

Attachment 1

Note: The Action Items in the table below are but brief descriptions intended to identify the subject matter of the action items and not to serve as a legal substitute for the full text of the Action Items. Please refer to the General Plan text for the full text of the action items.

Policy	Action Item Number & Brief Description	Status
	LAND USE ELEMENT	
LU-1A Land Use Categories	1. Amend/update the Zoning Ordinance to ensure that there is a Zoning District for each General Plan Land Use Category on Table LU-2.	Completed: R-5 (RMF-20), Mixed Use and Senior Housing Overlay Zones. Vine Street Overlay Zones incorporated into Uptown/Town Center Specific Plan Completed for Public Facilities District
	2. Allow projects in the Mixed Use land use category and/or in Specific Plan areas to be developed with more than one land use.	Completed: Mixed Use Overlay regulations and Uptown/Town Center Specific Plan Completed: Olsen South Chandler Ranch and Beechwood Specific Plans.
LU-1B Airport Land Use Compatibility	1. Prohibit further subdivision of land within the Airport Land Use Review Area, or changes to land use or zoning, that would accommodate additional dwelling units.	Completed: Airport Land Use Plan Update, 2007
LU-2B Visual Identity	1. Amend/Update the Zoning Ordinance to define standards. Encourage property-owners to upgrade existing buildings and sites to conform to these standards.	Design guidelines have been completed for commercial, industrial, and multi-family development. Design standards have been incorporated into the Uptown/Town Center Specific Plan. Update to the ADU Ordinance in December 2022 included better defined development standards.
	2. a. Adopt design standards to clearly articulate how important public views, gateways and landmarks are to be maintained/enhanced. b. Ensure that residential building lots are of sufficient size to preserve the topographic and aesthetic features of the landscape.	Gateway Design Standards adopted August 2008 Updated the City's Grading Ordinance, 2016 As needed/ongoing action
	3. Require utilities to be placed underground in new development projects.	Ongoing action
	4. Continue to enhance the downtown as a priority.	Ongoing action
	5. Require new development to mitigate its share of the impacts to the natural and built environment as feasible and appropriate.	Completed: Community Facilities District Completed: Circulation Element adopted as of February 2019, including AB 1600 fees to offset impacts to City infrastructure. As needed/ongoing action: mitigation via conditions on new development.
LU-2C Local Heritage	1. Establish a Vine Street Historic Overlay District and adopt design guidelines.	Completed: design guidelines Vine Street Overlay District design guidelines have been incorporated into the Uptown/Town Center Specific Plan. Historic Preservation Ordinance adopted 2011.

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	2. Review new development projects for consistency with the Downtown design guidelines and the Vine Street neighborhood guidelines.	As needed/ongoing action (downtown) Design guidelines have been incorporated into the Uptown/Town Center Specific Plan that apply to the Vine Street district.
LU-2D Neighborhoods	1. Review/revise the Zoning Ordinance to address the size, use and appearance of accessory structures to ensure neighborhood compatibility.	Complete; Zoning Code text amendments to the ADU Ordinance completed in December 2022
	2. Preserve health and safety, and strengthen the integrity of neighborhoods and districts by implementing traffic calming measures.	Completed: Traffic Calming Program, 2004, Omni Means
	3. Develop safety and traffic calming measures for the design of streets.	Completed: Traffic Calming Program, 2004, Omni Means
	4. Review and update, as necessary, the City's Building Security & Construction Standards for exterior lighting, security, and safety measures.	The City adopted the most current version of the CBSC as certified by HCD.
	5. Require all new lighting to be shielded and directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties.	Ongoing plan check review item
	6. Continue to enforce the glare provisions of the Zoning Ordinance.	Ongoing plan check review item
LU-2E Purple Belt	1. Coordinate with the County and private organizations to identify boundaries of and obtain support for a "purple-belt" that buffers the eventual edge of the City.	Adopted November 2009/on-going
	2. Acquire development rights/easements within the designated purple belt area.	Ongoing action
	3. Ensure that the County retains surrounding lands in very low-density rural residential, open space, and agricultural uses.	As needed/ongoing action
	4. Implement strategies that help preserve or protect agriculture beyond the City limits.	Completed: see LU-2E #1.
	5. Require disclosure agreements for new non-agricultural development within 500 feet of an existing agricultural use.	Ongoing action / Condition of Approval
LU- 2F Planning Impact Area	1. Evaluate annexation requests for conformance with adopted General Plan goals, policies and action items, as well as public infrastructure and service plans.	Completed: Olsen Ranch, Beechwood Area, and Linne Road (Our Town) Annexations. Gateway Annexation entitlement complete including LAFCO approval
	2. Continue to review and comment on planning efforts and development projects being considered by the County within the City's Planning Impact Area.	As needed/ongoing action
LU- 2G Specific Plans	1. Encourage establishment of Specific Plans for other areas.	Complete: Beechwood Specific Plan and Olsen South Chandler Specific Plan
	2. With environmental review of new Specific Plans, prepare fire station analysis identifying staffing requirements, station location, and response times.	Ongoing action; New Fire Station #3 entitlements approved and construction permits underway
LU- 2H Downtown	1. Continue requiring new projects to implement the adopted Downtown Design Guidelines and to adhere to the development standards of the Zoning Ordinance.	As needed/ongoing action; Uptown/Town Center Specific Plan supplement these guidelines.

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	2. Promote a vibrant Downtown using several specified methods.	Ongoing action; Uptown/Town Center Specific Plan will update and enhance the specified methods.
LU- 2I Infill	1. Amend the Zoning Ordinance to allow mixed-use projects in the Downtown and other suitable locations.	Completed: Mixed Use Overlay regulations; Uptown/Town Center Specific Plan will continue this effort.
	2. Prior to or concurrent with consideration of any mixed use projects, stringent design and construction standards shall be established.	Completed: Mixed Use Overlay regulations; Uptown/Town Center Specific Plan will continue this effort.
LU-2J Public Art	1. Public and private development projects shall be required to contribute toward the establishment and maintenance of art in public places.	Completed: Public Art Policy - funding remains suspended due to prior recession.
LU-4A Service Levels	1. Direct City revenues towards continuing to fund the public services and on-going maintenance/operation of public facilities and utilities provided by the City.	Completed: Community Facilities District Completed: Update AB 1600 fees to offset impacts to City infrastructure. Ongoing action: mitigation via conditions on new development. CFD annexation required at Final Map
	2. Require new development in annexation areas and/or specific plan areas to establish funding mechanisms to pay for the construction, maintenance, and operation of required City services and facilities on an on-going basis.	Completed: Community Facilities District Completed: Update AB 1600 fees to offset impacts to City infrastructure. Ongoing action: mitigation via conditions on new development. CFD annexation required at Final Map
	3. Require a fiscal impact analysis for new development in annexation areas and/or specific plan areas and condition projects accordingly so as to ensure that they will be fiscally neutral and not result in a net loss for the City.	Completed: Beechwood Specific Plan and Olsen South Chandler Specific Plan Completed Uptown/Town Center Specific Plan.
	4. As part of implementation of the General Plan Update: a. Review/refine the existing Growth Management Plan to address Emergency service needs on a periodic basis. b. Revise/update the City's Master Plans of Water, Sewer, Storm Drainage, and Solid Waste and City standards and specifications for public facilities. c. Update the Capital Improvement Program so that it is in conformance with the revised Master Plans. d. Investigate expansion of branch libraries to serve outlying areas and adding new outreach programs, including a book mobile. e. Implement planned City library expansion into the 2nd floor of the existing library and develop City hall relocation plans, as feasible. f. Maintain the Youth Arts Center satellite library.	a. A population-based staffing plan was developed and presented to City Council during the budget workshop in January 2020. Standards of Cover / Risk Assessment and Strategic Plan endorsed by City Council on April 5, 2022. b. Completed: Phase 1 of the Paso Robles Watershed Plan has been completed and will be used towards the overall stormwater master plan updates. Water Master Plan (2014), Recycled Water Master Plan (2014) completed. 2021 Water Master Plan update is underway. Water rate update is underway. Sewer Master Plan updated in 2019 –

