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**EL DORADO
UNION HIGH SCHOOL DISTRICT
PROPOSED SIXTH HIGH SCHOOL**

Final Environmental Impact Report

May 2002

Prepared for:

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CHAPTER 1.0

INTRODUCTION

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INTRODUCTION

1.1 OVERVIEW

The Draft Environmental Impact Report (Draft EIR) on the proposed El Dorado Union High School District Sixth High School Project (SCH # 2001072007) was submitted to the State Clearinghouse on October 16, 2001. The Draft EIR went through the first 45-day review period at which time the District made the determination to extend the review and comment period. An extended review ran through March 29, 2002.

This document includes comments and responses to comments on the Draft EIR for the Sixth High School and comprises the Final EIR for the Proposed Project. The Final EIR is an informational document that must be considered by the El Dorado Union High School District (the lead agency) before the Board of Trustees may approve or reject the project. The California Environmental Quality Act (CEQA) *Guidelines* (Section 15132) specify that:

The Final EIR shall consist of:

- (a) *Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (b) *A list of persons, organizations, and public agencies commenting on the Draft EIR.*
- (c) *The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (d) *Any other information added by the Lead Agency.*

In addition to consideration of the Final EIR, the District is required to make Findings of Fact regarding the significant environmental impacts identified in the Final EIR and project alternatives, as well as a Statement of Overriding Considerations for significant impacts that cannot be mitigated. The Findings and any Statement of Overriding Consideration are made after the District has considered the Final EIR that must be included in the public record. Likewise, the Mitigation Monitoring and Reporting Program (MMRP) is adopted at the same time as the Findings and is included in the public record. However, the Findings of Fact, and the Statement of Overriding Consideration are separate documents and are not included in the Final EIR.

1.2 ORGANIZATION OF THE DOCUMENT

The Final EIR is organized into six chapters. Chapter 2.0, Executive Summary, provides a brief project description and presents a summary table of project environmental effects. Chapter 3.0, Written Comments, provides a list of commentors and copies of written comments (coded for reference). Chapter 4.0, Responses to Written Comments, provides the lead agency responses to the written comments in Chapter 3.0 and summarizes corrections made to the Draft EIR. Chapter 5.0, Minor Changes and Edits to the Draft EIR, includes corrections and additions to Draft EIR text as a response to some of the comments. Changes to the Draft EIR are indicated by revision marks (underline/strikeout). Chapter 6 includes the MMRP table.

Comments received on the Draft EIR do not indicate new significant impacts or significant new information that would require recirculation of the Draft EIR pursuant to CEQA *Guidelines* Section 15088.5.

CHAPTER 2.0

EXECUTIVE SUMMARY

CHAPTER 2.0

EXECUTIVE SUMMARY

2.1 INTRODUCTION

The EDUHSD Sixth High School (Proposed Project) is located on the western edge of unincorporated El Dorado County (County) approximately 4-miles south of Highway 50 and the town of El Dorado Hills, west of Latrobe Road, and south of Wetsel-Oviatt Road.

The 1996 El Dorado County General Plan and El Dorado County Zoning Ordinance govern Land uses in the vicinity of the Proposed Project. The 1996 County General Plan sets forth several goals, policies, and implementation procedures, which are outlined in Chapter 4.2 Land Use of the Draft Environmental Impact Report (EIR). Under the Proposed Project, land use designations would not differ substantially from those discussed in the Land Use Section 4.2 of the Draft EIR.

2.2 ISSUES OF CONCERN

A Notice of Preparation (NOP) for the Proposed Project was circulated for public review on July 2, 2001, pursuant to Sections 15082(a), 15103, and 15375 of the California Environmental Quality Act (CEQA) Guidelines. The NOP included a summary of probable environmental impacts resulting from the Proposed Project that were evaluated in the Draft EIR.

A Draft EIR was circulated for public review October 16, 2001 through December 17, 2001. During that review period comments were received that will be addressed in this Final EIR. In addition, the District extended the review period and recirculated the document. As a result the review and comment period lasted until March 29, 2002. It is important to the District that all comments be reviewed and considered within this document. Therefore, in keeping with California Environmental Quality Act Guidelines sec. 15207, all comments are considered herein. However, it should be noted that although the comments are taken into consideration the District is not waiving its rights under statute.

No new significant impacts or significant new information that would require recirculation if the Draft EIR were found. Therefore, the Board of Trustees, following the 10-day review period of this Final EIR will meet to consider approval/certification of the EIR. The public meeting will occur from 1:00 – 5:00 PM on May 20, 2002, in the Board Room located at the District Office at 4675 Missouri Flat Road in Diamond Springs.

2.3 SUMMARY OF ENVIRONMENTAL IMPACTS

Table 2-1 presents a summary of project impacts, and proposed mitigation measures that would further avoid or minimize potential impacts. In the table, the level of significance of each environmental impact is indicated both before and after the application of the recommended mitigation measure(s).

For detailed discussions of all project impacts and mitigation measures, the reader is referred to environmental analysis sections in Chapter 4.0, in the Draft EIR.

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.2 LAND USE			
<p>4.2.1 The development of a school site may be considered inconsistent with the existing RE-10 and RA-80 zoning classifications and with the adjacent industrial and commercial land uses. This is considered a potentially significant impact.</p> <p>Under Government Code Section 65402 the District is required to submit the proposed acquisition to the County Planning Commission for a finding of consistency with the General Plan. The Planning Commission has forty (40) days to act on the consistency finding request. The District submitted a request for a finding of consistency on September 20, 2001. Under Government Code Sections 53094 and 53095 a school district has the ability under certain circumstances to render the zoning ordinance of a county inapplicable to its proposed use of property if it does not receive favorable finding under Section 65402.</p>	PS	<p>4.2.1 Prior to acquisition of the subject property, the District shall complete the General Plan Consistency finding process required under Government Code Section 65402 with the County of El Dorado. In the event the County does not find the acquisition consistent with the General Plan, the District shall consider holding a hearing pursuant to Government Code Section 53094 prior to the acquisition of the site.(Recommended)</p>	LTS
<p>4.2.2 As indicated in Figure 4.2-5, the project site is dominated by area classifications of Farmland of Local Importance and Grazing Land. The Proposed Project would effectively remove a portion of the subject property from agricultural production, thereby resulting in a net decrease in such lands. This is considered a significant impact.</p> <p>As with the general trend of decreasing agricultural land acreage's in California, the Proposed Project would result in a net deficit of agricultural land in El Dorado County. This considered in conjunction with the substantial growth currently being experienced in areas to the north of the property, the Proposed Project would contribute to the loss</p>	SU	None Available	SU

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PS = Potentially Significant

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<p>of local agricultural lands. As depicted in Figure 4.2-5, a significant proportion of the land base on the eastern portion of the property is designated as Farmland of Local Importance. The Farmland of Local Importance designation is provided for lands that would be considered Prime or of Statewide Importance, but are now idle. Consequently, even though the property has not been utilized since 1985 for this purpose, it still contains specific characteristics that are considered advantageous for agricultural production. These characteristics include fertile soils (especially along the eastern portion of the property), long growing season, nearby irrigation sources, large land base, and adjacent land uses considered to be compatible with certain agricultural operations. This area is currently slated for future development, however, because the development of a high school on the subject property would permanently remove this land from potential future agricultural production this impact is considered significant and unavoidable.</p>	LTS	None Recommended.	LTS
<p>4.2.3 The Proposed Project would introduce a land use (education) that differs from what is provided in the existing El Dorado County General Plan. According to the El Dorado County General Plan lands adjacent to the property are designated industrial to the west, Research and Development to the north, and Agriculture to the south. Research and Development uses to the north are buffered by a east-west trending ridgeline. Agricultural land uses to the south of the site are protected under the County's Right to Farm Ordinance (Chapter 17.13 the</p>	LTS	None Recommended.	LTS

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<p>County's Zoning Ordinance) from any changed condition on adjacent land. The District has included a buffer (750 feet) between the school site and western property line in the school's conceptual site design to mitigate any land use conflicts between the site and industrially-zoned lands to the southwest. With the incorporation of the provided buffer in conjunction with the topographical limitations of the ridgeline, this land use conflict is considered less than significant.</p>			
<p>Though the proposed high school would be located adjacent to an industrial-zoned parcel currently occupied by an operational lumber mill (Figure 4.2-4) the geography of the site allows for a separation of the Wetsel-Oviatt Lumber Mill from the site. The site's topography consists of a northwest trending ridge along the properties western border, which currently separates the two properties. The existing site plan (Figure 3.3) calls for the siting of the school approximately 750 feet east of the western property line between the lower backslope and the unnamed creek's drainage basin along the eastern border of the property. As a result, the topographical setting significantly alters the acoustical setting of the site. During the initial site investigation, several trucks were observed utilizing the mill's access roads, however, after their passage no noise was observed from the mill.</p>			
<p>Currently, truck traffic along Wetsel-Oviatt Road from the transporting of raw lumber and secondary goods contributes safety hazards for school related access (Section 4.3 Traffic and Section 4.11 Hazards). However, the relocation of Wetsel-Oviatt Road will</p>			

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<p>minimize the hazard prior to school opening.</p> <p>California Department of Education (CDE) representative, Fred Yeager, has reviewed the school site and gave the school site the highest-ranking possible. Therefore, this site has been granted a preliminary approval by the state regardless of the adjacent and the lumber mill.</p> <p>Given the topography of the site and the relocation of Wetsel-Oviatt Road these impacts are less than significant.</p> <p>See Section 4.4 Noise, for a complete discussion of potential noise impacts from the adjacent land use and options for mitigating any significant impacts. Section 4.3 Traffic and Circulation provides a detailed discussion of traffic impacts from mill operations and associated mitigation.</p>	PS	<p>4.2.4 Two primary factors are typically identified as effective mitigation measures to reduce light and glare impacts. These measures include increasing the height of lighting standards to allow directional lighting downward toward the playing field, thereby reducing spill light away from off-site uses. The second measure is to use specially designed lighting facilities with directional visors to direct and shield light. With these measures, combined with the planting of perimeter screening vegetation and siting the stadium in the center of the site, away from the primary residential areas, light and glare impacts can be</p>	LTS
<p>4.2.4 Though the school is being constructed to serve new residents, the proposed sports stadium is potentially incompatible with planned adjacent residential areas. The potential glare and lighting impacts associated with stadium facilities coupled with the crowd and audio noise impacts attributable to stadium use may adversely affect future nearby residential areas, potentially resulting in a land use impact. This is considered a potentially significant impact. A complete description of potential noise impacts and mitigation measures is provided in Section 4.4 - Noise.</p>	PS	<p>4.2.4 Two primary factors are typically identified as effective mitigation measures to reduce light and glare impacts. These measures include increasing the height of lighting standards to allow directional lighting downward toward the playing field, thereby reducing spill light away from off-site uses. The second measure is to use specially designed lighting facilities with directional visors to direct and shield light. With these measures, combined with the planting of perimeter screening vegetation and siting the stadium in the center of the site, away from the primary residential areas, light and glare impacts can be</p>	LTS

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		mitigated to a less-than-significant level.	
4.3 TRAFFIC AND CIRCULATION			
4.3.1 Generation of vehicle trips by normal school operations will increase traffic on the adjacent street system. This is considered a potentially significant impact.	PS	4.3.1 The District's participation in the following mitigation measures shall be proportionate to the impact of the high school.	LTS
The street system as is anticipated in the year 2015 has the capacity to absorb the traffic generated by increased growth in western El Dorado County and by the high school on Opening Day.		(1) The District shall cooperate with DOT to proportionately provide an adequate new entrance to the school. The length of improvements beyond the intersection will need to be engineered based on the alignment of the road, but it is reasonable to assume that the second northbound lane will originate at a point at least 500 feet south of the intersection. The second southbound lane can drop into the new access road and does not need to continue beyond the intersection.	
During peak traffic hours, traffic traveling to and from the school will access Latrobe Road at the new school access. Without additional improvements, very long delays will occur at this access.		(2) The eastbound school access road approach to Latrobe Road should be widened to accommodate two exiting lanes. One lane will accommodate left turns and the second lane will accommodate left and right turns.	
		(3) A northbound left turn lane should be developed on Latrobe Road at the new access.	
		(4) The Latrobe Road / High School Entrance intersection should be signalized when the new school opens.	

