

CLASS 1 IMPACTS: SIGNIFICANT AND UNAVOIDABLE

Impact	Mitigation Measure (s)	Significance After Mitigation
	<ul style="list-style-type: none"> i. Meet or exceed applicable building standards at the time of development for reducing cement use in the concrete mix as allowed by local ordinance and conditions. j. Meet or exceed applicable building at the time of development standards for the use of greywater, rainwater, or recycled water. k. Meet or exceed applicable building standards at the time of development for using shading, trees, plants, cool roofs, etc. to reduce the “heat island” effect. l. All built-in appliances shall comply with California Title 20, Appliance Efficiency Regulation. m. Utilize on-site renewable energy systems (e.g., solar, wind, geothermal, biomass, biogas) sufficient to meet or exceed applicable building standards at the time of development with a goal of achieving ZNE buildings. n. Design roof trusses to handle dead weight loads of standard solar-heated water and photovoltaic panels. <p>Plan Requirements and Timing. The project applicant or applicants for individual developments within the Plan Area shall submit proof that the Land Use Emission Reduction Measures have been implemented to the maximum extent feasible, or proof that implementation of one or more measures is infeasible.</p> <p>Monitoring. The City shall verify that the Land Use Emission Reduction Measures are included on site and building plans prior to issuance of building permits.</p>	
Transportation		
<p>TR-2. Under Existing Plus Project conditions, the project would result in an unacceptable LOS at one Caltrans-controlled intersection. Caltrans coordination would be required for improvements to SR 46 intersection at Union Road. Therefore, the project’s impacts on the cirCULation system would be significant and unavoidable (Class I).</p>	<p>TR-2 Fair Share Funding for Caltrans Intersection (#3) Improvements</p> <p>Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City’s Transportation Impact Fee (TIF) program, for the ultimate improvements on SR 46E, consistent with the RTP, which consist of restricting left turns on SR 46E at Union Road.</p> <p>Plan Requirements and Timing. The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit issuance for each unit.</p> <p>Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.</p>	<p>Development of mitigation measures and improvements for SR 46E/Union Road (#3) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at this intersection, impacts to SR 46E/Union Road (#3) would remain significant and unavoidable (Class I).</p>

Public Review Station
 3/10/20
 City of Paso Robles
 Community Development Dept.

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<p>TR-6. Under Existing Plus Project conditions, the project would result in queueing deficiencies at One City-controlled intersection. Feasible mitigation is not available for the intersection to reduce queues to acceptable levels. Therefore, the project's impact on vehicular queues would be significant and unavoidable (Class I).</p>	<p>TR-6 Implementation of Improvements at Niblick Road/South River Road (#17)</p> <p>The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at Niblick Road/South River Road. The applicant shall install a dedicated southbound right-turn lane and signal overlap phase. If not installed by others, the applicant shall implement right-turn overlap phases to improve intersection operations. The improvements shall be constructed prior to the final of the building permit for the first unit.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the building permit for the first unit. If required to implement right-turn overlap phases, this improvement shall be constructed prior to final of the building permit for the first unit. If the Olsen-South Chandler Ranch Specific Plan constructs these improvements, the applicant shall contribute their fair-share amount for these improvements based on their proportional share of the improvements under Existing Conditions Plus Project.</p> <p>Monitoring. The City shall ensure compliance prior to issuance and final of the building permit for the first unit.</p>	<p>The required corridor improvements at Niblick Road/South River Road (#17) would not return queues at these facilities to pre-project levels. The Niblick Corridor Study is currently being completed by the City and identifies infrastructural constraints at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17), including the lack of availability of width to accommodate additional lanes on the Niblick Road bridge and right-of-way constraints at Niblick Road/South River Road (#17). As a result, queuing impacts at Niblick Road/South River Road (#17) would be significant and unavoidable.</p> <p>Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements, potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise, and transportation. Construction-related environmental impacts would be mitigated through compliance with City and Caltrans</p>