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		<p>Rates update is underway. Urban Water Management Plan (2020) completed.</p> <p>Solid Waste Master Plan Update: Adopted November 2010, with rates and services reviewed and amended in 2015.</p> <p>c. In process as part of two-year budget cycle.</p> <p>d-f. Library Study Center established at Family Resource Center (36th & Oak Streets) in 2010. Library Study Center is now housed in one of the portable classrooms on site. A circulating library of children's materials is now available at the Library Study Center.</p> <p>Updated Library Facilities Master Plan endorsed by City Council. Citywide facilities master planning was supposed to occur in 2020, however it was delayed due to pandemic. The City has recently reengaged the services of RRM to resume this project. RRM provided alternate design based on City Hall needs and structural flaws with Library Facilities Master Plan. Current City Council goal is to identify funding for this project.</p>
LU-4B Public Schools	1. Enable collection of impact fees for development of capital facilities for public schools permitted by State Law to be collected with issuance of building permits.	Ongoing action. City coordinates with PRUSD on school fee collection prior to permit issuance.
	2. Investigate and implement means to eliminate shortfalls that may result from the insufficiency of those impact fees to fund the acquisition of sites and construction of public schools. Such means may include the following: <ol style="list-style-type: none"> 1. Conditioning legislative actions upon payment of supplemental fees, or making dedications of land in lieu of fees. 2. Formation of Community Facilities Districts or equivalent tools which include funding for acquisition of sites for and construction of public schools. 	Ongoing: City coordinates with the Paso Robles School District on future school site needs and the collection of school fees as part of specific plan process.
	3. Support the school districts' request that public school sites be located in accordance with specified standards:	As needed/ongoing action, as part of specific plan process.
	4. Refer development applications to Paso Robles and Templeton School Districts. Seek to minimize traffic and circulation problems in the vicinity of school sites.	Ongoing action/Creston Road Safety Improvement project underway 2018 Bike/Ped Master Plan completed to encourage students to walk/bike to school.
	5. Facilitate the provision of schools by continuing to work closely with the school districts during the site selection and development process.	As needed/ongoing action
	CIRCULATION ELEMENT	

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Policy	Action Item Number & Brief Description	Status
CE-1A Circulation Master Plan	1. Maintain a multimodal Transportation Impact Fee (TIF) program (AB 1600) 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 will be assessed in relation to cumulative impacts and will be proportional to the number of auto trips generated by the development.	2019 Development Impact Fee and Needs List adopted. Implementation ongoing.
	2. Establish development application conditions of approval to require access for all modes of travel, and to make appropriate improvements to the transportation system serving subject sites including frontage improvements, dedication of right-of-way, in tract improvements, and all improvements consistent with the Circulation, City Engineering Standards, and needed to mitigate transportation impacts.	Ongoing action, development review process by City Engineer
	3. Preserve right-of-way in accordance with the Circulation Master Plan and all adopted Plan Lines.	As needed/ongoing action, development review process by City Engineer
	4. Request the County to mitigate transportation impacts to City facilities by requiring participation by County development projects in the City's TIF program for all new development in the Paso Robles-San Luis Obispo County referral area.	As needed/ongoing action County referral reviewed by City Engineer
	5. Maintain the Zoning, Subdivision, Streets and Sidewalk chapters of the Municipal Code, as well as the Standard Conditions of Approval and Standard Specifications and Details, for consistency with a "complete street" approach where all modes of travel are routinely accommodated.	City Engineering Standards in progress as time permits. Partial update in 2022 and more updates planned for 2023-2024
	6. Implement the City's Traffic Calming Program when designing new or modifying existing street improvements. Neighborhood preservation and context shall be a factor in the consideration of community mobility objectives.	Ongoing action
	7. Continue to actively seek federal, state, and regional grants and funding.	Ongoing action
	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.	Several roundabout designs are planned as part of the City Circulation Element. Ongoing action through Development review by City Engineer Construction of roundabout at Golden Hill and Union Roads started in 2022.
	9. Install all transportation improvements in accordance with current accessibility standards.	Ongoing action
	10. Establish limitations on truck traffic in residential areas and adopt designated truck routes.	Complete. See Pavement Management Plan. 2019 Circulation Element update adopts truck route map.
	11. Evaluate new development projects and major roadway improvements in the context of the City's adopted transportation impact study guidelines that specify the process by which new development impacts are identified. 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.	Update to be completed to include VMT by end of 2021. Ongoing action through Development review by City Engineer
	12. The City will coordinate with Caltrans on planning and implementation of congestion management strategies on SR 46 East, SR 46 West, and US 101. These strategies will include	Ongoing action, Cost Share Analysis and PAED update started.

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	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 and Corridor Studies.	CEQA referral process
	12a. Implement Parallel Route plan and funding	Parallel Routes Plan adopted. Funding of project elements to be provided by Council as needed.
	13. The City will 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 will explore the feasibility of coordinating all traffic signals with a centralized traffic signal control system.	Local Roadway Safety Plan adopted in 2021. Niblick Road Corridor study adopted in 2020. Creston Road Plan adopted in 2018.
	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.	Ongoing action, development review referral to Emergency Services Dept.
	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.	Complete
	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.	Ongoing action Development review by City Engineer
	17. Transportation policies should link transportation planning and land use planning.	Ongoing action Development review by City Engineer
	18. Transportation systems and facilities should be planned, designed, and constructed so as not to serve as barriers to community resources.	Ongoing action Development review by City Engineer
	19. Transportation improvements shall improve accessibility and promote physical activity.	Ongoing action
	20. The City shall adopt and implement a Bicycle and Pedestrian Transportation Plan (BPTP).	Plan adopted in 2019.
	21. Manage curb space usage to balance demand for short and long-term parking, passenger drop-off, and commercial loading zones	Ongoing action as needed
	22. Systematically evaluate City streets to prioritize countermeasures to reduce hazards. Pursue grant funding to implement hazard reduction projects.	Local Roadway Safety Plan adopted in 2021.
CE-1B VMT	<p>1. New developments or redeveloped areas shall conform to the following guidelines to the maximum extent possible:</p> <ul style="list-style-type: none"> a) 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. b) To the extent practical, new residential streets shall provide a grid type, interconnected roadway system with typical block lengths of 300 feet to 600 feet. Cul-de-sac streets are discouraged. New subdivision tracts will provide future street connection points on all four sides (north, south, east, and west). Street widths shall be no greater than needed to accommodate emergency service vehicles. c) 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 	Ongoing action To be implemented with development of new Specific Plans