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4.3.2 Generation of vehicle trips by normal school activities could produce safety conflicts due to background truck activity. This is considered a potentially significant impact.	PS	<p>(5) Prior to the construction of the high school, the District shall conduct additional traffic analysis to assess future traffic conditions, access issues and safety concerns. The analysis will focus on new roadway development, changes within the existing roadway system, changes in land use assumptions and/or development patterns within the area, and District attendance boundaries for the new high school. In response to the results of the analysis, the District shall implement the additional mitigation measures identified as feasible and appropriate prior to development of the high school.</p>	LTS
<p>Motor Vehicles. With any high school there could be localized traffic safety problems and possible traffic congestion involving local automobiles, buses, and through traffic on the streets adjacent to the high school, unless appropriate traffic design criteria are incorporated into the site plan for the school. The high school will also have localized access needs such as ingress, egress, drop-offs/ pick-ups, and school bus loading and unloading areas. In this case these issues are complicated by the presence of truck traffic on the new high school access road.</p>		<p>4.3.2 Pedestrian and Bicycle Access:</p> <p>(1) The District in the design of the project shall apply standard traffic-control measures and practices.</p> <p>(2) El Dorado County on adjoining streets should also apply the standard practices described in Measure (1).</p> <p>(3) All street frontage improvements necessary to serve the high school shall be constructed in conjunction with the high school.</p> <p>(4) An all weather bicycle / pedestrian route should be developed between the high school and residential areas within the Districts busing policy limit (i.e., 1 to 2 miles).</p> <p>On-Campus School Bus Operations:</p>	
The possibility exists that the combination of school traffic			

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<p>and trucks on the entry road could result in a safety problem unless steps are taken to separate school traffic from mill traffic. Conflicts could occur at three locations:</p>	(5)	<p>The District shall provide on-campus loading and unloading areas for all daily-operated school buses.</p>	
<p>1. The entry lanes themselves</p>	(6)	<p>Passenger drop-off and pick-up areas shall be provided on campus.</p>	
<p>2. The Latrobe Road / High School Entry intersection</p>	(7)	<p>The District shall request parking be prohibited on the Entry Road by El Dorado County, or other appropriate entity.</p>	
<p>3. The Entry Road / High School Access intersection</p>			
<p>Separating truck and automobile traffic on the entry lanes themselves is possible by constructing a wide road. Adding a second inbound and a second outbound lane to the entry road could provide this separation. Trucks would normally use the outside lane. However, as noted in the text that follows, merging trucks into and out of the outside lanes could be problematic.</p>		<p>Truck / Automobile Conflicts:</p>	
	(8)	<p>The new High School Entry Road should be widened to a four-lane section from Latrobe Road to the school access.</p>	
	(9)	<p>A westbound auxiliary lane should be installed on the entry road to provide acceleration for trucks turning right from southbound Latrobe Road</p>	
<p>At the Latrobe Road intersection trucks could be arriving from the north or the south at a time when peak student and parent traffic is turning right into the site. Normally the intersection would be designed so that southbound traffic turning right towards the school would not be stopped by the traffic signal. However, this type of control eventually requires northbound traffic turning left to merge with southbound traffic turning right. Trucks will eventually need to merge into the outside lane described above, and this maneuver could be difficult during the morning peak hour.</p>			
<p>Another conflict could occur at the high school entrance from the access road where school traffic is to turn left across the path of vehicles leaving the mill. With the</p>			

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<p>football stadium would be the high school's most significant extracurricular traffic generator.</p> <p>The stadium will seat approximately 1,500 persons, although larger "standing room only" crowds are possible. The maximum traffic would be generated by an activity held in the stadium that did not utilize bus transportation and did not generate significant bicycle or pedestrian trips. Assuming a SRO crowd of 2,500, an event could generate up to 1,000 arriving trips and 1,000 exiting trips, assuming 2.5 persons per vehicle.</p> <p>The greatest traffic impact would typically be from traffic exiting an event at the complex since arriving traffic is spread out over a longer period of time than traffic leaving an event. Not all spectators can be expected to leave immediately, although it is not unusual for up to 80 percent to desire to exit at the event's conclusion. Therefore, under the worst-case scenario, approximately 800 vehicles would desire to leave immediately following an event.</p> <p>A single traffic lane has the capacity to carry about 1,375 vehicles per hour of uninterrupted flow. If two exit lanes were available as possible exit routes, two parking area exit lanes would allow a sell-out crowd to exit the area in approximately 20 minutes. This assumes that the traffic volumes on the adjacent streets are light at the time that the event ended. If traffic volumes are heavy, the crowd could take closer to 30 minutes to clear. It is unlikely, however, those events will conclude during peak traffic hours of the adjoining street system.</p>		<p>the number of parking spaces available near the stadium. If necessary, the parking management plan could incorporate other features to help reduce the demand for on site parking, including shuttle busses from satellite parking locations, etc.</p>	

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<p>The trip generation potential of the football stadium is limited to special occasions, not everyday use. It is likely that the stadium may be used 10 to 20 evenings per year. It is anticipated that the gymnasium will hold evening events approximately 80 to 100 nights per year. This includes school and non-school related events. Maximum attendance would likely occur less frequently.</p>			
<p>The preliminary site plan suggests that approximately 800 parking spaces will exist on site. This is approximately 133 % of the parking demand for the football field at capacity and 80 % of the demand for an event with a crowd of 2,500, with a deficiency of approximately 200 spaces. Additional parking areas will be required to adequately serve the football stadium either through temporary on-site areas or development of satellite parking. Without other designated parking, the overflow parking demand will likely spill over onto the shoulders of internal streets and the access road.</p>			
<p>As the school may initially open with only freshmen and sophomores, this parking problem is not expected to occur when the school opens. In a few years, a successful varsity sports program could occasionally generate at-capacity attendance and the associated parking problem.</p>			
<p>4.3.4 Cumulative development in the study area by the year 2020 will generate traffic on the planned street system. This is considered a potentially significant impact.</p> <p>Due to County approved development the operational characteristics of three study intersections will be</p>	PS	<p>4.3.4 The school district will keep the County apprised of the timeline for school construction and opening so that the County can work to plan and construct improvements prior to school opening. The school district will provide for adequate entrances and improvements at the school</p>	LTS

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<p>of distance, the existing closest residences would experience noise levels of up to 59 dBA.</p> <p>Anticipated future residential developments within the vicinity of the project area include the Deer Creek Estates residential development to the east, and Valley View residential development to the north. It is estimated that the southern edge of the Valley View residential development will be located approximately 3,000 feet from the project site, which would be of sufficient distance to not be impacted by construction noise. It is estimated that the western edge of the Deer Creek Estates residential development will be located approximately 900 feet from the proposed construction activities. Assuming a worst-case scenario of 101 dBA for the noisiest piece of construction equipment (pile driver), and an attenuation rate of 6 dBA per doubling of distance, the closest residences would experience noise levels of up to 77 dBA during excavation and finishing activities, the loudest of the non-impact construction phases that would occur within close proximity of residences. If a pile driver is not used the noisiest piece of construction equipment would be a paver at a noise level of 89 dBA. At an attenuation rate of 6 dBA per doubling of distance, the existing closest residences would experience noise levels of up to 62 dBA.</p> <p>Construction noise at these levels would be greater than existing noise levels at nearby sensitive receptor locations and would increase day-night levels in close proximity to the construction site. In addition, construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used.</p>			

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<p>If a pile driver were to be used, noise from construction activities would cause short-term significant impacts to the closest residences, because construction noise could exceed the County's 70 dB Lmax standard for non-transportation noise during daytime hours. However, if a pile driver is not used the noise from construction activities would be less than the County's 70 dB Lmax and would not be a significant impact on the closest residences to the project site.</p>			
<p>4.4.2 Noise from operational activities (non-transportation) associated with the proposed high school complex could increase ambient noise levels at nearby sensitive receptors.</p>	LTS	None Recommended	LTS
<p>Operational activities (non-transportation) of the Proposed Project that would generate noise that could affect the noise environment of nearby sensitive receptors would primarily be related to the use of the proposed sports fields, hard courts, and football stadium at the project site.</p>			
<p>The proposed sports fields and hard courts would be utilized during the day for physical education classes and in the afternoons and early evenings for high school related sporting events. For these events, audible noise sources would primarily include voices and applause of the players and spectators along with noise generated by referees (including whistles) and sports equipment (e.g., air horns). Noise from these activities may be audible at nearby residences, but would not be expected to affect the overall DNL due to their short duration and occurrence during daytime hours (non-noise sensitive hours of the</p>			

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<p>development will be located approximately 3,000 feet from the project site, which would be of sufficient distance to not be impacted by operational noise. It is estimated that the western edge of the Deer Creek Estates residential development will be located approximately 1,200 feet from the proposed stadium location. Taking the maximum noise level of 72 dBA at 300 feet, and assuming an attenuation rate of 6 dBA per doubling of distance, the closest residences could experience noise levels on the order of 60 L_{max} during stadium activities.</p> <p>Noise at these levels would generally not be noticeable by nearby residences, and the maximum noise level would not conflict with the noise level performance standards shown in Table 4.4-2. In addition, noise from the football stadium would not be expected to affect the overall DNL due to their short duration and occurrence during primarily non-noise sensitive hours of the day. Noise associated with the sports fields and courts would be expected to be quieter than that of the stadium.</p>	PS	<p>4.4.3 The following mitigation measures would serve to reduce impacts to the Proposed Project site from traffic noise.</p> <p>4.4.3a Building construction shall include mechanical ventilation to allow classroom/library windows and doors to be closed for acoustical isolation.</p> <p>4.4.3b Project buildings shall be designed and constructed so that interior noise levels are reduced to the greatest extent possible for classrooms and school libraries.</p>	LTS
<p>4.4.3 Project generated vehicle traffic associated with the high school complex would result in an increase in ambient noise levels on local roadways.</p> <p>Project related vehicle traffic would result in 3,544 additional daily vehicle trips generated by the project, of which 911 of the trips would occur during the a.m. peak hour (7:00 to 9:00 a.m.). 594 of the trips would occur during the afternoon peak hour (2:30 to 3:30 p.m.), and 297 would occur during the p.m. peak hour (4:00 to 6:00 p.m.). The remaining 1,742 trips would be distributed</p>			

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<p>throughout the remaining daytime hours. Project trips would be distributed over the local roadway network and could affect roadside noise levels at sensitive receptor locations.</p> <p>In areas where the noise environment is dominated by traffic, the hourly L_{eq} during the peak-hour is generally equivalent to the DNL at that location. Current traffic volumes available from El Dorado County along Latrobe Road north of the intersection of Wetsel-Oviatt Road is 3,600 average daily traffic (ADT). Generally, about 100 lumber trucks make trips to and from the mill each day. These trips occur on a 24 hour basis (KDA, 2001).</p> <p>When evaluating the noise impact of a project, the increase in traffic-related noise is typically judged by the increase in p.m. peak-hour traffic volumes on arterial streets versus existing p.m. peak-hour traffic volumes. Generally, transportation noise levels increase by 3 to 5 dBA with a doubling of traffic volume. Hourly noise level measurements in the early morning hours at the site indicate that truck traffic peaks in the a.m. hours and then is distributed more evenly throughout the remainder of the day.</p> <p>In order to characterize the project's potential to affect roadside noise levels, an analysis of the change in a.m. peak-hour noise levels was evaluated rather than the p.m. peak hour, due to the greater increase in project traffic during this period. Noise level projections were made using the FHWA Noise Prediction Model for those road segments that would experience the greatest increase in traffic volumes due to the project. The results of the</p>	4.4.3c	Noise abatement features, such as landscaping and appropriate school buildings, should be included along Wetsel-Oviatt Road in order to reduce the exterior noise levels from the truck and automobile traffic traveling along the site access road.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

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4.4.4	LTS	None Recommended	LTS

modeling effort are shown in Table 4.4-6. Other sensitive receptors would be affected to a less extent by project-related traffic noise. For the modeling effort, a.m. peak-hour traffic volumes during weekdays were used. Estimated noise levels shown in Table 4.4-6 corresponds to a distance of approximately 90 feet from the centerline of the applicable road segment. This reflects the approximate distance to the closest residences to the modeled roadway segments.