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		<p>permitting and construction monitoring requirements and standard SLOAPCD dust and diesel emission control measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.</p>
<p>TR-7. Under Existing Plus Project conditions, the project would increase density at five Caltrans freeway segments operating at unacceptable LOS. Caltrans coordination would be required for improvements to these freeway segments. Therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).</p>	<p>No mitigation has been identified that would reduce the capacity impact on US 101.</p>	<p>Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would be remain significant and unavoidable.</p>
<p>TR-8. Under Near Term Plus Project conditions, the project would result in an unacceptable LOS at two Caltrans-controlled intersections. Caltrans coordination would be required for improvements to SR 46 intersections at Union Road and Airport Road. therefore, Since the City cannot ensure Caltrans cooperation, the project's impacts on the circulation system would be significant and unavoidable (Class I).</p>	<p>Implement Mitigation Measure TR-2 Fair Share Funding for Caltrans Intersection (#3) Improvements.</p> <p>TR-8 Fair Share Funding for Intersection (#4) Improvements</p> <p>The applicant shall make a fair-share contribution through the City's TIF program for ultimate improvements on SR 46E, consistent with the RTP, which consists of restricting left turns on SR 46E at Union Road and Airport Road.</p> <p>Plan Requirements and Timing. The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit final for each unit.</p> <p>Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.</p>	<p>Development of mitigation measures and improvements for SR 46E/Union Road (#3) and SR 46E/Airport Road (#4) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to SR 46E/Union Road (#3) and SR 46E/Airport Road (#4) would remain significant and unavoidable.</p>
<p>TR-13. Under Near Term Plus Project conditions, the project would result in queueing deficiencies at Two City-controlled intersections. feasible mitigation is not available at these</p>	<p>Implement Mitigation Measure TR-6 Implementation of Improvements at Niblick Road/South River Road (#17).</p>	<p>The required corridor improvements at Niblick Road/South River Road (#17) and Niblick Road/South River Road (#17) would not return queues at these facilities to pre-project levels. The Niblick Corridor</p>

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<p>intersections to reduce queues to acceptable levels. Therefore, the project's impact on vehicular queues would be significant and unavoidable (Class I).</p>	<p>TR-13 Fair Share Funding for Intersection (#16) Improvements</p> <p>The project shall contribute its equitable share to fund the following transportation improvements. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.</p> <ul style="list-style-type: none"> o. Creston Road/Niblick Road (#11): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of a second southbound left-turn, southbound right-turn, and eastbound right-turn lanes. If the Olsen-South Chandler Ranch Specific Plan has not started construction of the improvements prior to the building permit final of the 500th Beechwood unit, the applicant shall construct these improvements. Should the applicant be required to construct the improvements, the project will be eligible to receive TIF credits for the improvements in accordance with City policy. p. 1st Street-Niblick Road/Spring Street (#16): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of an eastbound right turn lane at this intersection. <p>Plan Requirements and Timing. The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit final for each unit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the improvements shall be completed prior to the building permit final of the 500th unit.</p> <p>Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the City shall ensure that the improvements are completed prior to the building permit final of the 500th unit.</p>	<p>Study is currently being completed by the City and identifies infrastructural constraints at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17), including the lack of availability of width to accommodate additional lanes on the Niblick Road bridge and right-of-way constraints at Niblick Road/South River Road (#17). As a result, queuing impacts at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) would be significant and unavoidable.</p> <p>Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements, potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise, and transportation. Construction-related environmental impacts would be mitigated through compliance with City and Caltrans permitting and construction monitoring requirements and standard SMOARD dust and diesel emission control measures.</p>

