambient noise levels at nearby land uses could potentially occur. For noise-sensitive land uses, such as residential dwellings, activities occurring during the more noise-sensitive evening and nighttime hours are of particular concern. Construction activities occurring during these more noise-sensitive hours may result in increased levels of annoyance and potential sleep disruption to occupants of nearby residential dwellings. For these reasons, short-term construction-generated noise levels would be considered **potentially significant** and compliance with the following mitigation measures will be required at the time of project-level environmental review and implementation.

Mitigation Measures

- MM 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.
- MM 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.

Noise impacts associated with proposed construction-related projects would be analyzed in more detail in subsequent project-specific environmental impact assessments. Mitigation measures would be recommended to reduce significant construction-generated noise impacts. The level of mitigation would be project- and site-specific and would include measures normally required by the City of Paso Robles and/or Caltrans. With implementation of noise-reduction measures and compliance with applicable noise standards, this impact would be considered **Class III, less than significant**.

Long-Term Operational Noise Level Increases

- 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 or applicable standards of other agencies. This would be considered a **Class I, significant and unavoidable**, impact.

Roadways

The proposed Circulation Element Update is largely consistent with the existing General Plan Circulation Element, but removes a number of recommended infrastructure improvements currently included in the 2003 Circulation Element, including planned widening of portions of Creston Road, Airport Road, Ramada Drive, and State Route 46 East. These changes are due to revised traffic projections and changes to the City's Circulation Element goals, policies, and action items. The proposed Circulation Element Update does, however, include various roadway modification projects, including the proposed construction of a southbound US 101 onramp at 16th Street, as well as the proposed extension of portions of Dry Creek Road, Wellsona Road, Tractor Street, Wisteria Road, Engine Street, and Golden Hill Road. Such projects may result in the relocation of vehicle traffic closer to noise-sensitive land uses.

Traffic noise levels are influenced by many factors, but are predominantly a function of traffic volumes, vehicle type(s), and speed. Assuming that overall vehicle speeds and the types or percentages of vehicles using a roadway remain roughly similar to existing conditions, a doubling of vehicle traffic would be required before a noticeable increase (i.e., 3 dBA) in traffic noise levels would occur. Projected future (year 2025) noise contours for major roadways in the Planning Impact Area, with implementation of the proposed Circulation Element Update, are summarized in **Table 3.12-5**. It is important to note that the predicted noise levels and distance to noise contours do not take into account shielding of noise by intervening structures or terrain. As

3.12 NOISE ASSESSMENT

a result, these noise contours should not be considered as absolute lines of demarcation. Because distances to noise contours will vary depending on site-specific conditions, these contours should be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise.

**TABLE 3.12-5
FUTURE (2025) TRAFFIC NOISE LEVELS AND DISTANCES TO NOISE CONTOURS
WITH IMPLEMENTATION OF PROPOSED CIRCULATION ELEMENT UPDATE**

Roadway Segment	ADT	L _{dn} /CNEL at 50 Feet from Near Travel-lane Centerline	Distance (feet) from Roadway Centerline to L _{dn} /CNEL Contour		
			70	65	60
SR 46 East, US 101 to Union Road	48,900	75.04	181	381	818
SR 46 East, Union Road to Airport Road	38,000	74.80	175	368	788
SR 46 East, Airport Road to Jardine Road	34,400	77.63	180	387	834
24 th Street, Spring Street to Riverside Ave.	14,100	59.87	WR	WR	55
24 th Street, Riverside Avenue to US 101	14,100	59.57	WR	55	118
Charolais Road, S. River Road to Rambouillet Road	11,500	64.29	WR	53	113
Charolais Road, Rambouillet Road to Creston Road	9,000	63.23	WR	WR	96
13 th Street, Spring Street to Riverside Avenue	11,200	58.57	WR	WR	WR
13 th Street, Riverside Ave. to S. River Road	32,200	61.76	WR	WR	98
Creston Road, S. River Road to Capitol Hill Drive	19,800	64.06	WR	62	128
Creston Road, Capitol Hill Drive to Walnut Drive	19,800	65.36	WR	60	127
Creston Road, Walnut Drive to Golden Hill Road	19,800	65.05	WR	60	127
Creston Road, Golden Hill Road to Niblick Road	25,200	64.90	WR	73	150
Creston Road, Niblick Road to Scott Street	8,000	61.12	WR	WR	70
Creston Road, Scott Street to Stoney Creek Drive	8,000	61.12	WR	WR	70
Creston Road, Stoney Creek Drive to Alamo Creek Terrace	8,000	61.42	WR	WR	70
Creston Road, Alamo Creek Terrace to Charolais Road	8,000	59.92	WR	WR	73
Creston Road, Charolais Road to East City Limit	7,400	65.44	WR	72	152
Golden Hill Road, Dallons Drive to SR 46 East	12,800	63.56	WR	61	123
Golden Hill Road, Creston Road to Rolling Hills Road	13,800	64.32	WR	62	128
Golden Hill Road, Rolling Hills Road to Union Road	17,100	65.25	WR	70	148
Golden Hill Road, Union Road to SR 46 East	11,100	64.14	WR	52	110
Niblick Road, Spring Street to S. River Road	38,100	68.30	59	119	251
Niblick Road, S. River Road to Melody Drive	25,400	66.54	WR	92	192
Niblick Road, Melody Drive to Creston Road	19,700	65.43	WR	79	163
Sherwood Road, Creston Road to Fontana Road	16,200	66.00	WR	85	177
S. River Road, South City Limit to Charolais Road	2,600	58.14	WR	WR	WR

3.12 NOISE ASSESSMENT

Roadway Segment	ADT	L _{dn} /CNEL at 50 Feet from Near Travel-lane Centerline	Distance (feet) from Roadway Centerline to L _{dn} /CNEL Contour		
			70	65	60
S. River Road, Serenade Road to Niblick Road	17,400	66.09	WR	70	149
S. River Road, Niblick Road to Navajo Ave.	15,100	64.28	WR	67	137
Spring St., 10 th Street to 11 th Street	15,000	61.24	WR	WR	81
Spring St., 16 th Street to 17 th Street	17,900	62.00	WR	WR	91
Spring St., 28 th Street to 30 th Street	6,900	57.86	WR	WR	WR
Union Road, N. River Road to Riverglenn Drive	9,000	63.23	WR	WR	96
Union Road, Riverglenn Drive to Walnut Drive	9,000	63.23	WR	WR	96
Union Road, Walnut Drive to Golden Hill Road	9,100	63.28	WR	WR	97
Union Road, Golden Hill Road to SR 46 East	14,100	66.90	WR	75	161
Union Road, SR 46 East to East City Limit	4,600	64.15	WR	52	111
S. River Road, Navajo Road to Creston Road	13,700	61.92	WR	WR	75
Spring Street, 3 rd Street to 4 th Street	22,700	63.03	WR	WR	106
Spring Street, 6 th Street to 7 th Street	16,700	61.70	WR	WR	87
SR 46 West, Gahan Place to Del Sol Place	19,400	71.14	67	143	308
Airport Road, SR 46 to Dry Creek Road	9,800	66.59	WR	71	153
Nacimiento Lake Drive, West City Limit	9,700	65.27	WR	58	125
US 101, Wellsona Road to Spring Street	50,400	77.30	252	538	1,156
US 101, Spring Street to SR 46 East	47,800	77.07	244	519	1,116
US 101, SR 46 East to 13 th Street	67,000	78.53	304	650	1,397
US 101, Spring Street to SR 46 West	93,300	79.51	378	809	1,741
US 101, SR 46 West to Main Street	79,000	79.15	339	725	1,559

Noise levels/contours were calculated using the FHWA roadway noise model based on Calveno vehicle reference noise levels and traffic data obtained from the traffic analysis prepared for this project. Distances to noise contours are approximate. Refer to **Appendix A** for modeling output files.

WR – Contours are within 50 feet of roadway centerline/roadway right-of-way

Source: Ambient 2010a

Predicted increases in traffic noise levels associated with implementation of the proposed Circulation Element Update are compared to existing traffic noise levels in **Table 3.12-6**. As noted in **Table 3.12-6** and in comparison to existing conditions, primary roadways in the city are projected to experience an increase in annual average-daily traffic (AADT) by year 2025. However, most of the major roadway segments analyzed would not be projected to experience a doubling of AADT. As a result, most roadways in Paso Robles would not be anticipated to experience a noticeable increase (i.e., 3 dBA or greater) in traffic noise levels. As indicated in **Table 3.12-6**, four of the major roadway segments analyzed would be projected to experience a noticeable increase in traffic noise levels. These roadway segments include Golden Hill Road, Dallons Drive to SR 46 East; SR 46 West, Gahan Place to Del Sol Place; US 101, Wellsona Road to Spring Street; and US 101, Spring Street to SR 46 East.

3.12 NOISE ASSESSMENT

**TABLE 3.12-6
PREDICTED INCREASES IN TRAFFIC NOISE LEVELS
EXISTING COMPARED TO FUTURE CUMULATIVE (YEAR 2025)**

Roadway Segment	L _{dn} /CNEL at 50 Feet from Near Travel-lane Centerline		Change
	Existing	Future (2025)	
SR 46 East, US 101 to Union Road	72.30	75.04	2.74
SR 46 East, Union Road to Airport Road	72.80	74.80	2.00
SR 46 East, Airport Road to Jardine Road	75.21	77.63	2.42
24 th Street, Spring Street to Riverside Ave.	60.34	59.87	-0.47
24 th Street, Riverside Avenue to US 101	60.04	59.57	-0.47
Charolais Road, S. River Road to Rambouillet Road	62.20	64.29	2.09
Charolais Road, Rambouillet Road to Creston Road	60.41	63.23	2.82
13 th Street, Spring Street to Riverside Avenue	57.42	58.57	1.15
13 th Street, Riverside Ave. to S. River Road	60.73	61.76	1.03
Creston Road, S. River Road to Capitol Hill Drive	63.08	64.06	0.98
Creston Road, Capitol Hill Drive to Walnut Drive	64.38	65.36	0.98
Creston Road, Walnut Drive to Golden Hill Road	64.07	65.05	0.98
Creston Road, Golden Hill Road to Niblick Road	63.37	64.90	1.53
Creston Road, Niblick Road to Scott Street	58.29	61.12	2.83
Creston Road, Scott Street to Stoney Creek Drive	59.49	61.12	1.63
Creston Road, Stoney Creek Drive to Alamo Creek Terrace	59.79	61.42	1.63
Creston Road, Alamo Creek Terrace to Charolais Road	58.29	59.92	1.63
Creston Road, Charolais Road to East City Limit	62.98	65.44	2.46
Golden Hill Road, Dallons Drive to SR 46 East	55.91	63.56	7.65
Golden Hill Road, Creston Road to Rolling Hills Road	62.60	64.32	1.72
Golden Hill Road, Rolling Hills Road to Union Road	63.41	65.25	1.84
Golden Hill Road, Union Road to SR 46 East	62.20	64.14	1.94
Niblick Road, Spring Street to S. River Road	67.27	68.30	1.03
Niblick Road, S. River Road to Melody Drive	65.37	66.54	1.17
Niblick Road, Melody Drive to Creston Road	63.98	65.43	1.45
Sherwood Road, Creston Road to Fontana Road	65.10	66.00	0.90
S. River Road, South City Limit to Charolais Road	57.61	58.14	0.53
S. River Road, Serenade Road to Niblick Road	64.76	66.09	1.33
S. River Road, Niblick Road to Navajo Ave.	63.76	64.28	0.52
Spring Street, 10 th Street to 11 th Street	60.90	61.24	0.34
Spring Street, 16 th Street to 17 th Street	60.87	62.00	1.13

Roadway Segment	L _{dn} /CNEL at 50 Feet from Near Travel-lane Centerline		Change
	Existing	Future (2025)	
Spring Street, 28 th Street to 30 th Street	56.38	57.86	1.48
Union Road, N. River Road to Riverglenn Drive	61.09	63.23	2.14
Union Road, Riverglenn Drive to Walnut Drive	61.09	63.23	2.14
Union Road, Walnut Drive to Golden Hill Road	60.93	63.28	2.35
Union Road, Golden Hill Road to SR 46 East	64.33	66.90	2.57
Union Road, SR 46 East to East City Limit	62.71	64.15	1.44
S. River Road, Navajo Road to Creston Road	61.04	61.92	0.88
Spring Street, 3 rd Street to 4 th Street	62.33	63.03	0.70
Spring Street, 6 th Street to 7 th Street	61.41	61.70	0.29
SR 46 West, Gahan Place to Del Sol Place	66.84	71.14	4.30
Airport Road, SR 46 to Dry Creek Road	64.00	66.59	2.59
Nacimiento Lake Drive, West City Limit	64.04	65.27	1.23
US 101, Wellsona Road to Spring Street	73.83	77.30	3.47
US 101, Spring Street to SR 46 East	73.28	77.07	3.79
US 101, SR 46 East to 13 th Street	75.77	78.53	2.76
US 101, Spring Street to SR 46 West	77.87	79.51	1.64
US 101, SR 46 West to Main Street	77.42	79.15	1.73

Noise levels/contours were calculated using the FHWA roadway noise model based on Calveno vehicle reference noise levels and traffic data obtained from the traffic analysis prepared for this project. **Bold** indicates roadway segments projected to experience a noticeable increase (i.e., 3 dBA or greater) in traffic noise levels. Refer to **Appendix A** for modeling output files.

Source: Ambient 2010a

As noted earlier, the proposed Circulation Element Update would include the proposed removal of some road widening improvements, which are contained in the existing 2003 Circulation Element. Roadways primarily affected by the proposed removal of road widening improvements, with regard to changes in traffic noise levels, include portions of SR 46, 24th Street, and Creston Road. The removal of road widening improvements would result in a slight reduction in distances to projected noise contours and traffic noise levels at land uses located near these primarily affected roadway segments. Estimated reductions in traffic noise levels along these roadway segments, with removal of the road widening improvements, would be approximately 1 dBA or less. However, as noted in **Table 3.12-6**, some roadways, including portions of Golden Hill Road, SR 46 West, and US 101, are projected to experience noticeable increases (i.e., 3 dBA or greater) in traffic noise levels. It is important to note that these projected increases in traffic noise levels are the result of anticipated future growth in Paso Robles and are not necessarily the direct result of the proposed project. Nonetheless, the proposed Circulation Element Update does include numerous recommended roadway improvements, such as the extensions of Dry Creek Road, Wellsona Road, Tractor Street, Wisteria Road, Engine Street, and Golden Hill Road, which may result in a relocation of vehicle traffic closer to nearby existing noise-sensitive land uses. In such instances, these projects may result in a substantial increase in ambient noise levels at nearby noise-sensitive land uses. As a result, this impact would be considered **potentially significant**.

3.12 NOISE ASSESSMENT

Rail Operations

As proposed in the Circulation Element Update, the City would coordinate with the San Luis Obispo Council of Governments and UPRR operators to secure funding to implement various safety-related improvements at existing railroad crossings in Paso Robles. Implementation of safety-related improvements at railroad crossings would not be anticipated to result in a noticeable increase in ambient noise levels. No recommended improvements were identified that would relocate the existing rail corridor closer to nearby receptors, such as railroad track realignments or improvements that would result in a predicted increase in freight or passenger train volumes. For these reasons, impacts due to rail operations would be considered **less than significant**.

Airports

No recommended improvements were identified in the proposed Circulation Element Update that would affect airport operations or result in any changes in air traffic patterns. Proposed circulation system improvements identified in the proposed project would not result in the development or relocation of sensitive land uses that would result in increased exposure to aircraft noise levels. For these reasons, **no significant impacts** due to aircraft operations at a public airport, public use airport, or private airstrip would occur.

Transit Operations

The proposed Circulation Element Update includes various policies and action items intended to promote increased use and access to transit facilities, as well as the development of transit improvements throughout Paso Robles. Projects that would increase the number of buses or other transit vehicles used by transit providers, or that would alter or expand existing transit routes, would result in increased bus trips and/or trip lengths. These changes would increase noise on city roadways. However, the reduction in traffic noise that would occur as the result of the associated reduction in vehicle trips would more than offset this noise increase. Therefore, transit projects would result in an overall noise reduction when compared to existing conditions, which would be considered a **beneficial** impact.

The Land Use and Noise elements of the City's General Plan (Paso Robles 2003a) include several policies and action items intended to address potential noise impacts; the policies and action items apply to any future development. All individual projects will be subject to these mitigation policies. This analysis recognizes these mitigating policies; however, it also understands the proposed Circulation Element may have additional physical impacts that may require specific mitigation at the time of improvement design and development. As the proposed Circulation Element identifies improvements that could result in a **potentially significant** noise impacts to, compliance with the following mitigation measures shall also be required at the time of project-level environmental review and implementation.

Mitigation Measures

MM 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 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).

Noise impacts associated with proposed circulation system improvements would be analyzed in more detail in subsequent project-specific environmental impact assessments. Mitigation measures would be recommended to reduce significant noise impacts. The level of mitigation would be project- and site-specific and would include noise mitigation normally recommended by the City and, if applicable, FHWA and Caltrans. For most projects, implementation of appropriate mitigation measures would be anticipated to reduce noise impacts to less than significant levels. However, it may not be feasible to mitigate impacts to a less than significant level in all instances. For example, implementation of sound walls or other noise barriers may be physically or economically infeasible in certain locations. Long-term operational noise impacts are therefore considered to be **Class I, significant and unavoidable**.

Exposure of Sensitive Receptors to Groundborne Vibration

Impact 3.12.3 Construction activity associated with circulation system improvement projects would create temporary increases in groundborne vibration levels in discrete locations throughout the city over the life of the proposed Circulation Element Update. This is considered a potential **Class II, significant but mitigable**, impact.

Long-term (i.e., operational) and short-term (i.e., construction) exposure to groundborne vibration levels resulting from implementation of the proposed Circulation Element Update are discussed in more detail below.

Long-Term Operation

Groundborne vibration and noise levels associated with transportation sources, such as roadway traffic, are typically considered to pose no threat to buildings; potential annoyance to people would be minimal. Traffic vibration levels associated with on-road vehicles are typically highest associated with truck passbys. Automobile traffic normally generates vibration peaks of one-fifth to one-tenth that of trucks. Based on measurements conducted by Caltrans, even the highest truck-generated vibrations, which were measured at approximately 16 feet from the centerline of the near travel-lane, were not found to exceed 0.08 in/sec. This level coincides with the maximum recommended safe level for ruins and historical structures (Caltrans 2002b, 2004a). For these reasons, long-term exposure to groundborne vibration resulting from implementation of future

3.12 NOISE ASSESSMENT

circulation system improvements would not be anticipated to exceed applicable groundborne vibration criteria. As noted earlier in this section, no recommended improvements were identified in the proposed Circulation Element Update that would result in a relocation of the rail corridor closer to existing land uses. Long-term exposure to groundborne vibration levels associated with future circulation system improvements would be considered **less than significant**.

Short-Term Construction

Construction activities would require the use of various tractors, trucks, and jackhammers, which could adversely affect nearby land uses. Groundborne vibration levels commonly associated with construction equipment are summarized in **Table 3.12-7**. As indicated, the highest groundborne vibration levels would be generated by the use of pile drivers and vibratory rollers. For most road construction and improvement projects, excluding those involving the use of pile drivers, groundborne vibration levels at nearby land uses would not typically exceed commonly applied criteria for structural damage or human annoyance. However, depending on the equipment required and distance between the source and receptor, groundborne vibration levels associated with some proposed roadway construction and improvement projects could potentially exceed recommended criteria for structural damage and/or human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby land uses. As a result, short-term groundborne vibration impacts would be considered **potentially significant**.

**TABLE 3.12-7
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment		Peak Particle Velocity at 25 Feet (In/Sec)
Pile Driver (Impact)	Upper Range	1.518
	Typical	0.644
Pile Driver (Sonic)	Upper Range	0.734
	Typical	0.170
Vibratory Roller		0.210
Hoe Ram		0.089
Large Bulldozers		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozers		0.003

Source: FTA 2006a; Caltrans 2004a

Mitigation Measures

MM 3.12.3 Implement mitigation measures **MM 3.12.1b** and **MM 3.12.2**.

Per the requirements of mitigation measures MM 3.12.1b and MM 3.12.2, groundborne vibration impacts associated with the proposed Circulation Element Update would be analyzed in more detail in subsequent project-specific CEQA and NEPA (if applicable) environmental impact assessments. Mitigation measures would be recommended to reduce significant groundborne vibration impacts. The level of mitigation would be project- and site-specific and would include measures normally required by Caltrans and/or applicable requirements of the City. With mitigation, this impact would be considered **Class III, less than significant**.

3.13 RECREATION

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) provides an overview of the existing recreation facilities in the City of El Paso de Robles (Paso Robles) and evaluates the effects associated with implementation of the proposed Circulation Element Update (proposed project). This analysis addresses any anticipated impacts on these facilities and services and proposes mitigation measures, as necessary, to lessen those impacts.

3.13.1 EXISTING SETTING

Recreation facilities within the city consist of parks, a municipal pool, golf courses, public school ball fields and playgrounds, hiking and equestrian trails, and bikeways. Due to the nature of the proposed Circulation Element Update, bikeways would be the only type of recreational facility potentially affected by the proposed project.

According to the Paso Robles Bike Master Plan (PRBMP) prepared in December 2009, the bikeway system consists of existing bike lanes on Vine Street, Niblick Road, Creston Road, and Union Road; an off-street (Class I) bikeway from Centennial Park to Larry Moore Park; and a few smaller bikeways in various neighborhood open space areas. According to the PRBMP, the city's bikeway system does not currently provide a continuous network of bikeways.

3.13.2 REGULATORY FRAMEWORK

LOCAL

- City of Paso Robles General Plan
- City of Paso Robles Ordinances
- City of Paso Robles Public Works Administration
- City of Paso Robles Bike Master Plan

3.13.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following standards are based on California Environmental Quality Act (CEQA) Guidelines Appendix G. A significant impact to recreation facilities would occur if implementation of the proposed project would result in any of the following:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreation facilities that might have an adverse physical effect on the environment.

IMPACTS AND MITIGATION MEASURES

Substantial Deterioration of Recreational Facilities

Impact 3.13.1 Implementation of the proposed Circulation Element Update would promote the use of alternate modes of transportation such as bicycling, which may

3.13 RECREATION

indirectly result in increased usage of existing bikeways. This would be considered a **Class III, less than significant**, impact.

Implementation of the policies of the proposed Circulation Element Update would promote the use of alternate modes of transportation, including bicycling, which may potentially increase the demand on existing bikeway facilities. However, policies CE-1A, CE-1D, and CE-1F of the proposed Circulation Element Update also provide for new and continuous bikeways to aid in the mobility of people and goods. Although the use of existing facilities may increase as a result of implementation of the proposed Circulation Element Update, the proposed project would also provide for additional bikeway facilities to meet the increased demand and to allow better connectivity of the entire bikeway system. In addition, Action Item 2, Policy CE-1F, of the proposed Circulation Element Update requires that the PRBMP identify and prioritize improvements to the bicycle network in order to support biking as a viable primary mode of travel in Paso Robles. The PRBMP identifies bicycle priority streets, bicycle boulevards, and bicycle routes necessary to create a fully connected network throughout the city. Action Item 65, Policy CE-1F, of the proposed Circulation Element Update requires that pedestrian and bicycle volumes be collected with intersection counts to ensure adequate data is available for prioritizing improvements to the transportation network. Implementation of Policy CE-1F of the proposed Circulation Element Update would ensure that existing and new bikeway facilities are maintained and improved to accommodate demand. Therefore, the potential increased demand on bikeway facilities associated with the proposed Circulation Element Update would not substantially deteriorate existing recreational facilities (i.e., bikeways), and this would be considered a **Class III, less than significant**, impact.