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	<p>in exchange for shorter pedestrian and cyclist crossing distances, less overall paved area, reduced costs, and preservation of small-town character. Corner curb extensions (bulb-outs) should be considered to improve and shorten pedestrian crossings.</p> <p>d) Circulation systems shall provide for all modes of travel, and shall typically include sidewalks, bicycle lanes, and transit stop amenities. Continuous paths of travel shall be established and connected for walking and bicycling from and throughout the development area to Downtown and other key destinations. As appropriate and practical, all development shall conform to the most current Bicycle and Pedestrian Transportation 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 updates to the Bicycle and Pedestrian Transportation Plan.</p> <p>e) 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>	
	2. Develop well connected routes for bicycles throughout the City in accordance with the most current City Council adopted BPTP.	Ongoing action 2018 Bike/Ped Master Plan completed.
	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.	As needed/ongoing action
	4. To the extent feasible, maintain a general plan that provides for a reasonable, ongoing balance between jobs and housing units of various types to maximize the potential for residents to live in the community in which they work. This approach reduces the potential for longer vehicle commutes and reduces City-generated and Countywide VMT.	Ongoing action, Economic Strategy
CE-1C Airport	1. Establish policy and standards consistent with the Airport Master Plan and Airport Land Use Plan Updates	Ongoing action
	2. Pursue federal and state grants for airport improvement projects.	Ongoing action
	3. Enhance bicycle, pedestrian and transit access to allow employees and passengers to use non-automobile modes of travel to and from the Airport.	As needed/ongoing action
	4. Encourage car and vanpool programs through employer incentive programs.	Local public transit was transferred to the Regional Transit Authority. Ongoing local/regional connectivity.
CE-1D Transit	1. Continue operation of local bus service including inter-connectivity with regional transit.	Local public transit was transferred to the Regional Transit Authority. Ongoing local/regional connectivity.
	2. Coordinate with SLO Regional Transit Authority to improve information available on transit options and support advertising/outreach programs for transit.	Local public transit was transferred to the Regional Transit Authority. Ongoing local/regional marketing/outreach and coordination with other transit services.
	3. Develop Park and Ride Lots at convenient locations throughout the City, including new specific plan areas.	Ongoing action; SLOCOG is lead agency on this effort. Plans to expand park and ride capacity near Union Road and Highway 46 under consideration.

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	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.	Complete; The local routes within Paso Robles were modified to better connect with Regional Route 9 to and from San Luis Obispo as part of the consolidation efforts. The new route schedules went into effect on August 17, 2014.
	5. Locate transit routes on streets serving medium and high density development where feasible.	Ongoing action; routes exist along thoroughfares lined with significant development. New routes will be considered for planned future development.
	6. Link neighborhoods to transit stops and park and ride lots by providing direct bicycle and pedestrian access.	Ongoing action, Specific Plan process
	7. Support the development of a transit/trolley loop serving the Downtown area to encourage a “park once” strategy.	To be scheduled
	8. Support and improve the existing multimodal facility on Pine Street.	Improvements at transit center have been completed (i.e. traffic circle), and expansion of parking facilities is complete, 2015.
	9. Support convenient transit service to employment, education, and government centers as funding allows. Work with SLO Regional Transit Authority to provide fixed route and/or commuter bus service as appropriate.	Ongoing action; SLORTA has added new hours to help get college students to and from late night classes. Existing routes provide service to employment, education, and government center in Paso Robles. SLORTA is collaborating on improvements to commuter bus service.
	10. Develop a plan to monitor transit system performance and evaluate expansions to transit service.	Ongoing action; SLORTA monitors performance of all routes and the transit system as a whole through the compilation and reporting of ridership, service hours/miles, costs, and other metrics. Expansion of services currently being evaluated include the evening shuttle from Cuesta college’s Paso Robles campus and additional express runs between Paso Robles and San Luis Obispo on SLORTA’s route 9.
CE-1E Rail	1. Maintain adequate freight rail service to extent that freight service does not conflict with the Town Center Plan.	Ongoing action
	2. In conjunction with SLOCOG, support expanding Amtrak rail service.	Ongoing action
	3. Promote the Amtrak bus feeder link, which provides connections to trains north in the Central Valley.	Amtrak bus to Hanford is operating
	4. Pursue funding for a grade-separated railroad crossing at 28th Street to connect the Oak Park area to the Black Oak Commercial District.	City staff will pursue grant or other funding
CE-1F Pedestrian & Bicycle Access	1. Maintain and update as needed the Bicycle and Pedestrian Transportation Plan (BPTP) identifying and prioritizing improvements to the bicycle and pedestrian network to support biking and walking as viable primary modes of travel within Paso Robles. The BPTP 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. It shall provide pedestrian	Combined Pedestrian and Bicycle Master Plan completed. Adopted Fall 2018. Augmented by Local Roadway Safety Plan Approval and Niblick Road Corridor Plan Approval.