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		Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.
TR-14. Under Near Term Plus Project conditions, Niblick Road east of Spring Street would operate at 99% capacity. Project impacts to this roadway segment would be significant and unavoidable (Class I).	No mitigation has been identified that would reduce the capacity impact on the segment of Niblick Road east of Spring Street.	Because no mitigation has been identified, this impact would be significant and unavoidable.
TR-15. Under Near Term Plus Project conditions, the project would increase density at seven Caltrans freeway segments operating at unacceptable LOS. Caltrans coordination would be required for improvements to these freeway segments. Therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).	<p>No mitigation has been identified that would reduce the capacity impact on the US 101 freeway segments.</p> <p>Widening US 101 to a six-lane facility between Spring Street in Paso Robles and Main Street in Templeton would improve mainline and ramp operations to LOS C or better for all segments except the US 101 northbound Spring Street off-ramp with or without the proposed project under Near Term conditions. An additional lane at the US 101 northbound Spring Street off-ramp is needed under Near Term conditions for acceptable operations. However, widening to a six-lane facility has not been identified in SLOCOG or Caltrans studies.</p> <p>The US 101 Corridor Mobility Study identified LOS D-E for the northbound segments and LOS D for the southbound off-ramp diverge under 2035 conditions; however, no improvements were identified.</p>	Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would be remain significant and unavoidable.
TR-16. Under Cumulative Plus Project Conditions, the project would result in an unacceptable LOS at two Caltrans-controlled intersections. Caltrans coordination would be required for improvements to SR 46E/Golden Hill Road intersection. therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).	<p>TR-16(a) Fair Share Funding for Caltrans Intersection (#2) Improvements</p> <p>The applicant shall make a fair-share contribution through the City's TIF program for ultimate improvements on SR 46E, consistent with the RTP, which consists of restricting access at the intersection to right-in, right-out.</p> <p>Plan Requirements and Timing. The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit final for each unit.</p> <p>Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.</p>	Installation of an all-way stop control at Riverside Avenue/Pine Street at the US 101 southbound ramps would allow the intersection to operate at LOS C or better. Development of mitigation measures and improvements for SR 46E/Union Road (#3) would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to SR 46E/Union Road (#3)

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	<p>TR-16(b) Fair Share Funding for Riverside Avenue/Pine Street/US 101 Southbound Ramps (#15) Improvements</p> <p>The applicant shall make a fair-share contribution through the City's TIF program for installation of an all-way stop control at Riverside Avenue/Pine Street at the US 101 southbound ramps.</p> <p>Plan Requirements and Timing. The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit final for each unit.</p> <p>Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit.</p>	would remain significant and unavoidable.
<p>TR-21. Under Cumulative Plus Project Conditions, The project would result in Queueing Deficiencies at Two City-Controlled intersections. Feasible mitigation is not available at these intersections to reduce queues to acceptable levels. Therefore, the project's impact on vehicular queues would be significant and unavoidable (Class I).</p>	Implement Mitigation Measure TR-6 and TR-13.	<p>The required corridor improvements at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) would not return queues at these facilities to pre-project levels. The Niblick Corridor Study is currently being completed by the City and identifies infrastructural constraints at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17), including the lack of availability of width to accommodate additional lanes on the Niblick Road bridge and right-of-way constraints at Niblick Road/South River Road (#17). As a result, queueing impacts at 1st Street-Niblick Road/Spring Street (#16) and Niblick Road/South River Road (#17) would be significant and unavoidable.</p>
<p>TR-24. Under Cumulative Plus Project Conditions, two City-controlled roadway segments would operate above 90% capacity, but less than 100%. Project impacts to this road segment would be significant and unavoidable (Class I).</p>	No mitigation has been identified that would reduce the capacity impact on these two roadway segments.	<p>Because no mitigation has been identified, this impact would be significant and unavoidable.</p>

