

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES**

- 1. PROJECT TITLE:** Sherwood Park Master Plan Update
[ENV19-01]
- 2. LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
- Contact:** Darcy Delgado
Phone: (805) 237-3970
Email: DDelgado@prcity.com
- 3. PROJECT LOCATION:** Sherwood Park, 200 Scott Street; at the northeast and southeast corner of the Creston Road and Scott Street intersection;
APNs: 009-311-019, 009-321-001, 009-756-003, 009-756-004, 009-756-005, 009-756-006, 009-756-007, 009-756-008, 009-753-080
- 4. PROJECT PROPONENT:** City of Paso Robles
- 5. GENERAL PLAN DESIGNATION:** Parks and Open Space (POS)
- 6. ZONING:** Residential Single Family/Planned Development (R1/PD) and Parks and Open Space (POS)
- 7. PROJECT DESCRIPTION:**

The City of Paso Robles is proposing to design and install improvements at two adjacent City parks - Sherwood Park and Oak Creek Park (collectively known as Sherwood Park). The improvements would implement the 2019 Sherwood Park Area Master Plan (Mater Plan), which

was adopted by the City Council in February 2019. Park improvements under the Master Plan would be completed in two phases and at completion would include:

- 367 parking spaces with lights,
- 9,000 square feet (sf) of new playground area,
- 2,000 sf water play area/splash pad,
- a 7,000-sf skate park with lights,
- a 3,000-sf amphitheater area,
- 2,500 sf of community event and gathering space,
- restrooms,
- lighted baseball and soccer fields,
- lighted tennis and pickleball courts,
- lighted basketball courts,
- walking trails with exercise equipment,
- multiple shade shelters, and
- installation of perimeter sidewalks.

The project would be completed in two phases, as follows:

Phase 1. Phase 1 improvements would be completed in the southern portion of the park (Oak Creek Park) located east of Creston Road between Scott Street and Cedarwood Drive, west of residences along Driftwood Drive. Several existing facilities would remain including two existing playground areas, the Veterans Memorial Building, the Senior Center, relocated restrooms from the sports fields, a 22-space parking lot (Lot D), a 67-space parking lot (Lot F), and the Sherwood dog park. Construction for Phase 1 is expected to commence in November 2020 and be completed for use in March 2022. Phase 1 development and renovations would include:

- Installation of a park entry monument at the southeast corner of Creston Road at Scott Street,
- Installation of a park entry monument at Creston Road and Cedarwood Drive,
- Removal of some existing trails/paths and installation of new trails/paths with lights and exercise equipment,
- Construction of a fenced skate park (7,000 sf) with lights,
- Installation of four (4) tennis courts with lights,
- Installation of eight (8) pickleball courts with lights,
- Removal of one (1) basketball court and installation of two (2) full-size basketball courts with lights,
- Installation of one (1) half-size basketball court with lights,
- Construction of six (6) footbridges across Turtle Creek that would span from bank to bank,
- Multiple picnic areas and community gathering areas including picnic tables, benches, and BBQs,
- Construction of a theater area with lights,
- Installation of a youth sports court with lights,

- Construction of a water play area/splash pad,
- Construction of a new 850 sf restroom near the pickleball courts,
- Construction of two new play areas near two existing play areas,
- Installation of multiple new shade shelters, benches, and picnic tables,
- Construction of a new 22-space parking lot off Scott Street (Lot C),
- Expansion of existing Lot H to increase diagonal street parking on Scott Street from 9 spaces to 35 spaces,
- Reconfiguration and pavement of an existing 20-space parking lot (Lot E) to connect with the existing Lot F, including removal of one existing entrance to Lot F from Scott Street, and
- Installation of curb, gutter, and sidewalk along the north side of Cedarwood Drive and the south side of Scott Street.

Phase 2. Phase 2 improvements would be completed in the northern portion of the park (Sherwood Park) located north of Scott Street between Creston Road and Via Ramona, south of the residences along Santa Ynez Avenue. No construction timeline has been identified for this phase. Phase 2 development and renovations would include:

- Installation of a park entry monument near Creston Road at Santa Ynez Avenue,
- Installation of a park entry monument at the northeast corner of Creston Road at Scott Street,
- Installation of a park entry monument on Scott Street near Via Ramona,
- Construction of four (4) youth baseball fields with lights,
- Construction of three (3) soccer fields with lights (one field would overlap with one of the baseball fields),
- Removal of one (1) existing youth baseball field, one (1) softball field, and two (2) small youth fields,
- Removal of an existing volleyball court,
- Construction of a two-story concession and restroom building,
- Installation of shade shelters and bleachers/benches,
- Installation of a new playground area,
- Construction of a new 130-space parking lot of Scott Street (lot A) with re-located solar panels over a portion of the spaces, including a drop-off area and food truck area,
- Removal of an existing parking lot along the eastern boundary of the site and closure of vehicular access from Santa Ynez Avenue,
- Installation of 41 diagonal parking spaces along Via Ramona (lot B), and
- Installation of curb, gutter, and sidewalk along the north side of Scott Street.

Both phases of the proposed project would include installation of non-invasive, drought-tolerant native plants including twenty new trees. Lawn areas would be limited to recreation fields and the public gathering area. An irrigation system would be installed that would include a rain sensor, electronic timing controllers, and flow sensors. Pervious surfaces would be incorporated into the trails and parking lots to help reduce stormwater runoff and retain groundwater.

8. SURROUNDING LAND USES AND SETTING:

Sherwood Park and Oak Creek Park (collectively known as Sherwood Park) are located in the southeastern part of the City on the east side of Creston Road between Santa Ynez Avenue and Cedarwood Road. The project site is generally surrounded by medium-density suburban residential development. Light industrial uses are located east of the park along Commerce Way and the Paso Robles Golf Club is located to the west across Creston Road.

Sherwood Park is approximately 27 acres in size and is currently developed with a youth baseball field, a softball field with bleachers, one basketball court, horseshoe pits, sand volleyball court, one regulation size soccer field, two small soccer fields, and four tennis courts. The park also has a fantasy themed playground complete with a bridge, castle structures, a large play structure with shade canopies, a dragon statue, and a sword in the stone. The Sherwood dog park is also located within Sherwood Park as are the Veteran's Building and Senior Center.

Turtle Creek, an intermittent stream, courses through the park from east to west and is regulated by the California Department of Fish and Wildlife (CDFW). The creek ponds into a City-maintained drainage basin before continuing west under Creston Road towards the golf course. Vegetation in the park consists primarily of manicured lawn, hardscaping (including paved walking paths, parking lots, several structures, and playgrounds), and ornamental landscaping. Several large heritage oak trees are located within the park.

The park is currently accessible from Santa Ynez Avenue, Scott Street, and Cedarwood Avenue and two bus stops are located on Scott Street near the Senior Center and Veteran Building. The park is operational from 6:00 a.m. until 11:00 p.m.

9. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT):

The project is seeking partial funding from the California State Parks – Statewide Park Development and Community Revitalization Program grant.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology /Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (to be completed by the lead agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Darcy Delgado

9/24/19

Signature

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS

Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

For the purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The term “vista” generally implies an expansive view, usually from an elevated point or open area. The existing park site is relatively flat with no unique topographical or geological features. The site is located within a highly urbanized area, surrounded by suburban residential development to the south and north, residential and industrial development to the east, and residential and golf course development to the west. While the park site is aesthetically appealing, the view of the vicinity is not expansive or highly valued. Additionally, the project would renovate existing deteriorating amenities, which would increase the aesthetic values of the site. The project is not located within an identified scenic vista, visually sensitive area, scenic corridor, or an area of high scenic quality that would be seen from key public viewpoints. Therefore, the project would not have a substantial adverse effect on a scenic vista and no impacts would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The nearest state scenic highway is U.S. Highway 101, which is an eligible scenic highway and is located approximately 1.85 miles west of the project site. There are no officially designated state scenic highways within the project region. The project site is not within or visible from a state scenic highway, and therefore there would be no impact to scenic resources within a state scenic highway.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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governing scenic quality?