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	facilities connecting new developments to existing City amenities and seek to close gaps in the pedestrian network. The BPTP will identify bicycle priority streets and bicycle routes to create a fully connected network throughout the City.	
	2. Provide safe and convenient pedestrian, bicycle and vehicle access to Cuesta College North County Campus, through the following means: a) Incorporate access to and from the campus in City circulation, pedestrian, bicycle, and transit planning. b) Implement appropriate signage and vehicle speed controls to ensure safety to pedestrians near the campus. c) Encourage distribution of trip reduction information, including transit and ridesharing information, to Cuesta College students, faculty, and staff. d) Work with Caltrans and SLOCOG to construct bicycle-pedestrian under-crossings of State Route 46E per the adopted BPTP and the Caltrans Corridor Study.	Implementation Ongoing Crosswalk bulbout design approved for safe crossing enhancement. SLOCOG Corridor Study started planned for early 2023.
	3. Establish a formal Safe Routes to School Program and pursue grant funding to encourage children to safely walk and bike to school.	In progress. City staff is attending the SLOCOG regional SRTS meeting.
	4. Collect pedestrian and bicycle volumes with intersection counts to ensure adequate data is available for prioritizing improvements to the transportation network.	Ongoing
	5. Improve streetscapes and install curb extensions at intersections where appropriate to reduce driving speeds and shorten pedestrian crossing distances.	Ongoing
	6. At-grade railway crossings shall be improved with pedestrian and bicycle facilities in coordination with the railway operator.	Implementation Ongoing
	7. Support warning beacon type crosswalks where pedestrian traffic volumes are high or safety considerations warrant implementation.	Implementation Ongoing
	8. Update and expand the ADA City Transition Plan to include public street right-of-way improvements.	Implementation Ongoing, DAC Citywide evaluation completed.
	HOUSING ELEMENT	
	<i>The Housing Element is analyzed in a separate table.</i>	
	CONSERVATION ELEMENT	
C-1A Water Source, Supply & Distribution	1. Investigate and implement if feasible, development of supplementary water supplies to provide diversified resources and relieve aquifer demand.	Ongoing action; Nacimiento Water project is completed; Nacimiento Water Full Subscription is completed, adding 2488 AFY to the City's water supply portfolio to total 6,488 AFY. Tertiary treatment facility is completed. Recycled water distribution system (purple pipe) design is substantially completed. Recycled Water represents the City's 4th water supply.
	2. Investigate and implement, if feasible, basin recharge programs through non-traditional methods	In response to Water Board mandates, the City has adopted a storm water management ordinance that

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		requires all new development to retain some storm water on site. Phase I of the Paso Robles Watershed Plan is complete and incorporates 27 different projects Citywide that encourages groundwater recharge of stormwater runoff through alternative compliance by use of off-site basins. Phase II of the Paso Robles Watershed Plan will establish implementation and financing mechanisms. The existing post-construction element of the stormwater program continues to encourage capture of stormwater runoff through on-site means. 2014 Recycled Water Master Plan adopted. The WWTP upgrade includes a recycled water program to support groundwater recharge. Tertiary treatment at the WWTP is complete Construction of the Salinas River segment of the Recycled Water System will occur in 2023.
	3. Maintain/update the Urban Water Management Plan and implement Best Management Practices as feasible.	2020 Urban Water Master Plan (UWMP) has been completed.
	4. Maintain an updated Water Master Plan and develop needed water production, treatment, storage and distribution facilities as part of the Capital Improvement Plan/Budget.	<p>Ongoing Actions:</p> <ul style="list-style-type: none"> • Implement mandatory usage restrictions and prohibitions against waste defined under the ordinance. City is meeting or exceeding the City's long-term water savings goals. • Continue conservation outreach/ education and development of the Nacimiento surface water supply. • Rehabilitating reservoirs, wells, and pipelines. Reservoir replacement recently complete. • 2020 Water System Master Plan Update Completed and adopted by City Council Water rate study and rate adoption completed. New rates established through 2027. • Paso Robles is a GSA for the Paso Robles Basin, and part of the GSA for the Atascadero Basin and is working with GSAs to implement the GSP. <p>Paso Robles Groundwater Basin GSP is currently under review by DWR.</p>
	5. Maintain potable water quality via the following measures a. Continue to monitor City water supplies wells for water quality requirements.	All activities are ongoing

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	b. Encourage minimization of applications of agricultural chemical fertilizers and pesticides and enforce conservative application of agricultural waters. c. Provide treatment and distribution systems needed to assure conveyance of potable water that meets all water regulations.	
	6. New water service shall not be extended to areas outside the City boundaries.	As needed/ongoing action. No intention to extend water services outside the City limits.
	7. Maintaining private water well use shall be allowed only for existing agriculture uses and then only when approved by City Council.	Updated private well policy in 2015. Implementation is on-going.
C-1B Sewer Service	1. Maintain an updated Sewer Master Plan and develop needed sewer conveyance and treatment facilities as part of the Capital Improvement Plan/Budget.	2007 Sewer Master Plan updated in 2019. Sewer Connection Fees updated Oct 2017, including updated CIP. Sewer Fees updated in 2021 established fees through 2025.
	2. Require sewer connection for all new buildings.	Ongoing action
	3. Require the abandonment of all septic systems at such time that a sewer becomes reasonably available to a parcel.	Ongoing action, Council approval of septic system exceptions required
	4. The City shall not provide nor permit delivery of City sewer services to areas outside the existing City limits until such areas are annexed.	Ongoing action. No intention to extend sewer services outside the City limits.
	5. Develop wastewater effluent discharge alternatives including land percolation/ evaporation and/or recycling.	Completed
C-1C Storm Drainage	1. Maintain and update the Storm Water Master Plan. Implement, as feasible, recommended actions and Best Management Practices described in the Plan.	The Storm Water Management Program was completed in 2012. Phase I of the Paso Robles Watershed Plan is complete and will be used as a component for updates to the stormwater master planning efforts in the future. Phase II of the Paso Robles Watershed Plan will incorporate implementation and financing mechanisms, which are critical components to future master plan updates. The Storm Water Master Plan will be updated as needed.
	2. Establish a variety of revised development standards as may be appropriate.	In process, 2014 Downtown Watershed program 2016 Storm Water Technical Guide 2021 Section V of the City Standards (Stormwater – Storm Drains, Storm Water Quality, Watershed Protection) are currently being updates in collaboration with the Engineering Division. The Post-Construction program development standards in in the process of being updated and improved. Phase I of the Paso Robles Watershed Plan is completed and will be used to formally establish a standard alternative

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		compliance program to mitigate stormwater impacts generated from in-fill and redevelopment projects.
C-1D Solid Waste	1. Support and participate in an update to the County Solid Waste Management Plan.	To be scheduled
	2. Reduce the amount of solid waste to be taken to the landfill by implementing the City's Source Reduction and Recycling Element.	City has adopted its Landfill Master Plan (2010) and is proceeding in its implementation. PWS contract has been extended for 10 years, with an option for an additional 10 . Implementation of SB1383 has begun and will reduce organic waste disposal 75% by 2025.
	5. Develop a City-specific solid waste master plan.	Completed, Landfill Master Plan (2010)
C-2B Air Quality/ Vehicle Miles Traveled	1. Provide bikeways, pedestrian paths, and transit turn-outs/stops as requirements of development applications.	Ongoing action – See Circulation Element policies
	2. Encourage the development of transit facilities.	Ongoing action – See Circulation Element policies
	3. Strive to recruit new industry as part of on-going efforts to create a balanced community where the majority of residents can live, work, shop and play, thereby reducing the commute lengths for some City residents.	Ongoing action – See Circulation Element policies
	4. Encourage infill development.	Ongoing action – See Circulation Element policies
C-2C Air Quality/ Emissions Reduction	1. Continue to prohibit agricultural burning.	Ongoing action
	2. Encourage private sector efforts to provide composting and creation of mulch in locations that avoid incompatibility of land uses.	As needed/ongoing action
	3. Require builders to use appropriate techniques to minimize pollution from construction activities.	Ongoing action
C-3A Oak Trees	1. Implement the Oak Tree Preservation Ordinance.	Ongoing action
	2. Plant oaks in parks and on other City-owned properties.	Ongoing action
	3. Encourage and/or require new development to include the planting of new oaks.	Ongoing action, plan check review
C-3B Sensitive Habitat	1. With CEQA review of new development, prepare biological studies, explore alternatives to habitat removal, and seek input from other public agencies with expertise in biological resources.	Ongoing action
	2. With CEQA review of new development, require mitigation of potential impacts to the San Joaquin Kit Fox and its habitat be provided.	Ongoing action
	3. Encourage use of native plants.	Ongoing action, plan check review/landscape ordinance
C-4A Mineral Resources	1. Continue to permit surface mining of sand and gravel as a conditional use within the Salinas River and Huerhuero Creek.	Ongoing action/SMARA coordination
	2. Ensure that measures are adopted to protect the capability for future extraction of sand and gravel.	As needed/ongoing action
C-5A Visual Resources	1. Investigate and implement, as feasible, a variety of alternative funding sources to enhance important visual resources.	To be scheduled
	2. Establish/implement site design, landscaping, architecture, and sign design standards to define gateways, corridors, major arterials, and natural areas.	Completed: Gateway Plan in August 2008