Project-related traffic in combination with traffic associated with other foreseeable development in the project vicinity would result in an increase in ambient noise levels on local roadways.

Given the projected growth in the project area, it is expected that the noise environment would change substantially over the planning period from its current condition. Cumulative development in the area may require the expansion of a number of roadways within the immediate project vicinity to provide adequate roadway capacity. Extended roadways would redistribute traffic over the local roadway network. While it is expected that the growth in the area would substantially increase noise levels at sensitive receptor locations, the project's contribution to substantial increases in noise levels are expected to be minor due to the fact that project trips would be limited to daytime hours, the least noise-sensitive hours of the day. As shown in Table 4.4-6, cumulative development alone would result in an increase in noise levels along modeled roadway segments by the year 2010. Under the Cumulative Plus Project scenario, the net increase in roadside noise levels above the

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

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<p>Cumulative No Project scenario would be less than 3 dBA along each of the modeled roadway segments. A change of 3 dBA is considered a just-perceivable difference, but a noticeable change in human response is not expected. On this basis, the Proposed Project would not result in any cumulatively considerable increases in noise levels for sensitive receptors along the roadways, since the project itself would not have a substantial incremental effect on roadside noise levels. For these reasons, this impact would be considered less than significant</p>			
<p>4.4.5 Under the Proposed Project, new noise-sensitive land uses could be developed in areas where noise levels are incompatible with the Proposed Project, both noise from the project site and noise impacting the site.</p> <p>The site is currently compatible for use as a high school complex. However, in the future when actual construction is proposed to take place in 2015, the uses of surrounding properties could be much different than they are now. Anticipated future residential developments within the vicinity of the project area include the Deer Creek Estates residential development to the east, and Valley View residential development to the north. It is estimated that the southern edge of the Valley View residential development will be located approximately 3,000 feet from the project site, which would be of sufficient distance to not be impacted by operational noise. It is estimated that the western edge of the Deer Creek Estates residential development will be located approximately 300 feet from the northeastern edge of the project site along Latrobe Road. These uses are compatible with a school site. However, it is not known</p>	S	<p>4.4.5 Prior to planned construction of the site in the year 2015, the compatibility of the site with surrounding land uses should be revisited and noise measurements taken to obtain noise levels at the site and adjacent roadways at that time. Additional noise insulation features may need to be included in the site design depending on future uses of the lands surrounding the project site.</p>	LTS

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<p>the County's maximum interior noise level criteria of 40 L_{eq} for classrooms would be violated. Unless mitigated, this violation of the County's interior noise standards would be considered a significant impact.</p>			
<p>4.5 HYDROLOGY AND WATER QUALITY</p>			
<p>4.5.1 Development of the site could increase drainage flows as a result of the introduction of impervious surfaces, which could create localized flooding and contribute to a cumulative flooding impact downstream. This would be a significant impact.</p>	S	<p>4.5.1 Consistent with the County of El Dorado Drainage Manual, the applicant will prepare a Hydrologic and Hydraulic Analysis Report (Report) for the proposed development. The Report will incorporate measures to maintain runoff to pre-construction levels where feasible. The EDUHSD will implement measures provided in the Report. Primary components of the Report are provided below:</p>	LTS
<p>The project site currently consists of nearly 100 percent pervious surfaces. Construction of the project would create impervious surfaces (roofs, concrete, and asphalt) over more than 50 percent of the project site, thereby preventing precipitation from infiltrating and causing it to pond or runoff. Although the project site is not located within a FEMA designated 100-year flood zone, development would increase runoff, potentially causing flooding on site and near the local drainage facilities to Deer Creek. In addition, the site runoff could be discharged more efficiently, decreasing the time it takes to reach downstream facilities and altering the existing peak flood timing.</p>		<p>Design of the drainage system on the project site will coordinate with the objectives of the Drainage Manual. In order to conform with these objectives, a detailed hydrologic and hydraulic analysis report shall be prepared by a registered civil engineer prior to site development. Due to the proximity of the project to the Sacramento County line, Sacramento County will be given an opportunity to review the document prior to finalization. The report shall include the following items:</p>	
<p>The Natural Resource Conservation Service's TR55 precipitation/runoff model was used to estimate post-construction peak discharges for the project area. Table 4.5-2 summarizes the results of this model for the post-construction conditions of the site. The modeling estimates do not take into account mitigation measures to</p>		<p>An accurate calculation of pre-development and post-development runoff conditions using methods outlined in the county drainage manual. This modeling will more accurately evaluate potential changes to runoff by modeling specific design criteria which have yet to be determined. The model will account for increased surface</p>	

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<p>reduce the potential increase in stormwater runoff.</p> <p>During a 100-year storm event, the proposed development would contribute an additional 12 cfs from current conditions. Although this amount is relatively small compared with the volume flowing within Deer Creek, cumulative impacts could occur downstream. In addition, higher floodwaters could induce quicker discharges to the creek. Flood elevations could increase as higher runoff volumes elevate flood levels on site and downstream.</p> <p>Based on the TR55 detention basin modeling feature, a 4.0 acre-foot detention basin would be required to attenuate the peak flows caused by increased runoff from the entire site (12 cfs for a 100-year storm). This volume does not take mitigation measures to reduce increased runoff, such as grassy strips and parking lot filter basins, into consideration. These initial estimates are for planning purposes only and should not be used for design purposes.</p> <p>Mitigation measures described below would reduce the increased peak discharge flows. The overall objective of the mitigation measures is to design an effective drainage plan and to reduce post-construction peak discharge levels to pre-construction levels to minimize any potential flooding impacts associated with the project.</p>	S	<p>runoff.</p> <p>An evaluation of the ability of downstream conveyance facilities to accept and convey the increased runoff.</p> <p>Location and size of detention basins and other best management practices needed to attenuate peak flows.</p> <p>A description of the proposed maintenance program for the on-site drainage system</p>	LTS
<p>4.5.2 The Proposed Project would increase urban and stormwater runoff, transporting contaminants to local</p>	S	<p>4.5.2a To help minimize the amount of pollutants entering the storm drain system, project roadways and parking areas will be cleaned regularly while school is in session using</p>	LTS

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<p>receiving waters. This would be a significant impact.</p> <p>As the Latrobe Road area urbanizes, the ability of local drainage ways to convey and/or treat surface runoff decreases, and the loading rates of potential contaminants may increase. Channelization and decreased surface permeability concentrate pollutants generated by urban runoff. Urban runoff contaminants may include sediment, pesticides, oil and grease, metals, bacteria, and trash. These pollutants are quickly transported downstream, affecting riparian habitats of receiving waters. Since the permeability of the soil group in the area is very low, stormwater tends to perch on the hardpan layers two to three feet below the surface. This process tends to minimize the storm water treatment generally provided in permeable surface areas once the surface layers are saturated. As a result, detention basins required to attenuate flooding should be equipped with treatment features as discussed in the mitigation measures provided below.</p>	<p>4.5.2b</p> <p>4.5.2c</p>	<p>street sweeping equipment. Additionally, litter and debris that may accumulate across school grounds will be regularly collected and properly disposed. This would constitute a source control BMP.</p> <p>A pesticide and fertilizer management plan will be developed and implemented for landscape and recreational areas with the goal of reducing potential discharge of chemicals to local waterways. This constitutes a source control BMP.</p> <p>The project design will include best management practices (BMPs) to minimize stormwater runoff in compliance with the California Storm Water Task Force BMP Handbook for Commercial Projects. The BMPs will include a combination of source control, structural improvements, and treatment systems.</p> <p>Structural and treatment BMPs could include but not be limited to the following:</p> <p>Grass strips, high infiltration substrates, and grassy swales shall be used where feasible throughout the development to reduce runoff and provide initial storm water treatment.</p> <p>Since the natural soils have low permeability due to underlying hardpan layers, grassy strips for infiltration may be less effective than with other more permeable soils. As a result, any on-site detention basins shall be equipped with treatment capabilities such as filters.</p> <p>Permanent energy dissipaters will be included for</p>	

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4.5.3	S	<p>drainage outlets.</p> <p>Any water quality detention basins will be designed to provide effective water quality control measures including the following:</p> <ol style="list-style-type: none"> 1. Maximize detention time for settling of fine particles 2. Establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets 3. Maximize the elevation of any detention basin elevation to allow the highest amount of infiltration and settling prior to discharge. 	LTS
<p>Construction of the project facilities could result in increased erosion and sedimentation, with subsequent impacts to water quality and/or storm drain capacity during construction. Additionally, release of fuels or other hazardous materials associated with construction equipment could impact water quality. This would be a significant impact.</p>		<p>4.5.3 Since the project construction will cover an area greater than five acres, a Storm Water Pollution Prevention Plan (SWPPP) would be developed as required by the Regional Board under the State-wide NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Prior to the start of construction, a SWPPP shall be prepared that will address water quality impacts associated with construction and operation of the project site. The EDUHSD would incorporate into contract specifications the requirement that the contractor complies with and implements the provisions of the SWPPP. The objectives of the SWPPP are to identify pollutant sources that could affect the quality of stormwater discharges, to implement control practices to reduce pollutants in stormwater discharges and to protect receiving water quality. The District will comply with NPDES Phase II Water Quality requirements that are in</p>	
<p>During the site grading and construction phases, large areas of bare soil would be exposed to erosive forces for long periods of time. Bare soils are much more likely to erode than vegetated areas due to the lack of dispersion, infiltration, and retention created by covering vegetation. Construction activities involving soil disturbance, excavation, cutting/filling, stockpiling, and grading activities could result in increased erosion and sedimentation to surface waters. If precautions are not</p>			