Discussion:

Although the project is located in an urban area within the city limits of Paso Robles and is surrounded by suburban residential development, light industrial uses, and a golf course, the project site does not meet the definition of “urbanized area” as defined by CEQA section 21071. The project would not result in a noticeable change to public views of the area and, therefore, would not result in the degradation of the existing visual character or quality of public views of the site and its surroundings. Proposed improvements may increase the visual character of the park through the renovation of deteriorated facilities. Therefore, no impacts to visual character would occur.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

The proposed improvements to the park would include several new lighted facilities in addition to parking lot and pathway lighting. New lighted facilities of the proposed project would introduce new sources of light into the existing recreational area and could also contribute to nighttime sky glow and nuisance light emissions on surrounding residences. Without appropriate light shielding and placement, potentially significant impacts created by nighttime lighting could occur.

The City’s Land Use Element of the General Plan requires all new lighting to be shielded and directed downward in such as manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Development Review Committee prior to issuance of building or grading permits, as appropriate. (Refer to Policy LU-2D Action Item 5). Section 21.21.040.H of the Zoning Ordinance requires that direct glare not be visible from the property lines and that sky-reflected glare (glare reflected from building) be controlled as to not inconvenience persons or interfere with the use and enjoyment of property. Additionally, section 21.16F.050 of the Zoning Ordinance requires Development Review for all new development in the POS (Parks and Open Space) zoning district.

Mitigation Measure AES-1 would require the City to prepare a lighting pollution prevention plan subject to Development Review Committee approval. Implementation of this plan would reduce potential impacts to less than significant.

Mitigation:

AES-1: Lighting Pollution Prevention Plan. The City shall prepare a light pollution prevention plan (LPPP) that incorporates the following measures to reduce impacts related to night lighting:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.				
b.				
c.				
d.				

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the forest and Range Assessment Project and the forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is designated Urban and Built-Up land pursuant to the Farmland Mapping and Monitoring Program (FMMP) and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the project would not result in the conversion of Farmland pursuant to the FMMP to a non-agricultural use and there would be no impact.

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project site is zoned POS (Parks and Open Space) and R1/PD (Residential Single Family Planned Development). The project site is not zoned for agricultural use and is not subject to a Williamson Act contract. The nearest zoning for agricultural use and the nearest land subject to a Williamson Act contract is located approximately one mile east in the unincorporated County. Therefore, the project would have no impacts regarding Williamson Act contracts or zoning for agriculture.

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is zoned POS (Parks and Open Space) and R1/PD (Residential Single Family Planned Development). The project site is not zoned for forestland, timberland, or Timberland Production. Therefore, the project would have no impact on zoning or rezoning for forestland, timberland, or Timberland Production.

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. | Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

“Forest land” is defined as land that can support 10-percent native tree cover of any species and allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project site is not zoned for forestland and does not support 10-percent tree cover of native tree species. Therefore, the project would have no impact on loss or conversion of forest land.

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project is not located in close proximity to Farmland or forest land and the nature of the project would not conflict with existing agricultural uses. The project would not increase demand on agricultural water supplies or facilities and would not affect proximate agricultural support facilities. Therefore, the project would not result in changes in the existing environment that could result in the conversion of Farmland to non-agricultural uses or forest land to non-forest uses. No impacts would occur.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan?
(Source: 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The 2001 Clean Air Plan (CAP) includes land use management strategies to guide decision-makers on land use approaches that result in improved air quality (San Luis Obispo County Air Pollution Control District [APCD] 2001). The City's 2003 General Plan build-out population of 44,000 has not changed since it was adopted. Implementation of the proposed project is not anticipated to conflict with the 2001 CAP because the project is limited to operation of new park amenities at an existing park site. Proposed improvements would not increase population predictions estimated in the CAP for the City of Paso Robles.

Construction of the proposed project would temporarily increase the number of vehicle trips for the duration of each construction phase, which is not expected to create a significant increase in vehicle trips or traffic. The City's Community Services Department would continue to operate and maintain the park. Regular maintenance activities for the proposed project would be conducted by existing City workers who would routinely inspect the park, repair facilities on an as needed basis, and conduct scheduled preventative maintenance procedures to keep the facilities in good working order. Therefore, the project would be consistent with the 2001 CAP and impacts would be less than significant.

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
(Source: 11) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

San Luis Obispo County is a non-attainment area for the state standards for ozone (O₃) and suspended particulate matter (PM₁₀). The APCD administers a permit system to ensure that stationary sources do not collectively create emissions, which would cause local and state standards to be exceeded. Implementation of the proposed project has the potential to generate emissions during construction of the project (short-term emissions) and during operation of the proposed facilities (long-term emissions).

Short-Term Emissions

Heavy equipment and earth-moving construction activities generate fugitive dust and combustion emissions. These may have substantial temporary impacts on local air quality. Fugitive dust emissions would result from land clearing, demolition, excavation, trenching, grading activities, and trip generation. Combustion emissions, such as nitrogen oxide (NO_x) and particulate matter less than or equal to 10 micrometers in diameter (PM₁₀), are most significant when using large diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other types of equipment. Construction of the proposed project would likely include the use of hand-operated equipment (hand saws, compactors, etc.), mechanized diesel-fueled construction equipment (dozers, back-hoes, etc.), and various passenger vehicles, which could all generate combustion emissions.

Each phase of the project would result in more than 4 acres of grading but would likely move less than 1,200 cubic yards of material per day. Improvements within each phase would be constructed as funding allows and would likely be constructed independently rather than simultaneously. Still, improvements would result in the creation of construction dust, as well as short- and long-term vehicle emissions and would exceed the APCD’s general thresholds triggering construction-related mitigation. Additionally, the nearest sensitive receptors (off-site residences and on-site senior center) to the project are immediately adjacent on all sides of the project; therefore, the project would be subject to standard APCD dust and emission control measures during construction. These procedures provide additional protection from dust and ensure fugitive dust emissions are adequately controlled to below the 20% opacity limit as identified in the APCD’s 401 “Visible Emissions” rule and that dust is not emitted offsite.

Impacts from fugitive dust emissions would be potentially significant because they could potentially cause a public nuisance or exacerbate the existing PM₁₀ non-attainment status in the northern areas of the County, including the City; therefore, standard dust control mitigation measures are included to ensure that impacts to sensitive receptors would be less than significant.

The proposed project would occur in a developed area in the vicinity of residential development and a senior center, resulting in the potential for exposure of humans to diesel particulate matter (DPM). Implementation of standard APCD measures would mitigate this impact to less than significant.

Mitigation Measure AQ-1 requires standard measures for construction equipment to minimize the emission of ozone precursors (ROG + NO_x). Mitigation Measure AQ-2 requires standard measures during construction to minimize the emission of fugitive dust (PM₁₀). Mitigation Measure AQ-3 requires standard measures during construction to reduce the emission of diesel particulate matter

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(DPM) near sensitive receptors. Implementation of these mitigation measures would reduce construction-related project impacts to less than significant.