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Policy	Action Item Number & Brief Description	Status
C-6A Historic Resources	1. Continue to implement the Council adopted Downtown Design Guidelines	Ongoing action, Uptown/Town Center Specific Plan
	2. Establish a Vine Street Historic and Architectural Preservation Overlay District. Prepare and implement design guidelines for future development and renovations.	Complete. Adopted the Uptown/Town Center Specific Plan, which includes design guidelines and adopted a Historic Preservation Ordinance.
C-6B Archaeological Resources	1. For projects subject to CEQA, prepare archaeological studies. Incorporate mitigation measures identified by such studies into the development.	As needed/ongoing action
OPEN SPACE ELEMENT		
OS-1A Open Space/ Purple Belt	1. This plan/program is to address: (a) open space acquisition; (b) acquisition priorities; and (c) maintenance and monitoring of City-owned open space areas	No action indicated. (This action item is informational in nature.)
	2. Reserve easements for public access, preferably trail access, to large units.	As needed/ongoing action
	3. Develop strategies for pursuing federal, state, and private funding for the Open Space/Purple Belt plan/program.	Ongoing action.
	4. Review development projects to ensure they complement the natural environment and agricultural lands, as applicable, in their location and design.	As needed/ongoing action See Ag buffers in River Oaks II project
	5. Investigate and implement the transfer of development rights from open space lands to other lands and dedication of conservation easements where appropriate.	Completed: Adoption of Purple Belt Plan in 2009. Easement acquisitions are on-going
	6. Strive to establish an agricultural buffer between publicly accessible open spaces and bordering agricultural lands.	As needed/ongoing action
	7. Coordinate the City's Open Space/Purple Belt plan/program with neighboring communities, the County of San Luis Obispo, and non-profit agencies.	Completed: Adoption of Purple Belt Plan in 2009
	8. Investigate with San Luis Obispo County, establishment of permanent agricultural and open space areas that buffer communities from continuous urbanization and promote efficient growth patterns.	Ongoing action
	9. Ensure that the County retains surrounding lands in very low-density rural residential, open space (including natural resource), and agricultural uses.	See response to Action Item #3 under Policy LU-2E
	10. Implement strategies that help preserve or protect agriculture, including: - Establish agricultural buffer easements, berms and/or vegetative screening, on property proposed for urban development. - Implement the City's adopted "right-to-farm" ordinance. - Participate in the Williamson Act and other farmland preservation programs.	Ongoing action
	11. Require disclosure agreements for new non-agricultural development within 500 feet of an existing agricultural use.	As needed/ongoing action
NOISE ELEMENT		
Traffic and Railroad Noise	1. The noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Paso Robles are shown by Table N (Noise Standards for New Uses Affected by Traffic or Railroad Noise Paso Robles Noise Element).	No action indicated. (This policy item is informational in nature.)

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Policy	Action Item Number & Brief Description	Status
	2. Where the noise level standards of Table N are predicted to be exceeded at new uses proposed within Paso Robles which are affected by traffic or railroad noise, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table N standards at the noise-sensitive areas of the proposed uses.	As needed/ongoing action
	3. For new developments proposed in areas exposed to railroad noise, the exterior noise level standards of Table N shall be increased by 5 dBA DNL. This policy recognizes that railroad events, while loud, are short in duration and that, during railroad passbys, single-event noise at exterior spaces remains relatively high regardless of whether exterior noise mitigation has been implemented. As a result, the goal of this policy is to minimize the extent by which railroad noise barriers may be required near the railroad tracks in Paso Robles.	As needed/ongoing action
	4. The City shall encourage local law-enforcement agencies to enforce the vehicle noise level limits specified within the California Motor Vehicle Code.	Ongoing action
Aircraft Noise	5. All development within the City of Paso Robles shall be consistent with the Noise Policies of the Airport Land Use Plan (ALUP) of the Paso Robles Municipal Airport.	Ongoing Action
Fixed Noise Sources	6. The interior and exterior noise level standards for noise-sensitive areas of new uses affected by existing fixed noise sources in Paso Robles are shown by Table 1 (Noise Standards for Locally Regulated (non-transportation) Noise Sources Paso Robles Noise Element).	No action indicated. (This policy item is informational in nature.)
	7. Where the noise level standards of Table 1 are predicted to be exceeded at a proposed noise-sensitive area due to existing fixed noise sources, appropriate noise mitigation measures shall be included in the project design to reduce projected noise levels to a state of compliance with the Table 1 standards within the identified noise-sensitive areas.	As needed/ongoing action
	8. Where a project would result in the introduction of new fixed noise sources where such sources do not currently exist, the noise generation of those sources shall be mitigated so as not exceed the interior and exterior noise level standards of Table 1 at existing noise-sensitive areas in the project vicinity.	As needed/ongoing action
	9. If a noise-generating use is proposed adjacent to vacant lands currently zoned for uses which may be developed with exterior noise sensitivity, the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the Table 1 standards using reasonable assumptions pertaining to both the likely sensitivity of the receiving land use and the noise generation of the project. At such time as that noise-sensitivity is introduced on the vacant parcel, the noise generating use will be responsible for complying with the City's Noise Ordinance standards.	As needed/ongoing action
	10. Due to variations in types of both noise-generating and noise-sensitive land uses, as well as variations in ambient conditions in the City, the City shall have the ability to set noise standards which are up to 5 dBA higher or lower than the Table 1 standards if determined appropriate by the Planning Commission and/or City Planning department staff.	As needed/ongoing action
Transportation Projects & Criteria for Determining	11. For capacity enhancing roadway or rail projects, the construction of new roadways or railways, or projects which will substantially increase traffic on the local roadway network, a noise analysis shall be prepared. If pre-project traffic noise levels already exceed the noise standards of Table N and the increase is significant as defined below, noise mitigation	As needed/ongoing action