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<p>TR-25. Under Cumulative Plus Project Conditions, the project would increase density at eight Caltrans freeway segments operating at unacceptable LOS. Caltrans coordination would be required for improvements to these freeway segments. Therefore, the project's impacts on the circulation system would be significant and unavoidable (Class I).</p>	<p>No mitigation has been identified that would reduce the capacity impact on the US 101 freeway segments.</p> <p>Widening US 101 to a six-lane facility between Spring Street in Paso Robles and Main Street in Templeton would improve mainline and ramp operations to LOS C or better for all segments except the US 101 northbound Spring Street off-ramp with or without the proposed project under Cumulative conditions. An additional lane at the US 101 northbound Spring Street off-ramp is needed under Near Term and Cumulative conditions for acceptable operations. However, widening to a six-lane facility has not been identified in SLOCOG or Caltrans studies.</p> <p>The US 101 Corridor Mobility Study identified LOS D-E for the northbound segments and LOS D for the southbound off-ramp diverge under 2035 conditions; however, no improvements were identified.</p> <p>The US 101 Transportation Concept Report for this segment found that in the year 2035 demand is projected to exceed capacity in both the northbound and southbound directions between the urbanized area of Atascadero and south of the Paso Robles urban boundary. The report identifies the following improvement options:</p> <ul style="list-style-type: none"> • Interchange improvements • Parallel route development • Ramp and auxiliary lane improvements • Enhanced transit and rail service • Transportation Demand Management (TDM) • Transportation System Management (TSM) <p>The SLOCOG RTP identifies a future SR 46 Urban Multi-Modal Corridor Study for this area.</p>	<p>Development of mitigation measures and improvements to freeway facilities would require Caltrans coordination and approval. Because of the uncertainty of timing and implementation of mitigation measures at these intersections, impacts to US 101 would remain significant and unavoidable.</p>
<p>Class II Impacts (Significant but Mitigable)</p>		
<p>Aesthetics</p>		
<p>AES-2. Project grading would modify the existing visual form of the specific plan area in a manner that would permanently change topography, land use, and vegetation. The project would change the character of the specific plan area from</p>	<p>AES-2 Master Landscape Plan Requirements</p> <p>The Master Landscape Plan shall indicate specific best practices for landscaping in the Specific Plan area, including as landscape buffers between residential and non-residential development and open space areas/parks, plantings that screen outdoor parking areas and residential and non-residential structures, and shielded lighting. The Master Landscape Plan shall be developed in coordination with the</p>	<p>Compliance with Mitigation Measure AES-2 and Mitigation Measure AG-26 would minimize potential impacts to the Specific Plan area's visual character, reducing this impact to a less than significant level (Class II).</p>

CLASS 2 IMPACTS: SIGNIFICANT BUT MITIGABLE

Impact	Mitigation Measure (s)	Significance After Mitigation
	shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.	
Transportation		
TR-1. Construction-related traffic would not result in a significant increase in transportation hazards in the area with the implementation of a Traffic Control Plan (Class II).	<p>TR-1 Traffic Control Plan</p> <p>The project applicant shall prepare a Traffic Control Plan for review and approval by the City Emergency Services Department and City Engineer. The Traffic Control Plan shall include provisions to prohibit construction traffic during the AM and PM peak hours on Niblick Road.</p> <p>Plan Requirements and Timing. The applicant shall submit the Traffic Control Plan to the City, and the City shall approve the Traffic Control Plan prior to initial ground-disturbing or other construction activities.</p> <p>Monitoring. The City shall review and approve the Traffic Control Plan prior initial ground-disturbing activities by the applicant.</p>	Mitigation Measure TR-1 would reduce impacts during construction, including impacts to Niblick Road during the AM and PM peak hours, to less than significant.
TR-3. Under Existing Plus Project conditions, the project would result in an unacceptable LOS at five City stop-controlled intersections. The project's impacts would be significant but mitigable (Class II).	<p>TR-3(a) Fair Share Funding for Intersection (#6) Improvements</p> <p>The project shall contribute its equitable share to fund the following transportation improvements:</p> <ol style="list-style-type: none"> Golden Hill Road/Union Road (Intersection #6): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of a single-lane roundabout at Golden Hill Road/Union Road. <p>TR-3(b) Implementation of Improvements for Intersections (#12, #13, #18, #20)</p> <p>The project shall construct the following improvements to mitigate impacts to these intersections:</p> <ol style="list-style-type: none"> Creston Road/Stoney Creek Road (Intersection #12): The applicant shall install a traffic signal at Creston Road/Stoney Creek Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 554th building permit and install the signal if warranted at that time. If not warranted at the 554th building permit, the operations analysis shall determine at what unit count prior to the 674th unit the signal is warranted. The signal shall be installed prior to the issuance of the 674th building permit. If the signal is installed by the Olsen-South Chandler Ranch Specific Plan, then the applicant shall pay its fair share of the signal 	With the implementation of Mitigation Measure TR-3(a) and TR-3(b), all intersections operating at unacceptable LOS as a result of the project under existing conditions would operate at pre-project conditions or better. Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements potential issue areas that may be temporarily affected would