Long-Term Emissions

Based on the City Park land use in Table 1-1 of the CEQA Air Quality Handbook (2012), the project is not expected to exceed operational thresholds triggering mitigation. Therefore, operational impacts would be less than significant and mitigation measures are not required for long-term operational emissions associated with the proposed project.

Mitigation:

AQ-1: Prior to issuance of construction permits, the following measures related to ROG and NO_x shall be incorporated into the construction phase of the project and shown on all applicable construction plans:

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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AQ-2: Dust Control Measures. During construction, the following measures shall be incorporated into the construction phase of the project and shown in all applicable construction plans. The City shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD’s 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402):

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD’s limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions:
<http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm>
- c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Track-Out” is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent ‘track out’, designate access points and require all employees, subcontractors, and others to use them. Install and operate a ‘track-out prevention device’ where vehicles enter and exit

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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unpaved roads onto paved streets. The ‘track-out prevention device’ can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;

- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PM10 mitigation measures required should be shown on grading and building plans; and,
- m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD’s limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).

AQ-3: Diesel Particulate Matter Construction Phase Idling Limitations. This project is in close proximity to nearby sensitive receptors. To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

- a. California Diesel Idling Regulations
 - i. ***On-road diesel vehicles*** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 - 1. Shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
 - 2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation.				
iii. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.				
iv. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf .				
b. <u>Diesel Idling Restrictions Near Sensitive Receptors.</u> In addition to the state required diesel idling requirements, the City shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:				
i. Staging and queuing areas shall not be located as far away from sensitive receptors as possible;				
ii. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;				
iii. Use of alternative fueled equipment is recommended; and				
iv. Signs that specify the no idling must be posted and enforced at the site.				
c. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Refer to discussion under Impact III(b), above. As discussed above, construction and operation of the project would generate emissions including diesel particulate matter and fugitive dust. These emissions would potentially exceed APCD thresholds; however, due to the proximity of sensitive receptors, mitigation would be implemented to reduce the potential for a nuisance, and exposure to pollutants. With implementation of the mitigation measures provided under Impact III(b), above, potential impacts would be less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Based on the APCD’s Naturally Occurring Asbestos (NOA) map, the City of Paso Robles and surrounding unincorporated areas are not located within an NOA buffer area (APCD 2018). Therefore, compliance with the Asbestos Airborne Toxic Control Measure (ATCM) and standard APCD mitigation would not apply.

None of the proposed uses for the park are uses identified by APCD that typically create objectionable odors. Construction could generate odors from heavy diesel machinery, equipment, and/or materials. The generation of odors during the construction period would be temporary, would be consistent with odors commonly associated with construction, and would dissipate within a short distance from the active work area. No long-term operational odors would be generated by the project.

Therefore, impacts regarding other emissions would be less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:

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| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The project site is primarily characterized by manicured lawn, ornamental vegetation, and hardscape. The project site is surrounded on all sides by urban development and does not connect with the large open land to the east. Turtle Creek, an intermittent stream runs east to west through the southern portion of the project site. Vegetation along Turtle Creek consists primarily of oak trees and annual grasses. Turtle Creek flows into a drainage basin at the western end of the park before flowing under Creston Road toward the golf course. The City currently holds a Lake or Streambed Alteration Agreement through California Department of Fish and Wildlife (CDFW) for annual maintenance of the drainage basin to facilitate flood control and water conveyance.

The California Natural Diversity Database (CNDDDB) identified one special status species within a one-mile radius of the proposed project: western spadefoot toad (*spea hammondi*). This recorded sighting was located approximately 0.70 miles southeast in a stock pond on the Olsen Ranch property. Spadefoot toads require open grassland habitats and seasonal pools. There are no seasonal pools in the vicinity of the project area to provide adequate breeding habitat and the steep slopes of the drainage basin do not provide proper refugium for the species. Western spadefoot

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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toad is not expected to occur on-site and project-related impacts to this species would be less than significant.

According to the San Luis Obispo County Standard Kit Fox Mitigation Ratios map, the project site is located within an area designated with a 2:1 mitigation ratio for impacts to San Joaquin kit fox. However, the project site is entirely surrounded by urban development and the park does not contain suitable grassland habitat for the kit fox due to its fragmented nature and lack of connectivity to known habitat corridors. Project-related impacts to San Joaquin kit fox would be less than significant.

No special status plant species with documented CNDDDB occurrences were identified within one mile of the park. As stated above, the project site is primarily manicured lawn, ornamental vegetation, and hardscape. There is low likelihood for sensitive plant species to occur onsite due to regular maintenance activities (i.e. mowing and weed abeyance).

Therefore, impacts to special status species would be less than significant.

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| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Vegetation within and around Turtle Creek does not contain riparian habitat and is dominated primarily by annual grasses and oak trees. The oak tree canopy is dominated by blue oaks, which prefer dry, well-drained slopes and are not indicative of riparian zones. Valley oak is also prominent on-site. The oak canopy at the park is likely remnant of a previous oak woodland that has slowly been removed with urban development in the area. No other sensitive natural communities have been identified.

Additionally, the proposed park improvements and construction activities would be located outside the creek channel. The pedestrian foot bridges would span the creek banks to avoid impacts and the need for a Lake and Streambed Alteration Agreement from CDFW. Impacts would be less than significant.

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| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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filling, hydrological interruption, or other means?

Discussion:

According to the National Wetlands Inventory Mapper, the on-site drainage basin is considered an emergent freshwater wetland. However, the project does not propose to remove, fill, hydrologically interrupt, other otherwise adversely impact this feature, other than through permitted maintenance activities outlined in the CFDW Lake and Streambed Alteration Agreement. Construction of the proposed project would involve earthmoving activities, such as excavation, grading, soil stockpiling, and filling which could result in soil erosion and subsequent discharge of sediment to Turtle Creek and the drainage basin. Potential impacts would be avoided and/or minimized through compliance with existing requirements, including a Stormwater Pollution Prevention Plan (SWPPP), NPDES permitting requirements, and City ordinance requirements related to sediment and erosion control. Therefore, impacts would be less than significant.

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| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

According to California Essential Habitat Connectivity Project, there are no connectivity corridors in the project area and the general vicinity is deemed to have limited connectivity opportunities. The project site does not support habitat features conducive to migratory wildlife species such as riparian corridors, shorelines, or ridgelines. Therefore, the project would not interfere with the movement of resident or migratory fish or wildlife species or wildlife nursery sites.

On-site trees could provide important habitat for a wide range of nesting birds and raptors. Several non-oak trees would be removed during construction. Ground disturbing activities and tree removal could result in potentially significant impacts to nesting birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act. Mitigation Measures BIO-1 has been identified to reduce potential impacts to nesting birds and raptors to less than significant.

Mitigation:

BIO-1 Nesting Bird and Raptor Survey. If construction activities will take place during the nesting bird season (February 1st through August 30th), the City shall retain a qualified biologist to conduct nesting bird and raptor surveys. Within one week prior to any tree removal, site preparation, ground-disturbance, and/or related construction activities, a qualified biologist shall conduct a nesting bird survey and verify that birds are not nesting in the site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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If nesting activity is detected, the project shall be modified via the use of protective buffers, delaying construction activities, and other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code

The qualified biologist shall document any active nests and submit a letter report to the City documenting compliance with this measure, within 30-days of survey completion.