Mitigation Measures

None required.

Adverse Physical Effects of Proposed Recreational Facilities

Impact 3.13.2 Implementation of the proposed Circulation Element Update would result in roadway improvements, which would be required to incorporate bikeways. Construction of these bikeway facilities may result in a physical effect on the environment. This would be considered a **Class III, less than significant**, impact.

The proposed Circulation Element Update encourages bicycle travel as a means of reducing vehicle miles traveled (VMT) by requiring that the Paso Robles Bike Master Plan be periodically updated to (1) review system performance, (2) ensure that that the city qualifies for all potential grant opportunities, and (3) update implementation priorities. The proposed roadway improvements would be required to be consistent with the PRBMP, which requires bike facilities on or parallel to all major arterials (including bridges) including continuous Class II bikeway connections along major thoroughfares and new Class I routes along the Salinas River. In addition, the PRBMP requires that bicycle facilities be integrated into the development of specific plan areas on the east side of the city, which is consistent with Action Item 34, Policy CE-1D, of the proposed Circulation Element Update. Action Item 3, Policy CE-1F, of the proposed Circulation Element Update provides for safe and convenient pedestrian, bicycle, and vehicle access to the Cuesta College North County Campus through the implementation of several means including, but not limited to, planning for bicycle access to and from the campus and working with the California Department of Transportation (Caltrans) and the San Luis Obispo Council of Governments (SLOCOG) to construct ~~a~~bicycle-pedestrian undercrossings of State Route 46 East per the adopted BMP and the Caltrans Corridor Study. Therefore, the proposed Circulation Element Update would potentially result in the construction of new bikeway facilities.

However, any new roadways or development would be required to be consistent with the PRBMP, which was prepared and adopted in accordance with CEQA. Since the design and alignment of these bikeway facilities are unknown at this time, it would be speculative to determine the environmental impacts associated with those specific improvements and subsequently any proposed bicycle lanes and/or paths. Construction of bikeways within the roadway right-of-way would have the potential to have physical effects on the environment. It would be anticipated that construction of bikeways outside the roadway right-of-way would have slightly greater physical impacts than the roadway improvements themselves. However, without knowing specific locations and alignment of these potential facilities, it would be speculative to quantify those impacts. All environmental impacts associated with construction of new bikeways would be evaluated and mitigated as necessary under subsequent project-level environmental review for future roadway improvements and development in the specific plan areas. Although it is recognized that certain roadway improvement projects identified in the proposed Circulation Element Update would be required to include bikeways, which may have a physical effect on the environment, the extent and type of impact (and therefore appropriate mitigation) cannot be determined until the time of project-level review. As the proposed Circulation Element Update is required to be consistent with the PRBMP, which was prepared and adopted in accordance with CEQA, implementation of the proposed Circulation Element Update itself would be considered to have a **Class III, less than significant**, impact.

Mitigation Measures

None required.

3.14 TRAFFIC AND CIRCULATION

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) describes the existing transportation systems in the city, characterizes different modes of transportation, discusses the adopted transportation plans and policies pertinent to the traffic and circulation in the area, and describes any effects on transportation associated with the proposed Circulation Element Update (proposed project).

3.14.1 EXISTING SETTING

The circulation system serving the City of El Paso de Robles (Paso Robles) consists of roadways, bicycle and pedestrian facilities, the public transit system, railroad facilities, and an aviation facility. The roadway network, traffic operations, public safety considerations, and other modes of transit are described below.

ROADWAY NETWORK

Paso Robles is located at the intersection of U.S. Highway 101 (US 101) and State Route (SR) 46. The older part of the city, which lies west of US 101, has a traditional grid pattern of downtown streets. East of US 101, a more suburban development pattern has evolved, using a hierarchy of local, collector, and arterial streets, many with a curvilinear design due in part to the hilly terrain. The overall condition of the local street system, as well as the standards to which the improvements were originally constructed, varies by location.

The city is traversed by a number of types of regional and local transportation facilities. This extensive transportation network provides circulation and mobility that allow for regional and local connectivity. Streets with the highest average daily traffic (ADT) volumes are those that provide north-south and east-west connections across regional facilities (US 101 and SR 46) and railroads or serve as parallel routes to the regional roadways. The city's existing roadway network is shown in **Figure 3.14-1**.

Local streets are designed for low mobility (traffic volume) and high accessibility (access to adjacent properties). Conversely, freeways are designed for high mobility and low accessibility, with limited connections to other facilities provided by grade-separated interchanges. Paso Robles' thoroughfare network comprises a freeway, a multilane highway, minor and major arterial streets, major collectors, local streets, interchanges, separations, freeway connectors, and rail lines. The city's main vehicular roadway types are described in more detail below.

Regional Roadways

US 101 is a four-lane (two in each direction) freeway in Paso Robles extending between and beyond Green Valley Road (SR 46 West) and Spring Street. US 101 is a regional facility that traverses San Luis Obispo County, continuing north beyond San Francisco and south to Los Angeles. The freeway accommodates interregional, regional, and urban traffic.

State Route (SR) 46 is an east-west, two- to four-lane highway between US 101 and Airport Road. East of Airport Road, SR 46 is a two-lane highway. SR 46 connects the Central Valley to the Central Coast through San Luis Obispo County.

Arterial Streets

Arterial streets are roadways that accommodate major movements of traffic not served by freeways or multilane highways. Arterials are designed mainly for the movement of through traffic; the provision of access to abutting properties is a secondary function. Although abutting properties have access to the facilities, parking and loading may be restricted or prohibited to improve the capacity for moving traffic. The number of lanes depends on the roadway's

3.14 TRAFFIC AND CIRCULATION

function, its location, and the volume of traffic it is expected to handle. However, arterials are generally planned to have four or more travel lanes and/or serve traffic at speeds higher than 30 miles per hour (mph). Some examples of arterial streets in Paso Robles include Spring Street, Golden Hill Road, Airport Road, River Oaks Drive, Nacimiento Lake Drive, Union Road, Niblick Road, and Charolais Road.

Collector Streets

Collector streets are facilities that serve internal traffic movements in a specific area or neighborhood and provide connections to the arterial street system. Collectors typically do not serve through trips but can provide access to abutting properties. Traffic control devices may be installed to protect or facilitate traffic on a collector street. Some examples of collector streets in Paso Robles include Vine Street (24th Street to 1st Street) and Rambouillet Road.

Local Streets

Local streets are facilities with the primary function of providing access to immediately adjacent properties. These low-speed streets may be subdivided into classes according to the type of land served, such as residential or industrial, and the slope of roadway. The vast majority of streets in the city are local streets.

TRAVEL CHARACTERISTICS

Data gathered by the U.S. Census Bureau regarding an area's "journey to work" patterns provides a means of estimating the prevalence of particular transportation modes, or mode split, in a community. While the journey to work of residents is only one aspect of travel patterns in a community, it is important to understand the concept because commute trips make up a substantial portion of traffic volumes during the busiest time of day. Commute characteristics for the City of Paso Robles, the County of San Luis Obispo, the State of California, and the nation are summarized in **Table 3.14-1**. According to the U.S. Census Bureau (2000), approximately 91.4 percent of Paso Robles residents commute by automobile, which is a higher percentage than the county (87.3 percent), state (86.5 percent), and national (88.0 percent) average. However, residents of the city also tend to carpool more than the rest of the county, state, and nation.

**TABLE 3.14-1
COMMUTE CHARACTERISTICS**

Commute Mode	Percentage of Residents			
	City of Paso Robles	County of San Luis Obispo	State of California	Nation
Automobile – Single Occupant	72.5%	73.9%	71.9%	75.8%
Automobile – Carpool	18.9%	13.5%	14.6%	12.2%
Automobile Subtotal	91.4%	87.3%	86.5%	88.0%
Public Transit	0.8%	1.0%	5.2%	4.7%
Bicycle	1.0%	1.3%	0.8%	0.4%
Walk	1.9%	3.7%	2.9%	2.9%
Other Means	1.3%	0.7%	0.8%	0.7%
Work at Home	3.3%	5.6%	3.8%	3.3%

Source: U.S. Census 2000, Summary File 3

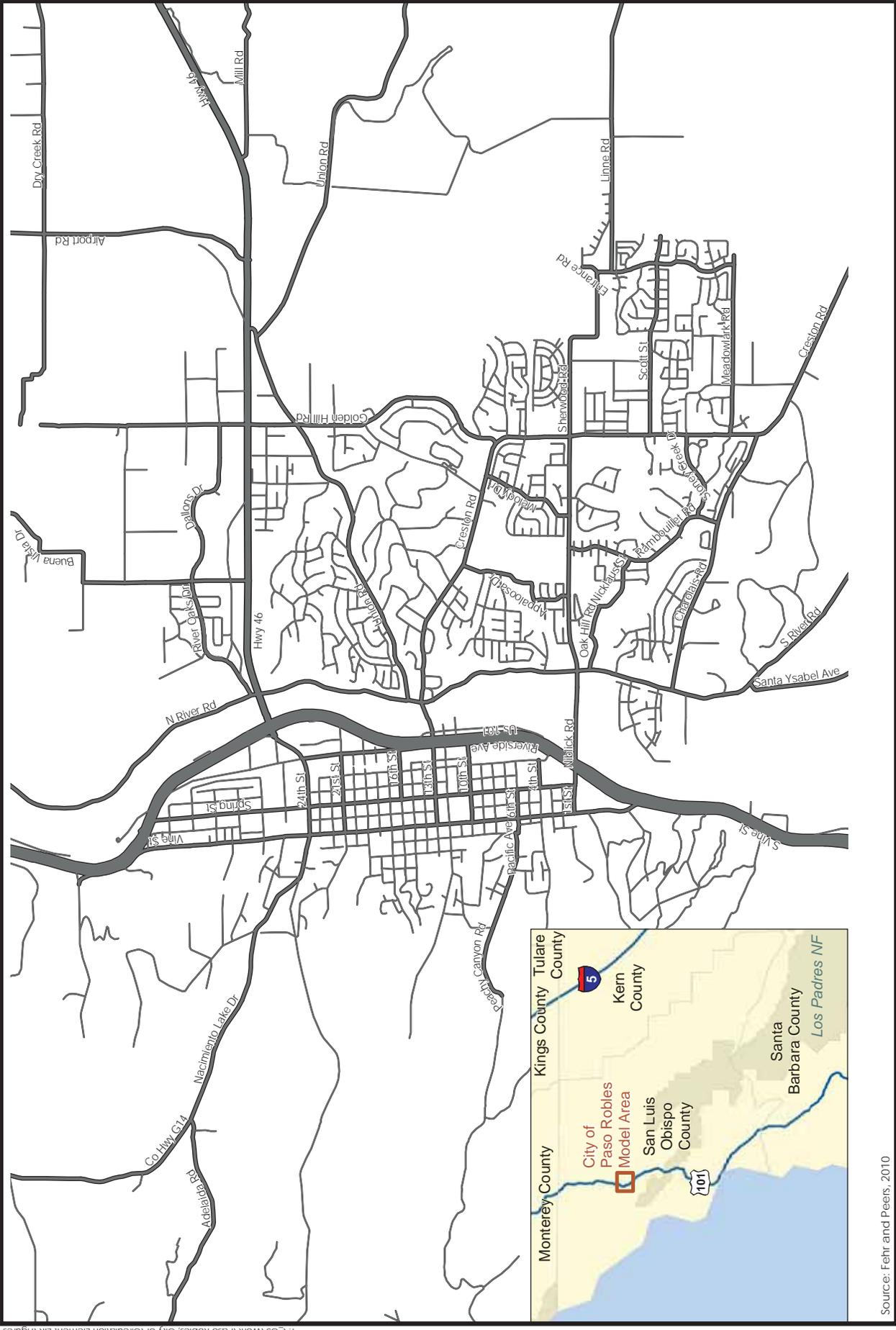


Figure 3.14-1

Existing Roadway Network



Source: Fehr and Peers, 2010

T:_CS\Work\Paso Robles_City of Circulation Element EIR\Figures

3.14 TRAFFIC AND CIRCULATION

Backside of Figure 3.14-1

According to the U.S. Census Bureau (2000), the average commute time in Paso Robles is 20.5 minutes, which is comparable to the average in San Luis Obispo County (21.1 minutes) and lower than the average commute time for the state and the nation, at 30 and 27 minutes, respectively. The data shows that Paso Robles residents generally commute to work earlier in the morning than do residents of the county, state, and nation.

TRAFFIC OPERATIONS

Levels of Service

Traffic operations are traditionally measured using a qualitative measure called level of service (LOS). LOS is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver.

LOS does not consider the potential impact on walking, bicycling, and transit. Pedestrians, bicyclists, and transit riders are all users of the roadway system but may not be fully recognized in the traffic operations analysis and the calculation of LOS. Identifying the need for roadway improvements based on the resulting roadway LOS can have unintended impacts to other modes, such as increasing the walking time for pedestrians. In evaluating the roadway system, a lower vehicle LOS may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users.

The City of Paso Robles has historically used LOS to evaluate morning and evening peak hour traffic operations for individual development projects. The City also uses LOS to help determine roadway infrastructure needs to provide a level of service of D or better during peak periods. However, the purpose of the proposed Circulation Element Update is to modify how the performance of the transportation network is measured. The proposed policies and measures of effectiveness shift the focus from an auto-centric measure (level of service or LOS) toward measures that represent a more efficient use of resources and support the mobility of people, quality of life, and small-town feel desired by residents.

Roadway Capacity Utilization

Daily roadway capacity utilization is a planning-level indicator used to evaluate roadway segment operations at the General Plan level. As noted above, the City of Paso Robles has typically used LOS during peak hour traffic operations to evaluate the effect individual projects would have on the intersections. Daily operations better indicate the use of a roadway over a longer period of time outside the traditional peak hours and account for the non-peak times when roadways are substantially underutilized (Fehr & Peers 2010a).

Roadway capacity utilization represents the projected volume divided by the roadway's calculated capacity. These are planning-level capacities and forecasts, intended to predict the need for additional lanes on a roadway. The capacities are based on the *Highway Capacity Manual* (Transportation Research Board 2000a) and are summarized in **Appendix I**. The level of roadway capacity utilization corresponds to different traffic operation conditions as described below.

Over 100 percent utilization results in frequent forced or breakdown conditions for motorists throughout the day. This situation exists when the volume of traffic exceeds the capacity of the roadway, and queues can form behind these bottleneck points with traffic traveling in a stop-and-go fashion. These conditions warrant more investment in roadway capacity improvements or another strategy to reduce traffic and/or improve mobility through a particular road segment or intersection.

3.14 TRAFFIC AND CIRCULATION

90 to 100 percent utilization represents operating conditions at or near capacity for motorists. The transportation infrastructure is fully utilized. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver for motorists may be difficult. Unstable operation can occur at certain times of day and minor disturbances in traffic flow can cause breakdown conditions. However, justification for additional lanes and/or road widening is not met, particularly in light of other community goals and environmental impacts.

70 to 90 percent utilization represents high-density, but stable flow for motorists. While some temporary congestion can occur at selected times of day, operations are reasonable for most drivers throughout the day. Motorists experience some restriction in speed and maneuverability, with reduced levels of convenience during peak travel hours. The transportation infrastructure is well utilized. Additional investment in road widening is not warranted.

50 to 70 percent utilization provides stable operating conditions for motorists and limited delays throughout most of the day. The roadway is only partially utilized. No consideration should be made for road widening. The maneuverability of individual motorists is affected by the interaction with other motorists in the traffic stream. These conditions are less attractive for bicycles, pedestrians, and transit users because of typically higher auto vehicle speeds.

30 to 50 percent utilization provides stable operating conditions for motorists throughout the day. The investment in transportation infrastructure is realized on a very limited basis. Road widening improvements are not warranted. The presence of other motorists causes a noticeable, though slight, reduction in maneuverability. These conditions are always conducive to speeding and typically very discouraging to travel by bicyclists and pedestrians.

Less than 30 percent utilization represents free-flow travel with a high level of maneuverability for motorists at all times of day. The investment in transportation infrastructure is not efficiently utilized. Here vehicle operations are almost always counterproductive for bicycles, pedestrians, and transit users.

The capacity utilization and average daily traffic (ADT) for roadway segments in Paso Robles and adjacent jurisdictions under existing conditions are summarized in **Table 3.14-2**. As shown in the table, the capacity utilization under existing conditions does not exceed 90 percent. According to the capacity utilization methodology, although some roadways experience high density and some temporary congestion may occur during peak periods, operations are reasonable for most drivers throughout the day. This condition corresponds to the existing transportation infrastructure being well utilized and does not warrant widening of roadways.

**TABLE 3.14-2
ROADWAY CAPACITY UTILIZATION UNDER EXISTING CONDITIONS**

Roadway Segment		Average Daily Traffic (ADT)	Percentage of Capacity Utilization
City Segments			
24 th Street	Spring Street to US 101	15,700	89%
Airport Road	SR 46 to Dry Creek Road	5,400	30%
Charolais Road	S. River Road to Rambouillet Road	7,100	40 33%
	Rambouillet Road to Creston Road	4,700	27 22%
13 th Street	Spring Street to Riverside Avenue	8,600	49%
	Riverside Avenue to S. River Road	25,400	77 68%

3.14 TRAFFIC AND CIRCULATION

Roadway Segment		Average Daily Traffic (ADT)	Percentage of Capacity Utilization
Creston Road	S. River Road to Golden Hill Road	15,800	73%
	Golden Hill Road to Niblick Road	17,700	47%
	Niblick Road to Charolais Road	5,500	34 15%
	Charolais Road to East City Limit	4,200	23 19%
Dallons Drive	Buena Vista Road to Golden Hill Road	1,300	8%
Golden Hill Road	Dallons Drive to SR 46 East	2,200	13%
	Creston Road to Rolling Hills Road	9,300	43%
	Rolling Hills Road to Union Road	11,200	51%
	Union Road to SR 46 East	7,100	40%
Linne Road	Fontana Road to East City Limit	4,100	23%
Nacimiento Lake Drive	West City Limit	7,300	41%
Niblick Road	Spring Street to S. River Road	30,100	80%
	S. River Road to Melody Drive	19,400	52%
	Melody Drive to Creston Road	14,100	38%
N. River Road	Union Road to SR 46 East	2,700	20%
	SR 46 East to North City Limit	1,200	9%
Rolling Hills Road	Creston Road to Golden Hill Road	2,800	16%
Paso Robles Street	Freeway Off-Ramp to Creston Road	5,800	61%
River Oaks Drive	N. River Road to Buena Vista Road	1,900	11%
Riverside Avenue	13 th Street to 24 th Street	11,800	67%
Sherwood Road	Creston Road to Fontana Road	10,000	56%
S. River Road	South City Limits to Charolais Road	2,300	17%
	Serenade Road to Niblick Road	12,800	73 34%
	Niblick Road to Navajo Road	13,400	36%
Spring Street	10 th Street to 11 th Street	13,900	64%
	16 th Street to 17 th Street	13,800	64%
	28 th Street to 30 th Street	4,900	23%
Union Road	N. River Road to Walnut Drive	5,500	34 26%
	Walnut Drive to Golden Hill Road	5,300	30%
	Golden Hill Road to SR 46 East	7,800	44 36%
	SR 46 East to East City Limit	3,300	18 15%
Buena Vista Drive	SR 46 East to Experimental Station Road	4,400	20%
	North of Cuesta College	2,600	15 12%
Dry Creek Road	Airport Road to SR 46 East	1,300	7%

3.14 TRAFFIC AND CIRCULATION

Roadway Segment		Average Daily Traffic (ADT)	Percentage of Capacity Utilization
Nickerson Drive	Niblick Road to Creston Road	2,000	15%
Pine Street	6th Street to 13 th Street	3,400	35%
Ramada Drive	SR 46 West to Calle Propane	1,700	18%
	SR 46 West to South City Limit	3,100	33%
Rambouillet Road	Charolais Road to Niblick Road	1,600	12%
S. River Road	Navajo Road to Creston Road	11,200	63%
Theatre Drive	SR 46 West to South City Limit	9,600	5344%
S. Vine Street	SR 46 West to 1 st Street	4,800	2227%
Vine Street	3 rd Street to 4 th Street	4,000	30%
	30 th Street to 32 nd Street	300	3%
Spring Street	3 rd Street to 4 th Street	19,300	89%
	6 th Street to 7 th Street	15,600	72%
Adjacent Jurisdictions			
US 101	Wellsona Road to Spring Street	22,700	28%
	Spring Street to SR 46 East	20,000	25%
	SR 46 East to 13 th Street	35,500	44%
	Spring Street to SR 46 West	64,000	80%
	SR 46 W. to Main Street	53,000	66%
SR 46 East	US 101 to Union Road	26,600	59%
	Union Road to Airport Road	24,800	34%
	Airport Road to Jardine Road	19,700	54%
Dry Creek Road	Aerotech Center Way to Prairie Road	1,300	7%
Union Road	Airport Road Extension (future) to Penmen Springs Road	3,300	19%
Linne Road	Hanson Road to Penmen Springs Road	4,100	23%
Creston Road	Airport Road Extension (future) to Neal Springs Road	4,200	24%
S. River Road	Santa Ysabel Avenue to Pin Oak Lane	2,300	17%
Ramada Drive	Volpi Ysabel Road to Easy Street	3,100	32%
Theater Drive	Nutwood Circle to Rancho Paso Road	9,600	54%
SR 46 West	Gahan Place to Del Sol Place	7,200	20%
Nacimiento Lake Drive	Mustang Springs Road to Adelaida Road	7,300	41%

Notes: ADT = Average Daily Traffic during a typical weekday.

Source: Fehr & Peers 2010a

Travel Demand Forecasting

A travel demand forecasting (TDF) model was developed for the City by Fehr & Peers to provide improved citywide travel demand forecasting as part of continued planning efforts to address transportation infrastructure needs and to assist in the update of the City's Circulation Element. The traffic model was developed to provide the City a transportation planning tool to forecast travel in Paso Robles based on expected land use and/or roadway network changes. The City of Paso Robles Model Development Report (Fehr & Peers 2009a) describes in more detail the model development process, including the sources of data used to develop key model inputs and check them for reasonableness, and presents model validation results, which measure the model's accuracy.

The TDF model takes into account the design, diversity, destination accessibility, and density of land uses within relatively small geographic areas for assessing travel impacts with regard to changes in measures of the built environment. The methods use a compilation of elasticities, or responsiveness, of vehicle trip rates and vehicle miles traveled (VMT) relative to the design, diversity, destination accessibility, and density of land uses.

Daily vehicle miles traveled, vehicle trips (VT), and vehicle hours traveled (VHT) are calculated using the TDF model. Daily VMT is often quantified in terms of a rate per resident and employee for purposes of evaluating the effect of future land use changes. The combination of residents and employees is referred to as the "service population." Based on the TDF model results, the City's daily transportation performance indicators under existing conditions are as follows:

- 141,002 vehicle trips per day
- 19,495 vehicle hours traveled per day
- 848,156 vehicle miles traveled per day
- 19.95 vehicle miles per capita per day

PUBLIC SAFETY CONSIDERATIONS

Efficient operation of city streets helps reduce response times for emergency responders, including Paso Robles Police and Fire Department personnel, as well as private ambulance services. To that end, the City of Paso Robles Multi-Hazard Emergency Response Plan was adopted in 2004. This plan identifies procedures for emergency access, traffic control, and emergency evacuations.