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Policy	Action Item Number & Brief Description	Status
Significant Increases in Traffic Noise	measures should be considered to reduce traffic and/or rail noise levels to a state of compliance with the Table N standards. A significant increase is defined as follows: Pre-Project Noise Environment (Ldn) Significant Increase Less than 60 dB 5+ dB 60 - 65 dBA 3+ dB Greater than 65 dB 1.5+ dB	
	12. If noise-reducing pavement is to be utilized in conjunction with a roadway improvement project, or if such paving exists adjacent to a proposed new noise sensitive land use, the acoustical benefits of such pavement shall be included in the noise analysis prepared for the project.	As needed/ongoing action
Short-Term Rentals (STV's)	13. Noise generated by temporary occupants of STVR's shall be subject to the same standards as the surrounding neighborhood district.	Ongoing Action
Outdoor Music Events	14. The Table 2 (Noise Standards for Outdoor Venues Generating Amplified Music or Speech Paso Robles Noise Element) guidelines shall apply to existing and proposed venues where amplified music and speech would occur. With the exception of the Mid-State Fairgrounds, all outdoor amplified speech and music shall cease by 11 pm.	Ongoing Action
	15. All outdoor venues with amplified music and speech shall comply with Table 2 (Noise Standards for Outdoor Venues Generating Amplified Music or Speech Paso Robles Noise Element).	Ongoing action
General Noise Policies	16. All noise analyses prepared to determine compliance with the noise level standards contained within this Noise Element shall: A. Be the responsibility of the applicant. B. Be prepared by qualified persons experienced in the fields of environmental noise assessment and architectural acoustics. C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. D. Estimate projected future (20 year) noise levels in terms of the Standards of Tables N and 1, and compare those levels to the adopted policies of the Noise Element. E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. F. Estimate interior and exterior noise	As needed/ongoing action
	17. Noise analyses prepared for multi-family residential projects, townhomes, mixed use, condominiums, or other residential projects where floor ceiling assemblies or party-walls shall be common to different owners/occupants, shall be consistent with the State of California Noise Insulation standards.	As needed/ongoing action
	18. The City's General Plan Noise Element standards contained herein are applicable to proposed new uses. For resolving conflicts between existing uses, the City's Noise Ordinance shall be applicable.	No action indicated. (This policy item is informational in nature.)

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Policy	Action Item Number & Brief Description	Status
	19. Where exterior noise mitigation is required to achieve satisfaction with the noise standards of either Tables N or 1, the following priorities for mitigation shall be observed where feasible: A. Use of setbacks or open space buffers. B. Incorporate site planning to orient and/or shield sensitive exterior areas from view of the noise source in question. C. If the noise source is fixed, utilize quieter equipment or implement noise control treatments at the source. D. Solid walls should be considered a last resort for the mitigation of exterior noise levels and, if feasible, should be placed on earth berms to lessen their apparent height.	As needed/ongoing action
	20. To provide a comprehensive approach to noise control, the City shall: A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process. B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required. C. The Noise Ordinance shall be amended to provide that noise standards contained therein will be consistent with the noise standards of this Noise Element.	As needed/ongoing action Complete: Noise Ordinance Adopted November 2019
Vibration	21. To reduce impacts from groundborne vibration, all proposals for new uses which would include vibration-generating activities, or for new sensitive uses proposed in proximity to existing sources of vibration (i.e. railroad tracks), shall comply with the vibration standards established by the Federal Transit Administration Transit Noise and Vibration Impact Assessment guidelines (FTA-VA-90-1003-06).	As needed/ongoing action
	22. A vibration analysis prepared by a qualified specialist shall accompany all proposals for sensitive land uses located within 100 feet of the railroad tracks in Paso Robles. The analysis shall quantify vibration levels and compare them against the FTA vibration standards. Railroad vibration studies for projects located beyond 100 feet from the tracks shall not be required.	As needed/ongoing action
	23. All projects that propose to use heavy construction equipment that has the potential to create vibrations that could cause structural damage to sensitive structures within 100 feet shall be required to submit a pre-construction vibration study prior to the approval of a building permit. Projects shall be required to incorporate specified measures and monitoring identified to reduce impacts. Pile driving or blasting are illustrative of the type of equipment that could be subject to this policy.	As needed/ongoing action
Exemptions	The following sources of noise shall be exempt from the provisions of this Noise Element: a. Emergency warning devices and equipment operated in conjunction with emergency situations, such as sirens and emergency generators which are activated during power outages. The routine testing of such warning devices and equipment, including generators, is also exempt provided such testing occurs during daytime hours. b. All activities occurring at public schools and public school playgrounds and sporting fields, as such activities are not regulated at the local level.	As needed/ongoing action

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	<ul style="list-style-type: none"> c. Activities at private schools, parks or playgrounds, provided such activities occur during daytime hours (7 am – 10 pm). d. Activities associated with special events approved by the City. e. Construction and demolition activities located within 1,000 feet of noise sensitive land uses provided they occur during normal daytime hours, excluding Sundays and Federal Holidays, subject to the conditions imposed by City permit. For construction activities, daytime hours are defined as 7 am to 7 pm. Construction activities occurring between the hours of 7 pm and 7 am must comply with the interior noise level standards identified in Table 1 unless an exception has been granted by the City Planning Department. f. hours of 7 pm and 7 am must comply with the interior noise level standards identified in Table 1 unless an exception has been granted by the City Planning Department. g. Construction and demolition activities located beyond 1,000 feet of noise sensitive land uses, subject to the conditions imposed by City permit. For construction activities, daytime hours are defined as 7 am to 7 pm. h. In the event of an emergency involving agricultural activities which requires prompt action to protect crops or equipment, the City can exempt noise generated by such action from the provisions of this Element. 	
	SAFETY ELEMENT	
S-1A Hazard Education	1. Distribute informational handouts.	Ongoing action
	2. Support volunteer training aimed at assisting police, fire, and civil defense personnel during and after a major earthquake, fire, or flood.	Community Emergency Response Team implemented 2020
	3. Support/sponsor exhibits and presentations in secondary schools.	Suspended. Insufficient resources to conduct activity.
S-1B Disaster Response	1. Maintain Mutual and Automatic Aid Agreements with regional fire prevention and law enforcement agencies.	All agreements up to date.
	2. Periodically review/update the Emergency Services Growth Management Plan.	Update is needed to the Safety Element to reflect 1.0 FF/1000 population as outlined in development agreements. Standards of Cover / Risk Assessment and Strategic Plan endorsed by City Council on April 5, 2022. Staffing triggers plan created to staff a third fire station and keep pace with development. Staffing plan presented to City Council at the January 2020 budget workshop
	3. Incorporate fire and crime prevention measures in the design and construction of new development via specified actions.	As needed/ongoing action, development review
S-1C Hazardous Exposure Minimization	1. <i>Police Service Standards.</i> Maintain a ratio of 0.5 non-sworn personnel per 1,000 population and a ratio of 1.4 to 1.6 sworn personnel per 1,000 population.	Analysis for the Police Department, dated April 16, 2019, recommends a service level for the City of approximately 1.63 to 1.83 sworn officers per 1,000 residents. This remains unchanged.
	2. <i>Emergency Services Standards.</i> Maintain a ratio of 0.8 to 1.3 Firefighters per 1,000 pop.	The FY 2022/2023 Budget provides for a ratio of 1.0 firefighters per 1,000 pop.