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| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The City of Paso Robles has adopted an Oak Tree Preservation Ordinance in order to maintain the heritage and character of the City. While the project would remove several ornamental tree species, it is not proposing to remove oak trees. All oak trees would be required to be protected pursuant to section 10.01.070 of the ordinance, including placement of protective fencing around the critical root zone. In the event healthy oak trees are adversely impacted to the point of needing removed, the City would be required to adhere to section 10.01.050.F of the City Municipal Code and obtain approval from City Council to remove the tree and also provide replacement oak trees. No additional mitigation measures beyond ordinance requirements are necessary, and impacts would be less than significant.

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| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan in place that covers the project site. Therefore, there would be no impact.

V. CULTURAL RESOURCES

Would the project:

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| a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project site does not contain, nor is it located near, any historic resources identified in the National Register of Historic Places or California Register of Historic Resources. The project site does not contain structures of historic age (50 years or older) that could be potentially significant as a historical resource. The City has not determined any resources on the site to be historically significant. Therefore, the project would have no impact.

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| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

A Phase 1 Cultural Survey was prepared by SWCA Environmental Consultants (SWCA 2019). The report included a search of the Native American Heritage Commission (NAHC) Sacred Lands File and the California Historical Resources Information System (CHRIS). Both searches came back negative for known discoveries in the project site. No known prehistoric or historic archaeological resources are known to occur within the project area and the project area is considered to have low sensitivity to the presence of unidentified resources. Standard mitigation is included in the unlikely event of inadvertent resource discovery. Impacts would be less than significant with mitigation.

Mitigation:

CR-1: Inadvertent Resource Discovery. In the event that a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a City-approved archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by an archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites.

If the resource is determined significant under CEQA, the archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center, located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

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| c. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The nearest formal cemeteries are the Templeton Cemetery, located 3.48 miles to the southwest, and the Paso Robles District Cemetery, located 3.34 miles to the northwest. Based on existing conditions, buried human remains are not expected to be present in the site area. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 require that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. With adherence to State Health and Safety Code Section 7050.5, impacts related to the unanticipated disturbance of human remains would be reduced to less than significant.

VI. ENERGY

Would the project:

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| a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Project implementation would require minimal consumption of energy resources. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary and would not represent a significant or wasteful demand on available resources. Renovation of the park would upgrade existing sports field lighting and would be required to utilize high efficacy lighting per the Title 24 California Energy Code. Therefore, energy demands during project operation would be provided through existing infrastructure and would not substantially increase over existing demands. Operational energy use would be consistent with that of similar facilities and would not be wasteful or inefficient. There are no unique project characteristics that would result in a significant increase in energy usage, or an inefficient, wasteful use, or unnecessary consumption of energy resources. Potential impacts would be less than significant.

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| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

As discussed above, implementation of the project would not result in a significant new energy demand and there are no project components or operations that would conflict with any other state or local plan for renewable energy or energy efficiency. Compliance with State laws and regulations, including the most recent Building Code requirements, will ensure the project

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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continues to reduce energy demands and greenhouse gas emissions, through, for example, increasing state-wide requirements that energy be sourced from renewable resources. Therefore, no impact would occur.

VII. GEOLOGY AND SOILS

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

Based on the California Department of Conservation Earthquake Zone Map, the project site is not located within a mapped Alquist-Priolo earthquake hazard zone. The nearest Alquist-Priolo fault zone is located over 20 miles from the project site. Therefore, the project would result in no impacts involving surface rupture.

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| ii. Strong seismic ground shaking? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The project is located approximately 1.8 miles east of the nearest potentially active fault. However, San Luis Obispo County is located in a seismically active region and there is always a potential for seismic ground shaking. The project would be required to comply with the California Building Code (CBC) and other applicable standards to ensure the effects of a potential seismic event would be minimized through compliance with current

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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engineering practices and techniques. The project does not include unique components that would be particularly sensitive to seismic ground shaking or result in an increased risk of injury or damage as a result of ground shaking. Therefore, impacts would be less than significant.

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| iii. Seismic-related ground failure, including liquefaction?
(Sources: 1, 2 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The project is located in an area identified as having a low risk for liquefaction. In addition, the project would be required to comply with CBC seismic requirements to address the site’s potential for seismic-related ground failure including liquefaction.

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| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The project is nearly level and is located in an area identified as having a low risk for landslide. Therefore, impacts would be less than significant.

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| b. Result in substantial soil erosion or the loss of topsoil?
(Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Preparation and approval of an Erosion and Sediment Control Plan is required for all construction and grading projects (section 20.20.10 of the Municipal Code) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would address both temporary and long-term sedimentation and erosion impacts. Compliance with existing regulations would reduce potential impacts related to soil erosion and loss of topsoil to less than significant.

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| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Landslide Risk Map provided in the City Safety Element, the project site is not located in an area with slopes susceptible to local failure or landslide.

The project would be required to comply with CBC seismic requirements to address potential seismic-related ground failure including lateral spread. Based on USGS data, the project is not located in an area of historical or current land subsidence (USGS 2019). Based on the City Safety Element Liquefaction Risk Map, the project site is located in an area with low potential for liquefaction risk. Therefore, impacts related to on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse would be less than significant.

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| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

Soils on the project site consists entirely of Rincon clay loam, 0 to 2 percent slopes and 2 to 9 percent slopes. Rincon clay loam is well drained and has a high rate of runoff. Clay soils are considered expansive due to the shrink and swell ability of the clay when introduced to water. All development would be required to comply with the most recent CBC requirements, which have been developed to properly safeguard structures and occupants from land stability hazards, such as expansive soils. The project does not include unique components that would be particularly sensitive to soil expansion or result in an increased risk of injury or damage as a result of expansive soils. Compliance with existing regulations would reduce potential impacts related to soil expansion to less than significant.

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| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion

The park is connected to municipal sewer and would not require the use of septic tanks or alternative waste water disposal systems. Therefore, the project would have no impact related to the adequacy of soils for septic system use.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

There are no unique geologic features on the project site. The project site is underlain by Quaternary alluvium (Qa) of the Holocene era. Although Holocene-aged sediments often contain the remains of modern organisms, they are too young to contain significant paleontological resources, particularly near the surface. Therefore, the project has low potential to impact geologic and paleontological resources and impacts would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation. The project would expand recreational facilities within an existing City park and does not propose uses that would generate a substantial increase in vehicle trips or energy demand. Based on the City Park land use in Table 1-1 of the CEQA Air Quality Handbook (2012), the project is not expected to exceed the APCD Greenhouse Gas (GHG) Bright-Line Threshold of 1,150 metric tons. The project's construction-related emissions would be short-term and limited in nature, and operational GHG emissions associated with the proposed uses would be minimal. Therefore, the project's potential direct and cumulative GHG emissions would be less than significant and less than a cumulatively considerable contribution to regional GHG emissions.

b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The proposed project would be required to comply with existing state regulations to achieve the overall GHG emissions reduction goals identified in SB 32 and EO S-3-05. The project would not conflict with the control measures identified in the 2001 Clean Air Plan or other state and local regulations related to GHG emissions and renewable energy. The project would be consistent with the property's existing land use and would be designed to comply with the California Green Building Code standards. Therefore, the project would be consistent with applicable plans and programs designed to reduce GHG emissions and potential impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Discussion:

The project does not propose the routine transport, use, or disposal of hazardous materials. Therefore, no impacts would occur.

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| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Discussion:

The project does not propose the use of hazardous materials that could result in an upset involving accidental release. Construction of the proposed project is anticipated to require use of limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws for the handling of hazardous materials, including response and clean-up requirements for any minor spills. Therefore, potential impacts would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

There are no schools within one-quarter mile of the proposed project. Therefore, there would be no impact.