OTHER MODES OF TRANSIT

Bus Service

Existing bus service in the city is provided by the City of Paso Robles Paso Express Service and the San Luis Obispo County Regional Transit Authority (SLORTA). Existing bus services are summarized in **Table 3.14-3**.

3.14 TRAFFIC AND CIRCULATION

**TABLE 3.14-3
EXISTING BUS SERVICE**

Extent of Service	Operating Hours		Headway (minutes) ¹	
	Weekday	Weekends	Weekday	Weekends
City of Paso Robles Paso Express Service				
City of Paso Robles	7:05 a.m. to 7:00 p.m.	7:05 a.m. to 7:00 p.m.	60	60
	10:15 a.m. to 3:05 p.m.	n/a	60	60
	6:00 a.m. to 7:00 p.m.	8:00 a.m. to 3:30 p.m. ²	On-Demand	
San Luis Obispo County Regional Transportation Authority (SLORTA)				
Countywide ADA Paratransit Program	6:00 a.m. to 9:30 p.m.	8:00 a.m. to 8:00 p.m. ³	On-Demand	
Atascadero to/from Paso Robles	7:00 a.m. to 7:00 p.m.	10:35 a.m. to 4:35 p.m. ⁴	60	60
San Luis Obispo to/from Paso Robles (limited service to San Miguel)	5:35 a.m. to 9:40 p.m.	8:05 a.m. to 7:55 p.m. ⁵	15 to 60	3 to 4 hours

Notes:

1. Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.
2. Service available on Sunday by advance reservations
3. Service ends at 7:00 p.m. on Sundays
4. Saturday service only
5. Service ends at 6:55 p.m. on Sundays

Source: Fehr & Peers 2010a

Rail Service

Passenger Rail

Daily intercity passenger rail service between Seattle and Los Angeles is provided by Amtrak via their Coast Starlight route. The Coast Starlight route stops in Paso Robles at an unstaffed station located on Pine Street at the North County Transportation Center.

Freight Rail Service

Union Pacific Railroad provides freight rail service on the coastline between San Jose and Los Angeles. Freight rail service is provided within the city limits at several spurs available to store freight rail cars for loading and unloading near Pine Street and 6th Street.

Pedestrian and Bicycle Circulation

The mild climate, relatively flat terrain, and proximity of many destinations provide an ideal environment for walking and bicycling in Paso Robles. According to the U.S. Census Bureau (2000), approximately 2 percent of city residents walk or bicycle to work.

Pedestrian Circulation

Pedestrian facilities improve safety for pedestrians and can also encourage the use of alternative modes of transportation. These facilities include sidewalks, paths, pedestrian bridges, crosswalks, and pedestrian signals with crosswalks at signalized intersections to accommodate pedestrian

circulation. In California, it is legal for pedestrians to cross any street, except at unmarked locations between immediately adjacent signalized crossings or where crossing is expressly prohibited. Marked crossings reinforce the location and legitimacy of a crossing. In pedestrian-friendly cities, crossing locations are treated as essential links in the pedestrian network.

Pedestrian activity is higher in the downtown area of Paso Robles, where development densities are higher and walking distances between complementary land uses are shorter. The City desires to encourage and promote a pedestrian-friendly downtown environment. A 10-foot commercial sidewalk and 5-foot residential sidewalk are design standards currently maintained by the City. Some of the city's schools are located in residential neighborhoods on lower-volume roadways, which allow students of all ages to regularly walk or bike to their campus. Other schools are located on streets with higher volumes that are less desirable from a pedestrian and bicycle perspective. Neighborhood and community shopping centers are typically located on major and minor arterial roadways surrounding neighborhoods can be accessed via residential collector streets with sidewalks.

Bicycle Circulation

Bicycles are a convenient means of transportation for short trips, especially those less than 2 miles in length. According to the U.S. Department of Transportation (2010), 25 percent of all bicycle trips in this country are under 1 mile and about 40 percent of all trips by bicycle are 2 miles or shorter.

The Paso Robles Bike Master Plan (PRBMP) was adopted in 2009 and provides a foundation for enhancing the city's bikeway network and increasing the mode share of bicycle travelers. The PRBMP outlines bike planning and improvements over the next 10 years. The PRBMP is intended to provide measures to help make bike riding accessible and an easy way for commuting, which will reduce air pollution and VMT by automobiles, and to provide for more recreational opportunities.

The city's existing bicycle system consists of Class I bike paths, Class II bike lanes on major streets, and sporadic signage of Class III bike routes. According to the PRBMP, there are existing bike lanes on Vine Street, Niblick Road, Creston Road, and Union Road (Paso Robles 2009a). An off-street (Class I) bikeway exists from Centennial Park to Larry Moore Park. A few smaller bikeways exist in various neighborhood open space areas. Generally, the existing bicycle system is not continuous and lacks connectivity throughout the city.

Aviation

The City of Paso Robles Municipal Airport is located in the northeastern portion of the city, north of SR 46 East, with primary access provided via Airport Road. The City of Paso Robles Airport Land Use Plan was adopted by the San Luis Obispo County Airport Land Use Commission in 1977 and updated in 2005. Along with regular passenger flights, the airport provides flight instruction, skydiving, and aircraft rental services. Between 2008 and 2009, approximately 34,250 aircraft operations occurred, with the majority of the flights serving local general aviation (City-Data.com 2010a).

3.14.2 PROPOSED CIRCULATION ELEMENT UPDATE

The proposed Circulation Element Update includes a master system of transportation facilities (the Circulation Master Plan) to serve residential, commercial, and industrial uses and tourists by providing safe and efficient mobility, both within Paso Robles and between the city and surrounding areas. The proposed Circulation Master Plan is shown in **Figure 3.14-2**. The pattern and location of future facilities are not precise and will warrant periodic study updates to

3.14 TRAFFIC AND CIRCULATION

confirm their appropriateness and feasibility. The Circulation Master Plan presents the network needed to serve key circulation demands through the Year 2025 planning horizon, while accommodating the City's multimodal and community goals for the transportation network.

The currently adopted Circulation Element (2003) includes a citywide target of LOS D for all roadways during the peak hours of travel. Level of service measures driver comfort and convenience, and LOS D reflects utilization substantially below the roadway's capacity during the majority of the day. This is an inefficient usage of infrastructure, one which results in costly roadway widening to accommodate only brief periods of higher traffic levels (i.e., the worst minutes or hours of the day). These roadway widening projects have secondary impacts of encouraging higher rates of vehicular speed, degrading mobility for pedestrians and cyclists, and affecting the overall quality of life in surrounding areas. Instead of using a method that is autocratic (such as level of service, or LOS, the proposed project uses a method that represents a more efficient use of resources and supports the mobility of people, quality of life, and small-town feel desired by Paso Robles residents.

Goal CE-1 of the proposed Circulation Element is to maintain/enhance safe and efficient person mobility in the city. Measures supporting person mobility will offer more travel choices, support public health goals by encouraging more walking and biking, and reduce greenhouse gas emissions. To support Goal CE-1, the proposed project changes how the performance of the transportation network is measured and presents future traffic projections in terms of capacity utilization, or the extent to which the roadway's capacity is being used on a daily basis.

The proposed Circulation Element Update is generally consistent with the adopted Circulation Element Map (2003), but it removes a number of infrastructure recommendations due to revised traffic projections and changes to the City's Circulation Element goals, policies, and action items. **Figure 3.14-2** illustrates both the existing and future city roadway facilities.

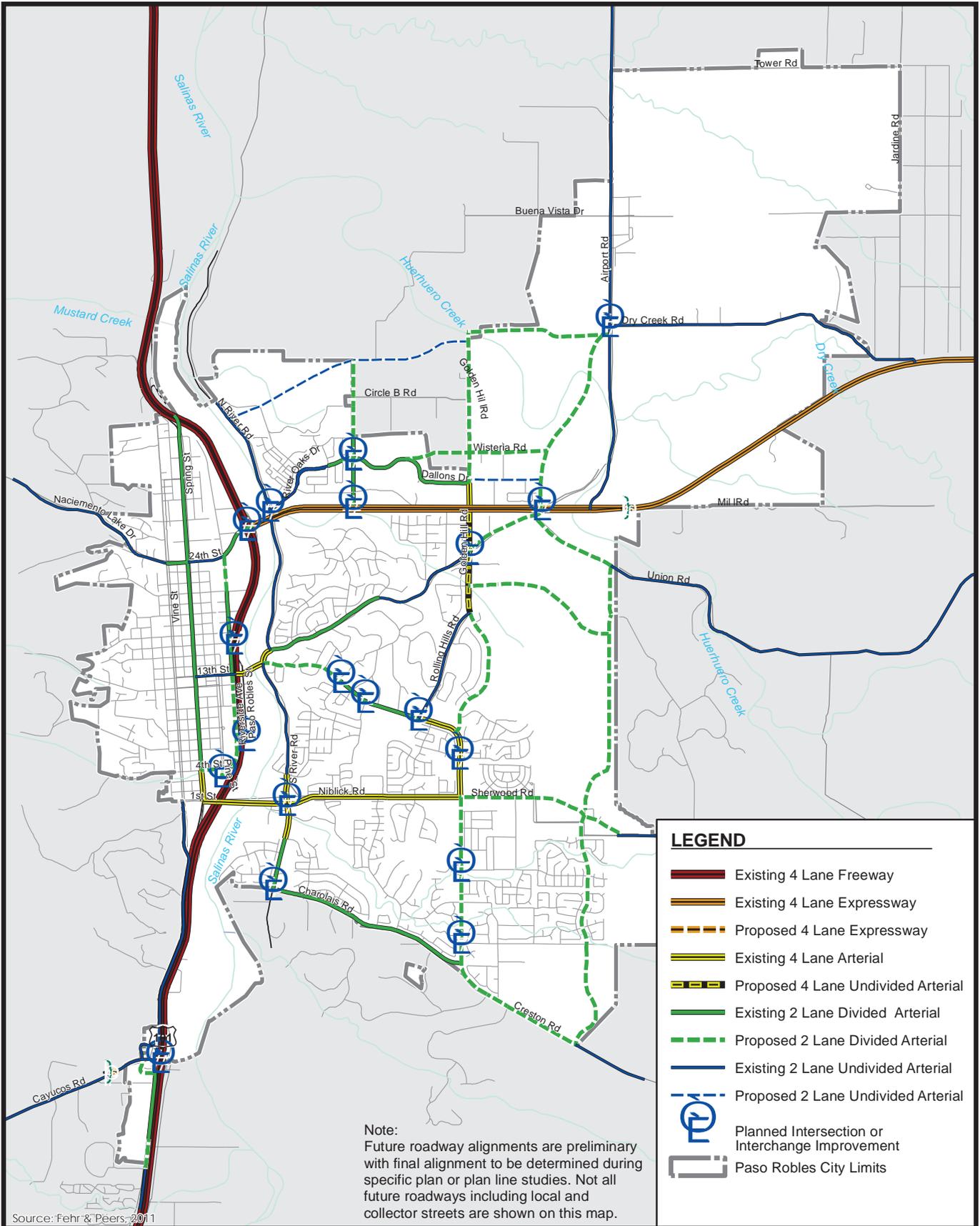


Figure 3.14-2
Circulation Master Plan Map

3.14 TRAFFIC AND CIRCULATION

Backside of 3.14-2

3.14 TRAFFIC AND CIRCULATION

Assignment of status of collector, local, industrial, rural, and hillside streets, as well as bicycle and pedestrian paths, is determined at the time of approval of specific plans, subdivision maps (including parcel maps), and development plans. **Table 3.14-4** summarizes the functional classification and number of lanes under the following scenarios: Existing Conditions; Adopted Circulation Element (2003) Year 2025 Conditions; and Proposed Circulation Element (2010) Year 2025 Conditions.

**TABLE 3.14-4
ROADWAY SEGMENT CHANGES**

Roadway Segment		Existing Conditions		Year 2025 Conditions			
				Adopted Circulation Element		Proposed Circulation Element Update	
		Lanes	Type	Lanes	Type	Lanes	Type
24 th Street-Nacimiento Lake Drive	US 101 to Mustang Springs Road	2	Arterial	4	Arterial	2	Arterial
Creston Road	River Road to Rolling Hills Drive	2	Arterial	4	Arterial	2	Arterial
	Niblick Road to Scott Street	4	Arterial	4	Arterial	2	Arterial
	Scott Street to Meadowlark Road	2	Arterial	4	Arterial	2	Arterial
	Meadowlark Road to Beechwood Drive	3	Arterial	4	Arterial	2	Arterial
	Beechwood Drive to Airport Road	2	Arterial	4	Arterial	2	Arterial
Airport Road	SR 46 East to Union Road	Does Not Exist		4	Arterial	Does Not Exist	
	Union Road to Linne Road			4	Arterial	2	Arterial
	Linne Road to Meadowlark Road	2	Arterial	4	Arterial	2	Arterial
	Meadowlark Road to Creston Road	Does Not Exist		4	Arterial	2	Arterial
Sherwood Road	Creston Road to Fontana Road	2	Arterial	4	Arterial	4	Arterial
	Fontana Road to Airport Road	Does Not Exist		4	Arterial	4	Arterial
Linne Road	Airport Road to Hanson Road			4	Arterial	2	Arterial
Fontana Road-Linne Road	Sherwood Road to Airport Road	2	Arterial	Does Not Exist		Does Not Exist	
4 th Street Underpass	Pine Street to Riverside Avenue	Does Not Exist		2	Arterial	2	Arterial
4 th Street	Spring Street to Pine Street	2	Collector	2	Collector	2	Arterial
Charolais Road	S. River Road to Ramada Drive	Does Not Exist		4	Arterial	Does Not Exist	
Ramada Drive	Charolais Road to SR 46 West	2	Local	4	Arterial	2	Local

3.14 TRAFFIC AND CIRCULATION

Roadway Segment		Existing Conditions		Year 2025 Conditions			
				Adopted Circulation Element		Proposed Circulation Element Update	
				Lanes	Type	Lanes	Type
SB US 101 On-ramp	At 16 th Street	Does Not Exist		1	Ramp	1	Ramp
Dry Creek Road	End of current street to N. River Road			4	Arterial	2	Arterial
	N River Road to US 101			4	Arterial	Does Not Exist	
Dry Creek Road/ US 101 Interchange				New Interchange			
Wellsona Road	Monterey Road to N River Road			2	Arterial	2	Arterial
SR 46 E	US 101 to Airport Road	4	Expwy	6	Expwy	4	Expwy
Paso Robles Boulevard	SR 46 E to Dry Creek Road/Airport Road	Does Not Exist		Does Not Exist		2	Arterial
Tractor Street	Golden Hill Road to Combine Street	2	Local	2	Local	2	Arterial
	Combine Street to Paso Robles Road-Union Road	Does Not Exist		Does Not Exist		2	Arterial
River Oaks Drive- Dallons Drive	N River Road to Golden Hill Road	2	Arterial	2	Arterial	2	Arterial
Wisteria Road	Dallons Drive to current end of street	Does Not Exist		Does Not Exist		2	Arterial
Wisteria Road/Lane	Current roadway east and west of Golden Hill Road	2	Local	2	Local	2	Arterial
Tractor Way	East end of existing Tractor Way to Paso Robles Boulevard	Does Not Exist		Does Not Exist		2	Arterial
Gilead Lane	Golden Hill Road to current end of street	2	Local	2	Collector	2	Collector
	Current end of street to Airport Road	Does Not Exist		2	Collector	2	Collector
River Road	Dry Creek Road to Navajo Road	2	Arterial	2	Arterial	2	Arterial
Spring Street	US 101 N 4 th Street	2	Arterial	2	Collector	2	Arterial
Riverside Avenue	24 th Street to 4 th Street	2	Arterial	2	Collector	2	Arterial
13 th Street	Spring Street to Riverside Avenue	2	Arterial	2	Collector	2	Arterial
Rolling Hills Road	Creston Road	2	Arterial	2	Collector	2	Arterial
Golden Hill Road	Wisteria Lane to Dry Creek Road	Does Not Exist		2	Arterial	2	Arterial

Source: Fehr & Peers 2010a

The proposed Circulation Element Update anticipates that as the city develops, selected transportation facilities will need to be improved. Continued growth and development of the community will be supported by the improvement of the bicycle, pedestrian, and transit systems and by increasing the efficiency of the vehicle network, but not necessarily by roadway widening. However, the proposed project does include the following roadway improvements:

- Parallel routes north of SR 46 East
- Upgrade of Union Road intersection with SR 46 East ([at-grade and/or grade separated improvements](#))
- New roadways in Chandler Ranch Specific Plan and Olsen Ranch Beechwood Specific Plan areas

3.14.3 REGULATORY FRAMEWORK

Applicable federal, state, and local regulations that apply to aesthetic and visual resources in Paso Robles and the City's PIA are identified below. These regulations are described in detail in **Appendix D** of this DEIR.

FEDERAL

- Americans with Disabilities (ADA) Act of 1990
- Federal Highway Administration (FHWA)

STATE

- California Department of Transportation (Caltrans)
- Statewide Transportation Improvement Program

REGIONAL

- Transportation Demand Management Programs
- San Luis Obispo Council of Governments (SLOCOG)
- San Luis Obispo County Air Pollution Control District (San Luis Obispo County APCD)
- San Luis Obispo County Regional Transit Authority (SLORTA)
- San Luis Obispo County

LOCAL

- City of Paso Robles General Plan Circulation Element
- Paso Robles Bike Master Plan
- Multi-Hazard Emergency Response Plan

3.14 TRAFFIC AND CIRCULATION

3.14.4 IMPACTS AND MITIGATION MEASURES

This section identifies potential impacts that would be associated with adoption of the proposed Circulation Element Update and describes potential mitigation measures to eliminate or reduce the magnitude of significant impacts.

Two scenarios were evaluated for this impact analysis:

- Existing Conditions, which represent transportation conditions in 2008
- Proposed Circulation Element Update Conditions, representing a future (2025) scenario if the proposed Circulation Element Update Circulation Element update is implemented

The adopted Circulation Element (2003) scenario represents future (Year 2025) conditions assuming buildout of land uses and the previously approved roadway network; however, this scenario is presented for informational purposes only as an alternative.

Consistent with the California Environmental Quality Act (CEQA), impacts are assessed based upon a comparison between existing conditions and future conditions with the proposed 2010 Circulation Element Update (i.e., the project).

STANDARDS OF SIGNIFICANCE

According to the 2010 CEQA Guidelines, implementation of the proposed Circulation Element Update would have a significant impact if it would do any of the following:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The CEQA Guidelines are intended to provide general guidance for lead agencies evaluating impacts to the transportation system. For purposes of evaluating the proposed Circulation Element Update conditions, the above significance criteria are interpreted as described below.

Paso Robles Roadway Segment Criteria

An impact to a Paso Robles roadway segment would be considered significant if implementation of the proposed project would:

- Exceed a future utilization (i.e., ratio of demand volume to theoretical capacity) of 100 percent.

Adjacent Jurisdiction Roadway Segment Criteria

An impact to a roadway segment in an adjacent jurisdiction would be considered significant if implementation of the proposed Circulation Element Update would cause a roadway to meet the following conditions:

- A future utilization (i.e., ratio of demand volume to theoretical capacity) is greater than 100 percent; and
- The city's portion of the total roadway volumes is greater than 10 percent of total traffic.

Vehicle Miles of Travel (VMT) Impact Criteria

A change in land use based VMT per service population would be considered significant if implementation of the proposed project would cause:

- Daily land use based VMT per service population to increase over existing conditions.

Transit Impact Criteria

An impact to the transit system would be considered significant if implementation of the proposed Circulation Element Update would:

- Disrupt existing or interfere with planned transit services or facilities.

Bicycle Impact Criteria

An impact to bicycle facilities would be considered significant if implementation of the proposed Circulation Element Update would:

- Disrupt existing bicycle facilities; or
- Conflict or create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

Pedestrian Impact Criteria

An impact to pedestrian facilities would be considered significant if implementation of the proposed project would:

- Disrupt existing pedestrian facilities; or
- Create inconsistencies with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards.

3.14 TRAFFIC AND CIRCULATION

Air Traffic Impact Criteria

An impact to air traffic would be considered significant if implementation of the proposed Circulation Element Update would:

- Increase air traffic levels, resulting in a substantial safety risk.

Emergency Access Impact Criteria

An impact to emergency vehicle access would be considered significant if implementation of the proposed project would:

- Provide inadequate access to accommodate emergency vehicles.

METHODOLOGY AND ASSUMPTIONS

Travel Demand Forecasting

The travel demand forecasting (TDF) model was developed to provide improved citywide travel demand forecasting as part of continued planning efforts to address transportation infrastructure needs and to assist in the update of the City's General Plan. The TDF model development process, as well as the initial data collection and assumptions that are a part of the proposed Circulation Element Update process, are fully documented in the appendices of the City of El Paso de Robles General Plan 2010: Circulation Element (Fehr & Peers [2010b2011](#)).

The model for Paso Robles was created as a sub-area model within the San Luis Obispo Council of Governments (SLOCOG) regional travel demand model. The SLOCOG model was originally created to aid jurisdictions in San Luis Obispo County in creating their own local travel demand models. The Paso Robles model was last updated to 2004 base year conditions. This model update refined the Paso Robles area within the SLOCOG model to reflect 2008 base year land uses and to make the model a viable planning tool for the local land use and roadway network. This update allows regional travel patterns and behavior to be accounted for in the focused area of Paso Robles, which will become more important with the recent legislative requirements associated with greenhouse gas quantification and impacts. The land use data, roadway network, and counts used in the base year validation reflect April 2008 conditions.

Land-Use-Based Vehicle Miles Traveled

Fehr & Peers (**Appendix I**) determined the number of vehicle miles traveled (VMT) under existing conditions of a validated travel demand model that estimates vehicle demand. The model includes a representation of the roadway network, land use in defined geographic areas, and data from travel surveys to estimate baseline traffic volumes and volumes at some horizon date depending on future land use and roadway assumptions. The proposed Circulation Element Update applied the land use projections in the currently adopted Land Use Element of the General Plan to determine future mobility needs.

Growth in travel (especially vehicle travel) is due in large part to urban development patterns (i.e., the built environment). Over the last half century, homes have been built farther from workplaces, schools have been located farther from neighborhoods they serve, and other destinations, including shopping, have been isolated from where people live and work. A significant portion of new development since World War II has been planned and built in a pattern that is dependent on the use of cars as the primary mode of travel. As a larger share of the built environment has become automobile-dependent, vehicle trips and distances have

increased and walking and public transit use have declined. Population growth has been responsible for only a quarter of the increase in vehicle travel over the last couple of decades. A larger share of the increase can be traced to the effects of a changing built environment, namely to longer trips and people driving alone (Urban Land Institute 2008). While a number of factors influence daily trip making, the following variables are some of the most influential when it comes to how individuals travel:

- Income
- Age
- Household size
- Workers per household
- Autos available
- Access to transit
- Comfort and convenience of travel modes

A performance measure used to quantify the amount of travel is vehicle miles traveled). VMT is a useful performance measure, since the amount of travel and conditions under which the travel occurs directly relate to how much fuel vehicles burn.