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<p>taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a major contributor to the degradation of water quality. In addition, hazardous materials associated with construction equipment could adversely affect water quality if spilled or stored improperly.</p>	LTS	<p>place at the time they apply for the permit. The SWPPP could include, but is not limited to, the following elements:</p> <p>Temporary erosion control measures (such as silt fences, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed for disturbed areas.</p> <p>No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.</p> <p>Sediment will be retained onsite by a system of sediment basins, traps, or other appropriate measures.</p> <p>The construction contractor will prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.</p> <p>Protect storm drains from sediment intrusion with the use of straw bales or silt fence.</p> <p>Sweep dirt and debris from streets in the construction zone before rainfall.</p> <p>Establish grass or other vegetative cover on the construction site as soon as possible after disturbance.</p>	LTS
<p>4.5.4 Development of the high school could result in reductions in groundwater recharge by redirecting surface flows and</p>	LTS	None recommended.	LTS

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<p>increasing impervious surfaces on the project site. However, because existing creek channels are not affected by the proposed project, groundwater recharge would not be substantially impaired by development of the project. This would be considered a less-than-significant impact.</p>			
<p>As discussed previously, groundwater recharge tends to be the highest beneath Deer Creek and its tributaries. Because the project site is not located directly along Deer Creek, and the project does not propose to alter a substantial portion of the intermittent stream which is a tributary of Deer Creek, groundwater recharge would not be substantially impaired by development of the proposed project. Groundwater recharge with the Proposed Project will likely occur at or near existing levels.</p>			

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4.6 GEOLOGY AND SOILS			
4.6.1 Seismic Activity Impact The Proposed Project site, as with virtually all sites within the State of California, will be subjected to ground shaking from earthquakes.	PS	4.6.1 Design of the school structures in conformance with the 1998 edition of the California Building Code, Chapter 16A, Division IV, and the seismic parameters presented in Table 4.6-1, should be sufficient to prevent significant damage from ground shaking during seismic events resulting from movement on any of the faults or fault systems within the vicinity of the project site. The potential for ground lurching, differential settlement or lateral spreading occurring during or following seismic events near the site are considered to be very low, provided prudent geotechnical engineering recommendations are followed during site preparation (Youngdahl Consulting Group, Inc., 2001). In addition, design and construction shall be consistent with applicable goals, objectives, and policies of the El Dorado County General Plan Public Health, Safety, and Noise Element.	LTS
4.6.2 Soil Erosion Impact Site preparation and grading associated with project construction activities has the potential to increase erosion on the project site. Erosion potential at the Proposed Project site is rated by the U.S. Department of Agriculture, Soil Conservation Service (SCS) as low to moderate.	PS	4.6.2 El Dorado County, through its Grading and Fugitive Dust Prevention and Control Plan, provides measures to limit or restrict construction practices which might cause erosion, create a nuisance, or constitute a hazard. Construction activities should be performed in a manner consistent with County guidelines.	LTS
4.6.3 Impacts from geologic hazards, including landslide, lateral spreading, subsidence, liquefaction or collapse and	PS	4.6.3 The applicant will follow the recommendations contained within the <i>Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6</i> .	LTS

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<p>slope stability.</p> <p>The Proposed Project site has the potential to be impacted by soils that are unstable, or that would become unstable as a result of the project, and that could potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse, and slope instability.</p>	PS	<p>conducted by Youngdahl Consulting Group, Inc., as they relate to impacts from geologic hazards, including landslide, lateral spreading, subsidence, liquefaction or collapse (Youngdahl Consulting Group, Inc., 2001). In addition, all slopes should have appropriate drainage and vegetation measures to minimize erosion of slopes.</p>	LTS
<p>The soils at the proposed project site are considered to be relatively dense and therefore relatively stable. In addition, based on the relatively shallow depth to bedrock and the lack of published historic evidence of liquefaction in central El Dorado County, the liquefaction potential of the project site soils is considered low.</p>	4.6.2	<p>The near-surface soils across the site contain potentially expansive clays at depths of 1 to 4 feet. The expansive soil conditions should be fully mitigated provided the applicant follow the recommendations contained within the <i>Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6</i>, conducted by Youngdahl Consulting Group, Inc. (Youngdahl Consulting Group, Inc., 2001).</p>	LTS
<p>4.6.4 Expansive Soils Activity Impact</p> <p>The Proposed Project site is subject to potentially expansive clays at depths of 1 to 4 feet. These soils exhibit moderate to very high expansion indexes.</p>	PS	<p>The near-surface soils across the site contain potentially expansive clays at depths of 1 to 4 feet. The expansive soil conditions should be fully mitigated provided the applicant follow the recommendations contained within the <i>Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6</i>, conducted by Youngdahl Consulting Group, Inc. (Youngdahl Consulting Group, Inc., 2001).</p>	LTS
<p>4.7 AIR QUALITY</p>	PS	<p>4.7.1a SCAQMD Rule 403 identifies two sets of specific measures: one for high wind conditions and the other for more normal wind conditions.</p>	LTS
<p>4.7.1 Project-related construction impacts.</p> <p>Construction related emissions would be short term, but</p>	PS	<p>4.7.1a SCAQMD Rule 403 identifies two sets of specific measures: one for high wind conditions and the other for more normal wind conditions.</p>	LTS

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<p>may still cause adverse effects on the local air quality. Currently, the project site is undeveloped and is utilized for annual grazing cattle and open space purposes. Project construction would involve acquisition and development of a comprehensive high school containing approximately 160,000 square feet of building area over a 65 acre site area, serving approximately 1,600 students and about 175 staff upon complete build-out of the facility. The school facilities would also have the potential to accommodate additional 200-400 students with an additional 12,000 square feet of portable building space. For project planning and study purposes, it is assumed that 2,200 students and faculty would occupy the school facility. Generally, the school facilities would include classroom buildings, administrative and counseling buildings, a theatre, kitchen /cafeteria/ multi-purpose facilities, a gymnasium, and media/library center. The high school will also contain a number of exterior facilities including a 1500-seat stadium, athletic fields, tennis/basketball hard court areas, pool/pool facilities, student and staff parking lots, bus loading areas, service roads, and maintenance/warehouse facilities.</p>		<p>When wind gusts exceed 25 miles per hour, the following measures are implemented and appropriately documented:</p>													
<p>A project's most common construction activities include site preparation, earthmoving and general construction. Site preparation includes activities such as general land clearing and grubbing. Earthmoving activities include cut and fill operations, trenching, soil compaction and grading. General construction includes adding improvements such as roadway surfaces, structures and facilities. The emissions generated from these common construction activities include:Evaporative emissions (ROG) from asphalt paving and architectural coating applications.</p>		<table border="0"> <tr> <td data-bbox="1100 610 1167 630">Source</td> <td data-bbox="1369 610 1520 630">Control Measure</td> </tr> <tr> <td data-bbox="1100 662 1220 682">Earthmoving</td> <td data-bbox="1369 662 1692 734">Cease all active operations, or apply water to soil not more than 15 minutes prior to moving such soil.</td> </tr> <tr> <td data-bbox="1100 766 1325 786">Disturbed Surface Areas</td> <td data-bbox="1369 766 1703 1016">On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days, apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; or</td> </tr> <tr> <td></td> <td data-bbox="1369 1049 1682 1094">Apply chemical stabilizers prior to wind event, or</td> </tr> <tr> <td></td> <td data-bbox="1369 1127 1703 1276">Apply water to all unstabilized disturbed areas 3 times per day. (If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day); or</td> </tr> <tr> <td></td> <td data-bbox="1369 1308 1682 1325">Establish a vegetative ground cover</td> </tr> </table>	Source	Control Measure	Earthmoving	Cease all active operations, or apply water to soil not more than 15 minutes prior to moving such soil.	Disturbed Surface Areas	On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days, apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; or		Apply chemical stabilizers prior to wind event, or		Apply water to all unstabilized disturbed areas 3 times per day. (If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day); or		Establish a vegetative ground cover	
Source	Control Measure														
Earthmoving	Cease all active operations, or apply water to soil not more than 15 minutes prior to moving such soil.														
Disturbed Surface Areas	On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days, apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; or														
	Apply chemical stabilizers prior to wind event, or														
	Apply water to all unstabilized disturbed areas 3 times per day. (If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day); or														
	Establish a vegetative ground cover														

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<p>Dust (including PM-10 and PM-2.5) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as soil disturbance;</p>		<p>within 21 days after active operations have ceased. (Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter); or</p>	
<p>Combustion emissions of criteria air pollutants (ROG, NOx, CO, Sox, PM-10) primarily from operation of heavy equipment construction machinery (primarily diesel operated), portable auxiliary equipment and construction worker automobile trips (primarily gasoline operated);</p>		<p>Utilize any combination of the three measures immediately preceding such that, in total, these actions apply to all disturbed surface areas.</p>	
<p>Demolition and earth disturbance may also result in airborne entrainment of asbestos, a toxic air contaminant, particularly where structures built prior to 1980 are being demolished or due to soil disturbance in areas of the County where there are naturally occurring surface deposits of ultramafic rock. The project would not involve demolition of any structures as the site is currently vacant and being used as agricultural land. See the discussion under Toxic Air Contaminants on page 4.7-9 for naturally occurring asbestos at the project site.</p>	Unpaved Roads	<p>Apply chemical stabilizers prior to wind event, or apply water twice per hour during active operation, or stop all vehicular traffic.</p>	
	Open Storage Piles	<p>Apply water twice per hour, or install temporary coverings.</p>	
	Paved Road Track-out	<p>Cover all haul vehicles, or comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.</p>	
<p>Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM-10 concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition, the fugitive dust generated by construction would include not only PM-10, but also larger particles, which would fall out of the</p>		<p>During normal wind conditions (i.e., with wind gusts less than 25 miles per hour), the sampling requirement does not apply so long as the following measures are implemented and appropriately documented:</p>	
		<p>(Note: The general sampling requirement prohibits a person from causing or allowing emissions of fugitive</p>	

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<p>atmosphere within several hundred feet of the site and could result in nuisance-type impacts. The El Dorado County APCD's approach to analyses of fugitive dust emissions from construction is to emphasize implementation of effective and comprehensive dust control measures rather than detailed quantification of emissions. The District considers any project's construction related impacts to be less than significant if complete mitigation is undertaken as part of the project (or made a mandatory condition of the project) to prevent visible dust beyond the boundaries of the project, as specified under the requirements Rule 403 of the South Coast AQMD. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses are located in the project vicinity. In this case, single family homes are located to the east and south of the project site, and thus, without the appropriate dust mitigation, the effect would be significant.</p>	<p>Source Earthmoving (not including cut and fill)</p>	<p>dust from construction (or other fugitive dust source) such that the presence of such dust remains visible in the atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits a construction site from causing an incremental PM-10 concentration impact at the property line of more than 50 micrograms per cubic meter as determined through PM-10 high-volume sampling, but the concentration standard and associated PM-10 sampling do not apply if specific measures identified in the rule are implemented and appropriately documented.)</p>	<p>Control Measure Maintain soil moisture content at a minimum of 12 percent, or for earthmoving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.</p>
<p>Construction activities would also result in the emission of ROG, NO_x, CO, SO_x and PM-10 from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NO_x from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. Table 4.7-4 below also shows ROG and NO_x emissions calculated using URBEMIS7G during project construction and compares it to the significance threshold of 82 pounds per day. As shown in the Table, both ROG and NO_x</p>	<p>Earthmoving (construction fill areas)</p>	<p>Maintain soil moisture content at a minimum of 12 percent. For areas which have an optimum moisture content for compaction of less than 12 percent, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content.</p>	

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emissions during construction would exceed the significance thresholds and therefore the associated impact would be significant. Adoption of Mitigation Measure 4.7.1b described below would mitigate the impact to a less than significant level.	Earthmoving (construction cut areas)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.	
	Disturbed Surface Areas (except completed grading areas)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust, must have an application of water at least twice per day to at least 80 percent of the unstabilized area.	
	Disturbed Surface Areas (completed grading areas)	Apply chemical stabilizers within five working days of grading completion; or apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, except any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; or establish a vegetative ground cover within 21 days after active operations have ceased.	