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	<p>installation. Creston Road/Meadowlark Road (Intersection #13): The applicant shall install a traffic signal at Creston Road/Meadowlark Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 554th building permit and install the signal if warranted at that time. If not warranted at the 554th building permit, the operations analysis shall determine at what unit count prior to the 911th unit the signal is warranted. The signal and associated improvements shall be installed prior to the issuance of the 911th building permit. If the signal is installed by the Olsen-South Chandler Ranch Specific Plan, then the applicant shall pay its fair share of the signal installation.</p> <p>b. South River Road/Charolais Road (Intersection #20): The applicant shall construct a single-lane roundabout at South River Road/Charolais Road. The applicant shall conduct an intersection operations analysis prior to the issuance of the 250th building permit and install the signal if warranted at that time. If not warranted at the 250th building permit, the operations analysis shall determine at what unit count prior to the 554th unit the signal is warranted. The single-lane roundabout shall be installed shall be installed prior to the issuance of the 554th building permit.</p> <p>c. South River Road/Riverbank Lane (#18): The applicant shall install two way left turn lane striping, between Riverbank Lane and Serenade Lane, at South River Road and Riverbank Lane. The improvement shall be installed with the South River Road/Charolais Road (Intersection #20) improvements.</p> <p>Plan Requirements and Timing. The applicant is required to construct improvements to Creston Road/Stoney Creek Road (Intersection #12) prior to the issuance of building permit for the 554th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 674th unit. The applicant is required to construct improvements to Creston Road/Meadowlark Road (Intersection #13) prior to the issuance of building permit for the 554th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 911th unit. The applicant is required to construct improvements to South River Road/Charolais Road (Intersection #20) prior to the issuance of building permit for the 250th unit, unless the intersection operations analysis identifies a later unit count. Improvements shall be installed no later than issuance of the building permit for the 554th unit.</p>	<p>include air quality, cultural resources, hazards and hazardous materials, water quality, noise and transportation. Construction-related environmental impacts would be mitigated through compliance with City and Caltrans permitting and construction monitoring requirements and standard San Luis Obispo County Air Pollution Control District (SLOAPCD) dust and diesel emission control measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.</p>

Public Review Version
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	<p>Monitoring. The City shall ensure compliance with TIF payment for Golden Hill Road/Union Road (Intersection #6) prior to final of each building permit. The City shall ensure completion of improvements prior to issuance of building permits for the specified unit.</p>	
<p>TR-4. Under Existing Plus Project conditions, the project would result in queueing deficiencies at three City-controlled intersections. The Project's Impacts would be significant but mitigable (Class II).</p>	<p>Implement Mitigation Measure TR-3(a) Fair Share Funding for Intersection (#6) Improvements.</p> <p>TR-4(a) Implementation of Improvements at 13th Street/Riverside Avenue (#7) The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th Street/Riverside Avenue. The applicant shall provide westbound right-turn and northbound right-turn overlap phases. The applicant shall coordinate signal timing with the 13th Street/Riverside Avenue and River Road/Creston Road intersections to shorten queues to the extent possible at all three intersections. Improvements at this intersection are not eligible for TIF Program credits.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the first building permit. If the Olsen-South Chandler Ranch Specific Plan constructs these improvements, the applicant shall contribute their fair-share amount for these improvements based on their proportional share of the improvements under Existing Conditions Plus Project.</p> <p>Monitoring. The City shall ensure compliance prior to issuance of the building permit for the first unit.</p> <p>TR-4(b) Implementation of Improvements at 13th Street/Paso Robles Street (#8) The applicant shall implement signal timing optimization (e.g., adaptive signal timing improving the efficiency of the corridor operations) at 13th Street/Paso Robles Street. The applicant shall evaluate and construct the extension of the northbound right-turn lane. The applicant shall coordinate signal timing with the 13th Street/Riverside Avenue and River Road/Creston Road intersections to shorten queues to the extent possible at all three intersections. Improvements at this intersection are not eligible for TIF Program credits.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the first building permit. If the Olsen-South Chandler Ranch Specific Plan constructs these improvements, the applicant shall contribute their fair-</p>	<p>With implementation of Mitigation Measures TR-3(a), TR-4(a), and TR-4(b), unacceptable intersection queues resulting from project-added vehicle trips under Existing Plus Project conditions at Golden Hill Road/Union Road (#6), 13th Street/Riverside Avenue (#7), and 13th Street/Paso Robles Street (#8) would operate at pre-project conditions or better. Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements, potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise, and transportation. Construction-related environmental impacts would be mitigated through compliance with City and Caltrans permitting and construction monitoring requirements and standard SLGAPCV dust and diesel emission control measures.</p>