VMT measurement has one primary limitation: it is not directly observed. Methods do not exist that can measure the trip distances of all vehicles on a given day. VMT is typically an output from travel demand forecast models and is calculated based on the number of cars multiplied by the distance traveled by each car. As such, the estimated VMT is dependent on the level of detail in the network and other variables related to vehicle movement through the network. The volume and distance of traffic depends on land use types, density/intensity, and patterns as well as the supporting transportation system. A travel demand forecasting model attempts to represent this relationship when forecasting vehicle trips and VMT.

Although the calculation of VMT is simply the number of cars multiplied by the distance traveled by each car, VMT performance measures can be reported differently. For the purposes of the VMT analysis for the City of Paso Robles, the performance measure of VMT generated per service population (residents plus employment) was used. This approach focuses on the VMT generated by new population and employment growth based on all land uses being 97 percent occupied, which is also referred to land-use-based VMT. Land-use-based VMT may include some mileage outside of the city limits. Therefore, the fact that there is absolute growth in VMT, the rate of VMT per person can be reduced. This method is consistent with the Regional Targets Advisory Committee's (RTAC) recommendation to the California Transportation Commission (CTC).

The following assumptions were used to allocate land-use-based VMT to the City of Paso Robles:

- Internal-internal (II): All daily trips made entirely within the Paso Robles city limits.
- External-external (XX): Trips through the city are not included. This approach is consistent with the concept used for the IX and XI trips. Therefore, the XX VMT would be assigned to other municipalities such as Monterey County, unincorporated San Luis Obispo County, and the City of San Luis Obispo.

3.14 TRAFFIC AND CIRCULATION

- One-half of internal-external (IX): One-half of daily trips with an origin within Paso Robles city limits and destination outside of Paso Robles. This assumes that Paso Robles shares half the responsibility for trips traveling from other municipalities.
- One-half of external-internal (XI): One-half of daily trips with an origin outside of Paso Robles city limits and destination within Paso Robles. Similar to the IX trips, Paso Robles shares the responsibility of trips traveling to other municipalities.

Since the VMT between the city and nearby counties (e.g., Monterey, Kings, Kern, Ventura, and Santa Barbara counties) is limited to the travel demand model area, the external travel information was determined by applying average travel speed and distances to each external station.

Roadway Capacity Utilization

Roadway capacity utilization under Existing Conditions compared to the proposed Circulation Element Update Year 2025 Conditions and the percentage of total future traffic growth generated by the city is summarized in **Table 3.14-5**. The roadway capacity utilization under the proposed project Year 2025 Conditions was based on Table CE-1 of the proposed Circulation Element Update (Fehr & Peers ~~2010~~2011). The contribution of capacity utilization is based on average daily traffic volumes and the amount of city-generated traffic on each roadway obtained using a select zone analysis from the TDF model. City-generated traffic includes all vehicles that have an origin and/or destination within the city, but only half of the trips that have an origin or destination outside the city are included. This assumes that the other jurisdictions are responsible for one end of an internal-external trip. In addition, through traffic is excluded from the calculation.

3.14 TRAFFIC AND CIRCULATION

TABLE 3.14-5
ROADWAY CAPACITY UTILIZATION
UNDER EXISTING AND PROPOSED YEAR 2025 CONDITIONS

Roadway Segment		Existing Conditions		Proposed Year 2025 Conditions		Paso Robles Contribution of Total ¹
		ADT	Capacity Utilization	ADT	Capacity Utilization	
City Segments						
24 th Street	Spring Street to US 101	15,700	89%	14,100	80%	85%
Airport Road	SR 46 to Dry Creek Road	5,400	30%	4,000	23%	84%
Charolais Road	S. River Road to Rambouillet Road	7,100	40 33%	11,500	65 53%	58%
	Rambouillet Road to Creston Road	4,700	27 22%	9,000	51 41%	55%
13th Street	Spring Street to Riverside Avenue	8,600	49%	11,200	63%	88%
	Riverside Avenue to S. River Road	25,400	77 68%	32,200	86%	82%
Creston Road	S. River Road to Golden Hill Road	15,800	73%	19,800	91%	87%
	Golden Hill Road to Niblick Road	17,700	47%	25,200	67%	86%
	Niblick Road to Charolais Road	5,500	31 15%	8,000	45 37%	80%
	Charolais Road to East City Limit	4,200	23 19%	7,400	42 34%	37%
Dallons Drive	Buena Vista Road to Golden Hill Road	1,300	8%	2,600	15%	92%
Golden Hill Road	Dallons Drive to SR 46 East	2,200	13%	12,800	34%	85%
	Creston Road to Rolling Hills Road	9,300	43%	13,800	78 64%	87%
	Rolling Hills Road to Union Road	11,200	51%	17,100	46%	89%
	Union Road to SR 46 East	7,100	40%	11,100	30%	94%
Linne Road	Fontana Road to East City Limit	4,100	23%	10,700	60%	64%
Nacimiento Lake Drive	West City Limit	7,300	41%	9,700	55%	30%

3.14 TRAFFIC AND CIRCULATION

Roadway Segment		Existing Conditions		Proposed Year 2025 Conditions		Paso Robles Contribution of Total ¹
		ADT	Capacity Utilization	ADT	Capacity Utilization	
Niblick Road	Spring Street to S. River Road	30,100	80%	38,100	102%	67%
	S. River Road to Melody Drive	19,400	52%	25,400	68%	76%
	Melody Drive to Creston Road	14,100	38%	19,700	53%	76%
N. River Road	Union Road to SR 46 East	2,700	20%	4,200	31%	86%
	SR 46 East to North City Limit	1,200	9%	1,300	10%	46%
Rolling Hills Road	Creston Road to Golden Hill Road	2,800	16%	3,600	20%	92%
Paso Robles Street	Freeway Off-Ramp to Creston Road	5,800	61%	5,600	58%	56%
River Oaks Drive	N. River Road to Buena Vista Road	1,900	11%	2,600	15%	85%
Riverside Avenue	13 th Street to 24 th Street	11,800	67%	13,700	7763%	80%
Sherwood Road	Creston Road to Fontana Road	10,000	56%	16,200	75%	76%
S. River Road	South City Limit to Charolais Road	2,300	17%	2,600	19%	48%
	Serenade Road to Niblick Road	12,800	7334%	17,400	47%	66%
	Niblick Road to Navajo Road	13,400	36%	15,100	40%	85%
Spring Street	10 th Street to 11 th Street	13,900	64%	15,000	69%	77%
	16 th Street to 17 th Street	13,800	64%	17,900	82%	80%
	28 th Street to 30 th Street	4,900	23%	6,900	32%	86%
Union Road	N. River Road to Walnut Drive	5,500	3426%	9,000	5141%	75%
	Walnut Drive to Golden Hill Road	5,300	30%	9,100	51%	74%
	Golden Hill Road to SR 46 East	7,800	4436%	14,100	8065%	70%
	SR 46 East to East City Limit	3,300	4815%	4,600	2621%	43%
Buena Vista Drive	SR 46 East to Experimental Station Road	4,400	20%	6,800	4831%	79%
	North of Cuesta College	2,600	4512%	3,500	2016%	71%
Dry Creek Road	Airport Road to SR 46 East	1,300	7%	3,800	21%	84%

3.14 TRAFFIC AND CIRCULATION

Roadway Segment		Existing Conditions		Proposed Year 2025 Conditions		Paso Robles Contribution of Total ¹
		ADT	Capacity Utilization	ADT	Capacity Utilization	
Nickerson Drive	Niblick Road to Creston Road	2,000	15%	2,400	18%	93%
Pine Street	6 th Street to 13 th Street	3,400	35%	3,000	31%	73%
Ramada Drive	SR 46 West to Calle Propane	1,700	18%	4,700	49%	38%
	SR 46 West to South City Limit	3,100	33%	6,100	64%	38%
Rambouillet Road	Charolais Road to Niblick Road	1,600	12%	1,500	11%	87%
S. River Road	Navajo Road to Creston Road	11,200	63%	13,700	77%	87%
Theatre Drive	SR 46 West to South City Limit	9,600	5344%	12,300	6857%	44%
S. Vine Street	SR 46 West to 1 st Street	4,800	2227%	12,700	5972%	56%
Vine Street	3 rd Street to 4 th Street	4,000	30%	5,500	41%	64%
	30 th Street to 32 nd Street	300	3%	1,200	9%	95%
Spring Street	3 rd Street to 4 th Street	19,300	89%	22,700	105%	74%
	6 th Street to 7 th Street	15,600	72%	16,700	77%	75%
Adjacent Jurisdictions						
US 101	Wellsona Road to Spring Street	22,700	28%	50,400	63%	13%
	Spring Street to SR 46 East	20,000	25%	47,800	60%	13%
	SR 46 East to 13 th Street	35,500	44%	67,000	84%	13%
	Spring Street to SR 46 West	64,000	80%	93,300	117%	22%
	SR 46 West to Main Street	53,000	66%	79,000	99%	19%
SR 46 East	US 101 to Union Road	26,000	59%	48,900	109%	35%
	Union Road to Airport Road	24,000	34%	38,000	52%	13%
	Airport Road to Jardine Road	19,700	54%	34,400	47%	9%
Dry Creek Road	Aerotech Center Way to Prairie Road	1,300	7%	1,600	9%	62%
Union Road (Paso Robles Boulevard)	Airport Road Ext. (future) to Penmen Springs Road (SR 46E to Dry Creek Road/Airport Road)	3,300	19%	4,600	26%	43%
Linne Road	Hanson Road to Penmen Springs Road	4,100	23%	7,000	40%	44%

3.14 TRAFFIC AND CIRCULATION

Roadway Segment		Existing Conditions		Proposed Year 2025 Conditions		Paso Robles Contribution of Total ¹
		ADT	Capacity Utilization	ADT	Capacity Utilization	
Creston Road	Airport Road Ext. (future) to Neal Springs Road	4,200	24%	8,500	48%	38%
S. River Road	Santa Ysabel Avenue to Pin Oak Lane	2,300	17%	2,600	19%	48%
Ramada Drive	Volpi Ysabel Road to Easy Street	3,100	32%	6,100	64%	38%
Theater Drive	Nutwood Cir to Rancho Paso Road	9,600	54%	13,600	77%	25%
SR 46 West	Gahan Pl to Del Sol Pl	7,200	20%	19,400	53%	13%
Nacimiento Lake Drive	Mustang Springs Road to Adelaida Road	7,300	41%	9,700	55%	30%

Notes: Reductions in utilization can occur with a reduction in volume due to changes in travel patterns or with an increase in capacity.

*Project Contribution Method = (T/T_B)*100: where T = Project traffic on a roadway segment, T_B = Year 2025 with Project Conditions roadway segment volumes. Project traffic on a roadway segment is determined by taking all internal Paso Robles trips and one-half of internal-external (IX) and external-internal (XI) trips. This means that all trips with an origin and destination within Paso Robles are included as project trips and one-half of all trips with either an origin or a destination within Paso Robles are also included as project trips.*

ADT = Average Daily Traffic during a typical weekday.

*Impacts are indicated in **bold**.*

Source: Fehr & Peers [2010a2011](#)

Under the adopted Circulation Element, an impact to a Paso Robles roadway segment would be considered significant if implementation of the proposed Circulation Element Update would exceed a future utilization (i.e., ratio of demand volume to theoretical capacity) of 100 percent. In addition, an impact to a roadway segment in an adjacent jurisdiction would be considered significant if implementation of the proposed project would cause future utilization (i.e., ratio of demand volume to theoretical capacity) to exceed 100 percent and the city's portion of the total roadway volumes would exceed greater than 10 percent of total traffic. Roadway segments that would experience a significant and unavoidable impact under the adopted Circulation Element are noted in bold print in **Table 3.14-5**, above, and discussed below.

PROJECT IMPACTS AND MITIGATION MEASURES

Design Hazards

The proposed Circulation Element Update will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). There is **no impact** in this area and it will not be addressed in this DEIR.

Goals, Policies, and/or Strategies that Serve as Mitigation

The proposed Circulation Element Update includes goals and policies that would reduce project impacts related to traffic and circulation as shown in **Table 3.14-6** below.

TABLE 3.14-6
 PROPOSED CIRCULATION ELEMENT UPDATE GOALS AND POLICIES

THIS TABLE HAS BEEN REPLACED IN ITS ENTIRETY TO REFLECT THE REVISED CIRCULATION ELEMENT

Proposed Circulation Element Update Goals and Policies that Address Traffic and Circulation
<p>Policy CE-1A: Circulation Master Plan. Revise/update the City’s Circulation Master Plan to address the mobility needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors as follows:</p> <ol style="list-style-type: none"> a. Improve the circulation network on a prioritized basis; b. Provide adequate access for emergency vehicles and evacuation; c. Improve mobility through and access to Downtown Paso Robles by implementing City Council adopted Town Center and Uptown Plans; d. Establish safe pedestrian and bicycle paths, for children and their parents to schools and other major destinations such as downtown and retail; e. Maintain mobility for all modes by encouraging flexible and off-set working hours; transit improvements; pedestrian and bikeway improvements; and public outreach as to the availability and benefit of alternative modes of travel; f. Require new development to mitigate its impact on the transportation network.
<p>Policy CE-1A, Action Item 1: Develop a multimodal transportation mitigation fee program so that new development contributes to improvements that offset cumulative impacts to mobility. The impact fee program will list needed improvements to automobile, pedestrian, bicycle, and transit facilities. To encourage the reduction of City-wide VMT (Vehicle Miles Traveled), the mitigation fee program will recognize and support Transportation Demand Management (TDM) strategies associated with new development. Fees shall be assessed in relation to cumulative impacts and shall be proportional to the number of auto trips generated by the development.</p> <p>Policy CE-1A, Action Item 2: Set conditions of approval of development applications to provide access for all modes of travel and to make appropriate improvements to the transportation system serving subject sites including frontage improvements and all improvements needed to mitigate transportation impacts.</p> <p>Policy CE-1A, Action Item 3: Preserve right-of-way in accordance with the Circulation Master Plan and all adopted Plan Lines.</p> <p>Action Item 4: Request the County to mitigate transportation impacts to City facilities by requiring participation by County development projects in the City’s transportation impact fee program as appropriate.</p> <p>Policy CE-1A, Action Item 5: Update the Zoning, Subdivision, Streets and Sidewalk chapters of the Municipal Code, as well as the Standard Conditions of Approval and Standard Specifications and Details. These updates shall reflect a “complete street” approach where all modes of travel are routinely accommodated.</p> <p>Policy CE-1A, Action Item 6: Implement the City’s Traffic Calming Program as funding is available. Neighborhood preservation and context shall be a factor in the consideration of community mobility objectives.</p> <p>Policy CE-1A, Action Item 7: Continue to actively seek federal, state, and regional grants and funding.</p> <p>Policy CE-1A, Action Item 8: Construct roundabouts in lieu of traffic signals where appropriate conditions exist to maximize the efficiency of streets, maintain continuous but moderate traffic flow, reduce accident severity, and enhance pedestrian and cyclist activity.</p> <p>Policy CE-1A, Action Item 9: Install all transportation improvements in accordance with current accessibility standards.</p> <p>Policy CE-1A, Action Item 10: Establish limitations on truck traffic in residential areas and adopt designated truck routes.</p> <p>Policy CE-1A, Action Item 11: Develop and adopt transportation impact study guidelines that specify the process by which new development impacts are identified. These guidelines shall include specific performance measures and thresholds for the identification of impacts and mitigation measures in accordance with the goals herein, including person mobility, the reduction in VMT and the development of a balanced transportation network for all modes. Street widths and consideration of additional traffic lanes shall be evaluated in the context of potential impacts to community character, convenience for non-auto modes, safety and cost/benefit.</p> <p>Policy CE-1A, Action Item 12: The City will coordinate with Caltrans on planning and implementation of congestion management strategies on SR 46 and US 101. These strategies will include improved connectivity for all modes of transportation across these corridors and in areas on either side of these facilities. The City and Caltrans will work in concert with the most recent Regional Transportation Plan.</p> <p>Policy CE-1A, Action Item 13: The City shall monitor the performance of the transportation network on a regular basis. The City will optimize traffic signals to maximize the efficiency of the existing network. The City shall explore the feasibility of coordinating all traffic signals with a centralized traffic signal control system.</p> <p>Policy CE-1A, Action Item 14: Maintain and/or improve emergency vehicle access on all existing streets. New development and redevelopment projects shall provide emergency vehicle access as required by all applicable codes and the Emergency Services Department.</p>

3.14 TRAFFIC AND CIRCULATION

Proposed Circulation Element Update Goals and Policies that Address Traffic and Circulation
<p>Policy CE-1A, Action Item 15: Integrate the City’s traffic model with City land use planning and the regional traffic model produced by the San Luis Obispo Council of Governments.</p> <p>Policy CE-1A, Action Item 16: View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.</p> <p>Policy CE-1A, Action Item 17: Transportation polices should link transportation planning and land use planning.</p> <p>Policy CE-1A, Action Item 18: Transportation systems and facilities should be planned, designed and constructed so as not to serve as barriers to community resources.</p> <p>Policy CE-1A, Action Item 19: Transportation improvements shall improve accessibility and promote physical activity.</p>
<p>Policy CE-1B: Reduce Vehicle Miles Traveled (VMT). The City shall strive to reduce VMT generated per household per weekday by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.</p>
<p>Policy CE-1B, Action Item 1: New developments or redeveloped areas shall conform to the following guidelines to the maximum extent possible:</p> <ul style="list-style-type: none"> • New streets and intersections shall be designed for continuous flow at moderate speeds. Low volume residential streets should be designed for speeds of 25 miles per hour or less. Higher order roadways shall be designed for 35 mph or less with stable flows. Roundabouts shall be considered in lieu of traffic signals for intersection control as needed. • To the extent practical, new residential streets shall provide a grid roadway system with block lengths of 300 feet or more and not longer than 600 feet. Cul-de-sac streets shall be discouraged. Street widths shall be no greater than as needed to accommodate emergency service vehicles. Design standards compatible with traditional neighborhood shall be developed. • Lane configurations for new intersections shall be limited to provide for moderate speeds and pedestrian and cyclist safety. Congestion during certain time periods shall be accepted in exchange for shorter pedestrian and cyclist crossing distances, less overall paved area, reduced costs and preservation of small town character. • Circulation systems shall provide for all modes of travel, and shall typically include sidewalks, bicycle lanes, and transit stop amenities. Continuous paths of travel shall be established and connected for walking and bicycling from and throughout the development area to downtown and other key destinations. All development shall conform to the most current Bike Master Plan adopted by the City Council and the most current trail system plan. Impact fees shall be assessed to mitigate impacts and to contribute to the development of the bike and pedestrian master plans. • New specific plans shall include a mix of uses that are well connected for all modes and built at higher densities to help minimize the number of single occupant vehicle trips and reduce vehicle miles traveled. <p>Policy CE-1B, Action Item 2: Develop well connected routes for bicycles throughout the City in accordance with the most current council adopted Bike Master Plan.</p> <p>Policy CE-1B, Action Item 3: The City shall make the travel demand model available to consultants of land development applications to verify traffic generation assumptions in accordance with the General Plan. The model will be used to estimate the change in VMT resulting from proposed development.</p> <p>Policy CE-1B, Action Item 4: To the extent feasible, plan for a reasonable, ongoing balance between housing and jobs.</p>
<p>Policy CE-1C: Airport. Improve/expand transportation to and from the Paso Robles Municipal Airport as set forth in the Airport Master Plan</p>
<p>Policy CE-1C, Action Item 1: Establish policy and actions items as part of the Airport Master Plan and Airport Land Use Plan Updates.</p> <p>Policy CE-1C, Action Item 2: Pursue federal and state grants for airport improvement projects.</p> <p>Policy CE-1C, Action Item 3: Enhance bicycle, pedestrian and transit access to allow employees and passengers to use non-automobile modes of travel to and from the Airport</p>
<p>Policy CE-1D: Improve and expand transit services.</p> <p>Policy CE-1D, Action Item 1: Continue operation of local bus service including inter-connectivity with regional transit.</p> <p>Policy CE-1D, Action Item 2: Coordinate with the San Luis Obispo Regional Transit Authority to improve information available on transit options and support advertising/outreach programs for transit.</p> <p>Policy CE-1D, Action Item 3: Develop Park and Ride Lots at convenient locations.</p> <p>Policy CE-1D, Action Item 4: Establish a Master Plan of transit routes within the City coordinated with regional routes. Require new development and redevelopment projects to include design elements that promote transit use in accordance with the Master Plan such as locating sheltered bus stops near neighborhood focal points shopping and service destinations.</p> <p>Policy CE-1D, Action Item 5: Locate transit routes on streets serving medium and high density development where feasible.</p>

Proposed Circulation Element Update Goals and Policies that Address Traffic and Circulation
<p>Policy CE-1D, Action Item 6: Link neighborhoods to transit stops and park-and-ride lots by providing direct bicycle and pedestrian access.</p> <p>Policy CE-1D, Action Item 7: Support the development of a transit/trolley loop serving the Downtown area to encourage a park-once strategy.</p> <p>Policy CE-1D, Action Item 8: Support and improve the existing multimodal facility on Pine Street. Consider establishment of a similar facility on the east side of the City.</p> <p>Policy CE-1D, Action Item 9: Support convenient transit service to employment, education, and government centers as funding allows. Work with San Luis Obispo Regional Transit Authority (SLORTA) to provide fixed route and/or commuter bus service as appropriate.</p> <p>Policy CE-1D, Action Item 10: Develop a plan to monitor transit system performance and evaluate expansions to transit service.</p>
<p>Policy CE-1E: Rail. Promote regional, interstate and intra-state rail service.</p>
<p>Policy CE-1E, Action Item 1: Maintain adequate freight rail service (to the extent freight service does not conflict with the Town Centre Plan).</p> <p>Policy CE-1E, Action Item 2: In conjunction with the San Luis Obispo Council of Governments, support expanding Amtrak rail service.</p> <p>Policy CE-1E, Action Item 3: Promote the Amtrak bus feeder link, which provides connections to trains in the Central Valley.</p>
<p>Policy CE-1F: Pedestrian and Bicycle Access. Provide safe and convenient pedestrian and bicycle access to all areas of the city.</p>
<p>Policy CE-1F, Action Item 1: Develop a Pedestrian Master Plan (PMP) identifying and prioritizing improvements to the pedestrian network to support walking as a viable primary mode of travel within Paso Robles. At a minimum, the PMP should include the following components:</p> <ul style="list-style-type: none"> • A crosswalk policy to address warrants for installation and enhancements to crosswalks. • A sidewalk and trail master plan with an inventory of existing and missing sidewalks and a list of projects to ensure pedestrian connections to downtown, employment centers, shopping and services. • An on-going program to identify and eliminate hazardous conditions to pedestrians and to provide a sidewalk or formal path on every City-controlled street. <p>Policy CE-1F, Action Item 2: Maintain and update as needed the Bicycle Master Plan (BMP) identifying and prioritizing improvements to the bicycle network to support biking as a viable primary mode of travel within Paso Robles. The BMP shall provide bike facilities on or parallel to all major arterials (including bridges) and a network of off-street paths to facilitate commute and recreational bicycle travel. The BMP should identify bicycle priority streets, bicycle boulevards, and bicycle routes that create a fully connected network throughout the City.</p> <p>Policy CE-1F, Action Item 3: Provide safe and convenient pedestrian, bicycle and vehicle access to the Cuesta College North County Campus, through the following means:</p> <ul style="list-style-type: none"> • Incorporate access to and from the campus in City circulation, pedestrian, bicycle, and transit planning. • Implement appropriate signage and vehicle speed controls to ensure safety to pedestrians near the campus. • Encourage distribution of trip reduction information, including transit and ridesharing information, to Cuesta College students, faculty, and staff. • Work with Caltrans and SLOCOG to construct bicycle-pedestrian under-crossings of State Route 46E per the adopted BMP and the Caltrans Corridor Study. <p>Policy CE-1F, Action Item 4: Establish a formal Safe Routes to School Program and pursue grant funding to encourage children to safely walk and bike to school.</p> <p>Policy CE-1F, Action Item 5: Collect pedestrian and bicycle volumes with intersection counts to ensure adequate data is available for prioritizing improvements to the transportation network.</p> <p>Policy CE-1F, Action Item 6: Improve streetscapes and install curb extensions at intersections where appropriate to reduce driving speeds and shorten pedestrian crossing distances.</p> <p>Policy CE-1F, Action Item 7: Support lighted LED cross-walks where pedestrian traffic volumes are high or safety considerations warrant implementation.</p> <p>Policy CE-1F, Action Item 8: Update and expand the American Disabilities Act (ADA) City Transition Plan to include public street right-of-way Improvements.</p>

3.14 TRAFFIC AND CIRCULATION

Roadway Segments in the City

Impact 3.14.1a Implementation of the proposed Circulation Element Update would increase motor vehicle traffic and congestion, which would result in roadway capacity utilization exceeding 100 percent on two roadway segments in Paso Robles (Niblick Road from Spring Street to South River Road; Spring Street from Niblick Road to 4th Street). This would be considered a **Class III, less than significant**, impact.