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		<p>distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.</p> <p>Under either specific alternative course of action, the following additional requirements apply:</p> <p>Removal of track-out material anytime it extends for a cumulative distance of greater than 50 feet onto any paved public paved road during active operations; and</p> <p>Remove all visible roadway dust track-out upon public paved roadways as a result of active operations at the conclusion of each workday when active operations cease.</p>	
	4.7.1b	<p>To mitigate the significant impact of ROG and NOx emissions during project construction, the project sponsor may require the prime construction contractor to use aqueous emulsified fuels instead of diesel fuel. The ARB recently certified Lubrizol Corporation's "PuriNOx" as an alternative fuel for diesel engines and the fuel is available commercially. Based on data submitted, ARB has determined that use of PuriNOx reduces NOx emissions by 14 percent and PM-10 emissions by 63 percent. This would mitigate the construction impacts to a less than significant level.</p>	

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>4.7.2 Project-related operational impacts.</p> <p>Over the long-term, the project would result in an increase in emissions primarily due to related motor vehicle trips. Stationary sources and area sources, such as landscaping activities, would result in lesser quantities of pollutant emissions. The project would include some features that would tend to reduce the number of vehicle trips, such as provision of on-site bike storage.</p> <p>Operational emissions of ROG and NOx from motor vehicle activity and project-related area sources (energy use and landscaping) were estimated for project build-out year (2018) using URBEMIS7G, and the results are summarized in Table 4.7-5. The estimates shown in Table 4.7-5 are based on the traffic study included in this report and reflect a daily trip generation rate of approximately 3,544 vehicle trips, which includes employees, students and deliveries. The estimates reflect an assumed vehicle mix of 70 percent automobiles, 20 percent light duty trucks, 5 percent medium duty trucks, 1 percent light and medium heavy duty trucks, 2 percent buses, and 2 percent motorcycles. The table also compares project emissions to the El Dorado County APCD's significance thresholds. Project-related emissions would contribute incrementally to regional ozone concentrations. Appendix C provides a copy of the URBEMIS input/output file.</p>	LTS	None Recommended	LTS

TABLE 2-1
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<p>Based on the estimates shown in Table 4.7-5, the project would contribute incrementally to the regional emissions, but would be well below the significance thresholds specified by the El Dorado County APCD for ROG and NOx. Therefore, this impact would be a less than significant.</p>			
<p>To determine the project's contribution to CO concentration levels, the procedure outlined in the El Dorado County APCD's Guide to Air Quality Assessment has been used. Using 10 percent of the total daily trips generated by the project (i.e. 354 trips) as the peak period trip generation, the contribution of peak period project traffic to carbon monoxide levels in the project area would be approximately 1.26 parts per million (EDCAPCD, 2001). In the year 2018, the background one-hour carbon monoxide concentration in the project area based on the isopleth maps provided in the El Dorado County APCD's Guide to Air Quality Assessment would be approximately 1.32 ppm and the eight-hour concentration would be 0.92 ppm.</p>			
<p>Table 4.7-6 summarizes the project's contribution to carbon monoxide levels in the area. As shown in the table the project would not lead to or contribute to a violation of the carbon monoxide ambient air quality standards and therefore the project's impact on carbon monoxide concentrations in the area would be less than significant.</p>			
<p>According to the El Dorado County APCD's Guide to Air Quality Assessment, for land development projects primarily associated with indirect emissions from gasoline</p>			

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<p>powered vehicles, PM-10 emissions may be assumed to be less than significant. This is especially true if the project's ROG and NOx emissions are found to be less than significant as it is assumed that the same reasons that limit vehicular ROG and NOx emissions to levels below significance for such projects will assure that PM-10 emissions are less than significant as well. This approach to analysis of a project's operational emissions of PM-10 can be used if the project would not induce diesel-powered vehicle activity greater than what occurs in the general mix of vehicular activity. The approach is applicable for the proposed project as it would not induce a greater than average activity of diesel powered vehicles.</p>			
4.7.3 Cumulative Impacts	LTS	None Recommended	LTS
<p>The District's primary criterion for determining whether a project has significant cumulative impacts is whether the project is consistent with an approved plan or mitigation program of District-wide or regional application in place for the pollutants emitted by the project. This criterion is applicable to both the construction and operational phases of the project.</p>			
<p>The project area is nonattainment with respect to both the state and national ozone standards. However, the project would not have significant air quality impact with respect to ozone as it would be consistent with the Sacramento Regional Ozone Attainment Plan based on the criteria specified in the El Dorado County APCD's Guide to Air Quality Assessment (discussed under Significance Thresholds above).</p>			

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<p>Carbon monoxide is an attainment pollutant in El Dorado County and background concentrations in the project vicinity are well below the standards. The proposed project would not have a significant cumulative impact as the District does not consider the cumulative impacts of a project's CO emissions to be significant as long as the "project alone" impacts are less than significant.</p>			
<p>Both the Mountain Counties and Lake Tahoe portions of the county are nonattainment for the state 24-hour PM-10 standard. PM-10 emitted directly from a project can have area-wide impacts and can be cumulatively significant even if it is not significant on a project-alone basis. Even though the County is in attainment for the SO2 and the NO2 ambient air quality standards, SO2 and NO2 can contribute to area wide PM-10 impacts through their transformation into sulfate and nitrate particulate aerosols. As there is no regional plan for attainment of the PM-10 standards or a readily available model for predicting cumulative PM-10 concentrations, the El Dorado County APCD uses the following criterion:</p>			
<p>For development projects where the majority of the emissions of these pollutants is attributable to motor vehicle sources, the project will be considered not significant for cumulative impacts of PM-10 if:</p>			
<p>The project is not significant for "project alone" emissions of these pollutants;</p>			
<p>The project complies with all applicable rules and regulations of the District;</p>			

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<p>The project is not cumulatively significant for ROG, NOx and CO.</p> <p>Based on these criteria for development projects, the project's cumulative impact of PM-10 emissions would not be significant.</p>			
4.8 BIOLOGICAL RESOURCES			
<p>4.8.1 The Proposed Project may result in adverse impacts to big-scale balsamroot, a protected plant species.</p> <p>This species is unlikely to occur on the proposed project site and was not observed during the field assessment. However, a floristic survey of the entire project site was not conducted and this species may potentially be present. Impacts to big-scale balsamroot are considered significant and mitigation is required. Special-status species such as white-tailed kite, northern harrier, and loggerhead shrike may also utilize perennial grassland at the project site for foraging. Removal of foraging habitat for these species (at least one of which was observed utilizing the site), would also represent a significant impact.</p>	PS	<p>4.8.1 A qualified biologist shall conduct a pre-project survey for special-status plant species in all areas where construction-related disturbance could occur. The survey shall be conducted during the appropriate survey period (e.g. blooming period). If special-status plants are identified on the proposed project site, the appropriate regulatory agency shall be consulted to develop measures to avoid or minimize "take" of these species prior to the initiation of construction activities. Should burrowing owls be found nesting in the project area, the project applicant will be required to comply with the CDFG Mitigation Guidelines prior to commencing construction.</p>	LTS
<p>4.8.2 The Proposed Project will result in the loss of potential Swainson's hawk foraging habitat.</p> <p>The Swainson's hawk is known from the project region and could potentially utilize the proposed project site for foraging. In addition, this species could potentially nest within ½ mile of the proposed project site. Impacts to Swainson's hawk are considered significant and mitigation is required.</p>	PS	<p>4.8.2a The school district will work with the California Department of Fish and Game regarding appropriate mitigation for loss of Swainson hawk habitat.</p> <p>4.8.2b If project construction activities are to occur within ¼ mile of potential nesting habitat during the Swainson's hawk nesting season (approximately March – September), pre-construction surveys for active Swainson's hawk nests shall be conducted by a qualified biologist within a</p>	LTS

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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>4.8.3 The Proposed Project may result in adverse impacts to special-status bird species including western burrowing owl, white-tailed kite, tricolored blackbird, and protected raptor species.</p>	PS	<p>¼ mile radius of construction areas. If active nests are identified within the ¼ mile radius, the California Department of Fish and Game shall be consulted to develop measures to avoid "take" of this species before initiation of any construction activities.</p> <p>4.8.3a If construction activities are to occur during the nesting season, a qualified biologist shall conduct a pre-construction survey for nesting raptors and special-status bird species. All areas within a ¼ mile radius shall be surveyed. If active nests are detected within the ¼ mile radius, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.</p>	LTS
<p>Western burrowing owl, white-tailed kite, and tricolored blackbirds were not observed on the proposed project site during the field assessment. However, targeted surveys were not conducted and these species may potentially nest in the vicinity of the proposed project site. In addition, raptor species may potentially nest within the vicinity of proposed construction areas. Impacts to nesting raptors and special-status bird species are considered significant and mitigation is required.</p>	4.8.3b	<p>A pre-construction survey for burrowing owls shall be conducted by a qualified biologist within the 30 days prior to construction activities to establish the status of this species on the project site. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. If burrowing owls are detected within approximately 500 feet of proposed construction areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.</p>	
	4.8.3c	<p>If burrowing owls are detected within approximately 500 feet of proposed construction areas, impacts to nesting and foraging habitat shall be mitigated according to the California Department of Fish and Game recommendation following a consultation with the school district.</p>	

TABLE 2-1
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ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION		MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>4.8.4 The Proposed Project may result in adverse impacts to northwestern pond turtle.</p> <p>Northwestern pond turtles are unlikely to occur on the proposed project site. However, this species has been reported from the surrounding vicinity and could potentially utilize the wetland swale habitat as a movement corridor. Impacts to northwestern pond turtle are considered significant and mitigation is required.</p>	PS	4.8.4	If the wetland swale habitat or other areas of the proposed project site containing potential habitat for northwestern pond turtle will be disturbed during project development, a survey for this species shall be conducted within 24 hours prior to the start of construction activities. If this species is observed within proposed project areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.	LTS
<p>4.8.5 Construction activities associated with development of the Proposed Project could potentially result in adverse impacts to jurisdictional "water of the U.S." and/or isolated wetland features.</p> <p>Wetland habitat is present on the proposed project site and may be impacted as a result of project development. Impacts to wetland habitat are considered significant and mitigation is required.</p>	PS	4.8.5a	Prior to construction a formal delineation of "waters of the U.S." and isolated wetland features shall be conducted by a qualified biologist and submitted to the U.S. Army Corps of Engineers for verification. If necessary, the project applicant shall obtain a permit from the U.S. Army Corps of Engineers, Water Quality Certification from the Regional Water Quality Control Board, and purchase the appropriate credits from an approved wetland mitigation bank.	LTS
		4.8.5b	If construction activities will result in the alteration of the bed or bank of any drainages (e.g. wetland swales) present on the proposed project site, a Streambed Alteration Agreement shall be obtained from the California Department of Fish and Game.	
		4.8.5c	Staging areas shall be located away from wetland habitats that are to be preserved. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion.	
<p>4.8.6 Construction activities associated with development of the Proposed Project could potentially result in impacts to</p>	PS	4.8.6a	If construction activities will involve encroachment into the dripline or the removal of native trees, an	