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	<p>share amount for these improvements based on their proportional share of the improvements under Existing Conditions Plus Project.</p> <p>Monitoring. The City shall ensure compliance prior to issuance of the building permit for the first unit.</p>	<p>Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.</p>
<p>TR-10. Under Near Term Plus Project Conditions, the project would result in an unacceptable LOS at Five City-controlled intersections. The project's impacts would be significant but mitigable (Class II).</p>	<p>Implement Mitigation Measure TR-3(b) Implementation of Improvements for Intersections (#12, #13, #18, #20).</p> <p>TR-10 Implementation of Improvements at Creston Road/Charolais Road (#14)</p> <p>The applicant shall evaluate and install an all-way stop control at Creston Road/Charolais Road.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to issuance of the 911th building permit. If the Olsen-South Chandler Ranch Specific Plan constructs these improvements prior to the 911th Beechwood unit, the applicant shall contribute their fair-share amount for these improvements prior to issuance of the building permit for the 911th unit.</p> <p>Monitoring. The City shall ensure compliance prior to issuance of the 911th building permit.</p>	<p>With the implementation of Mitigation Measures TR-3(b) and TR-10, all intersections operating at unacceptable LOS as a result of the project under near-term conditions would operate at pre-project conditions or better.</p> <p>Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements, potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise, and transportation. Construction-related environmental impacts would be mitigated through compliance with City and Caltrans permitting and construction monitoring requirements and standard SLOAPCD dust and diesel emission control measures. Potential long-term impacts of</p>