The proposed project recognizes and accepts that some levels of congestion will occur both in Paso Robles and elsewhere in San Luis Obispo County resulting from new development. This congestion will generally occur during the typical morning and evening peak commute periods on a weekday, but in almost all cases will not occur during the vast majority of the typical day. This reflects a change in policy for the City to acknowledge that transportation planning based solely on roadway traffic operations (i.e., analysis based on traffic level of service and volume-to-capacity ratios), which considers only driver comfort and convenience, is not desirable since it fails to acknowledge other users of the circulation system and other community values. In evaluating the roadway system, an impact to roadways may be desired when balanced against other community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users. As shown in **Table 3.14-4**, all roadway segments in Paso Robles are estimated to have a daily utilization of less than 100 percent under proposed Circulation Element Update Year 2025 Conditions with the exception of Niblick Road from Spring Street to South River Road and Spring Street from Niblick Road to 4th Street.

Increases in capacity utilization to over 100 percent at the above roadway segments indicate that these roadway segments will experience increased congestion, particularly during peak commute periods, and may result in some diversion to other facilities, which is accounted for with the TDF model. However, the roadway will be more fully utilized over the course of the day, which is consistent with proposed Circulation Element policies. Under adopted General Plan policies, these roadway segments would be widened (or parallel roadways built) to meet the citywide level of service standard. While widening these roadways would result in lower capacity utilization and vehicle delays, the additional pavement width and crossing distance would also support higher vehicle speeds and would conflict with the City's multimodal goals and desire to better balance transportation investments. Because these streets only slightly exceed the theoretical capacity, these utilization levels do not justify widening by the year 2025. In the interim, the City may consider potential operational improvements, such as signal timing and coordination to maximize efficiency of the streets during peak periods. Implementation of proposed policies (see **Table 3.14-6**), as well as their associated action items, and traffic management practices would require the City to monitor and manage traffic operations along roadway segments as development occurs to ensure that the roadway system is optimized for steady, safe, and orderly traffic flow operations.

Future detailed traffic impact studies would evaluate peak hour traffic operations for land development and roadway projects, but the findings will not be used to determine significant environmental impacts on roadway segments in Paso Robles. These traffic impact studies would also evaluate transportation facilities in adjacent jurisdictions.

Under the adopted Circulation Element, roadway segments that exceed 100 percent utilization would be considered a significant and unavoidable impact because of the minimum level of service policy. However, the proposed Circulation Element Update changes the City's goals, policies, and action items against which performance of the circulation network is evaluated. As noted above, implementation of policies included in the proposed project would require the City to monitor and manage traffic operations along roadway segments. Therefore, implementation of the proposed project would be consistent with applicable plans and policies. This would be considered a **Class III, less than significant**, impact.

Mitigation Measures

None required.

Roadway Segments in Adjacent Jurisdictions

Impact 3.14.1b Implementation of the proposed Circulation Element Update would increase motor vehicle traffic and congestion. This increase would result in roadway capacity utilization exceeding 100 percent, and the City's contribution would exceed 10 percent of total traffic on two roadway segments in adjacent jurisdictions (US 101 between Spring Street and SR 46 West; SR 46 East between US 101 and Union Road). This would be considered a **Class I, significant and unavoidable**, impact.

Degradation of US 101 mainline and SR 46 East operations by Year 2025 and beyond is anticipated due to future growth within and outside San Luis Obispo County, as well as the addition of traffic from proposed land uses in Paso Robles' General Plan. Already planned increases in land use and changes to regional travel patterns will contribute to these unacceptable operations. However, roadways in adjacent jurisdictions are considered to be significantly impacted if the future volume-to-capacity ratio is greater than 100 percent and the City's portion of total roadway volume is greater than 10 percent of total traffic. Caltrans has used LOS C/D as a goal for roadway operations. This generally translates to approximately 80 percent utilization. As shown in **Table 3.14-4**, implementation of the proposed project combined with planned growth would result in the City contributing more than 10 percent of the total traffic volume on two roadway segments that would have a volume-to-capacity ratio greater than 100 percent (or exceed 80 percent capacity utilization). This would be considered a **significant** impact to the following roadway segments: US 101 between Spring Street and SR 46 West; SR 46 East between US 101 and Union Road.

Traditionally, traffic-related impacts or substantial increases in automobile trips on roadway segments are mitigated by increasing roadway capacity through construction or payment toward additional lanes or other new facilities. US 101 and SR 46 East would require widening to six lanes to mitigate traffic operations to acceptable levels of service. The widening of US 101 is not included in the Regional Transportation Plan (RTP) or draft 2010 constrained regional transportation list prepared by SLOCOG. However, the Route 101 North County Corridor Study identifies widening of US 101 as a beyond 2035 improvement. The study also describes the need for auxiliary lanes and other capacity enhancements prior to Year 2035. These enhancements would improve operations and reduce the capacity utilization but would not fully eliminate the projected deficient roadway operations.

The proposed Circulation Element Update contains several policies (see **Table 3.14-6**) that seek to reduce automobile travel. Implementation of these policies and associated actions would help reduce the magnitude of traffic impacts on roadways in adjacent jurisdictions. In addition, the proposed project includes the development of a parallel route system of local roads north of SR 46 East between Jardine Road and River Road, which would reduce the demand for travel on SR 46, as analyzed in the City's State Route (SR 46 E) Parallel Routes Study (Paso Robles 2008c) and Caltrans' State Route 46 East Comprehensive Corridor Study: In the City of Paso Robles, San Luis Obispo County (2009). The specific alignment of parallel routes would be studied by the City and constructed with development of the land uses north of SR 46. Widening of the SR 46 East corridor would be ineffective until substantial capacity and operational improvements are made to the mainline of US 101 and the SR 46 interchange. These capacity improvements would include the widening of US 101 to six lanes and constructing flyover ramps at the interchange, both of which are not considered feasible alternatives by Caltrans in the foreseeable future. In

3.14 TRAFFIC AND CIRCULATION

addition, widening SR 46 to six lanes with at-grade intersections would constitute a significant barrier to north-south connectivity in Paso Robles for non-auto modes, which would conflict with the City's goals for a transportation network focused on person mobility.

A fair share contribution toward roadway improvement costs is an acceptable mitigation measure for a study at the General Plan level. However, significant impacts would not be reduced or eliminated until the improvement is constructed. To provide adequate funding, additional sources are needed, which may include State Transportation Improvement Program funds for projects identified in the RTP, City impact fees, San Luis Obispo County fees, and/or a future regional impact fee. However, the widening of US 101 or SR 46 East to six lanes is not consistent with the RTP or draft 2010 constrained regional transportation list. The City of Paso Robles would support and participate in development of a regional fee should it be proposed by regional agencies, such as SLOCOG. However, unless complete funding is available, implementation of the necessary improvements is not feasible and implementation of the proposed Circulation Element Update would remain a **Class I, significant and unavoidable**, impact.

Mitigation Measures

None feasible.

Increased Vehicle Miles Traveled (Congestion Management Standards)

Impact 3.14.2 Implementation of the proposed Circulation Element Update would result in increased daily land-use-based vehicle miles of travel (VMT). This would be considered a **Class I, significant and unavoidable**, impact.

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 the county. Although growth may occur along the edges of the city, the Olsen Beechwood Specific Plan, in particular, has incorporated a traditional neighborhood design that encourages residents to walk or bicycle for daily needs, and proximate destinations and future transit stops. In addition, the City has incorporated infill development throughout the city, especially within the Town Center area, which would be located near existing destination choices.

The daily vehicle trips (VT), vehicle miles traveled (VMT), and vehicle hours traveled (VHT) were estimated using the Paso Robles TDF model. Predicted daily VT, VMT, and VHT associated with development in Paso Robles under three scenarios—Existing Conditions, Adopted Circulation Element Conditions, and proposed Circulation Element Update Conditions—are shown in **Table 3.14-7**, below.

TABLE 3.14-7
CITYWIDE TRANSPORTATION PERFORMANCE INDICATORS

Performance Measure	Units	Scenario		
		Existing Conditions	Adopted Circulation Element (2003)	Proposed Circulation Element (2010)
Vehicle Trips	Trips	141,002	180,803	179,983
Vehicle Hours Traveled	Vehicle Hours	19,495	34,462	34,717
Vehicle Miles Traveled	Vehicle Miles	848,156	1,355,012	1,331,271
Vehicle Miles Traveled per Service Population (residents + employment)	Vehicle Miles per Capita	19.95	21.23	20.86

Notes:

VMT ratio calculations are land-use-based VMT.

VHT = vehicle hours traveled; VT = vehicle trips; VMT = vehicle miles traveled

Citywide VHT, VT, and VMT based on select zone analysis using one-half external trip approach (II, 0.5*IX, and 0.5*XII).

Minor percentage changes in the number of trips between the Current General Plan Conditions and the Proposed Circulation Element Update Conditions occur due to major transportation system changes that would encourage or discourage trips within, into, and out of Paso Robles.

Impacts indicated in **bold**.

Source: Fehr & Peers 2010a

Under the proposed conditions, the VMT per service population is projected to slightly increase to 20.86 compared to adopted Circulation Element conditions. For comparison purposes only, the adopted General Plan is estimated to result in approximately 21.23 VMT per service population per day.

VMT per service population is based on raw model outputs and does not fully reflect implementation of General Plan policies and programs that would further reduce VMT by increased use of non-auto modes. Adoption of the proposed project would include many policies and actions (see **Table 3.14-6**) that seek to reduce the city's VMT per service population.

Adoption of the proposed project would include many policies and actions that seek to reduce the city's VMT per service population. Impacts as the result of implementation of the proposed Circulation Element Update would likely remain significant until policies and assumptions within the adopted General Plan are modified to increase the density, diversity, and location of land uses. Therefore, implementation of the proposed project would result in VMT that would be considered a significant and unavoidable impact. To determine the effectiveness and progress of implementation of the proposed policies and actions, the following mitigation measure will be required.

Mitigation Measure

MM 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.

Monitoring would assist the City in evaluating the effectiveness of the proposed Circulation Element policies and considering additional measures that may be needed to reduce VMT. However, until such time additional measures can be incorporated, implementation of the proposed project would result in an increase in VMT that would be considered a **Class I, significant and unavoidable**, impact.

3.14 TRAFFIC AND CIRCULATION

Planned Transit Service or Facilities Impacts

Impact 3.14.3 Implementation of the proposed Circulation Element Update may potentially result in increased demand for transit services. This would be considered a **Class III, less than significant**, impact.

The proposed project encourages transit use in the city by improving access to transit and creating a land use context supportive of transit travel. Implementation of the Circulation Element Update would result in some levels of congestion resulting from new development, both in Paso Robles and in adjacent jurisdictions. This congestion will generally occur during the typical morning and evening peak commute periods on a weekday, but in almost all cases will not occur during the vast majority of the typical day.

In order to reduce traffic congestion during peak hours, the proposed project includes policies (see **Table 3.14-6**) to increase the city's share of transit ridership and decrease dependence on motor vehicles. This increase in demand for transit service would be accommodated by existing planned improvements to the transit system. According to the RTP, the City plans to replace buses and potentially increase peak period frequency of transit service (SLOCOG 2010a). In addition, planned transit vehicle pre-emption, signal coordination, and other improvements would help reduce the magnitude of peak hour congestion on transit operations. Therefore, implementation of the proposed Circulation Element Update would not disrupt existing or interfere with planned transit services or facilities. This would be a **Class III, less than significant**, impact.

Mitigation Measures

None required.

Impacts to Bicycle and Pedestrian Facilities

Impact 3.14.4 Implementation of the proposed Circulation Element Update may result in increased demand for bicycle and pedestrian facilities. This would be considered a **Class III, less than significant**, impact.

Bicycle Facilities

The proposed project places a strong emphasis on bicycling as a means of replacing short automobile trips in the city. As mentioned previously, the Paso Robles Bike Master Plan (PRBMP) provides a foundation for enhancing the bikeway network and increasing the mode share of bicycle travelers. Policies in the proposed Circulation Element Update support the goals outlined in the PRBMP and encourage bicycle trips (see **Table 3.14-6**). Implementation of the proposed project would not disrupt existing bicycle facilities or conflict or create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards. Therefore, implementation of the proposed project would be considered a **Class III, less than significant**, impact on bicycle facilities.

Pedestrian Facilities

Policies in the proposed Circulation Element Update would encourage walking in Paso Robles by improving pedestrian conditions, increasing pedestrian safety, and creating a land use context supportive of non-motorized travel (see **Table 3.14-6**). Therefore, implementation of the proposed project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards, which would result in a **Class III, less than significant**, impact to pedestrian facilities.

Mitigation Measures

None required.

Impacts to Air Traffic Patterns

Impact 3.14.5 Implementation of the proposed Circulation Element Update would not result in changes to air traffic patterns. This would be considered a **Class III, less than significant**, impact.

Implementation of the proposed project would not result in substantial safety risks due to changes in air traffic levels. Due to the nature and scope of the Circulation Element Update, its implementation would not have the potential to result in a change in air traffic patterns at any airport in the area. Therefore, safety risks due to changes in air traffic patterns would be considered a **Class III, less than significant**, impact.

Mitigation Measures

None required.

Increased Emergency Response Times

Impact 3.14.6 Implementation of the proposed Circulation Element Update would result in increased traffic congestion, which may indirectly result in increased emergency response times. This would be considered a **Class II, significant but mitigable**, impact.

Additional vehicle traffic with planned growth and implementation of the proposed project would result in increased traffic congestion in Paso Robles. Anticipated increased congestion on the bridges crossing the Salinas River, primarily during the morning and evening commute periods, would result in decreased travel speeds and may increase emergency vehicle response times.

The proposed Circulation Element Update seeks to reduce the number of new automobile trips through implementation of transportation demand management (TDM) measures that discourage driving, coordinated with improvements to transit, bicycle, and pedestrian facilities to accommodate increased demands to those modes of transportation as a result of TDM.

According to Policy LU-4A, the City strives to achieve a response time of four minutes for 90 percent of emergency service calls (Paso Robles 2003a). At a program-level analysis, it is not possible to quantify any potential changes in response times as no site-specific project plans are proposed. Consequently, potential emergency access impacts due to individual development project layouts, access, or land use types are unknown. Without such detail, it is not possible, using available traffic analysis procedures, to estimate impacts to emergency access, which would be considered a potentially significant impact. Potential impacts to emergency response times associated with future development should be reviewed on a case-by-case basis as they are proposed. The proposed Circulation Element Update requires future development to meet all applicable local and state regulatory standards for adequate emergency access. Additionally, each development project would be required to comply with applicable Municipal Code and Fire Code requirements regarding emergency access. Implementation of the following mitigation measures would ensure that these standard conditions apply to future development to ensure that any potential impacts to emergency response times would be reduced to less than significant level.

3.14 TRAFFIC AND CIRCULATION

Mitigation Measures

MM 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).

Implementation of the above mitigation measures, combined with policies in the proposed project, would reduce the potential impact to emergency response times to a **Class III, less than significant**, impact.

**3.15 EFFECTS FOUND
NOT TO BE SIGNIFICANT**

3.15 EFFECTS FOUND NOT TO BE SIGNIFICANT

California Environmental Quality Act (CEQA) Guidelines require that an environmental impact report (EIR) contain a brief statement indicating the reasons that various possible significant impacts of a project were determined not to be significant and were not discussed in detail in the EIR. The CEQA Guidelines do not require further environmental review of these issues. The substantiation for determining that these issues would result in no impact is described in further detail in the Notice of Preparation (NOP) (**Appendix A**) pursuant to State CEQA Guidelines Section 15128.

3.15.1 EFFECTS FOUND NOT TO BE SIGNIFICANT (NO IMPACT)

Based on the initial review process for the proposed project, the City determined that there was no substantial evidence that the proposed Circulation Element Update (proposed project) would cause or otherwise result in significant environmental effects to any aspect of the resource areas discussed below. Several resource areas that were examined in this Draft Environmental Impact Report (DEIR or Draft EIR) had specific standards of significance that resulted in "no impact." These resource areas included timberland/forest resources; conflicts with provisions of a habitat conservation plan; use of septic tanks; depletion of groundwater supplies; inundation by seiche, tsunami, or mudflow; risk of flooding as a result of failure of a levee or dam; impacts to public/government facilities; increases in hazards due to road design; inadequate parking capacity; and need for construction or expansion of a wastewater treatment plant. These areas have been previously identified in their respective sections as having no impact. The discussion below focuses on resource issues that have not been evaluated in a section of this Draft EIR. This analysis recognizes the programmatic nature of the project and therefore focuses on the potential implications of the proposed policies of the Circulation Element Update.

MINERAL RESOURCES

Improvements planned in the area of Huerhuero Creek may affect mining of sand gravel from this creek. General Plan Policy C-4A references a MRZ-2 zone (Portland cement concrete aggregate mineral resources classified by the State Geologist as being important mineral deposits); however, this zoning district is not mapped and it is not evaluated in the General Plan EIR.

Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Implementation of the policies of the proposed Circulation Element Update will not affect known mineral resources. **No impact** to a known mineral resource would result.

Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Implementation of the policies of the proposed Circulation Element Update will not affect a locally important mineral resource recovery site. General Plan Policy C-4A references a MRZ-2 zone (Portland cement concrete aggregate mineral resources classified by the State Geologist as being important mineral deposits); however, this zoning district is not mapped and it is not evaluated in the General Plan EIR. Therefore, **no impact** would result, and the subject will not be addressed further.

3.15 EFFECTS FOUND NOT TO BE SIGNIFICANT

POPULATION AND HOUSING

According to the El Paso de Robles Housing Element [Public Review Draft], in 2003 the population was 26,856 and there were 9,694 dwelling (Paso Robles 2009d). The City's Land Use Element (Table LU-3) states that a total of 16,287 units can be built under the City's General Plan. This number includes 9,694 existing units [in 2003] plus an additional 6,593 potential units. The City's 2004 and Draft 2009 Housing Elements identify that the City has adequate zoned capacity (potential dwelling units) to meet the City's share of the Regional Housing Need which was for 2,266 units in 2004 and is 646 units in 2009. (Paso Robles 2009d).

Would the project induce substantial population growth?

The proposed Circulation Element Update does not accommodate growth beyond what is anticipated by the City's adopted General Plan. The Circulation Element Update provides a master system of transportation facilities needed to serve existing and future residential, commercial, industrial, and tourist populations. Therefore, **no impact** related to population growth is expected.

Would the project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

Implementation of the policies of the proposed Circulation Element Update is not anticipated to displace substantial numbers of existing housing or people. Most of the roadway improvements are planned along existing alignments or undeveloped areas. **No impact** is expected related to displacement of a substantial number of housing or people necessitating the construction of new homes.

4.0 CUMULATIVE IMPACTS

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) identifies the cumulative impacts associated with the proposed project as statutorily required by the California Environmental Quality Act (CEQA). The following section considers the impacts of each of the relevant environmental areas analyzed in Sections 3.1 through 3.15 of this Draft EIR.

4.1 ANALYSIS REQUIREMENTS

CEQA GUIDELINES

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with the proposed project. According to State CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (as defined by CEQA Guidelines Section 15130). As defined in State CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. A cumulative impact occurs from:

. . . the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

In addition, CEQA Guidelines Section 15130(b) identifies that the following elements are necessary for an adequate cumulative analysis:

- 1) *Either:*
 - (a) *A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,*
 - (b) *A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.*
- 2) *A definition of the geographic scope of the area affected by the cumulative effect and a reasonable explanation for the geographic limitation used;*
- 3) *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*
- 4) *A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

4.0 CUMULATIVE IMPACTS

Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

4.2 CUMULATIVE APPROACH

In the case of a general plan or an element of a general plan, cumulative effects are more challenging to assess since the scale of a general plan or general plan element does not meet the standard "project" description as envisioned by CEQA. Some agencies take the approach that the environmental analysis is one and the same with the cumulative analysis, since the general plan/general plan element anticipates full buildout of the planning area and represents the ultimate "list of projects." However, such an approach circumvents the primary purpose of the requirement of analyzing the combined effect of "closely related" projects. For this reason, the proposed Circulation Element Update (proposed project) is discussed in the context of its cumulative effect when considered with the transportation planning efforts of the region as well as within the city.

Specifically this analysis considers, in a qualitative way, anticipated environmental effects of the combined planning efforts in Paso Robles in combination with regional planning by the San Luis Obispo Council of Governments (SLOCOG) and planning in surrounding communities. Those impacts attributable to buildout of the proposed Circulation Element Update, when combined with those impacts attributed to adjacent jurisdictions, that collectively result in an impact would be considered cumulative impacts. The 2010 Regional Transportation Plan–Preliminary Sustainable Community Strategy (RTP-PSCS) prepared by SLOCOG describes the county's transportation needs and conditions as being located within four discrete subregions: the North Coast, North County, Central County, and South County subregions. The City of Paso Robles is located in the North County subregion, which also includes the City of Atascadero and the unincorporated communities of Garden Farms, Santa Margarita, San Miguel, and Templeton, which are located along the U.S. Highway 101 (US 101) corridor.

As stated in the Project Description of this Draft EIR, the objectives of the proposed Circulation Element Update 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.

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). Goals of the RTP-PSCS are intended to comply with Senate Bill (SB) 375, to direct new development to existing urban areas and reduce impacts to natural resources and vehicle miles traveled (VMT). The plan includes an emphasis on making communities more livable, reducing the strain on natural resources, improving air quality by decreasing greenhouse gases and other pollutants, promoting public health by developing more walkable mixed-use communities, and supplying more efficient options for transportation and housing, while decreasing infrastructure costs. As such, the objectives (and the policies proposed to meet those objectives) of the proposed Circulation Element Update are consistent with the vision of the RTP-PSCS prepared by SLOCOG.