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<p>native trees.</p> <p>A few native trees may be located on the proposed project site and may be impacted as a result of project development. Impacts to native trees are considered significant and mitigation is required.</p>	4.8.6b	<p>arborist survey of potentially affected trees shall be conducted by an International Society of Arboriculture (ISA) Certified Arborist.</p> <p>If construction activities are to occur within approximately 50 feet of native trees to be preserved, a 4-foot tall, brightly colored (usually orange or yellow), synthetic mesh material fence (or an approved equivalent) shall be installed a minimum of one foot outside the tree's dripline. If feasible 1.5 times the dripline radius should be fenced. No encroachment into the fenced area will be permitted. The fence shall remain in place until all construction activities in the vicinity have been completed.</p>	
	4.8.6c	<p>If construction activities will require the removal of any native trees, a Tree Mitigation Plan shall be developed and implemented.</p>	
4.9 CULTURAL RESOURCES			
<p>4.9.1 Site Evaluations</p> <p>The project site was extensively investigated for the presence of cultural resources. A records search performed at the North Central Information Center gave no indication of the presence of a previously identified resource on-site. The field survey conducted by Peak & Associates resulted in the discovery of two potential resources. Neither feature meets any of the criteria of the California Register of Historical Resources for significance. Therefore, no</p>	PS	<p>4.9.1 Although no historic or prehistoric sites were found during the survey, there is a possibility that a site may exist and be obscured by vegetation, fill, or other historic activities, leaving no surface evidence. The property contains a section of an unnamed drainage, which in its close proximity to Deer Creek could represent a potentially sensitive location. This in combination with the fact that past grazing operations in the area may have obscured archeological evidence, the property has some potential for the presence of a buried resource that could have escaped detection</p>	LTS

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<p>further consideration is needed for either feature.</p> <p>Under Standard of Significance (B), the project site has no association with any historically significant events or individuals. There are no extant buildings that could be considered eligible for listing in the California Register of Historical Resources in the project area.</p> <p>The project would entail a large amount of grading to facilitate the development of a high school. As a result, undiscovered resources, if they exist, could be damaged and/or destroyed by cut and fill operations associated with site grading. Therefore, the project could potentially cause substantial adverse changes to the significance of a historical, archaeological, and/or paleontological resource or human remains. This is recognized a potentially significant impact. However, this impact could be reduced to a less-than-significant impact with the incorporation of mitigation measures described below.</p>		<p>during the survey.</p> <p>Should artifacts or unusual amounts of stone, bone, or shell be uncovered during construction activities, a professional archeologist (meeting the Secretary of the Interior's proposed Historic Preservation Qualification Standards as published in the Federal Register) shall be consulted for on-the-spot evaluation. If the bone appears to be human, the El Dorado County Coroner must be contacted. If the coroner determines that the bone is probably Native American in origin, he must contact the Native American Heritage Commission (916-322-7791) to identify most likely descendants.</p>	
4.10 PUBLIC FACILITIES AND SERVICES			
<p>4.10.1 Water Supply and Delivery</p> <p>The Proposed Project would receive water service from the El Dorado Irrigation District (EID). EID is currently in the process of preparing an Administrative Draft of a Water Supply Master Plan Report for 2001. The results of the report and anticipated future supply are, consequently, not available at this time. EID is in the process of trying to secure new sources of potable water to support the substantial amount of growth being experienced in the western portion of the county. Three alternative water</p>	PS	<p>4.10.1a Prior to final approval for construction of this project, EDUHSD shall consult with EID to determine the most cost-effective and environmentally superior alternative for extending water service to the project site. EDUHSD will work with EID regarding the preparation of required environmental documentation for the acquisition of an easement and installation of a water distribution line by EDUHSD.</p> <p>4.10.1b The subject property is currently located within the sphere of influence for the El Dorado Irrigation District</p>	LTS

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<p>supply sources are discussed in the Water Service setting, however, at this time only one of them have been procured. In discussions with EID, staff indicated that a firm water supply should be acquired and under contract prior to the project's development in 2010. Likewise, the development of this project is in response to the expected build-out of El Dorado Hills. In EIR's performed for the Valley View, Carson Creek, Serrano and El Dorado Business Park Projects the development of a high school was included in their original water supply calculations. As a result, impacts from the Proposed Project to water supplies is considered less than significant.</p>		<p>(EID), but, is situated outside of it's current service area. As such, EDUHSD shall coordinate with EID to file an application with the El Dorado County LAFCo for either a service agreement or to have the property annexed into EID's service area. The application for annexation will be subject to LAFCo's approval and the US Bureau of Reclamation's authorization for service.</p>	
<p>Given the of adequacy of surface water supplies, EID generally has the ability to provide a safe, reliable supply of water to serve the project site, subject to improvements to the water distribution system. As noted in the setting discussion, the project site and vicinity lack any substantial infrastructure improvements. The existing 8-inch main in Latrobe Road that delivers potable water to the adjacent mill would be ineffective in delivering the necessary water pressure and supply to the school. Consequently, EDUHSD has two options for obtaining water service to the site. First, EDUHSD would be responsible for the extension of a 12-inch distribution main south of Golden Foothill Parkway along Latrobe Road to the new proposed access road. Second, EDUHSD would be responsible for obtaining a new easement and extending the existing 8-inch water line from the Cable Research Area. The installation of a distribution main along the project frontage will also be required in either circumstance. This is considered a potentially significant impact. The existing reclaimed water line will need to be inspected prior to use</p>			

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<p>and realigned according to the site's road configuration. EDUHSD may choose to supplement this source of water for irrigation purposes (approximately 100 acre-feet / year).</p> <p>Annexation to the EID, or some other contractual arrangement for service will be required prior to construction of the project. A number of substantial infrastructure improvements would be required prior to the water system's installations. The system's installation will require the acquisition of new easements, and would involve off-site improvements, not analyzed in this EIR. This is considered a potentially significant impact.</p>			
<p>4.10.2 Wastewater Service</p> <p>The proposed school facilities are anticipated to generate approximately 11,000 gallons per day (gpd) of wastewater flows, based on standard EID wastewater generation criteria (5 gpd per capita). Subject to the infrastructure improvements required as part of this project, the El Dorado Hills Wastewater Treatment Plan may have the capacity to process project generated wastewater. Impacts resulting from the Proposed Project will come in the form of extending the collection system out to the school site and could represent a potentially significant impact. Furthermore, the extension of sewer facilities may allow for additional growth in the project area by providing a sewer line where one currently does not exist.</p> <p>As discussed under the Wastewater Service setting, the project area currently lacks a sanitary sewer system. Two options are available to the EDUHSD for installing a sewer</p>	<p>PS</p>	<p>4.10.2 In order for the high school to obtain sewer service, the construction of a public collector sewer will be required to the satisfaction of EID. In addition, new sewer easements will be required. The design of the public trunk sewer shall be coordinated with and approved by EID. All sewer easements, once acquired, shall be dedicated to EID. Prior to the submittal of any improvement plans, an approved Facility Plan Report will be required to meet the satisfaction of the EID. The development of this property will require the payment of additional sewer facility capacity charges. (Cindy Megerdigian, 2001).</p> <p>Implement Mitigation Measure 4.10.1b, in order to include the subject property into EID's service area.</p>	<p>LTS</p>

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<p>system. First, EDUHSD could obtain an easement for the extension of a sewer line from Lift Station 3 in the El Dorado Hills Business Park. This option would involve the installation of a regional Lift Station to convey wastewater to the Business Park. The second option would involve connecting into the planned Valley View development via a gravity main or lift station. This option is highly contingent on the project site's grading. In both cases, the mains would need to be sized accordingly prior to installation. Regardless of the preferred option, the EDUHSD would need to dedicate a new easement for the installation of a sewer line and lift station.</p>			
<p>4.10.3 Solid Waste Service</p>	LTS	None recommended.	LTS
<p>It is anticipated that the project will utilize solid waste collection services currently provided by El Dorado Disposal Services Inc., however, a new contract for services would need to be developed. As previously described, solid waste generated by the project would be trucked to the Lockwood Landfill Site, in Reno Nevada, which has considerable capacity. Average solid waste generation rates established by the National Solid Waste Management Association indicate that the proposed high school would be expected to generate a total of about 2.2 tons of solid waste per year (1 pound/person/day assuming a 180-day school year). No solid waste service impacts are anticipated.</p>			
<p>4.10.4 Electricity, Natural Gas, and Telecommunications.</p>	PS	<p>4.10.4a The EDUHSD will be required to work with PG&E to determine an accurate estimate of the project's potential gas needs. This will give PG&E the necessary</p>	LTS
<p>The project site currently lacks electrical, natural gas, and</p>			

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<p>telephone infrastructure facilities. The EDUHSD will be required to coordinate with Pacific Gas & Electric and Pacific Bell regarding the connections to the school. PG&E has expressed that gas and electrical service are currently provided to the Wetsel-Oviatt Lumber Mill by way of a 6-inch high pressure gas main and 12 kV electrical transmission line. A distribution line would need to be constructed to connect into the existing 12 kV transmission line. This would satisfy the high school's electricity needs. As discussed in the setting section, the existing 6-inch currently is restricted to a 2 pound service pressure. This service pressure would be below the typical 5 pound service pressure recommended for high school facilities. As a result, the existing service system would be inadequate in providing gas service to the high school. This is considered a potentially significant impact.</p> <p>Pacific Bell Telecommunications provides telephone service to the project area. The project site currently lacks any telephone lines to serve the Proposed Project. For telephone service to be available to the high school, the EDUHSD will need to coordinate with Pacific Bell for the extension of service. This is considered a potentially significant impact.</p>	4.10.4b	<p>time to plan for future capacity needs and locate specific sites for gas main extensions. In addition, EDUHSD shall work together with PG&E to coordinate construction activities and to devise a financial agreement, so that the appropriate funding is available to construct the needed infrastructure improvements.</p> <p>The EDUHSD will be required to work with Pacific Bell to plan for future service needs and locate specific sites for phone line extensions. In addition, EDUHSD shall coordinate construction activities with Pacific Bell and devise a financial agreement, so that the appropriate funding is available to construct the needed improvements.</p>	
4.10.5 Law Enforcement	PS	4.10.5	LTS
<p>The El Dorado County Sheriff's Department will provide law enforcement services to the project site. In discussions with staff, the project may impact service standard levels, however, these impacts are expected to be insignificant. To assist in reducing crime levels and the strain on law enforcement resources, the project should be</p>		<p>Prior to the adoption of the high school facility site plan EDUHSD will consult with the El Dorado County Sheriff's Department. The consultation and coordination will involve the integration of facility design criteria into the site plan to improve student and faculty safety. The design criteria should include: (1) multiple external phone line connections to the Sheriff's Department, (2) a multi-functioning Public Address</p>	