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		transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.
<p>TR-11. Under Near Term Plus Project conditions, the project would result in queueing deficiencies at Three City-controlled intersections. The project's impacts would be significant but mitigable (Class II).</p>	<p>Implement Mitigation Measure TR-4(a) Implementation of Improvements at 13th Street/Riverside Avenue (#7) and TR-4(b) Implementation of Improvements at 13th Street/Paso Robles Street (#8).</p> <p>TR-11 Fair Share Funding for Intersection (#11) Improvements</p> <p>The project shall contribute its equitable share to fund the following transportation improvements. Costs above and beyond the project's equitable share shall be addressed through such options as fee credits, reimbursement agreements, or development agreements, based on city requirements.</p> <p>a. Creston Road/Niblick Road (#11): Prior to building permit final for each unit, the applicant shall contribute their fair-share amount through the City's TIF program for the installation of a second southbound left-turn, southbound right-turn, and eastbound right-turn lanes. If the Olsen-South Chandler Ranch Specific Plan has not started construction of the improvements prior to the building permit final of the 500th Beechwood unit, the applicant shall construct these improvements.</p> <p>Plan Requirements and Timing. The fair-share contribution for required improvements shall be submitted on a per-unit basis prior to building permit final for each unit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the improvements shall be completed prior to the building permit final of the 500th unit.</p> <p>Monitoring. The City shall ensure compliance with TIF payment prior to final of each building permit. If the applicant is required to construct improvements at Creston Road/Niblick Road (#11), the City shall ensure that the improvements are completed prior to the building permit final of the 500th unit.</p>	<p>With the implementation of Mitigation Measures TR-4(a), TR-4(b), and TR-11, unacceptable intersection queues resulting from project-added vehicle trips under Near Term Plus Project conditions at 13th Street/Riverside Avenue (#7), 13th Street/Paso Robles Street (#8), and Creston Road/Niblick Road (#11) would operate at pre-project conditions or better.</p>
<p>TR-18. Under Cumulative Plus Project Condition, the project would result in an unacceptable LOS at Four City-Controlled intersections. The Project's impacts would be Significant but Mitigable (Class II).</p>	<p>Implement Mitigation Measures TR-3(a).1, TR-3(b).1, TR-3(b).2, and TR-10.</p>	<p>With the implementation of Mitigation Measures TR-3(a).1, TR-3(b).1, TR-3(b).2, and TR-10, all intersections operating at unacceptable LOS as a result of the project under cumulative conditions</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
		<p>would operate at pre-project conditions or better.</p> <p>Implementation of mitigation measures that require off-site improvements would generally not result in significant residual impacts, as off-site improvements would occur within existing roadway rights-of-way, or within urbanized paved/landscaped areas immediately adjacent to existing roadway rights-of-way. Off-site transportation system improvements would not involve construction of any new residential units or commercial structures. During construction of transportation system improvements, potential issue areas that may be temporarily affected would include air quality, cultural resources, hazards and hazardous materials, water quality, noise, and transportation. Construction-related environmental impacts would be mitigated through compliance with City and Caltrans permitting and construction monitoring requirements and standard SLOAPCD dust and diesel emission control measures. Potential long-term impacts of transportation system improvements would include potential land use impacts associated with acquisition of additional right-of-way, demolition of existing structures, or displacement of residences.</p>
<p>TR-20. Under Cumulative Plus Project Conditions, The project would result in Queueing Deficiencies at Three City-Controlled intersections. Project impacts</p>	<p>Implement Mitigation Measure TR-4(a) and TR-4(b).</p>	<p>With the implementation of Mitigation Measure TR-4(a), TR-4(b), and TR-20, queueing deficiencies at all intersections as a result of the project under cumulative</p>

Impact	Mitigation Measure (s)	Significance After Mitigation
would be less than significant with mitigation (Class II).	<p>TR-20 Implementation of Improvements at North River Road/Creston Road (#9)</p> <p>The applicant shall implement signal timing optimization (e.g. adaptive signal timing improving the efficiency of the corridor operations) at North River Road/Creston Road. The applicant shall construct lane striping for a dedicated left-turn, through, and right-turn lane on the southbound intersection leg. This shall be done in conjunction with TR-4(a), TR-4(b), and TR-4(c). Improvements at this intersection are not eligible for TIF Program credits.</p> <p>Plan Requirements and Timing. The required improvements shall be constructed prior to the issuance of the building permit for the first unit. This improvement shall be done in conjunction with TR-4(a) and TR-4(b).</p> <p>Monitoring. The City shall ensure compliance prior to the issuance of the building permit for the first unit.</p>	conditions would operate at pre-project conditions or better.
<p>TR-28. Existing crossing signage at the school is not consistent with the current California Manual on Uniform Traffic Control Devices. Impacts would be less than significant with mitigation (Class II).</p>	<p>TR-28 Implementation of Improvements at Virginia Peterson Elementary School</p> <p>To mitigate safety impacts to pedestrians, the applicant shall update existing school speed limit and crossing signage per the CAMUTCD and include a yellow beacon that flashes during school hours. The applicant shall install ladder crosswalk striping at uncontrolled crossings and use consistent crosswalk striping at stop-controlled crossings. The applicant shall also install an RRFB at the school crosswalk.</p> <p>Plan Requirements and Timing. The improvements shall be installed prior to final of building permit for the first unit.</p> <p>Monitoring. The City shall ensure compliance with improvement installation prior to final of building permit for the first unit.</p>	Impacts will be reduced to less than significant.
<p>TR-29. Meadowlark Road is not consistent with the Circulation Element due to lack of Class II bike lanes. This is A significant but mitigable impact (Class II).</p>	<p>TR-29 Implementation of Bike Lane Improvements</p> <p>To mitigate impacts, Class II bike lanes shall be installed on Meadowlark Road.</p> <p>Plan Requirements and Timing. The improvements to Meadowlark Road west of Beechwood Drive shall be installed prior to final of building permit for the first unit of the development. Improvements to Meadowlark Road east of Beechwood Drive shall be installed prior to final of building permits for the first unit for each subarea in Phase 1.</p> <p>Monitoring. The City shall ensure compliance with improvement installation prior to final of building permit for the first unit.</p>	Impacts will be reduced to less than significant.