Since the policies included in the proposed Circulation Element Update are consistent with policies provided in the RTP-PSCS, the cumulative impacts of the proposed project would be similar to those impacts identified for the North County subregion within the RTP-PSCS EIR, which is incorporated herein by reference. Cumulative impacts must be discussed when they are significant. Therefore, only significant cumulative effects of the project are discussed below.

Aesthetics and Visual Resources. 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. Implementation of mitigation measures provided in this Draft EIR document would reduce potential impacts to scenic vistas, resources, and visual character to the extent feasible. However, the incremental alteration of Paso Robles' and adjacent jurisdictions' rural areas to a more urban use, and the associated change of visual character, would be considered a **Class I, significant and unavoidable cumulative** impact.

Agricultural Resources. 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. Mitigation measures provided would minimize impacts to agricultural resources; however, the proposed Circulation Element Update alone would result in a significant and unavoidable impact due to loss of farmland. Therefore, the proposed project's impact on farm/conservation land conversion, combined with farm/conservation land conversion in adjacent jurisdictions, would be considered a **Class I, significant and unavoidable cumulative** impact.

Biological Resources. 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 plant communities of special concern. Implementation of mitigation measures would reduce potentially significant impacts to special-status species and plant communities to the extent feasible. However, the actual magnitude of impacts and feasibility of mitigation for individual projects cannot be determined at this time. Therefore, the proposed Circulation Element Update, combined with other improvements in adjacent jurisdictions, would be considered a **Class I, significant and unavoidable cumulative** impact.

Greenhouse Gas Emissions and Climate Change. The cumulative setting for climate change consists of the emissions generated by projects included in the Circulation Element Update in the context of global greenhouse gas (GHG) emissions as well as the effects of proposed roadway improvements as the result of emissions. At the time of specific project-level environmental review, implementation of the projects included in the proposed Circulation Element Update would result in greenhouse gas emissions that would not be anticipated to conflict with the goals of Assembly Bill (AB) 32. Nor would these improvements result in a significant impact on the environment due to the proposed Circulation Element's inclusion of policies and strategies designed to reduce greenhouse gas emissions. The proposed Circulation Element's strategy to balance growth and conservation through the reinforcement of smart growth principles (principles that advocate compact, transit-oriented, walkable communities), as well as legislative greenhouse gas reduction standards imposed on automobile manufacturers and automotive fuel mixtures, would reduce the annual greenhouse gas emissions produced in the city.

4.0 CUMULATIVE IMPACTS

The proposed Circulation Element Update anticipates that as the city develops, selected transportation facilities will need to be improved. A central purpose and goal of the proposed Circulation Element is to maintain and enhance safe and efficient mobility in the city. The 2010 Circulation Element Update Map is generally consistent with the 2003 Circulation Element, yet it removes a number of infrastructure recommendations due to revised traffic projections. Continued growth and development of the community will be supported by the improvement of the bicycle, pedestrian, and transit systems and by increasing the efficiency of the vehicle network, not necessarily by roadway widening. While the proposed project will result in a reduction in total vehicle miles traveled (VMT) and GHG emissions by 2025 when compared to business as usual, per capita VMT and GHG emissions will increase by 19 percent and 18 percent, respectively. However, when emissions reductions from state programs Pavley I and Low Carbon Fuel Standards (LCFS) are applied, GHG emissions per capita decrease by 12 percent in 2025 compared to baseline.

Implementation of AB 1493 (Pavley) will significantly reduce the amount of greenhouse gases emitted from passenger vehicles and light-duty trucks. According to the California Air Resources Board EMFAC BURDEN model, CO₂ emissions resulting from passenger cars, light-duty trucks, and medium-duty automobiles are projected to decrease by an average 24 percent in Paso Robles by the year 2025. (Passenger cars, light-duty trucks, and medium-duty automobiles are projected to account for 91 percent of the Paso Robles vehicle fleet in 2025, according to the Air Resources Board EMFAC BURDEN model.)

The Low Carbon Fuel Standard, which requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020, would result in an additional 10 percent reduction in CO₂ emissions resulting from automobiles (EMFAC BURDEN model). These regulations by the California Air Resources Board and others will reduce GHG as shown in **Table 4.0-1**.

**TABLE 4.0-1
GHG REDUCTIONS FROM APPLICATION OF NEW REGULATIONS**

	2008 (Baseline Year)	2025 (Business-as-Usual Scenario with Pavley I and LCFS Applied)	2025 (Proposed Circulation Element with Pavley I and LCFS Applied)
Total Annual CO ₂ e (metric tons)	140,626	164,928	162,038
Total Annual GHG Emissions per capita (metric tons CO ₂ e)	4.86	4.34	4.26

Source: California Air Resources Board Pavley Post-processor Tool

Since greenhouse gas emissions will be lower as a result of implementation of the proposed Circulation Element Update, impacts to climate change are considered a **less than cumulatively considerable** impact.

As identified under the Existing Setting discussion, many technical studies are available regarding the environmental effects of climate change on the earth as a whole as well as in California specifically. Several adverse environmental effects have been identified that are projected to impact California over the next century, and others have been identified that are likely to affect Paso Robles. However, the extents of these environmental effects are still being defined as climate modeling tools become more refined. Potential environmental effects of climate change that could impact the city could include the following:

- Adverse impacts on water supply availability

- Increased severity of flooding events
- Increased wildland fire hazards
- Alteration of natural habitats for special-status plant and animal species
- Air quality impacts

Because considerable uncertainty remains with respect to the overall impact of global climate change on California and the City of Paso Robles, it is unknown what the scope or eventual intensity of these impacts may be. However, based on consideration of the recent statewide and regional climate change studies that show likely impacts to the state, a best estimate has been made to discuss potential impacts from climate change on the city. The state and region have recently gone through significant efforts to update policies in regard to climate change adaptation. In combination with these policies, existing and proposed policies by Paso Robles regarding climate change adaptation and resiliency require consideration of potential impacts of climate change in new projects. For the reasons stated above, it is expected that the impacts of global climate change on the City of Paso Robles and those projects included in the proposed Circulation Element Update would have a **Class III, less than cumulatively considerable** impact.

Noise. The geographic extent of the cumulative setting for noise consists of the City of Paso Robles, including regional roadways (e.g., US 101 and SR 46), as well as consideration of regional activities and attributes (e.g., regional traffic volumes and patterns). The primary factor for cumulative noise impact analysis is the consideration of future traffic volumes. Under future cumulative conditions, projected increases in population growth are anticipated to result in increased traffic volumes and associated noise levels on area roadways. The cumulative impact analysis focuses on the project's contribution to cumulative traffic noise impacts and whether that contribution is considered significant.

In comparison to existing conditions, projected future traffic volumes would result in noticeable increases (i.e., 3 dBA or greater) would occur along some roadway segments. In addition, projected future traffic noise levels may exceed normally acceptable noise criteria at some nearby land uses. The City of Paso Robles, San Luis Obispo County, and local jurisdictions in the region have adopted Noise Elements as part of their General Plans that incorporate policies, actions, and implementation measures that are intended to protect future development and residents from the adverse effects of noise. These General Plan Noise Elements include identification of noise criteria for determination of land use compatibility for various land use designations. However, some proposed improvements may contribute to ambient noise levels at some land uses, particularly existing land uses that could potentially exceed noise criteria commonly applied for land use compatibility. As a result, this impact is considered **cumulatively considerable** and **potentially significant**.

For most projects, implementation of mitigation identified in Section 3.12 of this EIR (mitigation measure MM 3.12.2) would be anticipated to reduce noise impacts to less than significant levels. However, feasible mitigation measures may not be available to reduce this impact to a less than significant level in all instances. Therefore, the proposed project would have a **cumulatively considerable** and **Class I, significant and unavoidable** contribution to cumulative noise levels.

Traffic and Circulation. 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

4.0 CUMULATIVE IMPACTS

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). This would be considered a **Class I, significant and unavoidable cumulative** impact.

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. Until policies and assumptions of the proposed Circulation Element Update are modified to increase the density, diversity, and location of land uses, an increase in vehicle miles traveled would be considered a **Class I, significant and unavoidable cumulative** impact.

5.0 ALTERNATIVES

5.1 GENERAL CEQA REQUIREMENTS

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

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

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

CEQA provides the following guidelines for discussing project alternatives:

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

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

5.0 ALTERNATIVES

5.2 RELATIONSHIP TO PROJECT OBJECTIVES

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

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

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

5.3 PROJECT ALTERNATIVES

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

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

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

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

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

ALTERNATIVES CONSIDERED BUT NOT SELECTED

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

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

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

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

5.0 ALTERNATIVES

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

ALTERNATIVES ANALYZED IN THIS DRAFT EIR

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

Alternative 1 – Adopted General Plan (No Project Alternative)

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

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

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

Analysis of Alternative 1

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

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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

5.0 ALTERNATIVES

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

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

6.0 OTHER SECTIONS REQUIRED BY CEQA

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) discusses additional topics statutorily required by the California Environmental Quality Act (CEQA), specifically growth-inducing impacts, significant irreversible environmental changes/irretrievable commitment of resources, and significant and unavoidable environmental impacts. This analysis recognizes the programmatic nature of the proposed Circulation Element Update (proposed project) project and focuses on the potential implications of the proposed policies of the Circulation Element Update.

6.1 GROWTH-INDUCING IMPACTS

INTRODUCTION

CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined in the CEQA Guidelines as:

. . . the way in which [a] proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth.

Section 15126.2 cautions that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., through commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The CEQA Guidelines (Section 15126.2) further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

6.0 OTHER SECTIONS REQUIRED BY CEQA

GROWTH EFFECTS OF THE PROPOSED PROJECT

The proposed Circulation Element Update identifies several roadway improvements in areas planned for future development. The roadway improvements identified on the Circulation Master Plan (CMP) included in the proposed Circulation Element Update are intended to relieve congestion on the highways consistent with the State Route (SR 46 E) Parallel Routes Study (Paso Robles 2008c) and to accommodate anticipated future growth per the Land Use Plan of the General Plan. Therefore, the planned improvements would not induce substantial population growth other than what has been anticipated and identified within the General Plan, and the proposed Circulation Element Update would not be considered growth inducing.

Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in a secondary significant adverse environmental effect. The growth-inducing potential of the proposed project may be considered significant if implementation of policies would result in the extension of services that could accommodate capacities greater than the growth currently planned. The specific environmental effects resulting from the proposed policies are discussed in the environmental issue areas in Sections 3.1 through 3.15 of this Draft EIR.

Economic Growth

The proposed Circulation Element Update does not accommodate growth beyond what is anticipated under the City of El Paso de Robles (Paso Robles) General Plan. The proposed project would support anticipated growth, rather than induce new economic growth. The proposed Circulation Element Update itself would not create the need for economic growth, it would simply provide access to areas anticipated to have economic growth.

Population Growth

The proposed Circulation Element Update does not accommodate growth beyond what is anticipated under the City's General Plan. As a result, no significant physical effects are expected to result from population growth generated by the proposed project.

Removal of Obstacles to Growth

A project could be considered to induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. It is understood that the proposed CMP was designed to fully support the land uses designated in the General Plan. Implementation of the proposed Circulation Element Update would not serve any development other than what is existing or designated for growth in the General Plan. Therefore, the proposed project would not result in indirect impacts to population and housing. In addition, most of the roadway improvements included in the CMP are planned along existing alignments or in undeveloped areas. Construction of these improvements would not displace substantial numbers of housing or people necessitating the construction of new homes. Although the CMP identifies new roadways in currently undeveloped areas, future growth in these areas is anticipated in the General Plan. Therefore, implementation of the proposed Circulation Element Update would support anticipated and existing growth rather than remove obstacles for new additional growth and would not be considered growth inducing.

6.2 IRREVERSIBLE ENVIRONMENTAL EFFECTS

Public Resources Code Sections 21100(b)(2) and 21100.1(a) require that EIRs prepared for the adoption of a plan, policy, or ordinance of a public agency must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. In addition, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Implementation of the proposed Circulation Element Update would minimize roadway improvement projects compared to the existing, adopted Circulation Element. This reduction in roadway improvements would subsequently protect and conserve resources compared to the adopted Circulation Element. Although construction of proposed roadway improvements in the CMP would use resources, the objectives of the proposed Circulation Element Update are consistent with the state's efforts to achieve the goals of Assembly Bill (AB) 32. These goals include making communities more livable, reducing the strain on natural resources, improving air quality by decreasing greenhouse gases and other pollutants, promoting public health by developing more walkable mixed-use communities, and supplying more efficient options for transportation and housing, all while decreasing infrastructure costs and supporting 21st century "green" industries. Therefore, implementation of the proposed Circulation Element Update is not anticipated to result in significant irreversible environmental effects.

6.3 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated, but not to a level of insignificance. Section 15093(a) of the CEQA Guidelines allows the decision-making agency, in approving a project, to determine that the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. However, the City of Paso Robles can approve a project with unavoidable significant adverse impacts if it prepares a Statement of Overriding Considerations setting forth the specific reasons for making such a judgment and makes other findings required by CEQA Guidelines Section 15091.

The reader is referred to the various environmental issue areas of Sections 3.1 through 3.15 of this Draft EIR for further details and analysis of environmental impacts.

7.0 REPORT PREPARERS & REFERENCES

7.1 PREPARERS OF THE ENVIRONMENTAL REPORT

COMMUNITY DEVELOPMENT DEPARTMENT

Project Manager/City Engineer John Falkenstien
Project Planner..... Susan DeCarli

IN ASSOCIATION WITH PMC

Project Director Tad Stearn
Project Manager Barb Kinison Brown
Climate Change Services/Senior Planners..... Michael McCormick/Tammy Seale
Biological Resources..... Joyce Hunting/Jeanette Owen

Associate Environmental Planner Seth Meyers
Associate Environmental Planner Pam Lapham
Assistant Environmental Planner Scott Kaiser
Assistant Environmental Planner Ashley Hefner

IN ASSOCIATION WITH FEHR & PEERS ASSOCIATES

Principal/Lead Consultant..... Sohrab Rashid

IN ASSOCIATION WITH AMBIENT AIR QUALITY & NOISE CONSULTING

Principal/Lead Consultant..... Kurt Legleiter

7.2 REFERENCES/DOCUMENTATION

Airport Advisory Committee (AAC)

2000a. Airport Development Requirements – Parking Memorandum.

Airport Land Use Commission (ALUC)

2005a. Airport Land Use Plan for the Paso Robles Municipal Airport (ALUP). Adopted November 1977, Amended February 16, 2005.

Ambient Air Quality & Noise Consulting, Inc.

2010a. Noise Evaluation and Assessment.

Amtrak

2010a. Coast Starlight-Schedule. http://www.amtrak.com/servlet/ContentServer/AM_Route_C/1241245648567/1237405732511 (accessed August 22, 2010).

California, State of

2006a. The Global Warming Solutions Act, Assembly Bill (AB) 32.
2008a. Senate Bill (SB) 375 (Steinberg).
2010a. 2010 CEQA Guidelines.

California, State of. Governor’s Office of Planning and Research (OPR)

2003a. State of California General Plan Guidelines.

7.0 REPORT PREPARERS AND REFERENCES

California Air Pollution Control Officers' Association (CAPCOA)

2008a. CEQA and Climate Change.

California Air Resources Board (CARB)

2001a. California Air Quality Data, 1998–2000.

2008a. Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act.

2009a. California Greenhouse Gas Inventory Data 2000 to 2006. Last Reviewed on December 10, 2009. <http://www.arb.ca.gov/cc/inventory/data/data.htm>.

2009b. Almanac Emission Projection Data.

2010a. Ambient Air Quality Standards Chart. <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf> (accessed August 5, 2010).

2010b. ADAM Air Quality Data Statistics. <http://www.arb.ca.gov/adam/>.

2010c. Verification Procedure – Currently Verified. <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>.

2010d. California Air Resources Board Pavley Post-processor Tool, Version 1.0.

California Climate Action Team (CAT)

2009a. Draft Climate Action Team Biennial Report to the Governor and Legislature.

California Department of Conservation, Division of Land Resource Protection (DOC)

2008a. San Luis Obispo County Important Farmland Map 2006. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/slo06.pdf>.

2009a. San Luis Obispo County Williamson Act Map 2009. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/San%20Luis%20Obispo/SanLuisObispoWA_2009.pdf.

California Department of Fish and Game (CDFG)

2010a. [California Natural Diversity Database \(CNDDDB\) Rarefind 3 computer program, Version 3.1.1. Commercial version dated March, 2010. CDFG, Biogeographic Data Branch. Sacramento, CA.](#)

California Department of Forestry and Fire Protection (Cal Fire)

2003a. Fire Resource and Assessment Program (FRAP) Land Management Map.

California Department of Transportation (Caltrans)

2002a. California Airport Land Use Planning Handbook.

2002b. Transportation-Related Earthborne Vibrations.

2004a. Transportation and Construction-Induced Vibration Guidance Manual.

2009a. State Route 46 East Comprehensive Corridor Study: In the City of Paso Robles, San Luis Obispo County.

2010a. Scenic Highway Program Website. www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm (accessed July 10, 2010).

2010b. EIR/EA Annotated Outline. <http://www.caltrans.ca.gov/ser/forum.htm> (accessed January 26, 2010).

California Department of Water Resources (DWR)

2005a. California Water Plan Update.

2006a. Progress on Incorporating Climate Change Into Management of California Water Resources.

California Energy Commission (CEC)

- 2006a. Inventory of California Greenhouse Gas Emissions and Sinks 1990-2004 (CEC-600-2006-013-SF). <http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF>.
- 2008a. Building Energy Efficiency Standards for Residential and Nonresidential Buildings. <http://www.energy.ca.gov/title24/>.
- 2008b. California Climate Change Portal. Greenhouse Gas Emissions Inventory. <http://www.climatechange.ca.gov/inventory/index.html> (accessed September 2008).
- 2009a. The Future is Now: An Update on Climate Change Science Impacts and Response for California.

California Environmental Protection Agency (CalEPA)

- 2007a. FAQs Frequently Asked Questions About Global Climate Change. <http://www.climatechange.ca.gov/publications/faqs.html>.

California Historical Society (CACHS)

- 2007a. California Cultural Diversity. http://www.californiahistoricalsociety.org/programs/ca_listings/040.html (accessed October 2007).

California Integrated Waste Management Board (CIWMB) [now CalRecycle]

- 2008a. Jurisdiction Waste Stream Profiles. www.ciwmb.ca.gov.

California Natural Resources Agency (CNRA)

- 2009a. Discussion Draft: 2009 California Climate Adaptation Strategy.

California State Parks, Office of Historic Preservation (OHP)

- 2007a. Website. <http://www.ohp.parks.ca.gov/> (accessed October 2007).

Central Coast Regional Water Quality Control Board (CCRWQCB)

- 2007a. Healthy Functioning Watersheds. <http://www.waterboards.ca.gov/centralcoast/> (accessed July and October 2007).

City of El Paso de Robles (Paso Robles)

- 1995a. Right-to-Farm Ordinance, Section 21.16J.220 of the Municipal Code.
- 2002a. Oak Tree Preservation Ordinance (Ordinance No. 835 N.S.).
- 2002b. Downtown Parking and Circulation Analysis and Action Plan Final Report. [Prepared by Kimley-Horn and Associates, Inc.]
- 2003a. City of Paso Robles General Plan.
- 2003b. Draft Environmental Impact Report (DEIR) for the City of Paso Robles General Plan Update. [Prepared by Rincon Consultants, Inc.]
- 2003c. Final Environmental Impact Report for the City of Paso Robles General Plan Update, State Clearinghouse No. 2003011123. [Prepared by Rincon Consultants, Inc.]
- 2003d. City of El Paso de Robles General Plan, Noise Element. <http://www.prcity.com/government/departments/commdev/planning/general-plan-final.asp>.
- 2004a. Residential and Arterial/Collector Street Traffic Calming Program. [Prepared by Omni-Means, Ltd.]
- 2004b. A Guide to the San Joaquin Kit Fox for Mitigation Procedures for the California Environmental Quality Act (CEQA).
- 2004c. Zoning Maps.
- 2004d. Federal and State Regulation Pertaining to the San Joaquin Kit Fox.
- 2004e. City of Paso Robles Multi-Hazard Emergency Response Plan.

7.0 REPORT PREPARERS AND REFERENCES

- 2005a. Oak Tree Impact Evaluation Report Guidelines (Res. No. 05-120).
- 2005b. The 2005 City of Paso Robles Economic Forecast. [Prepared by UCSB Economic Forecast Project by the Regents of the University of California]
- 2005c. Design Workshop for the Salinas River Corridor Master Plan (Follow the River, Follow the Dream).
- 2005d. Hazards Mitigation Plan. [Prepared by URS]
- 2006a. 2006 Paso Robles Economic Strategy.
- 2006b. Chandler Ranch Area Specific Plan Environmental Impact Report, Volumes 1 and 2. [Prepared by Rincon Consultants, Inc.]
- 2007a. Storm Drain Master Plan. [Prepared by Schaaf & Wheeler]
- 2008a. Paso Robles Gateway Plan: Design Standards. [Prepared by HDR/Moule & Polyzoides]
- 2008b. Downtown Parking Management Plan. [Prepared by Parking Design Group]
- 2008c. State Route (SR 46 E) Parallel Routes Study. [Prepared by Fehr & Peers]
- 2008d. 2005 Urban Water Management Plan. [Prepared by Todd Engineers]
- 2008e. Technical Memorandum re: Airport Business Park Drainage Analysis. [Prepared by Schaaf & Wheeler]
- 2009a. Bike Master Plan.
- 2009b. Paso Robles Purple Belt Action Plan. [Prepared by Economic & Planning Systems (EPS) and Sage Associates]
- 2009c. Draft Water-Efficient Landscape Ordinance Memorandum.
- 2009d. El Paso De Robles Housing Element (Public Review Draft).
- 2009e. Downtown Specific Plan Uptown & Town Center. [Prepared by multiple consultants]
- 2009f. Draft Route 46 East Comprehensive Corridor Study. [Prepared by Caltrans, District 5]
- 2009g. Sewer System Management Plan. [Prepared by City Paso Robles Public Works Department, Wastewater Division]
- 2010a. Municipal Code. Codified through Ordinance No. 10-966, passed March 2, 2010. (Supplement No. 25, 4-10)
- 2010b. Paso Robles Oak Park Affordable Housing Project Final EIR, SCH No. 2010021055. [Prepared by Impact Sciences, Inc.]
- 2010c. U.S. Highway 101/State Route 46 East Improvement Project Initial Study with Mitigated Negative Declaration. [Prepared by the City with Caltrans]
- 2010d. Revised Storm Water Management Program.
- 2010e. City of Paso Robles "About Us" Webpage. <http://prcity.com/about/> (accessed August 10, 2010).
- 2010f. City of Paso Robles Historic Resources Survey. [Prepared by Historic Resources Group]
- 2010g. El Paso de Robles, California, Code of Ordinances, Title 9-Public Safety, Chapter 9.07-Prohibited Acts. <http://library.municode.com/index.aspx?clientId=16335&stated=5&stateName=California> (accessed August 23, 2010).