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<p>designed with safety as a prime consideration in consultation with the Sheriff's Department. This is considered a potentially significant impact. This impact would be reduced to a level of less than significant with the adoption of the following mitigation measure.</p>		<p>(PA) system, (3) tinted classroom windows, (4) overall school design layout that promotes flows for evacuation and limits bottlenecks, (5) large gathering buildings (i.e. library or cafeteria) need a minimum of 4 exit points, and (6) the school's perimeter shall be designed to limit random access.</p>	
<p>4.10.6 Fire Protection</p> <p>The El Dorado Hills Fire Department would provide fire protection services to the project site with automatic aid from other local Fire Districts and Department (see Fire Protection Discussion). The two closest fire stations are Station 85 located 7 miles north of the proposed school site and the yet to be constructed station in the El Dorado Business Park located 3 miles north of the school site. Development of the Proposed Project site will be subject to specific fire protection standard review and implementation of any conditions deemed appropriate by the district. Without the incorporation of specific building and circulation design features into the project's site plan, the Proposed Project could result in a potentially significant impact to existing fire protection services and student safety. With incorporation of fire protection measures, discussed in Mitigation Measure 4.10.6, into the design of the project, this impact would be reduced to a level of less than significant.</p>	<p>PS 4.10.6</p>	<p>The design features of the school site shall include a hydrant system and fire access roadways to within 150 feet of every building or in accordance with state fire code. Each building within the high school complex shall be equipped with a NFPA 13 fire sprinkler system as required by state fire code, a fire alarm system to monitor the fire sprinkler system, and provide multiple locations for emergency evacuation. The District will consult with the El Dorado Hills Fire Department regarding design of traffic circulation, emergency access, and the parking management plan required under Mitigation Measure 4.3.3.</p>	<p>LTS</p>
<p>4.10.7 Parks and Recreation</p> <p>The El Dorado Hills Community Services District currently has no recreational facilities within the vicinity</p>	<p>LTS</p>	<p>None recommended.</p>	<p>LTS</p>

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<p>of the Proposed Project. The Proposed Project would provide for additional recreational opportunities within areas south of Highway 50 including a sports stadium and numerous playing fields. As a result, the Proposed Project would have a beneficial impact on the service area by providing additional recreational opportunities for near-by residents and relieving the stress on other heavily utilized recreational areas.</p>			
4.11 HAZARDS AND HAZARDOUS MATERIALS			
4.11.1 Hazardous Substances Impact	LTS	None recommended.	LTS
<p>The Phase I Environmental Site Assessment completed for the Proposed Project site by Youngdahl Consulting Group, Inc. determined that there were no indications of the presence of any hazardous substances on or near the project site. In addition, the California Department of Education process which involves a review by DTSC of the Phase I report and a determination made by DTSC as to the suitability of the site for a school campus based on hazardous materials conditions. The DTSC determined that there were no hazardous materials conditions on the site, which would pose a threat to human health or the environment for any land use.</p>			
4.11.2 Hazardous Substances Impact	LTS	<p>4.11.2 Prior to construction of the project the District will review surrounding land uses and if there are significant changes the District will commission a Phase I Environmental Site Assessment. That Assessment would be completed to determine if surrounding land uses at that time pose a threat to the project site due to hazardous materials storage,</p>	LTS
<p>Land uses in the area surrounding the Proposed Project site could change prior to construction of the school complex in the year 2015.</p>			
<p>Due to the planning process and regulatory environment surrounding the siting of industrial facilities adjacent to</p>			

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>existing or planned school sites, no impact should result from future uses of adjacent industrially zone property. In addition, the regulatory agencies having jurisdiction over industrial facilities do have the authority to issue corrective measures to ensure that any hazardous emissions or handling of hazardous materials and wastes are reduced to levels that do not constitute an actual or potential endangerment of public health or the environment. This considered a less than significant impact.</p>	<p>According to the Phase I Environmental Assessment conducted as part of the Proposed Project, the proposed site was determined not to be a current or former hazardous waste disposal or solid waste disposal site, does not contain a pipeline that carries hazardous substances, and is not located within one-quarter mile of a facility with hazardous emissions or that handles hazardous or acutely hazardous materials or wastes. For these reasons, this impact is considered less than significant. However, it is recognized that the adjacent lands are currently designated Industrial and Research and Development under the El Dorado County General Plan. Since the school site is not scheduled for construction until 2015, its likely the land uses in these two areas could change, however, the extent of change is not currently known. For this reason, it would be speculative for the District to place any assumptions on future land use and associated hazardous materials.</p>	<p>generation or releases.</p> <p>If the Phase I Assessment determines that any industrial facilities have been constructed or have been permitted for construction within one-quarter mile of the school site, the District should consult with the owner of the facility and the regulatory agencies with jurisdiction over the facilities to determine if the facilities processes (hazardous materials storage and use, hazardous waste generation, hazardous emissions) pose a threat to the public health of persons who would attend or be employed at the school. If the potential exists for a threat to public health from the facilities then a Health Risk Assessment shall be completed to determine if an actual endangerment of public health to persons who would attend or be employed at the school exists. If the Health Risk Assessment determines that an actual threat to public health exists, then the District will implement the appropriate measures, as determined by the Health Risk Assessment, to reduce any impacts to a less than significant level. (Recommended)</p>	<p>The District realizes that future adjacent land uses</p>

Less than Significant = LTS

Potentially Significant = PS

Significant = S

Significant and Unavoidable = SU

TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
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may change according to the General Plan land use designations, and therefore shall implement the following recommended mitigation measure.

Less than Significant = LTS

Potentially Significant = PS

Significant = S

Significant and Unavoidable = SU

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION		MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>4.11.3 Hazardous Substances Impact</p> <p>Minor amounts of hazardous substances, such as cleaning, maintenance and landscaping supplies may be stored and used in and around the proposed school site once it is developed. In addition, chemicals related to school activities, such as a science laboratory, may be stored and used at the site. The risk of explosion or release of any of these substances is minimal.</p>	PS	4.11.3	<p>Any hazardous substances used at the site for cleaning, maintenance and landscaping will be stored in a manner that complies with all applicable codes and ordinances, laws, or other pertinent requirements. Chemicals used in the school itself, such as science laboratory supplies, are typically stored according to guidelines set forth in the Department of Education's <i>Science Safety Handbook</i> in order to minimize accidental releases. A list of chemicals to be stored and used at the proposed school will be submitted to Fire and Life Safety at the Department of the State Architect (DSA) for review prior to occupancy.</p>	LTS
<p>4.11.4 Exposure of Individuals to Asbestos Containing Dust Impact</p> <p>Youngdahl Consulting Group, Inc. concluded in their Geotechnical Engineering Study (June 2001) that "Based on their site exploration and laboratory tests results, no asbestos is present around the project site and should not effect proposed site development." However, subsurface bedrock in areas of the project site not tested by Youngdahl may contain Serpentine rock. When serpentine rock is broken or crushed, asbestos may be released from the rock and may become airborne for long periods of time, causing a potential health hazard.</p>	PS	4.11.4	<p>Federal and California laws address the health risks of exposure to asbestos and asbestos-containing materials. The El Dorado County Air Pollution Control District (APCD) plays a vital role in the current asbestos-containing serpentine rock issue. The District is responsible for implementing and enforcing Title 17 Section 93106 of the California Code of Regulations, Asbestos Airborne Toxic Control Measure, Asbestos-Containing Serpentine. El Dorado County has an ordinance in place regarding asbestos and dust protection. El Dorado County also has a Prescriptive Standard for Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan, which is authorized pursuant to APCD Rule 223, "fugitive dust", Rule 205, "nuisance", and El Dorado County Ordinance 4548 (April 2000).</p> <p>Under the County Asbestos and Dust Protection Ordinance (Chapter 8.44) an Asbestos Hazard Dust Mitigation Plan will be required. The Plan shall include practices to be followed to eliminate, to the</p>	LTS

Less than Significant = LTS

Potentially Significant = PS

Significant = S

Significant and Unavoidable = SU

TABLE 2-1
 SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
----------------------	---	---------------------	--

greatest extent possible, the emission of fugitive dust from grading, excavation and construction activity. In addition, the El Dorado County Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan, April 17, 2000 shall be complied with and available at the project site.

Less than Significant = LTS

Potentially Significant = PS

Significant = S

Significant and Unavoidable = SU

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>4.11.5 Exposure of Individuals to Wildland Fires Impact</p> <p>Wildland fires present a serious safety issue in the area. Construction of the Proposed Project may introduce potential sources for fire. During construction, equipment and vehicles may come in contact with wildland areas and accidentally spark and ignite vegetation. The use of power tools and acetylene torches may also increase the risk of fire hazard. This risk is similar to that found at other construction sites.</p>	PS	<p>4.11.5 The School District will submit development design plans to the State Fire Marshall.</p> <p>In addition, the School District will ensure, through the enforcement of contractual obligations, that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.</p>	LTS
<p>4.11.6 Hazards Impact</p> <p>The Wetsel-Oviatt Road will be relocated as a part of the Proposed Project to a location along the northern site boundary. This relocated road will become the access to the proposed school complex. The road will also be the road used by the Wetsel-Oviatt Lumber Company for their trucks to haul logs and other related products. Three incidents have occurred in the past four years where trucks have gone off Wetsel-Oviatt Road and overturned in the area of the project site. In addition, the use of the road for both semi-trucks and traffic associated with the school (buses, teachers, students, parents) may be unsafe.</p>	PS	<p>4.11.6 Under existing conditions, the joint use of Wetsel-Oviatt Road for a high school access road and a truck hauling road are not compatible uses with regard to safety issues. This is a significant and unavoidable impact prior to mitigation. However, with roadway improvements and the relocation of Wetsel-Oviatt Road this impact will be reduced to less than significant.</p>	LTS

Less than Significant = LTS

Potentially Significant = PS

Significant = S

Significant and Unavoidable = SU

CHAPTER 3.0

WRITTEN COMMENT LETTERS

CHAPTER 3.0

WRITTEN COMMENT LETTERS

LIST OF COMMENTORS

Letter	Individual or Signatory	Affiliation	Date Received
<i>Public Agencies</i>			
1	T. J. Clark	California Highway Patrol	November 9, 2001
2	Larry L. Eng	California Department of Fish and Game	December 4, 2001
3	Chuck Collins	El Dorado County Department of Transportation	December 14, 2001
4	Roseanne Chamberlain	El Dorado County Local Agency Formation Commission	December 14, 2001
5	Gerri Silva	El Dorado County Environmental Management Department	December 19, 2001
6	Wayne Lowery	El Dorado Hills Community Services District	January 1, 2002
7	Susan M. Merritt	El Dorado County Indian Council Inc.	February 4, 2002
8	David Westsmith	Latrobe School District	February 4, 2002
9	Jeffrey Pulverman	California Department of Transportation	March 4, 2002
10	Fred H. Russell	El Dorado Hills Fire Department	March 7, 2002
11	David Westsmith	Latrobe School District	March 22, 2002
12	Roger P. Trout	El Dorado County Planning Department	March 25, 2002
13	Walter N. Jukes / George Sanders	Solid Waste/Hazardous Materials Division El Dorado County Department of Environmental Management.	March 25, 2002

3.0 WRITTEN COMMENT LETTERS

Letter	Individual or Signatory	Affiliation	Date Received
14	Nancy A. Haley	U. S. Army Corps of Engineers	March 27, 2002
<i>Community Members and Organizations</i>			
15	John Dunlap	Adjacent resident	Letters through January 18, 2002
16	Mr. And Mrs. Andreas Schildt	Residents	February 4, 2002
17	Barbara and Alan Leclerc	Residents	February 4, 2002
18	Denise McAdam	Resident	February 4, 2002
19	Mr. and Mrs. John Merritt	Residents	February 4, 2002
20	Patrick E. Trapp	Resident	February 4, 2002
21	John Diepenbrock	Diepenbrock Law Firm	February 4, 2002
22	Sue Olmstead	Resident	February 5, 2002
23	Tony Richards	Resident	February 5, 2002
24	Harriett B. Segal	El Dorado Hills Resident	February 5, 2002
25	Philip J. Calef	Resident	February 5, 2002
26	Goldie Lasswell	Resident	February 5, 2002
27	Bobbie Leclerc	Resident	February 13, 2002
28	Marian Soldano	Resident	February 14, 2002
29	Philip J. Calef	Resident	March 9, 2002
30	Janice Wickham	RPA Realities For: DST Systems, DST Output, and DST Innovis	March 20, 2002