Public Review Version
3/10/20
City of Paso Robles
Community Development Dept.

CLASS 3 IMPACTS: LESS THAN SIGNIFICANT

Impact	Mitigation Measure (s)	Significance After Mitigation
Transportation		
TR-5. Under Existing Plus Project conditions, the project would result in queueing deficiencies at three City-controlled intersections. The Project's Impacts would be Less than Significant (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-9. SR 46E/Mill Road (#5) would operate at LOS D in the PM peak hour under Near Term conditions. The addition of project traffic increases side street delay by less than 0.3 seconds, and the project does not add traffic to the side street. This is an insignificant impact (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-12. Under Near Term Plus Project conditions, the project would result in queueing deficiencies at River Road/Creston Road (#9). The northbound left-turn queue length would further exceed storage length during at least 1 peak hour with the addition of traffic from the project. Additional storage is available in the striped median. Coordination with the adjacent 13th Street intersections could also shorten the queue lengths. Additional storage is available in the striped median so queues would not impact other movements, so this impact is less than significant and does not require mitigation. (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-17. Under Cumulative Plus Project Conditions, The addition of project traffic would not further degrade SR 46E/Mill Road (#5) During the am and PM peak	No mitigation measures are required.	Class III (less than significant).

Public Review Version
3/10/20
City of Paso Robles
Community Development Dept.

Impact	Mitigation Measure (s)	Significance After Mitigation
hours, or SR 46E/Airport Road (#5) during the AM peak hour. Therefore, no improvements are recommended for those intersections. This is an insignificant impact (Class III).		
TR-19. South River Road/Riverbank Lane (#18) Would operate at LOS D in the AM and PM peak hours under Cumulative conditions with the Addition of Project Traffic. While the intersection would not meet signal warrants, a two-way left turn lane is proposed for this location to accommodate two stage left turns. This is an insignificant impact with the incorporation of mitigation measure TR-3(b).4 (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-22. Under Cumulative Conditions, Creston Road/Golden Hill Road (#10) would result in Queueing Deficiencies in the Eastbound left-turn lane. Traffic from the project would not degrade the intersection operations, so the project's impacts would be less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-26. All project access points would operate acceptably under Cumulative Plus Project conditions with the proposed intersection control, including the intersection of Meadowlark Road/Beechwood Drive. Impacts are less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
TR-27. All project access points would operate acceptably under Cumulative Plus Project conditions with the proposed intersection control, including the	No mitigation measures are required.	Class III (less than significant).

Impact	Mitigation Measure (s)	Significance After Mitigation
intersection of Meadowlark Road/Beechwood Drive. Impacts are less than significant (Class III).		
Water Supply and Wastewater Capacity		
WS-1. Increased population resulting from implementation of the Specific Plan will increase demand on water supply infrastructure. This impact is not considered significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-2. Development of the Proposed Project will increase flows to the City Wastewater Plant at a level below permitted dry weather flows. This impact is considered less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-3. Development of the Proposed Project will increase flows to the City sewer collection infrastructure. With the required development of the proposed adequately sized conveyances the potential impact is considered less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-4. Implementation of the Specific Plan, in conjunction with other foreseeable development in the city limits, would increase the volume and affect the makeup of wastewater requiring treatment. Cumulative (short term and build-out) impacts are considered less than significant (Class III).	No mitigation measures are required.	Class III (less than significant).
WS-5. Implementation of the Specific Plan, in conjunction with other foreseeable development in the current city limits, would increase flows through	No mitigation measures are required.	Class III (less than significant).