City-Data.com

- 2010a. Paso Robles Municipal Airport in Paso Robles, California. <http://www.city-data.com/airports/Paso-Robles-Municipal-Airport-Paso-Robles-California.html>

California Department of Education. Educational Demographics Unit (EDU)

- 2010a. DataQuest website. Custom Report for the Paso Robles Joint Unified School District for the year 2008–2009.

Cuesta College Website

- 2010a. Cuesta College Facts. <http://academic.cuesta.edu/pim/facts.htm> (accessed October 20, 2010).

Federal Highway Administration (FHWA)

- 1995a. Highway Traffic Noise Analysis & Abatement Policy & Guidance.
- 2006a. Roadway Construction Noise Model

Federal Transit Administration (FTA)

- 2006a. Transit Noise and Vibration Impact Assessment.

Fehr & Peers Transportation Consultants

- 2009a. City of Paso Robles Model Development Report.
- 2010a. Traffic and Circulation Analysis for Circulation Element EIR.
- 2010b. [Draft City of El Paso de Robles General Plan 2010: Circulation Element.](#)
- 2011. [Final City of El Paso de Robles General Plan 2010: Circulation Element.](#)

Governor's Office of Planning and Research (OPR)

- 2003a. General Plan Guidelines. http://www.opr.ca.gov/planning/publications/General_Plan_Guidelines_2003.pdf
- 2007a. Guidelines for Implementation of the California Environmental Quality Act.

Intergovernmental Panel of Climate Change (IPCC)

- 2007a. National Greenhouse Gas Inventories Programme. <http://www.ipcc-nggip.iges.or.jp>.

Miller, Tyler G.

- 2000a. Living in the Environment. 11th edition.

National Aeronautical and Space Administration (NASA)

- 2009a. NASA Facts Online. http://www.gsfc.nasa.gov/gsfc/service/gallery/fact_sheets/earthsci/green.htm.

National Center for Conservation Science and Policy (NCCSP)

- 2010a. Projected Future Climatic and Ecological Conditions in San Luis Obispo County.

National Oceanic and Atmospheric Administration (NOAA)

- 2009a. Global Climate Change Impacts on the United States.

Paso Robles Wine Country Alliance (PRWCA)

- 2010a. <http://www.pasowine.com> (accessed August 2010).

San Luis Obispo Air Pollution Control District (SLOAPCD)

- 2001a. 2001 Clean Air Plan San Luis Obispo County. <http://www.slocleanair.org/business/pdf/CAP.pdf>.
- 2005a. Particulate Matter Report Implementation of SB 656 Requirements.
- 2005b. Options for Addressing Climate Change in San Luis Obispo County.
- 2007a. Emission Inventory Summary. <http://www.slocleanair.org/air/emissions.php>.
- 2007b. Strategic Action Plan 2004–2009. <http://www.slocleanair.org/who/pdf/sap.pdf>.
- 2009a. CEQA Air Quality Handbook: A Guide for Assessing the Air Quality Impacts for Projects Subject to CEQA Review. http://www.slocleanair.org/pdf/CEQA_Handbook_Final_draft_2009_v03.pdf.
- 2009b. San Luis Obispo County Air Quality. <http://www.slocleanair.org/air/index.php>.
- 2009c. San Luis Obispo County Attainment Status. http://www.slocleanair.org/air/pdf/SLO_Attain_1209.pdf.

7.0 REPORT PREPARERS AND REFERENCES

- 2009d. Annual Air Quality Report 2008–2009. <http://www.slocleanair.org/air/pdf/2010/08-09aqrpt.pdf>.
- 2010a. Community-Wide and Government Operations, 2005 Baseline Greenhouse Gas Emissions Inventory. [Prepared by PMC]
- 2010b. About Air Quality. <http://www.slocleanair.org/air/index.php>.

San Luis Obispo Council of Governments (SLOCOG)

- 2005a. Vision 2025: The 2005 Regional Transportation Plan for San Luis Obispo County.
- 2006a. Long Range Socio-Economic Projections. Revised July 2006.
- 2008a. Regional Housing Needs Plan (RHNP).
- 2010a. Draft SLOCOG Regional Transportation Plan (including preliminary Sustainable Communities Strategy).
- 2010b. Route 101 North County Corridor Study.

San Luis Obispo County Airport Land Use Commission (ALUC)

- 2005a. Airport Land Use Plan for the Paso Robles Municipal Airport. Update. Originated November 1997, amended February 16, 2005.
- 2007a. Airport Land Use Plan for the Paso Robles Municipal Airport. Update. Originated November 1997, amended February 16, 2005, and May 16, 2007. <http://www.prcity.com/government/departments/publicworks/airport/land-use-plan.asp>.

San Luis Obispo, County of (SLO County)

- 1998a. San Luis Obispo County Water Master Plan.
- 2001a. Flood Control and Water Conservation District 2001–2006, Six Community Drainage Studies.
- 2003a. Voluntary Oak Woodlands Management Plan.
- 2005a. Bikeways Plan.
- 2005b. Long Range Transit Plan. [Prepared by Urbitran Associates, Inc.]
- 2007a. Integrated Water Management Plan.
- 2010a. Conservation and Open Space Element. [Prepared by PMC]
- 2010b. County of San Luis Obispo County Bikeways Plan. Adopted 2005; 2010 Update Public Review Draft 2010.

Smith, James H., Manager, Union Pacific Railroad (UPRR)

- 2010a. E-mail Correspondence with Kurt Legleiter, Principal, Ambient Air Quality & Noise Consulting, dated August 17.

Transportation Research Board

- 2000a. Highway Capacity Manual.

United States Census Bureau

- 2000a. 2000 Census Data: Summary File 3.

United States Department of Transportation (USDOT)

- 2010a. National Household Survey. <http://nhts.ornl.gov/>.

United States Environmental Protection Agency (USEPA)

- 1974a. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.
- 2008a. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2006, #430-R-08-005.

- 2010a. Six Common Air Pollutants. <http://www.epa.gov/air/urbanair/>.
- 2010b. Final GHG Tailoring Rule [<http://www.epa.gov/NSR/actions.html#may10>].
- 2010c. Light-Duty Regulations [<http://epa.gov/otaq/climate/regulations.htm>].

United States Fish and Wildlife Service (USFWS)

- 1999a. Standardized Recommendations for the Protection of the San Joaquin Kit Fox Prior To or During Ground Disturbance.

United States National Park Service (USNPS)

- 2010a. NPS Digital Library. <http://nrhp.focus.nps.gov> (searched on August 16, 2010).

Urban Land Institute

- 2008a. Growing Cooler: The Evidence on Urban Development and Climate Change.

8.0 ACRONYMS AND GLOSSARY

8.1 ACRONYMS

AADT	annual average daily trips
AB	Assembly Bill
ACM	asbestos-containing material
ACOE	U.S. Army Corps of Engineers
ADL	aerially deposited lead
ADT	average daily traffic
AFY	acre-feet per year
ALUP	Airport Land Use Plan
APS	Alternative Planning Strategy
AQMP	Air Quality Management Plan
AST	aboveground storage tank
ATCM	airborne toxics control measure
BACT	Best Available Control Technologies
BMP	best management practices
CAA	Clean Air Act
Cal-EPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CH ₄	methane
CMP	Circulation Master Plan
CNEL	Community Noise Level Equivalent
CO	carbon monoxide
CO ₂	carbon dioxide
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CTC	California Transportation Commission
CUPA	Certified Unified Program Agency
CVC	California Vehicle Code
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEIR	Draft Environmental Impact Report
DOC	California Department of Conservation
DSOD	Division of Safety of Dams
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	environmental impact report
ESA	Endangered Species Act
FAA	Federal Aviation Administration

8.0 ACRONYMS AND GLOSSARY

FDA	Food and Drug Administration
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
gpm	gallons per minute
HAP	hazardous air pollutant
HCP	habitat conservation plan
HUD	U.S. Department of Housing and Urban Development
HWCL	Hazardous Waste Control Laws
IMP	integrated management practices
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRWMP	Integrated Regional Water Management Plan
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standards
LED	light-emitting diode
L_{eq}	Equivalent Continuous Noise Level
LID	Low Impact Development
LIM	Land Inventory and Monitoring
L_{max}	Maximum Sound Level
LOS	level of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MND	mitigated negative declaration
mph	miles per hour
MPO	Metropolitan Planning Organization
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NCTC	Northern Chumash Tribal Council
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Transportation Safety Administration
NIH	National Institute of Health
NOAA	National Oceanic and Atmospheric Administration
NO ₂	nitrogen dioxide
NO _x	nitrous oxide
NPDES	National Pollution Discharge Elimination System
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O ₃	ozone
Pb	lead
PCB	polychlorinated biphenyls
PIA	Planning Impact Area
PM	particulate matter
PM ₁₀	particulate matter less than or equal to 10 microns in diameter

PM _{2.5}	particulate matter less than or equal to 2.5 microns in diameter
ppm	parts per million
ppv	peak-particle velocity
PRBMP	Paso Robles Bike Master Plan
PRC	Public Resources Code
PRDES	Paso Robles Department of Emergency Services
PRJUSD	Paso Robles Joint Unified School District
PRPD	Paso Robles Police Department
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gases
ROW	right-of-way
RTP	Regional Transportation Plan
RTP-PSCS	Regional Transportation Plan – Preliminary Sustainable Community Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCCAB	South Central Coast Air Basin
SCS	Sustainable Communities Strategy
SEMS	Standard Emergency Management System
SIP	State Implementation Plan
SLOAPCD	San Luis Obispo Air Pollution Control District
SLOCOG	San Luis Obispo Council of Governments
SLORTA	San Luis Obispo County Regional Transit Authority
SO ₂	sulfur dioxide
SR	State Route
SRRE	Source Reduction and Recycling Element
STIP	State Transportation Improvement Program
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCM	transportation control measure
TCSD	Templeton Community Services District
TDF	travel demand forecasting
TDM	Transportation Demand Management
TDS	total dissolved solids
TMDL	Total Maximum Daily Load
UPRR	Union Pacific Railroad
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VHT	vehicle hours traveled
VMT	vehicle miles traveled
VT	vehicle trips
WDR	waste discharge requirement
WMO	World Meteorological Organization

8.0 ACRONYMS AND GLOSSARY

8.2 GLOSSARY

access. A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

air basin. One of 14 self-contained regions minimally influenced by air quality in contiguous regions.

air pollutant emissions. Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

air pollution. The presence of contaminants in the air in concentrations that prevent the normal dispersive ability of the air and that interfere directly or indirectly with man's health, safety or comfort, or with the full use and enjoyment of property.

air quality standards. The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

ambient noise level. The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

annexation. The incorporation of a land area into an existing community with a resulting change in the boundaries of that community.

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

A-weighted decibel (dBA). A numerical method of rating human judgment of loudness. The sound pressure level in decibels, as measured on a sound meter, uses an A-weighting filter to de-emphasize the very low and very high frequency components of sound in a manner similar to the response of the human ear.

buffer. A strip of land designated to protect one type of land use from another with which it is incompatible. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multi-family housing zone between single-family housing and commercial uses.

building. Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods, or materials of any kind or nature.

capital improvement program. A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long-lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

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

Community Noise Equivalent Level (CNEL). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 5 decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

compatibility. The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning classifications is intended to achieve compatibility within the zoning district. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre, pedestrian or vehicular traffic generated, volume of goods handled, and such environmental effects as noise, vibration, glare, air pollution, or radiation. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

conservation. The management of natural resources to prevent waste, destruction, or neglect.

Council of Governments (COG). A regional planning and review authority, such as San Luis Obispo County Council of Governments, whose membership includes representation from all communities in the designated region.

coverage. The proportion of the area of the footprint of a building to the area of the lot on which it stands.

Day-Night Average Level (L_{dn}). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m.

decibel (dB). A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

density. The number of families, individuals, dwelling units, or housing structures per unit of land; usually density is expressed per acre. Thus, the density of a development of 100 units occupying 20 acres is 5.0 units per acre.

easement. A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity.

economic base. The production, distribution, and consumption of goods and services within a planning area.

element. A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

eminent domain. The authority of a government to take, or to authorize the taking of, private property for public use.

environment. The sum of all external conditions and influences affecting the life, development and, ultimately, the survival of an organism.

environmental assessment. An assessment of a proposed project of activity to determine whether it will have significant environmental effects on the natural and man-made environments.

8.0 ACRONYMS AND GLOSSARY

environmental impact report. A report, as prescribed by the California Environmental Quality Act (CEQA), on the effect of a development proposal and other major actions that significantly affect the environment.

essential facilities. Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted.

fault, active. A fault that has moved recently and which is likely to move again. For planning purposes, an active fault is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

fault, inactive. A fault which shows no evidence of movement in recent geologic time and no potential for movement in the relatively near future.

fault, potentially active. A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present), or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

fire flow. A rate of water flow that should be maintained to halt and reverse the spread of a fire.

floodplain. A lowland or relatively flat area adjoining inland or coastal waters that is subject to a 1 percent or greater chance of flooding in any given year (i.e., 100-year flood).

floodway. The channel of a natural stream or river and portions of the floodplain adjoining the channel, which are reasonably required to carry and discharge the floodwater or flood flow of any natural stream or river.

general plan. A legal document that takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

goal. The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Provide a balance of land use types in the city").

grade. The degree of rise or descent of a sloping surface.

greenbelt. An open area that may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

ground failure. Mudslide, landslide, liquefaction, or compaction of soils due to seismic-induced groundshaking.

groundwater. The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

growth management. Techniques used by government to control the rate, amount, and type of development.

hazardous materials. Injurious substances, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels, as defined and regulated by federal, state, and/or local law.

historic area. A district, zone, or site designated by local, state, or federal authorities within which buildings, structures, and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

household. According to the Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

household income. The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

housing affordability. Based on state and federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

housing unit. A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

human services. The programs that are provided by the local, state, or federal government to meet the health, welfare, recreational, cultural, educational, and other special needs of its residents.

implementation measure. An action, procedure, program, or technique that carries out general plan policy.

income categories. Categories for classifying households according to income based on the median income for each county, according to federal and state regulations as amended from time to time.

infrastructure. The physical systems and services that support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, and storm drainage.

intersection. Where two or more roads cross at grade.

issue. A problem, constraint, or opportunity requiring community action.

land use. A description of how land use is occupied or used.

land use plan. A plan showing the existing and proposed location, extent, and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, and other public and private purposes or combination of purposes.

8.0 ACRONYMS AND GLOSSARY

landslide. A general term for a falling or sliding mass of soil or rocks.

liquefaction. A process by which water-saturated granular soils transform from a solid to a liquid state due to ground shaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

local street. A street providing direct access to properties and designed to discourage through-traffic.

lot. The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed, or built upon as a unit.

median income. The annual income for each household size, which is defined annually by the U.S. Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half below.

National Flood Insurance Program. A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

noise. Any audible sound.

noise exposure contours. Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and L_{dn} are the metrics utilized to describe community noise exposure.

noxious weed. Any species of plant that is, or is liable to be, troublesome, aggressive, intrusive, detrimental, or destructive to agriculture, silviculture, or important native species and difficult to control or eradicate, which the director, by regulation, designates to be a noxious weed. In determining whether or not a species shall be designated a noxious weed for the purposes of protecting silviculture or important native plant species, the director shall not make that designation if the designation will be detrimental to agriculture.

open space. Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated, or reserved for public or private use or enjoyment.

overcrowding. As defined by the Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

parcel. A lot or tract of land.

policy. Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

program. A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

right-of-way (ROW). A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

sensitive receptor. Refers to specific population groups, as well as the land uses where they would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses are

residences, schools, playgrounds, childcare centers, retirement homes or convalescent homes, hospitals, and clinics.

sensitive species. Includes those plant and wildlife species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the federal Endangered Species Act and California Endangered Species Act. Endangered: any species in danger of extinction throughout all, or a significant portion of, its range. Threatened: a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are therefore referred to as "federally listed" species.

sewer. Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

site plan. The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

solid waste. Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in landfills or incinerated.

stationary source. A non-mobile emitter of pollution.

subdivision. The division of a lot, tract, parcel, or other unit of land for the purpose of sale, lease, or financing, immediately or in the future.

survey. The process of precisely ascertaining the area, dimensions, and location of a piece of land.

watercourse. Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine, or wash in which water flows in a definite channel, bed, and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

wetland. An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

zoning. A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted, conditionally permitted, and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

zoning classification. A geographical area of a city zoned with uniform regulations and requirements.

zoning map. The officially adopted zoning map of the city specifying the uses permitted within certain geographic areas of the city.

APPENDIX A

NOTICE OF PREPARATION AND COMMENT LETTERS

July 26, 2010

**NOTICE OF PREPARATION (NOP) of an
ENVIRONMENTAL IMPACT REPORT (EIR)
for the
City of El Paso de Robles
General Plan Circulation Element 2010**

To: Governor's Office of Planning and Research

All Responsible and Trustee Agencies (see distribution list attached)

From: City of Paso Robles

The City of Paso Robles will be the Lead Agency preparing an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering permits or other approvals for the project.

The project description (including the entire Circulation Element), project location (circulation diagram), and the potential environmental effects are contained in the attachments to this Notice. An Initial Study has not been prepared or included.

Due to the time limits mandated by State law, your response to this Notice of Preparation is requested at the earliest possible date but not later than 30 days after receipt of this notice, or by August 25, 2010.

Please mail, fax, email or hand-deliver your written response to the contact below. Please also identify the contact person in your agency for future correspondence.

John Falkenstien, City Engineer
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
Email: JFalkenstien@prcity.com

Phone: (805) 237-3970 Fax: (805) 237-3904

Signature: _____
John Falkenstien, City Engineer

Date: July 26, 2010

Project Location and Background

The City of Paso Robles is located in San Luis Obispo County, mid-way between Southern California and the Bay Area. The City has a population of approximately 30,000 people, with a buildout projection of 44,000. Paso Robles originated on the west side of its existing boundary, and developed in a traditional urban grid pattern. The east side of the City developed over the last 25 years, and includes a conventional circulation pattern supporting lower density development. There are three bridges spanning Highway 101 and the Salinas River, connecting both sides of town. State Route 46 East (from the San Joaquin Valley) intersects Highway 101 in the northern part of the City, making Paso Robles a hub for intra-state travel. (see Regional Location, attached).

Project Description

The project is the update to the city-wide Circulation Element. The Circulation Element is one of the mandated elements of the General Plan. The Circulation Element identifies the city-wide transportation network to support the City's existing and future land use pattern, and contains policies specific to transportation and mobility to support and implement the circulation plan. For additional detail, the complete Circulation Element is attached to this Notice.

The City updated the previous Circulation Element as part of a comprehensive General Plan Update in 2003. Following that update, however, it became clear that the use of a traditional level of service (LOS) threshold to measure roadway function was resulting in unrealistic and unnecessary transportation improvements, as well as safety concerns associated with wider facilities and faster vehicle speeds. Traditional "business as usual" transportation planning also resulted in facility plans that could not be funded through available or projected resources, and were found to be inconsistent with community and environmental values.

The resulting draft Circulation Element is therefore based on providing safe, comfortable and efficient travel for all modes of transportation, consistent with "Complete Streets" policies. The Element emphasizes bicycle, pedestrian and transit systems, focuses on increasing the efficiency of the vehicle network, and deemphasizes 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, multi-modal movement, and controlling traffic speeds consistent with Paso Robles' small town character.

Type of EIR

The EIR is a Program EIR as defined by CEQA Guidelines Section 15168. A Program EIR is appropriate for projects such as a general plan element, in connection with the issuance of rules, regulations, plans and other policies that govern a continuing program. A Program EIR allows the lead agency to consider broad policy alternatives and program-wide "first tier" mitigation strategies that help guide the analysis of subsequent individual projects.

As a planning level document, the Circulation Element only provides generalized alignments and locations for new transportation facilities. The level of analysis in the Program EIR will be commensurate with the level of detail of the proposal.

Potential Environmental Effects

The physical environmental effects of implementing the Circulation Element will fall into two main categories: 1) the effects associated with future construction of new or expanded roadway facilities; and 2) the effects associated with increasing the utilization of existing facilities.

Implementation of the Element and individual projects over time may result in the following impacts:

- **Aesthetics and Visual Resources**, including the visual appearance of new facilities in the context of the existing rural landscape, visually sensitive locations, and existing scenic resources.
- **Agricultural Resources**, should any new facilities be located in areas of protected farmland or have the potential to fragment active farmland or grazing land.
- **Air Quality**, including potential increases in mobile-source pollutants, construction impacts, and increased concentrations of vehicles on existing facilities. (Potential air quality benefits of proposed circulation policies will also be addressed.)
- **Climate Change and Energy**, including a programmatic analysis of greenhouse gas emissions of mobile sources based on vehicle miles traveled and other factors, consistent with current State requirements.
- **Biological Resources**, including impacts to sensitive plants, wildlife, habitat areas, trees and oak woodlands, and wetlands, particularly in areas where stream crossings are proposed.
- **Cultural Resources** (archeological, paleontological and historic), that may be disturbed by the construction of new facilities.
- **Geology and Geologic Hazards** as they relate to exposing new facilities to seismic and geologic constraints.
- **Hazards and Hazardous Materials**, including the transport of hazardous materials on the network and the ability of the network to support emergency response.
- **Hydrology and Water Quality**, as the project may affect drainage patterns and increase runoff.
- **Land Use and Planning**, as the project (particularly new facilities) may have the potential to disrupt or divide existing communities or conflict with other adopted plans and policies.
- **Noise**, including increases in noise from new facilities and traffic volumes on existing facilities.
- **Transportation and Circulation**, including all predicted changes to city-wide circulation patterns, facility operations and potential beneficial effects of improved mobility and safety.

The EIR will also include an evaluation of a reasonable range of alternatives to the proposed Circulation Element, including a No Project alternative that compares the environmental consequences of the existing (2003) Circulation Element.

Upcoming Meetings

An EIR Scoping Meeting and Circulation Element Workshop is tentatively scheduled for August 16, 2010, as the city encourages public participation and input regarding the scope of the analysis and project. The Scoping Meeting will be publicly noticed in the near future. Notification of public meetings is also posted on the city's website.