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|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is not on a list of hazardous material sites, according to the California State Water Resources Control Board (SWRCB) GeoTracker system or the California Department of Toxic Substances Control (DTSC) EnviroStor system. Therefore, the project would not result in a significant hazard to the public or the environment and there would be no impact.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The nearest airport, the Paso Robles Municipal Airport, is located approximately 3.87 miles to the north. The project site is not located within an airport land use plan and is not within two miles of an airport. Therefore, there would be no impact regarding airport related safety hazards or excessive noise for people residing or working in the project area.

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Implementation of the proposed project would not result in a significant temporary or permanent impact on any adopted emergency response plans or emergency evacuation plans. The project would not result in utility service shut-off or road closures. Any construction-related detours would include proper signage and would be short-term and limited in nature and duration. Therefore, potential impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project is not located within or adjacent to wildland fire area. According to the Fire Severity Zones Map of the Safety Element of the General Plan, the project is not located in a moderate or high fire hazard severity zone. The project would be required to comply with all applicable fire safety rules and regulations including the California Fire Code. Impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Construction of the proposed project would involve earthmoving activities, such as excavation, grading, soil stockpiling, and filling. Construction activities could result in soil erosion and subsequent discharge of sediment to adjacent surface water or drainages. Sedimentation to the waterways could degrade water quality for beneficial uses by increasing channel sedimentation and suspended sediment levels (turbidity) reducing the flood-carrying capacity, and adversely affecting associated aquatic and riparian habitats. Additionally, sedimentation to local surface water resources could result in reduced storm flow capacities, resulting in localized ponding or flooding during storm events.

The proposed project has been designed to avoid direct impacts to Turtle Creek; however, construction activities have the potential to result in adverse indirect impacts to water quality. Refer to section IV. Biological Resources for further discussion regarding Turtle Creek. Potential impacts would be avoided and/or minimized through compliance with existing requirements, including a Stormwater Pollution Prevention Plan (SWPPP), NPDES permitting requirements, and

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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City ordinance requirements related to sediment and erosion control. Therefore, impacts would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
(Source 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The City currently relies on groundwater and surface water to supply treated water to its customers. Persistent drought conditions and increased agricultural pumping in California and increased reliance on groundwater resources have resulted in depressed groundwater basin levels in the Paso Robles Groundwater Basin. The City has greatly reduced its per capita demand for water through water conservation programs, but additional measures are needed to restore balance to the Paso Robles Groundwater Basin. The use of recycled water is an important and integral component of the City’s long-term water management plan, including use of recycled water for irrigation, other non-potable water uses, and basin recharge. The City is in the process of constructing a recycled water distribution system to provide irrigation to agriculture, landscaping, City parks, and recreational facilities. It is anticipated that Sherwood Park would connect to the proposed recycled water distribution system when available. However, the timing and certainty of that system is unknown at this time, and for the time being the park would continue to rely on the City’s groundwater and surface water supplies. Water demand for both phases of the park would be substantially similar to existing water use, as the renovated park would have approximately the same area of irrigated grass for sports fields and similar landscaping areas. The splash pad that is proposed with Phase 1 would only run during the summer months and would utilize recirculated water. Renovation of the park is not expected to increase water demand beyond the current demand of the park. Therefore, impacts to groundwater supplies would be less than significant.

Construction of the project would result in some new impervious surfaces, such as parking lots and the skate park. Although the project would convert a small area to a new impervious surface, the site would primarily remain pervious through surfaces such as the sports fields and landscaping areas. The onsite irrigation system would include a rain sensor, electronic timing controllers, and flow sensors. Pervious surfaces would also be incorporated into the trails and parking lots to reduce stormwater runoff. The project would be required to meet post-construction stormwater requirements. Therefore, impacts to groundwater recharge would be less than significant.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
surfaces, in a manner which would: (Source 10)				
i. Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion (c.i-c.iv):

The proposed project would not result in direct impacts to Turtle Creek; however, ground-disturbing construction activities have the potential to alter the existing drainage patterns in the project area and contribute to erosion and sedimentation in the project area. Construction of new impervious project components have the potential to alter existing drainage patterns and contribute to erosion in the project area. Implementation of existing regulations, including a SWPPP (including BMPs), compliance with existing NPDES permitting requirements, and compliance with City ordinance requirements related to sediment and erosion control would mitigate the potential for adverse effects. Therefore, impacts would be less than significant.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

Portions of the project site along Turtle Creek and Creston Road are located within the 100-year flood hazard zone and several park amenities near the creek and drainage basin would be located within the flood hazard zone. Amenities in the flood zone would include the outdoor amphitheater, community gathering space, half basketball court, portions of the playground and picnic areas,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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shade shelters, skate park, and a parking lot. These amenities do not contain pollutants that would be released during inundation. Therefore, impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

As noted above, the project would not substantially increase water demand, deplete groundwater supplies, or interfere substantially with groundwater recharge. Therefore impacts would be less than significant.

XI. LAND USE AND PLANNING

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project is the revitalization of an existing park. All park improvements would be located within existing City park property or in adjacent right of way. No permanent road closures or other features that would create a physical divide between the community are proposed. Therefore, there would be no impact.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Implementation of the proposed project would not require a change in zoning classification or land use designation and would be consistent with General Plan goals and policies. Project components that would be located in areas designated as Parks and Open Space (POS) by the General Plan and would also be consistent with allowable land uses identified in Table 21.16.200 in Chapter 21.16 of the City's Municipal Code. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. MINERAL RESOURCES

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
(Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
(Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion (a-b):

Mineral resources within the vicinity of the project site include Portland cement concrete aggregate mineral resources which are classified by the State Geologist as being important mineral deposits. These resources are primarily found within the Salinas River and Huer Huero Creek and are extracted through sand and gravel surface mining. The project site is not located in an area identified for significant or important mineral resources and there are no active sand and gravel mining operations nearby. The project site is surrounded by residential uses and other urban development on all sides and would not be suited for mining uses in the future. Therefore, the project would have a less than significant impact on mineral resources.

XIII. NOISE

Would the project result in:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
(Source: 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Construction noise would primarily be generated by trenching, grading and other earthwork operations which would require the use of various heavy machinery. In general, the grading phase of project construction tends to create the highest noise levels because of the operation of heavy equipment. Noise levels associated with heavy equipment typically range between 75 to 95 dBA at

Potentially Significant Impact
 Less Than Significant with Mitigation Incorporated
 Less Than Significant Impact
 No Impact

50 feet from the source (EPA 1971). Continuous operation of this equipment during a nine-hour workday can cause high noise levels above existing ambient levels. Construction work would typically take place on weekdays between the hours of 7 a.m. and 7 p.m.; additional construction on weekends may also be necessary to avoid impacts and accommodate the project schedule and would generally occur between 7 a.m. and 7 p.m. No nighttime construction is anticipated. It is anticipated that construction activities will temporarily exceed the City’s noise level standards, as shown below:

Table 1. Maximum Allowable Noise Exposure-Stationary Noise Sources¹

Noise Source	Daytime (7a.m. to 10a.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L, dB ²	50	45
Maximum level, dB ²	70	65
Maximum level, dB-Impulsive Noise ³	65	60

¹ As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

² Sound level measurements shall be made with slow meter response.

³ Sound level measurements shall be made with fast meter response.