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Policy	Action Item Number & Brief Description	Status
	3. With environmental review of new Specific Plans, prepare fire station analysis identifying staffing requirements, station location, and response times.	City council adopted response time goal is to respond to all emergencies in 4 minutes or less, 90% of the time. This was achieved 57% of the time in 2021. Simultaneous calls, geographical travel distances, number of response resources, and increased service demand are the largest contributing factors. Fire Station 3 is currently under construction and expected to be complete in fall 2023.
S-1D Structural Safety	1. Review and update, as necessary, the City's Building Security & Construction Standards for new development projects.	See response to Action Item #4 under Policy LU-2D
	2. Maintain a current survey of URM buildings and other hazardous structures.	Completed. Building Division has records of 2 remaining URMs. The owners of these URMs are in compliance with the URM codes.
	3. Require structures identified as being located in hazardous areas to be brought into conformance with acceptable levels of risk.	Completed. Building Division has records of 2 remaining URMs. The building owners of these 2 URMs are in compliance with the URM codes.
	4. Discourage the locating of critical facilities within identified hazard areas.	As needed/ongoing action, development review
	5. New development in high/medium wildland fire hazard areas to: investigate vulnerability, potential as an ignition source, and implement mitigation measures.	As needed/ongoing action, development review
	6. Prohibit construction within seismic and geologic hazards areas.	As needed/ongoing action, development review
	7. In reviewing proposals for future water impoundments, require an evaluation of potential inundation areas and design of the dam to withstand earthquakes.	As needed/ongoing action, development review
S-1E Hazardous Materials	1. Continue to require applicant declarations pursuant to Gov't Code §65820.2.	As needed/ongoing action
	2. Provide required notices to the County Environmental Health Department.	As needed/ongoing action
	3. Continue implementation of existing programs; add new ones as required.	As needed/ongoing action
S-1F EMF Exposure	1. No residential structures or yards, schools, active parks, or recreational facilities are to be built within the utility corridor right-of-way.	As needed/ongoing action
	PARKS & RECREATION ELEMENT	
PR-1A Park & Recreation Facilities	1. Periodically assess usage of park facilities, and identify physical changes needed to accommodate anticipated land use patterns.	Revision of Sherwood Park Master Plan complete as of February 2019. Sherwood Master Plan to be reevaluated in light of flood plain concerns and plans to build a pickle ball complex on site. Pickleball courts to be completed by the end of 2023. As needed/ongoing action.

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Policy	Action Item Number & Brief Description	Status
	2. Implement improvements at existing parks, including completion of recreation facilities.	Barney Schwartz lower playground renovation complete as of January 2018; Upper playground replaced in Fall 2020. Larry Moore Park restrooms and playground renovation complete in spring 2018. Revision of Sherwood Park Master Plan complete as of February 2019. Water feature renovation to be completed at Uptown Family Park by December 2023 Bicycle pump track under design for Barney Schwartz Park. Pump track plans approved, and completion estimated in 2023.
	3. Allow compatible activities and land uses near parks.	As needed/ongoing action.
	4. Cooperate with the County, Paso Robles Unified School District and Cuesta College, in park funding and joint use of park	Completed: Montebello (7 ac) park; to be scheduled: purchase of 3 more acres (next to 7 ac) Uptown Family Park completed in 2014.
	5. Require specific plans to include parks as appropriate.	In Progress with Chandler Ranch, Olsen Ranch/Beechwood, and Uptown/Town Centre Specific Plans.
PR-1B Master Plan	1. Prepare needs assessment for Park & Recreation improvements. Consider the improvements listed in Table PR-1 (attached at the end of this table).	Robbins Field improvements complete. Charolais Corridor and Navajo sections of Salinas River Trail are complete. City Council endorsed a 5-year strategic plan for Recreation Programming, to be implemented from 2022 through 2026
	2. Seek State, Federal and local grants, and individual, private and corporate support, to improve City parks and recreation services.	In July 2014, the City received \$805,000 for the City Park renovation. Project completed June 2016. Completed: Received \$350,000 EEMP grant, which was matched with \$150,000 by City and constructed ½-mile trail connection along Charolais corridor to river trail system. Also, completed ½-mile Salinas River trail through State/Fed grants and Park & Recreation Impact fees. Completed November 2014: Uptown Family Park at Oak and 36 th Streets. City to receive \$178,000 in State Per Capita Grant funding to replace water feature at Uptown Family Park by summer 2022. Project has been delayed. Completion expected by December 2023.

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Policy	Action Item Number & Brief Description	Status
		The city is currently seeking the Justin Grant and T-Mobile grant funding in support of Teen Center Development at Centennial Park.
	3. Investigate/implement acquisition of land or easement, in the Salinas River and Huerhuero Creek for a park, equestrian paths or other public recreational uses.	<p>Ongoing: Acquisition of a 247-acre parcel for trail extension opportunity to link southeast portion of community to river trail system Dec. 2011.</p> <p>Acquired 1 mile of Huer Huero River corridor through dedication from a development project in 2011.</p> <p>Acquired 18 acres of Salinas River Corridor property with approval of the River Oaks II Expansion project.</p> <p>Acquired easement for public access in the Huer Huero Creek Corridor on the Erskine property, adjacent to Airport Road.</p>
	4. Create and adopt a Salinas River Corridor Plan; cooperate with neighboring public agencies to establish the DeAnza Trail as a link in a regional trail system.	<p>Received \$7,200 grant and matching City funds will pay for signage along the swath of the De Anza trail through Paso Robles. It was installed in 2015, and subsequently destroyed by vandalism.</p> <p>Completed: Salinas River Trail Master Plan connecting San Miguel and Santa Margarita, and historical reference to, the De Anza Trail where appropriate.</p>

Table CE-1. Potential Circulation Improvements

Type of Improvement	Improvement	Status
Downtown	Access Improvements, including improved on/off-ramps to Highway 101 where appropriate, at 16 th and 24 th streets	Complete
	Improvements to traffic flow within the downtown area	Addressed as part of Uptown/Town Centre Specific Plan; ongoing
Improvements to Road Segments	Union Road—Kleck Road- to Golden Hill Road	Completed.
	Huer Huero bridge north of SR 46E to connect Airport Road to Golden Hill Road	Location chosen by Council. Design ROW and construction funding in progress.