Attachments

1. NOP Distribution List
2. Regional Location Map
3. Draft Circulation Element (including Circulation Diagram)

City of Paso Robles
Community Development Department
1000 Spring Street
Paso Robles, CA 93446

SLO County
Planning and Building Department
976 Osos Street, Room 300
San Luis Obispo, CA 93408

State Clearinghouse
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

City of Paso Robles
Public Works Department
1000 Spring Street
Paso Robles, CA 93446

SLO County
Department of Public Works
1050 Monterey St., Room 207
San Luis Obispo, CA 93408

Caltrans, District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

City of Paso Robles Public
Transportation Administrative Services
821 Pine Street
Paso Robles, CA 93446

SLOCOG
1150 Osos Street, Suite 202
San Luis Obispo, CA 93401

California Highway Patrol
P.O. Box 942898
Sacramento, CA 94298-0001

City of Paso Robles Police Department
900 Park Street
Paso Robles, CA 93446

SLO Air Pollution Control District
3433 Roberto Court
San Luis Obispo, CA 93401

California Air Resources Board
1001 I Street
P.O. Box 2815
Sacramento, CA 95812

City of Paso Robles
Department of Emergency Services
900 Park Street
Paso Robles, CA 93446

SLO County
Office of Emergency Services
County Government Center, Rm D-430
San Luis Obispo, CA 93408

Office of Emergency Services
3650 Schriever Avenue
Mather, CA 95655

City of Paso Robles
Event Center
P.O. Box 8
Paso Robles, CA 93447

SLO County
Clerk Recorder
1055 Monterey Street, D-120
San Luis Obispo, CA 93408

Supervisor - District 1
Frank Mecham
1055 Monterey Street, Room D430
San Luis Obispo, CA 93408

SLO County
Environmental Coordinator's Office
976 Osos Street, Room 200
San Luis Obispo, CA 93408

SLO LAFCO
1042 Pacific St # A
San Luis Obispo, CA 93401

Central Coast
RWQCB
895 Aerovista Place, Suite 101
San Luis Obispo, CA 93401

SLO County
Department of Agriculture
2156 Sierra Way, Suite A
San Luis Obispo, CA 93401

Department of Fish and Game,
Region 4 Central Region
1234 E. Shaw Avenue
Fresno, CA 93710

State Water Resources
Control Board
1001 I Street
Sacramento, CA 95812

San Luis Obispo Chapter of the
California Native Plant Society
P.O. Box 784
San Luis Obispo, CA 93406

Department of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814

Department of Transportation
Division of Environmental Analysis
Attn: Gregoria Ponce
P.O. Box 942874, M.S. 27
Sacramento, CA 94274-0001

Office of Historic Preservation
1416 9th Street, Room 1442
Sacramento, CA 95814

Paso Robles Public Schools
800 Niblick Road
Paso Robles, CA 93447

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Union Pacific Railroad
Dan Miller
2015 S. Willow Ave.
Bloomington, CA 92316

**U.S. Department of Agriculture
Natural Resources Conservation
Service**
65 Main Street, Suite 108
Templeton, CA 93465

**San Luis Obispo Regional
Transportation Authority (SLORTA)**
179 Cross Street
San Luis Obispo, CA 93401

SLO Bike Coalition
860 Pacific Street
San Luis Obispo, CA 93401

North Coast Engineering
725 Creston Road, Suite B
Paso Robles, CA 93446

U.S. Fish and Wildlife Service
2943 Portola Road, Suite B
Ventura, CA 93003

Wallace Group
612 Clarion Court
San Luis Obispo, CA 93401

**U.S. Environmental Protection Agency
Region 9, Public Affairs**
75 Hawthorne Street
San Francisco, CA 94105

North County Watch
P.O. Box 455
Templeton, CA 93465

U.S. Army Corps of Engineers
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

LOCATION



El Paso de Robles (Paso Robles)



RRM Design Group
3765 S. Higuera St., Ste. 102
San Luis Obispo, CA 93401
P: (805) 543-1794
F: (805) 543-4609
www.rrmdesign.com

August 10, 2010

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

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

Dear Chairman Peterson:

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

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

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

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

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

Chairman Joel Peterson
August 10, 2010
Page 2

Center, Sports Practice Fields, Hiking and Recreational trails and enhancement of the existing golf course.

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

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

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

Sincerely,

RRM DESIGN GROUP



Victor Montgomery, AIA
RO-TNC Team Leader

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

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

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 (916) 657-5390 - Fax

RECEIVED

AUG 02 2010



Engineering Division

July 29, 2010

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

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

Dear Mr. Falkenstien:

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

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

Sincerely,

Katy Sanchez
 Program Analyst
 (916) 653-4040

CC: State Clearinghouse



SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

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

Fax (805) 781-1229

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

MEMORANDUM

Date: August 17, 2010

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

FROM: Glenn Marshall, Development Services Engineer

SUBJECT: San Luis Obispo County Public Works Department Comments on the Notice of Preparation for the City of Paso Robles General Plan Circulation Element 2010

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

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

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

2. *Policy CE-1A, Action Item 5:*

- a. Consider modifying the action item to include Best Management Practices and Low Impact Development (LID) standards for street designs.

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

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

Please provide us notification when the Draft EIR is available for review via the web and the related web address where the document may be viewed.



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

2156 SIERRA WAY, SUITE A • SAN LUIS OBISPO, CALIFORNIA 93401 - 4556

ROBERT F. LILLEY

AGRICULTURAL COMMISSIONER/SEALER

www.slocounty.ca.gov/agcomm

(805) 781-5910

FAX: (805) 781-1035

AgCommSLO@co.slo.ca.us

DATE: August 23, 2010

TO: John Falkenstien, Paso Robles City Engineer

FROM: Michael Isensee, County Department of Agriculture

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

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

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

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

Soils Information

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

Williamson Act

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

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

California Government Code specifies the information to provide to both the state and local government which has entered into the contract with the property owner. Further details can be found at CA Gov't Code 51290 *et seq.* or

http://www.conservation.ca.gov/dlrp/lca/basic_contract_provisions/Pages/public_acquisitio ns.aspx

Compatibility

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

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

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

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

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

Farmland Conversion

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

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

Growth Inducing Impacts

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

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

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



August 24, 2010

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

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

Dear Mr. Falkenstien:

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

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

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

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

John Falkenstien
City of Paso Robles
SCH # 2010071065
August 24, 2010
Page 2 of 2

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

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

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

Sincerely,

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



August 25, 2010

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

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

Dear Mr. Falkenstein,

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

1. Contact Person:

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

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

Demolition of Asbestos Containing Materials

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

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

Asbestos / Naturally Occurring Asbestos

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

Construction Permit Requirements

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

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

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

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

3. Environmental Information:

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

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

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

4. Alternatives:

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

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

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

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

5. Reasonably Foreseeable Projects, Programs or Plans:

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

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

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

These land use planning strategies are:

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

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

6. Relevant Information:

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

7. Further Comments:

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

GENERAL COMMENTS

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

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

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

SPECIFIC COMMENTS

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

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

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

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

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

The APCD suggests the following additions under this policy:

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

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

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

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

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

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

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

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

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

Sincerely,



Andy Mutziger
Air Quality Specialist

AJM/AAG/arr

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

APPENDIX B

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

CITY OF EL PASO DE ROBLES GENERAL PLAN 2010 CIRCULATION ELEMENT UPDATE

DRAFT ENVIRONMENTAL IMPACT REPORT
MITIGATION MONITORING AND REPORTING PROGRAM

SCH No. 2010071065

PREPARED FOR:

CITY OF EL PASO DE ROBLES
1000 SPRING STREET
PASO ROBLES, CA 93446
WWW.PRCITY.COM/PHONE: (805) 237-3970

PREPARED BY:



860 WALNUT STREET, SUITE B
SAN LUIS OBISPO, CA 93401-2725

FEBRUARY 2011

DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

PROGRAM CONTENTS

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

LEGAL BASIS AND PURPOSE OF THE MMRP

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

MONITORING MATRIX

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

Mitigation Measure:	Provides the text of the mitigation measures identified in the Draft Environmental Impact Report.
Responsible Party:	References the person, party, or agency responsible for monitoring and verifying compliance of the identified mitigation measure. The agencies listed are responsible for clearing the mitigation measure.
Monitoring/Reporting:	Identifies by whom the monitoring or reporting will be done.
Timing/Frequency:	Identifies at what point in time, review process, or phase of the project the measure will be completed.
Final Clearance:	These columns will be initialed and dated by the individual designated to verify adherence to project-specific mitigation.
Comments:	This column is reserved for any additional explanation or notes made during compliance monitoring, if necessary.

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

NONCOMPLIANCE

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

MITIGATION MONITORING AND REPORTING PROGRAM

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.

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
3.1 AESTHETICS AND VISUAL RESOURCES						
3.1.1a	<p>The City shall conduct a detailed visual assessment during the environmental review process for transportation improvement projects and mitigate for significant visual impacts. Through this process of analysis and evaluation, it may be possible to identify mitigation measures or alternatives that would reduce project-specific visual impacts. Project-specific mitigation shall include the following standards as determined by the City and be consistent with the Gateway Design Standards and guidelines for rural entrances as applicable. Any projects that may affect scenic resources shall be designed to minimize impacts on existing vegetation to the extent feasible, landscape architecture, and natural scenic views and to avoid or minimize the removal of significant stands of trees and damage to rock outcroppings to the maximum extent feasible.</p> <ul style="list-style-type: none"> • Should architectural features, such as sound walls, medians, berms, and/or other similar structures that could obstruct views, be necessary for project implementation, these structures shall incorporate offsets, accents, and landscaping to prevent visual monotony. These features shall be designed in accordance with the City's architectural review requirements. • The City shall design transportation project alignments to avoid or minimize substantial physical alteration of the land due to large amounts of cut and fill. Where a particular improvement project would affect adjacent landforms, the City shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade. Where 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		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>and placing landscaping and signs to preserve and create scenic views for the motorist). Visual disruption shall be minimized by regrading to the approximate natural grades, rounding natural portions of cut and fills, and using retaining walls and compatible with existing surrounding land uses.</p> <ul style="list-style-type: none"> • The City shall prepare grading plans that minimize the removal of scenic resources such as trees, rock outcroppings, and historic buildings. • The City shall confirm whether or not the Gateway Design Standards or guidelines for rural entrances are applicable to a transportation project and apply those standards/guidelines to the project as necessary. 					
3.1.1b	<p>A Landscape Plan shall be developed as part of specific subsequent transportation project design and approval. The Landscape Plan must be approved by the City and Caltrans as applicable, prior to final project approval and shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Non-native vegetation that would require removal shall be replaced with native and drought-tolerant plants when feasible. When this is not feasible, removed non-native vegetation should be replaced at a rate and size determined by the City or, for Caltrans-related projects, by the Caltrans Landscape Architecture Branch. • For projects not affected by or in the Caltrans right-of-way, the City shall ensure that native, drought-tolerant plants and other landscape materials enhance landform variation, provide erosion control, and blend with the surrounding natural setting. Native vegetation that would require removal shall be replaced with native and drought-tolerant plants species, as outlined in General Plan Policy C-3B. The plant list shall be identified on the landscape plans and shall be subject to approval by the City and/or Caltrans Landscape Architecture Branch, if applicable. Appropriate non-native plants may be allowed for design flexibility, if approved by the City and/or Caltrans. 	City	City	<p>At the time of specific project-level environmental review; Landscape Plan approval prior to Prior to final approval</p>		

MITIGATION MONITORING AND REPORTING PROGRAM

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 direct conflicts with agricultural uses or operations (due to division of agricultural land, access, or proximity of roadways to active agricultural uses resulting in potential dust, pollution, security issues, etc.), measures shall be employed to minimize impacts consistent with the City's Right to Farm Ordinance. Such measures may include the use of land use buffers (physical separation between roadways and active operations), fencing (as feasible and coordinated with land owners), and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses. See also MM 3.3.2b, 3.3.2c and MM 3.10.1 for related measures.	City	City	Prior to final approval of circulation improvement		
3.2.2a	When new roadway extensions are planned, the City shall	City	City	Prior to final		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	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.			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 production at the margins of lost property, based on the amount of land deeded as road right-of-way, as well as costs associated with relocating associated agricultural infrastructure and physical improvements, as a function of the total amount of production on the property.	City	City	At the time of specific project-level environmental review		
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	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		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	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 .					
3.3.2b	<p>The following measures shall be implemented for all applicable transportation facility improvements in order to reduce PM₁₀ emissions during project construction:</p> <ul style="list-style-type: none"> • Reduce the amount of the disturbed area where feasible. • Use water trucks or sprinkler systems in sufficient 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 	City	City/ SLOAPCD	Prior to the start of any grading, earthwork, or demolition; periodically during construction of roadway or circulation improvements		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>California Vehicle Code (CVC) Section 23114.</p> <ul style="list-style-type: none"> • 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. • 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	City	City	Prior to design approval of transit station		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	multiple buses do not utilize the facility at the same time.					
3.4 BIOLOGICAL RESOURCES						
3.4.1a	<p>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:</p> <ul style="list-style-type: none"> As early as feasible in the development of subsequent transportation project design, the area in which the project is proposed shall be thoroughly surveyed to determine the presence or absence of habitat for special-status plant and wildlife species and to determine the extent to which project construction and implementation may interfere with the movement of any resident or migratory fish or wildlife species. If special-status species are known to occur or have the potential to occur, appropriate resource agency contacts shall, where appropriate, be made and mitigation developed in consultation with a qualified biologist and the resource agencies. If initial biological assessments for a circulation improvement determine the presence or potential presence of a state or federally listed species on the site, the implementing agency shall, where appropriate, consult with the CDFG, National Marine Fisheries Service (NMFS), and/or the USFWS for guidance on whether or not the project can avoid impacts to special-status species. The project shall, where appropriate, avoid impacts through re-design or realignment, wherever feasible. 	City	City	During development and of transportation project design; prior to habitat modification 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	City	City	At the time of specific project-level environmental review		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	easements within the watershed as approved by the consulting resource agency.					
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		
3.4.2a	<p>The following measures may be used by the implementing agencies to reduce modification of watercourses, wetlands, and riparian habitat:</p> <ul style="list-style-type: none"> • The proposed projects shall be designed to avoid construction in watercourses, wetlands, and riparian habitat to the extent feasible. • In those instances where it is not feasible to avoid watercourses, wetlands, and riparian habitat through design measures, the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Regional Water Quality Control Board, and CDFG shall, where appropriate, be contacted in order to achieve compliance with the appropriate regulations and to obtain all required permits prior to project approval. The granting of the required permits may be conditioned on the implementation of site-specific measures designed to mitigate any modification of watercourses, wetlands, and riparian habitat that may result from construction of the projects to ensure no net loss of habitat. • Implementing agencies shall, where appropriate, ensure that all removed and excess material is disposed of off-site and away from the floodplain, outside areas subject to ACOE and CDFG jurisdiction. Implementing agencies shall, where feasible, ensure that construction activities in drainages occur during the dry season (generally May to October) when channels are at low flow. • Implementing agencies shall ensure that no fueling or maintenance of equipment takes place in any channel. Mechanical equipment shall, where appropriate, be 	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		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>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.</p> <ul style="list-style-type: none"> 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 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	<p>Where avoidance of impacts is not feasible through design, the city shall mitigate impacts to watercourses, wetlands, and riparian habitat through the use of mitigation banks or in-lieu fees, where such mechanisms exist. Where individual projects would modify watercourses, wetlands, and riparian habitat, project sponsors would be required to purchase credits from a mitigation bank as approved the ACOE and CDFG, as appropriate. If mitigation banks are not available, the project applicant will mitigate for the loss of habitat (at a no net loss of habitat ratio) with conservation easements within the watershed as approved by the consulting resource agency.</p>	City	City/Army Corps of Engineers/ CDFG	Prior to modification of watercourses, wetlands, and riparian habitat associated with individual projects		
3.4.3	<p>During site-specific environmental review for projects located in wildlife movement corridors, implementing agencies shall conduct biological field investigations to document existing conditions and assess site-specific impacts upon wildlife that may be affected by the project.</p>	City	City/USFWS/ NMFS/CDFG	At the time of specific project-level environmental review for projects located		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	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).			in wildlife movement corridors		
3.5 CULTURAL RESOURCES						
3.5.1	<p>For subsequent transportation projects involving substantial earth disturbance, the removal or disturbance of existing buildings, or the construction of permanent aboveground structures or roadways, the City shall ensure that the following elements are included in the project's environmental review:</p> <ul style="list-style-type: none"> • A map defining the Area of Potential Effects (APE) shall be prepared for transportation system improvements that involve substantial earth disturbance, the removal or disturbance of existing buildings, or construction of permanent aboveground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known cultural resources are located in the impact zone. • A preliminary study of each project area, as defined in the project's Area of Potential Effect, shall be completed to determine whether or not the project area has been studied under an earlier investigation and to determine the impacts of the previous project. • If the results of the preliminary studies indicate additional studies are necessary, development of field studies and/or other documentary research shall be completed (Phase I studies). Negative results would necessitate no additional studies for the project area. • Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/significance of the resources (Phase II studies). • Phase III mitigation studies shall be coordinated with the Office of Historic Preservation (OHP), as the research 	City	City	At the time of specific project-level environmental review; prior to substantial earth disturbance associate with circulation improvements		
		City	City/OHP/			

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<ul style="list-style-type: none"> • As required under CEQA Guidelines Section 15064.5, to prepare for the possibility of an accidental discovery of significant buried cultural resources during transportation system improvement project construction, the following measures shall be taken: <ul style="list-style-type: none"> - Due to the possibility that significant buried cultural resources might be found during construction, the 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 no 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 	City/ Contractor	County Coroner			

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>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 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."</p>					
3.6 GEOLOGY AND GEOLOGY HAZARDS						
3.6.1	<p>The City shall ensure that all structures, including, but not limited to, roadway improvements, bridges, and pedestrian/bike facilities, are designed and constructed to the latest geotechnical standards, per Title 24 of the California Building Codes to limit potential hazards to the public after project completion. This requirement will necessitate site-specific geologic and soils engineering investigations, as required by the City's Grading Code, Title 20, to exceed the conditions for zones with high potential for ground shaking. Where transportation system improvement projects involve bridges or passenger stations, the City shall, where appropriate, ensure that such structures are placed in areas outside of fault rupture zones. If avoidance is not feasible, detailed geologic and seismic studies must be completed to locate active or potentially active fault traces. Structures shall, where appropriate, be placed beyond an appropriate setback distance.</p>	City	City	<p>At the time of specific project-level environmental review; prior to final design approval of circulation improvements</p>		
3.6.2a	<p>If a particular Circulation Element improvement project is located in an area of moderate to high liquefaction potential,</p>	City	City	<p>At the time of specific project-</p>		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	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.			level environmental review; prior to final design approval of circulation improvements		
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	City	City	At the time of specific project-level environmental review; prior to		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>minimizes erosion and sedimentation prior to the issuance of grading permits. The grading and erosion control plan must include the following:</p> <ul style="list-style-type: none"> • Methods such as retention basins, drainage diversion structures, spot grading, silt fencing/coordinated sediment trapping, straw bales, and sand bags shall be 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 			<p>final design approval and during construction of circulation improvements</p>		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>between the base of the proposed structure and adjacent lots.</p> <ul style="list-style-type: none"> • 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 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: <ul style="list-style-type: none"> • Limiting disturbance of soils and vegetation removal to the minimum area necessary for access and construction. • Confining all vehicular traffic associated with construction to the right-of-way or to designated access roads. • Limiting access routes and stabilizing access points. • Adhering to construction schedules designed to avoid periods of heavy precipitation or high winds. • Ensuring that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods. • Stabilizing denuded areas as soon as feasible with seeding, mulching, or other effective methods. • Protecting adjacent properties with vegetative buffer strips, sediment barriers, or other effective methods. • Delineating clearing limits, easements, setbacks, sensitive areas, vegetation, and drainage courses by marking them in the field. • Stabilizing and preventing erosion from temporary conveyance channels and outlets. • Using sediment controls and filtration to remove sediment from water generated by dewatering or collected on-site during construction. • Informing construction personnel prior to 					

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	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)						
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: <ul style="list-style-type: none"> The City shall evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff volumes will significantly affect drainage capacities or increase flood hazards, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated 	City	City	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>swales and medians, or other techniques designed to delay peak flows) shall be implemented.</p> <ul style="list-style-type: none"> • The City shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of chemicals. • 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	<p>The City shall implement the following measures to mitigate impacts to drainage and flooding.</p> <ul style="list-style-type: none"> • If a circulation improvement is located in an area with high flooding potential, the City shall coordinate with the Federal Emergency Management Agency (FEMA) to ensure that the facility is designed to withstand a 100-year or 500-year flood event, as applicable, that feasible bank stabilization and erosion control measures are implemented along creek crossings, and that other measures acceptable to FEMA are implemented as appropriate. • The City shall ensure that projects located in areas with high flooding potential are designed to keep designated floodways free from encroachment as much as feasible. Encroachment into the floodplain can be accommodated with proper design, planning, and mitigation, as long as 	City	City	Prior to the issuance of grading permits and final design approval and during construction of circulation improvements		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>the resulting shift of floodwaters does not increase adjacent floodways or floodplains.</p> <ul style="list-style-type: none"> • 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 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. 					

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<ul style="list-style-type: none"> 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. 					
3.10 LAND USE AND PLANNING						
3.10.1	For all circulation improvement projects that could result in temporary lane closures or block access during construction, a temporary access plan shall be implemented to ensure continued access to affected bicyclists, pedestrians, homes, and/or businesses. The plan shall include, but not be limited to, temporary signage directing traffic and providing safe access in and around construction zones, striping, crosswalks, and warning lights to slow traffic on streets in residential, school, or park areas where new roadways are proposed to reduce safety and noise impacts.	City	City	At the time of specific project-level environmental review; prior to lane closures or blocked access during construction of circulation improvements		
3.11 PUBLIC SERVICES AND UTILITIES						
3.11.1	<p>The City shall implement the following measures to mitigate impacts to water supply and demand.</p> <ul style="list-style-type: none"> Ensure that, where economically and technically feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. Ensure that low water use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed where appropriate. Ensure that, where economically and technically feasible, landscaping associated with transportation system improvement projects is maintained using reclaimed and/or desalinated water. Ensure that porous pavement materials are used, where feasible, to allow for groundwater percolation. Rural bicycle and other recreational trails shall be left unpaved, where appropriate. 	City	City	At the time of specific project-level environmental review; prior to final design approval and during construction of circulation improvements		
3.11.3	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.	City	City	Prior to final design approval of circulation improvements;		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<ul style="list-style-type: none"> • Projects requiring solid waste services will coordinate with the City's Public Works Department to ensure that the existing public services would be able to handle the increase. • Projects will comply with applicable regulations related to solid waste disposal. • 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. 			periodically during project construction and operation		
3.11.4	<p>The City shall implement the following measure to mitigate impacts to public services.</p> <ul style="list-style-type: none"> • Prior to construction, the City shall consult with affected emergency providers to ensure that construction activities will not significantly affect response times. If necessary, emergency access lanes, or alternative routes shall be identified and provided to ensure providers are able to maintain emergency response times to the service area. • Prior to construction, the City shall consult with affected utility companies to ensure adequate protection of all existing utilities. Advance notice should be given to affected residents and businesses of any scheduled utility disruption. Underground Service Alert (USA) should be contacted at least one week prior to the initiation of any construction activities to allow utility companies and affected agencies adequate response time. • If construction is to take place in the vicinity of a school or on roadways that could affect access to a school facility, then the City shall, where appropriate, notify the school district superintendent or other appropriate representative of the affected school district prior to any road construction and road closures. School officials shall also be consulted, where appropriate, to determine whether any critical access routes would be affected or if construction would create specific safety problems. • For roadway construction projects that involve 	City	City	Prior to final design approval and during construction of circulation improvements		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	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 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	City	City	At the time of specific project-level environmental review		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<p>identified adverse impacts. Noise reduction measures may include, but are not necessarily limited to, the following:</p> <ul style="list-style-type: none"> • Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that 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	<p>The City shall adopt the following policy as part of the proposed Circulation Element Update in order to maintain acceptable emergency response times:</p> <p><i>The City shall work with emergency service providers to regularly monitor emergency response times and where necessary consider appropriate measures to maintain</i></p>	City	City	Upon adoption of the Circulation Element		

MITIGATION MONITORING AND REPORTING PROGRAM

MM #	Mitigation Measure (MM)	Responsible Party	Monitoring/ Reporting	Timing/ Frequency	Final Clearance	Comments
	<i>emergency response time standards. Measures to ensure provision of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).</i>					