Source: City of El Paso De Robles 2003

The Noise Element of the City’s General Plan includes noise reduction measures to be incorporated into contract specifications, including using sound-control devices on equipment, restricting idling equipment, and notifying the public of proposed construction activities. Compliance with the measures included in the Noise Element of the City’s General Plan would ensure potential noise impacts associated with the proposed project are less than significant. Additionally, limiting construction activities to daytime hours would minimize the potential for adverse effects on nearby residents and other sensitive receptors. Therefore, project-related construction noise impacts would be less than significant with mitigation.

Noise levels associated with operation of the park are expected to be similar to existing noise levels at the park and therefore operational impacts would be less than significant.

Mitigation:

NS-1: Noise Control. During construction activities, the City shall adhere to the following Noise Reduction Best Management Practices:

- a. Limit the operation of heavy equipment and loud activities to the hours of 7:00 a.m. to 7:00 p.m.;
- b. Shield especially loud pieces of stationary construction equipment;
- c. Locate portable generators, air compressors, etc. away from sensitive noise receptors;
- d. Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction-oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors;				
f. Ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer; and				
g. Conduct worker-training meetings to educate and encourage noise awareness and sensitivity. This training should focus on worker conduct while in the vicinity of sensitive receptors (i.e., minimizing and locating the use of circular saws in areas adjacent to sensitive receptors and being mindful of shouting and the loud use of attention drawing language).				
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Short-term construction-related activity could result in increases in groundborne vibration levels. However, construction activity would be temporary in nature and would not require high impact activities that would generate substantial vibration. With implementation of mitigation measures provided under Impact XII(a), above, impacts would be less than significant. Operation of the park would not include uses that would generate long-term groundborne vibration or groundborne noise.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

The nearest airport, the Paso Robles Municipal Airport, is located approximately 3.87 miles to the north. The project site is not located within the vicinity of a private airstrip, within an airport land use plan, and is not within two miles of an airport. Therefore, there would be no impact associated with excessive noise exposure by people utilizing the park.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. POPULATION AND HOUSING

Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
(Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The proposed park would rejuvenate an existing park in a built-out suburban neighborhood. The project would not create new homes or businesses, or the need for new homes or businesses, and would not remove barriers to growth in the neighborhood. Therefore, the project would have a less than significant impact on unplanned population growth.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project would not displace people or remove existing housing. No impacts would occur.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|-------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Fire protection? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project area is served by the Paso Robles Fire Department. The Paso Robles fire station is located at 900 Park Street in Paso Robles. The proposed project would not impose a significant increased demand for fire protection services during construction or operation over the existing demand of the current park. No new or physically-altered public service facilities or personnel would be required as a result of the proposed project. Impacts would be less than significant.

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Significant
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Significant with
Mitigation
Incorporated | Less Than
Significant
Impact | No
Impact |
|---------------------------------------|---|---|---|--------------------------|
| b. Police protection? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The project site is served by the City of Paso Robles Police Department. The City of Paso Robles Police Department is located at 900 Park Street in Paso Robles, California. Parks can have a high demand for police services, particularly if the park is underlit or not frequently maintained. There is a high level of calls to the Police Department at night due to nighttime park use related to drug use and sales and vandalism. Additionally, the nearby apartment complexes also have a high service call volume. The proposed project would include additional lighting throughout the park and the addition of 911 call boxes. The skate park portion of the project has been designed adjacent to Creston Road to increase visibility. It is anticipated that the addition of the safety measures and an increase of evening users would not increase the need for police protection and may reduce it. Therefore, impacts would be less than significant.

- | | | | | |
|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project area is located within the Paso Robles Joint Unified School District. As discussed in Impact Discussion XIV(a) above, since the project would not be growth-inducing, it would not result in an increase in school-aged children in the area. Implementation of the proposed project would result in a less than significant impact to local schools.

- | | | | | |
|-----------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Renovation of the park would occur in two primary phases. It is anticipated that during Phase 1 only limited areas of the park would be closed at any time for the duration of construction for that amenity. During Phase 2 it is anticipated that the entire northern portion would be closed until completion of construction activities. Phase 2 construction would likely result in an increased demand to other City parks with comparable amenities (sports fields). However, construction-related impacts would be temporary and upon project completion the project would provide substantially improved public park and recreational opportunities. Impacts related to improvements to the park as a result of this project are discussed in each issue area throughout. Impacts would be less than significant.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Other public facilities?
(Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

No other public facilities would be impacted as a result of the proposed project. Therefore, no impact would occur as a result of the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. RECREATION

Would the project:

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As stated above, the project would not be growth-inducing, and would not result in an increase in demand for recreational facilities. New and renovated amenities at the park would likely result in an increased use of these amenities. However, the amenities would be designed and constructed in such a manner to accommodate this use. The project would provide substantially improved public park and recreational opportunities and potential impacts would be less than significant.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project is the renovation of an existing recreational facility. No new recreational facilities outside of this project are proposed. Impacts related to improvements to the park as a result of this project are discussed in each issue area throughout. Potential impacts would be less than significant.

XVII. TRANSPORTATION AND TRAFFIC

Would the project:

- a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project would add, remove, and relocated parking areas within the park, and change vehicular access locations within the park. However, these access modifications would not substantially change traffic patterns or interfere with transit, bicycle, or pedestrian circulation in the area or to the park. The park currently hosts sporting events and tournaments which are seasonal in nature (spring and summer) and increase local traffic beyond normal park operations. Renovated fields and facilities have the potential to result in additional seasonal traffic. Potential increases in traffic resulting from increased park use can be accommodated by existing local streets and the project would not result in any long-term changes in traffic or circulation. Project components would include increased pedestrian facilities through the addition of walkways and sidewalks. The project does not propose uses that would interfere or conflict with applicable policies related to circulation, transit, roadway, bicycle, or pedestrian systems or facilities. Therefore, potential impacts would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (3)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

CEQA Guidelines section 15064.3 does not apply until July 1, 2020 and the City has not elected to be governed by the provisions of this section in the interim. Therefore, this threshold does not apply.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project is proposing to remove existing vehicle access and parking from Santa Ynez Avenue and add new vehicle access on Scott Street and Cedarwood Drive. New diagonal street parking would be provided and an excess vehicle access point on Scott Street would be removed. The project would not change roadway design and does not include geometric design features that would create new hazards or an incompatible use. Therefore, impacts would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project would not result in road closures during short-term construction activities or long-term operations. Individual access to adjacent properties would be maintained during construction activities and throughout the project area. Project implementation would not affect long-term access through the project area and sufficient alternative access exists to accommodate regional trips. Therefore, the project would not adversely affect existing emergency access and no impacts would occur.

XVIII. TRIBAL CULTURAL RESOURCES

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Discussion (a.i-a.ii):

The City sent out tribal consultation opportunity letters to the six tribal groups on the City’s tribal consultation list, pursuant to the requirements on Assembly Bill 52 (AB 52), on September 4, 2019. As of the date of this draft no tribes have requested consultation.

The project site does not contain any known tribal cultural resources that have been listed or been found eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1.

The project site does not contain resources determined by the City of be significance pursuant to subdivision (c) of Public Resources Code Section 5024.1.

Implementation of Mitigation Measure CR-1 would reduce potential impacts in the unlikely event of inadvertent resource discovery.