Table CE-1. Potential Circulation Improvements

Type of Improvement	Improvement	Status
	Creston Road - River Road to Rolling Hills Road -Two-lane divided arterial with continuous turn lane, bike lanes and pedestrian improvements	Corridor Plan adopted by Council. Construction of Phase 1 anticipated to begin construction Summer 2023.
	Creston Road - Niblick Road to Scott Street - Two-lane divided arterial with improved driveway access, bike lanes, and pedestrian improvements	Corridor Plan adopted by Council.
	Theatre Drive – Auto dealership to South City limits - Two lane arterial with continuous turn lane, bike lanes and pedestrian improvements	In progress.
	4 th Street – Spring Street to Riverside Avenue Two lane divided arterial with bike lanes, pedestrian improvements, railroad underpass and connection to US 101 freeway ramps	Improvement completed as part of a Hotel Project. Undercrossing status under review.
Intersection Improvements	US 101 – SR 46W Relocation of Theatre Drive and S. Vine Street, roundabout control for ramp intersections	2009 PAED completed. Theatre Drive relocation completed in 2011. S. Vine Street relocation under review. Part of the Gateway Annexation. SLOCOG initiated a Feasibility Study in 2020 to reduce round-about footprints. CALTRANS approved the study. SLOCOG has set aside funds for the PS+E for the roundabouts.
	SR 46E – Union Road Grade separated interchange with interim improvements considered	Project Study Report complete 2014 PAED in process
	Union Road – Golden Hill Road Roundabout	RAB chosen as the primary project. Construction in progress.
	Creston Road – Rolling Hills Road	Corridor Plan adopted by Council. Construction scheduled for 2025/2026 using \$3 million State Assembly Grant for partial funding.
	Charolais Road – S. River Road	Design report complete. Major property acquisition complete
Pedestrian/Bikeway Facilities	24 th Street bridge over railroad	2015: HBRR Grant received for preliminary engineering. Bridge design is underway.
	Creston Road pedestrian crossing at Lana Street	Complete; signal installed
	Creston Road pedestrian crossing at Scott Street	To be scheduled
	Creston Road pedestrian crossing at Meadowlark Road	To be scheduled
	Interconnecting pedestrian paths between Salinas River corridor and other facilities within the City.	In progress: Salinas River Plan (whole corridor); Completed: Salinas River Parkways Trail Centennial Creek Restoration Project: designs are underway. This project will improve the creek function. This project is anticipated to begin construction in July 2022. Grant funding obtained to construct the North River Road Class 1 path.

Table CE-1. Potential Circulation Improvements

Type of Improvement	Improvement	Status
	Traffic Calming Measures where appropriate	Completed with 2018 Bicycle and Pedestrian Master Plan. Ongoing: Traffic Calming Plan

Table PR-1. Park & Recreation Facility Improvements		
Type of Improvement	Improvement	Status
EXISTING IDENTIFIED PARK AND FACILITY NEEDS	10-acre park north of 24th Street. This should include ballfields, which may replace that at Pioneer Park, and may be located between Spring Street and the Railroad.	Identified as part of the Uptown/Town Center Specific Plan. Needs list will be updated in 2022.
	Aquatic center, preferably covered, probably a joint venture between the City, school district, and Cuesta College. Most likely to be located at Cuesta College.	School District plans to build aquatics facility courtesy of a bond measure have been delayed indefinitely. City will continue to consider joint venture opportunities. Needs list will be updated 2023.
	10-acre park near the Borkey area	Completed: River Oaks II dedication
	Chandler Ranch Area Specific Plan: park in conjunction with any new school site	Pending N. Chandler Ranch specific plan process
	7-10 acre park in Union/46 Specific Plan area	Completed: purchase of 7 ac in Montebello; to be scheduled: purchase of 3 more acres (next to 7 ac)
OTHER NEEDED IMPROVEMENTS		
<i>Recreation Facilities</i>	Youth Center	Development of Teen Center recently initiated with anticipated opening in August of 2023.
	Neighborhood Center (on east side)	To be scheduled
	Nature Center, with large contiguous open space area	To be scheduled
	Enhance crossing of Riverside Avenue to allow for connectivity between fairgrounds and parking lot east of Riverside Avenue	Completed
	Public Equestrian staging area	To be scheduled; Salinas River Plan
	General Recreation Services	Ongoing action; Volunteer Program established
<i>Parks</i>	No Pocket Parks needed, only larger facilities	Ongoing action
	The redevelopment of Oak Park Public Housing should include provision of a park to serve the recreational needs of the neighborhood	The project includes sports fields and parks facilities, which have been completed.
	Develop a neighborhood park in conjunction with the First 5 Early School Readiness and Family Center on the northeast corner of Oak and 36 th Streets	Completed: Uptown Family Park completed in November 2014.
	Redevelop Robbins Field as envisioned in the Uptown/Town Centre Specific Plan, provided that a replacement ballfield of similar size and amenities is first developed in a location that is easily accessible to West Side residents.	To be scheduled
	Conversion of Marie Bauer Elementary School Site to a public park that provides educational facilities to the community.	To be scheduled
<i>Bikeways and Trails</i>	Bikeways as indicated in the City's Bikeway Plan	Completed: Bike lane improvements on 13th Street bridge and Navajo Avenue. Union Road Class II bike lanes completed between Kleck Road and Prospect Avenue. City received a SLOCOG grant for PS+E of N. River Bikeway – Union Road to Experimental Station.

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Table PR-1. Park & Recreation Facility Improvements

Type of Improvement	Improvement	Status
	Trail near railroad within 4th Street Specific Plan	To be scheduled
	Make trail connections between parks facilities citywide	Ongoing Phase 1: Uptown/Town Centre Specific Plan
	Pursue De Anza Trail along Salinas River	Completed: Salinas River Trail Master Plan
	Salinas River trail on either side of the river between 13th Street and Veteran's Memorial bridges	East side of river complete. Western trail to be scheduled.
	Chandler Ranch Area Specific Plan trail system	Beechwood Specific Plan and Olsen South Chandler Specific Plan's approved. Trail system to be constructed as areas develop.
	Complete the Class I pathway from Creston Road along South River Road	Complete.
	Charolais Road Multi-Purpose Trail – South River Road to Riverbank Lane	Complete.
	Turtle Creek Pathway Improvements	Complete
	Senior Center Pathway Improvements	In progress
<i>Plans/Programs</i>	Pursue Public Art in Parks Program (development should fund public art in parks)	Completed: Public Art Policy Festival of the Arts has been replaced by alternative Art-in-the-Park event held in April and October each year.
	Implement Master Plan of Bikeways	Ongoing action
	Develop Multi-Purpose Trail Plan	Ongoing: Salinas River Plan
	Expand Bikeway trails map to include pedestrian trails	Combined Pedestrian and Bicycle Master Plan completed/adopted in Fall 2018.