Mitigation:

Implement Mitigation Measure CR-1.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

The project would not result in a substantial increase in demand on water, wastewater, or stormwater collection, treatment, or disposal facilities and would not require the construction of new or expanded water, wastewater, or stormwater facilities beyond the proposed onsite irrigation and wastewater (restroom) facilities. The project would not result in a substantial increase in energy demand, natural gas, or telecommunications; no new or expanded facilities would be required. No utility relocations are proposed. Therefore, potential impacts associated with the relocation or construction of expanded utility systems would be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The project would be consistent with existing and planned levels and types of development in the project area and would not create new or expanded water supply entitlements. Short-term construction activities would require minimal amounts of water, which would be met through available existing supplies. Operational water demands of the park would not be substantially different than existing demands at the park. Water demand for both phases of the park would be substantially similar to existing water use, as the renovated park would have approximately the same area of irrigated grass for sports fields and similar landscaping areas. The splash pad that is proposed with Phase 1 would only run during the summer months and would utilize recirculated water. Therefore, potential impacts on water supplies would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The City's Wastewater Division has determined that the project would not substantially increase demands on existing wastewater collection, treatment, and disposal facilities. The project proposes new connections to the wastewater system in order to connect the new restrooms; however, the increase in demand is not expected to exceed the system capacity. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Construction activities could result in the generation of solid waste materials from both construction and demolition activities. Additionally, improved amenities at the park have the potential to result in a long-term increase in solid waste. Local landfills have adequate permit capacity to serve the project and the project does not propose to generate solid waste in excess of State or local standards or otherwise impair the attainment of solid waste reduction goals. There is nothing particular about the project that would result in solid waste generation in excess of comparable facilities. Therefore, potential impacts would be less than significant.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion:

The project would not result in a substantial increase in waste generation during project construction or operation. Construction waste disposal would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, potential impacts would be less than significant.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-d):

The project site is not located within or near a state responsibility area and is not designated as a very high, high, or moderate fire hazard severity zone. Therefore, this section and guideline questions XX.a through XX.d do not apply.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Discussion:

As discussed in the preceding sections, the project has the potential to significantly degrade the quality of the environment, including effects on biological resources. During construction, ground disturbance and construction of the project may affect biological resources, including nesting birds

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and raptors. Mitigation measures are identified to reduce potential impacts a less-than-significant level, including but not limited to preconstruction nesting bird surveys.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

When project impacts are considered along with, or in combination with other impacts, the project-related impacts may be significant. Construction and operation of the project would contribute to cumulative levels of air pollutant emissions, erosion and down-gradient sedimentation, and pollutant concentrations in stormwater runoff. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of identified project-specific mitigation measures, the cumulative effects of the proposed project would be less than significant.

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Implementation of the project would result in the generation of pollutants, which may affect air and water quality, and would result in a short-term increase in the ambient noise level during construction. Mitigation measures have been developed that would reduce these project-specific impacts to a less-than-significant level; therefore, the project would not result in substantial, adverse environmental effects to human beings, either directly or indirectly.

EARLIER ANALYSIS AND BACKGROUND MATERIALS

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

EARLIER DOCUMENTS THAT MAY HAVE BEEN USED IN THIS ANALYSIS AND BACKGROUND / EXPLANATORY MATERIALS

Reference #	Document Title	Available for Review at:
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2005	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, CA 93446
14	Bike Master Plan, 2009	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446

SUMMARY OF MITIGATION MEASURES

Description of Impact	Mitigation Measure
<p>Aesthetics Installation of new lighted facilities, including parking lot and pathway lighting, could result in potential impacts to nearby residential uses. Implementation of a Lighting Pollution Prevention Plan would reduce these impacts to less than significant.</p>	<p>AES-1: Lighting Pollution Prevention Plan. The City shall prepare a light pollution prevention plan (LPPP) that incorporates the following measures to reduce impacts related to night lighting:</p> <ol style="list-style-type: none">Any exterior lighting shall be shielded and directed downward in such a manner as to avoid the light source from being visible from off-site. The style, location and height of the lighting fixtures shall be subject to approval by the Development Review Committee prior to construction.To the extent feasible, any exterior lighting shall be “warm-white” or filtered (correlated color temperature of < 3,000 Kelvin; scotopic/photopic ratio of < 1.2) to minimize blue light emissions; andAny exterior lighting used for security purposes shall be directed downward and to the interior of the site to avoid the light source from being visible off-site and shall be of the lowest-lumen necessary to address security issues.
<p>Air Quality Construction of the project would result in potentially significant air quality impacts related to exceedances of the SLO APCD’s PM₁₀, DPM, and ROG + NO_x emission thresholds. Implementation of APCD standard mitigation measures would reduce this impact to less than significant.</p>	<p>AQ-1: Prior to issuance of construction permits, the following measures related to ROG and NO_x shall be incorporated into the construction phase of the project and shown on all applicable construction plans:</p> <ol style="list-style-type: none">Maintain all construction equipment in proper tune according to manufacturer’s specifications;Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);Use diesel construction equipment meeting ARB's Tier 2 certified

Description of Impact

Mitigation Measure

- engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
 - e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
 - f. All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;
 - g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
 - h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
 - i. Electrify equipment when feasible;
 - j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
 - k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

AQ-2: Dust Control Measures. During construction, the following measures shall be incorporated into the construction phase of the project and shown in all applicable construction plan. The City shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit

Description of Impact

Mitigation Measure

(APCD Rule 401) or prompt nuisance violations (APCD Rule 402):

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions:
<http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm>
- c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;

Description of Impact

Mitigation Measure

- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent "track out", designate access points and require all employees, subcontractors, and others to use them. Install and operate a "track-out prevention device" where vehicles enter and exit unpaved roads onto paved streets. The "track-out prevention device" can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out

Description of Impact

Mitigation Measure

- soils, the track-out prevention device may need to be modified;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
 - l. All PM10 mitigation measures required should be shown on grading and building plans; and,
 - m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).

AQ-3: Diesel Particulate Matter Construction Phase Idling Limitations. This project is in close proximity to nearby sensitive receptors. To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

- a. California Diesel Idling Regulations
 - i. ***On-road diesel vehicles*** shall comply with Section 2485 of

Description of Impact

Mitigation Measure

Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
 2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- ii. ***Off-road diesel equipment*** shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation.
 - iii. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
 - iv. The specific requirements and exceptions in the regulations can be reviewed at the following web sites:
www.arb.ca.gov/msprog/truck-

Description of Impact

Mitigation Measure

[idling/2485.pdf](#) and
www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

- b. Diesel Idling Restrictions Near Sensitive Receptors. In addition to the state required diesel idling requirements, the City shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:
 - i. Staging and queuing areas shall not be located as far away from sensitive receptors as possible;
 - ii. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
 - iii. Use of alternative fueled equipment is recommended; and
 - iv. Signs that specify the no idling must be posted and enforced at the site.

Biological Resources

Construction activities and tree removal could result in potentially significant impacts to nesting birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act. Implementation of mitigation requiring a pre-construction nesting bird survey would reduce this impact to less than significant.

BIO-3 Nesting Bird and Raptor Survey. If

construction activities will take place during the nesting bird season (February 1st through August 30th), the City shall retain a qualified biologist to conduct nesting bird and raptor surveys. Within one week prior to any tree removal, site preparation, ground-disturbance, and/or related construction activities, a qualified biologist shall conduct a nesting bird survey and verify that migratory birds are not nesting in the site.

If nesting activity is detected, the project shall be modified via the use of protective buffers, delaying construction activities, and other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code

The qualified biologist shall document any active nests and submit a letter report to the City documenting compliance with this

Description of Impact

Mitigation Measure

measure, within 30-days of survey completion.

Cultural Resources

Construction of the project could result in inadvertent archaeological resource discovery. Implementation of Mitigation Measure CR-1 would reduce this impact to less than significant.

CR-1 Inadvertent Resource Discovery. In the event that a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and the Community Development Department shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites.

If the resource is determined to be significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center, located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

Noise

Construction of the project could result in short-term noise impacts to nearby sensitive land uses (residences, senior center). Implementation of Noise

NS-1: Noise Control. During construction activities, the City shall adhere to the following Noise Reduction Best Management Practices:

Description of Impact

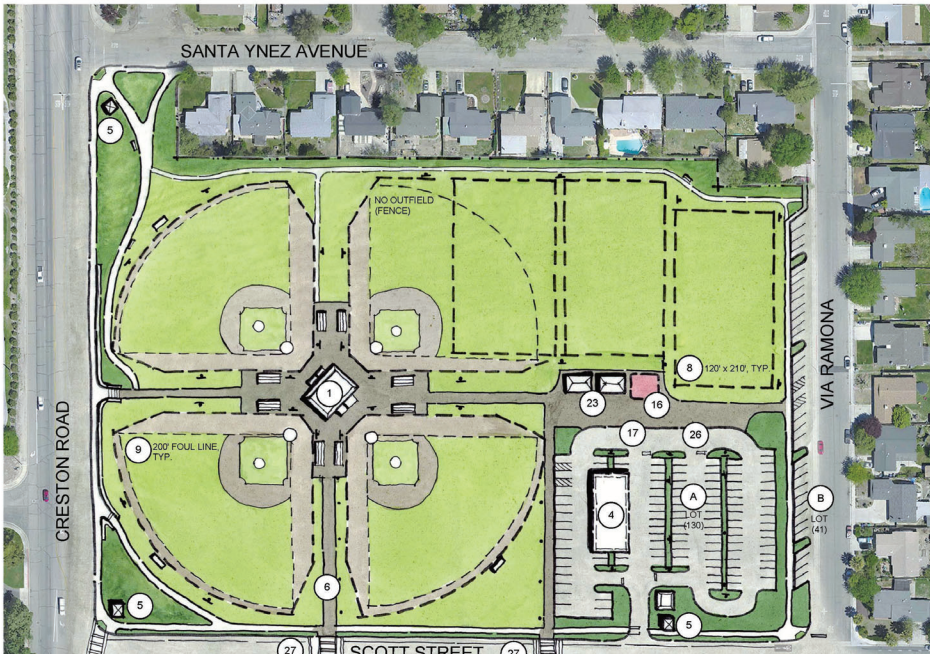
Reduction Best Management Practices would reduce this impact to less than significant.

Mitigation Measure

- a. Limit the operation of heavy equipment and loud activities to the hours of 7:00 a.m. to 7:00 p.m.;
- b. Shield especially loud pieces of stationary construction equipment;
- c. Locate portable generators, air compressors, etc. away from sensitive noise receptors;
- d. Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;
- e. Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction-oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors;
- f. Ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer; and
- g. Conduct worker-training meetings to educate and encourage noise awareness and sensitivity. This training should focus on worker conduct while in the vicinity of sensitive receptors (i.e., minimizing and locating the use of circular saws in areas adjacent to sensitive receptors and being mindful of shouting and the loud use of attention drawing language).

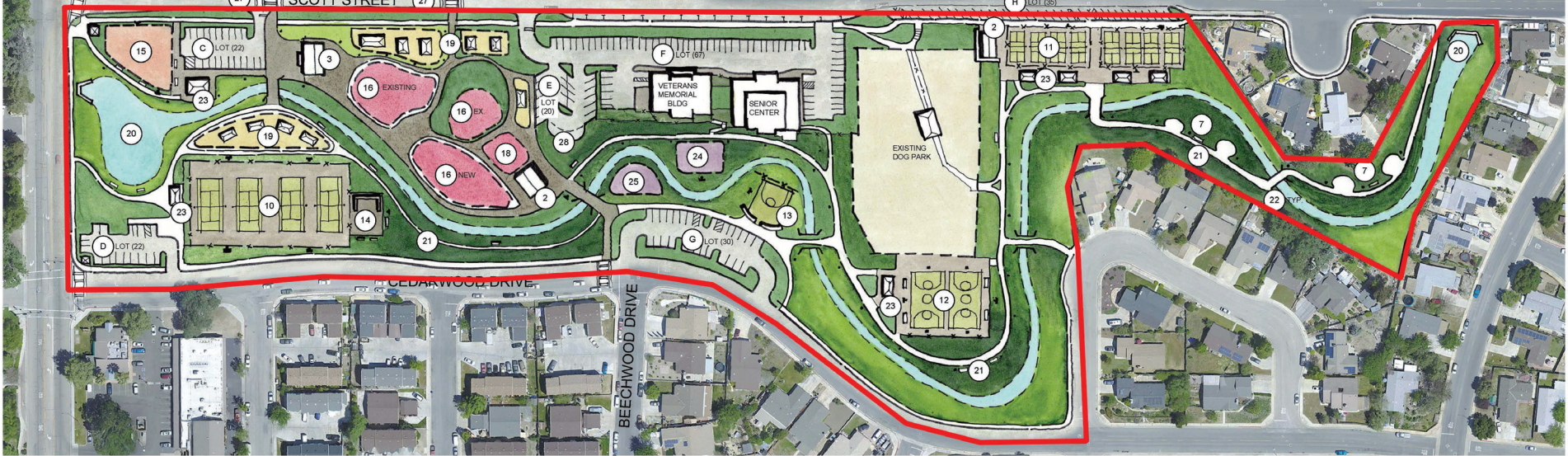
Attachments:

1. Site Plan



ELEMENTS

- ▲ LIGHTING
- A-H PARKING AREAS (367 TOTAL SPACES) - WITH LIGHTS
- BIKE LANE
- 1 2 STORY RESTROOM / CONCESSION BUILDING
- 2 RESTROOMS
- 3 RELOCATED SPORTS FIELD RESTROOM (INSTALLED IN 2019)
- 4 RELOCATED SOLAR PANELS
- 5 PARK ENTRY MONUMENT
- 6 MAIN WALK
- 7 EXERCISE AREA
- 8 (3) SOCCER FIELDS - WITH LIGHTS
- 9 (4) BASEBALL FIELDS (LITTLE LEAGUE) - WITH LIGHTS
- 10 (4) TENNIS COURTS - WITH LIGHTS
- 11 (8) PICKLEBALL COURTS - WITH LIGHTS
- 12 (2) BASKETBALL COURTS - WITH LIGHTS
- 13 BASKETBALL HALF COURT - WITH LIGHTS
- 14 YOUTH SPORTS COURT - WITH LIGHTS
- 15 SKATE PARK (+/- 7,000 SF) - WITH LIGHTS
- 16 PLAYGROUND (NEW AREA: +/- 9,000 SF)
- 17 FOOD TRUCK AREA
- 18 WATER PLAY AREA / SPLASH PAD (+/- 2,000 SF)
- 19 PICNIC AREA
- 20 SEASONAL CREEK
- 21 WOODED TRAILS - WITH LIGHTS
- 22 (6) FOOT BRIDGE
- 23 SHADE SHELTER
- 24 SMALL THEATER SPACE - WITH LIGHTS (+/- 3,000 SF)
- 25 COMMUNITY EVENTS / GATHERING SPACE (+/- 2,500 SF)
- 26 DROP-OFF
- 27 RAISED CROSSWALK WITH OPTIONAL PEDESTRIAN CROSSING SIGNAL



SHERWOOD PARK AREA MASTER PLAN