3.0 WRITTEN COMMENT LETTERS

Letter	Individual or Signatory	Affiliation	Date Received
31	John V. Diepenbrock	Diepenbrock Law Firm	March 20, 2002
32	Cecil L. Wetsel, Jr.	Wetsel-Oviatt Lumber Company	March 28, 2002
33	Ellen Day	Taxpayers Association of El Dorado County	March 28, 2002

LETTER 1

State of California—Business, Transportation and Housing Agency

GRAY DAVIS, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

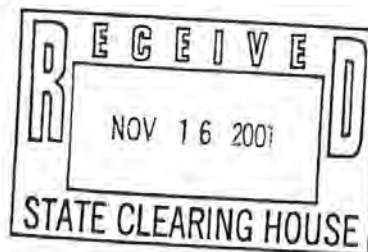
3031 LoHi Way
Placerville, CA 95667
(530) 622-1110
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



November 9, 2001

File No.: 245.9832.01-026

*Clear
12/10/01
e*



State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Reference: SCH #2001072007

The Placerville Area of the California Highway Patrol (CHP) recently reviewed a draft Environmental Impact Report (EIR) with the above-listed State Clearinghouse number. This EIR discusses the potential impacts of a proposed high school campus of Latrobe Road in southwestern El Dorado County. This office has traffic law enforcement jurisdiction in the area of the proposed project, and our review of the EIR concentrated on the potential traffic safety impacts.

The draft EIR accurately identifies several potential traffic problems that would result from the proposed project. In particular, the CHP has concerns with the volume of heavy truck traffic on Wetsel Oviatt Road, the prevailing traffic speed and limited sight distances on Latrobe Road, and the unsignalized intersection of these two highways. Given the anticipated residential development in the project area and the increase in traffic volumes, the CHP believes the proposed traffic mitigation measures contained in the draft EIR are essential to ensure that traffic safety is not compromised. In particular:

- Sight distances on Latrobe Road must be improved in the vicinity of the project.
- The intersection of Latrobe Road and Wetsell-Oviatt Road must be signalized prior to the opening of the proposed high school.


It is also noted that Wetsell-Oviatt Road is currently a private road with no speed limit. A traffic and engineering survey will be conducted to establish a speed limit on this road; and the CHP believes this survey must consider the volume of heavy truck traffic adjacent to the proposed high school as an "unusual condition" in argument of reduced speed zoning.

1-1



State Clearinghouse
Page 2
November 9, 2001

If you have any questions or require additional information, please contact Sergeant Greg Hamway, Placerville Area, at (530) 622-1110.

Sincerely,

T. J. CLARK, Captain
Commander

cc: CHP Office of Special Projects

LETTER 2

STATE OF CALIFORNIA - THE RESOURCES AGENCY

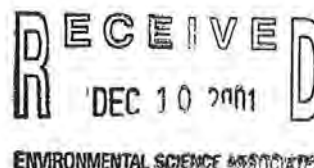
GRAY DAVIS, Governor

DEPARTMENT OF FISH AND GAME
SACRAMENTO VALLEY AND CENTRAL SIERRA REGION
1701 NIMBUS ROAD, SUITE A
RANCHO CORDOVA, CALIFORNIA 95670
Telephone (916) 358-2900



December 4, 2001

Ms. Marsha Perry Park
Environmental Science Associates
700 University Avenue, Suite 130
Sacramento, CA 95825



Dear Ms. Perry Park:

The DFG has reviewed the El Dorado Union High School District Proposed Sixth High School Draft Environmental Impact Report (DEIR) (SCH # 2001072007). The project site is located approximately four miles south of Highway 50 and west of Latrobe Road in western El Dorado County. The project proponent wishes to acquire and develop a high school on 65 acres of a 215-acre parcel.

On page two of our letter dated July 26, 2001 in response to the Notice of Preparation for this DEIR, we recommended that the DEIR describe all fish and wildlife resources on the site as well as identification of wetlands, vernal pools and intermittent drainages that may occur within the project area. While the DEIR mentions five special-status species (including burrowing owls, Swainson's hawks, northwestern pond turtles, etc.) that may occur on the site, surveys have not been conducted to determine presence. In addition, the project applicant proposes to conduct a "wetland delineation prior to project construction to determine existence of wetlands." These surveys should have been conducted prior to issuance of the DEIR. It is difficult to ascertain the impacts of this project on sensitive wildlife resources without the pertinent information. Once the species surveys and wetland delineations are completed, the project could be modified, as described in the El Dorado County General Plan Policy Element 7.3.3.2 (Page 4.8-9 of the DEIR), to avoid or minimize impacts to fish and wildlife resources.

2-1

Another flaw of this DEIR is the contradictory statements within the document. For example, the document outlines site criteria developed by the California Department of Education for placement of new schools. Page 4.2-12 of the document states that the site is "free of any significant environmental constraints including but not limited to protected habitats or species, watercourses, wetlands or vernal pools." This statement seems premature given that no special status species surveys or wetland delineation have been conducted. It also contradicts statements made on page 4.8-1 which identifies the presence of wetland swales and on page 4.2-1 that identifies the presence of an ephemeral drainage and lower order drainage ways on the site.

2-2

Ms. Marsha Perry Park
December 4, 2001
Page Two

The DEIR also erroneously minimizes the impacts of cumulative impacts. On page 4.2-4, the DEIR identifies at least three large-scale future developments in close proximity to the proposed project that includes the Deer Creek Estates, and the Carson Creek Development. Yet, the DEIR states that no cumulative impacts are expected as a result of this 65-acre project. This project is, in fact, proposed to accommodate the two planned residential developments adjacent to the proposed site (page 6.2 of the DEIR). It is inappropriate to conclude that there is no cumulative impact based upon its consideration "with other new school facilities" (page 6-3 of the DEIR). The growth-inducing and biological impacts from this project and the adjacent planned developments, are cumulatively significant. For example, the ephemeral drainage and swales located on the project site filter water that ultimately ends up in Deer Creek, which is less than one mile from the project site. The potential for changes in surface water hydrology, and water quality resulting in impacts to the aquatic resources, permanent streams, intermittent drainages and wetlands within the watershed of the subject project should be evaluated and mitigated in the environmental document for the project. The DFG is particularly concerned with the cumulative impacts of runoff from the increase in impervious surface area resulting from the project. It is important that the post-project hydrologic regime allow for the continued viability of the aquatic resource, while addressing increased runoff from the project.

2-3

The project applicant is advised that Notification to the DFG is required, pursuant to Fish and Game Code Section 1600 et sec., for proposed projects that may:

- Divert, obstruct, or change the natural flow or the bed, channel or bank of any river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into any river stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams and water courses.

Subsequent to notification, if the DFG determines that your proposed project or activity could have substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required. The resource protection conditions which are made a part of the LSAA are subject to California Environmental Quality Act

Ms. Marsha Perry Park
December 4, 2001
Page Three

(CEQA) review and should be included in the environmental document prepared for your project. These conditions may include, but are not limited to, the following:

1. Protection and maintenance of the riparian, wetland, stream or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.
2. Provisions for the protection of fish and wildlife resources at risk that consider various life stages, maintain migration and dispersal corridors, and protect essential breeding (i.e., spawning, nesting) habitats.
3. Delineation of buffers along streams and wetlands to provide adequate protection to the aquatic resource. No grading or construction activities should be allowed within these buffers.
4. Placement of construction materials, spoils or fill, so that they cannot be washed into a stream or lake.
5. Prevention of downstream sedimentation and pollution. Provisions may include but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution.
6. Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should utilize native vegetation.

Early notification to the DFG is recommended in order to determine the need for a LSAA. Specific conditions in the LSAA may include site-specific conditions for construction activities and timing. Any work subject to the LSAA may not be initiated until certification of the CEQA document and payment of the appropriate fees. Obtaining a LSAA does not satisfy the requirements of either the state or federal Endangered Species Act. Please contact the Sacramento Valley-Central Sierra Region for a notification packet and fee schedule for a LSAA.

Ms. Marsha Perry Park
December 4, 2001
Page Four

Thank you for the opportunity to review this project. If we can be of further assistance, please contact Ms. Terri Weist at (530) 644-5980 or Ms. Terry Roscoe, Habitat Conservation Planning Supervisor at (916) 358-2883.

Sincerely,



Larry L. Eng, Ph.D.
Assistant Regional Manager
Fisheries, Wildlife and Environmental Programs

cc: Ms. Terry Roscoe
Ms. Terri Weist
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

United States Fish & Wildlife Service
2800 Cottage Way
Sacramento, CA 95814

LETTER 3

COUNTY OF EL DORADO DEPARTMENT OF TRANSPORTATION



MAINTENANCE DIVISION:
2441 Headington Road
Placerville CA 95667
Phone: (530) 842-4909
Fax: (530) 842-9238

MATTHEW C. BOYER
Director of Transportation

Internet Web Site:
<http://co.el-dorado.ca.us/dot>

MAIN OFFICE:
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 821-5900
Fax: (530) 826-0387



December 14, 2001

Marsha Perry-Park
ENVIRONMENTAL SCIENCE ASSOCIATES
8950 Cal Center Drive
Suite 300
Sacramento, CA 95825

Subject: Draft Environmental Impact Report, El Dorado Union High School District
PROPOSED SIXTH HIGH SCHOOL

VIA: FAX (916-564-4501) and USPS

Dear Ms. Park,

Thank you for the opportunity for our DOT review of the draft Environmental Impact Report for the subject project.

We have the following comments:

TRAFFIC

1. Our earlier comment on the NOP regarding impacts to Highway 50 (below) appears to not have been addressed. It should be included, or at least noted, in the EIR if this will or will not be the case.

The NOP states the attendance of this new school would be primarily south of Highway 50. If this includes the Marble Valley and Cambridge Oaks residential projects, among other projects to the east, the traffic and circulation analysis will need to look at the impacts to Highway 50 due to the traffic from this developments attempting to access the school via Latrobe Road.

3-1

2. Our earlier comment on the NOP regarding the extension of Payen Road was partially addressed. The description of its location is incorrect. The correct location of this road extension is directly adjacent to the northern boundary of this parcel, from Latrobe Road to approximately the County Line. We would expect it to replace Wetsel-Oviatt Road when it is constructed and cause a revision to the school's access issues. These should be addressed in the report.

3-2

DEC 14 2001 12:10

Page 2
December 14, 2001
Draft EIR, 6th High School

3. The current approval for the Carson Creek Specific Plan shows nearly all of the residential uses in that project as senior housing. Therefore, it would be unlikely a significant amount of the High School traffic would be originating or ending there. This will make major changes to the trip distribution shown in the EIR. 3-3
4. Figure 4.2-1 – The Carson Creek Specific Plan is shown as commercial development. This is incorrect. It does not include significant commercial development. It is mostly a mix of residential, open space, and research and development uses. 3-4
5. Page 4.3-4, Under the White Rock Road section – Only those portions of White Rock Road near Latrobe Road are programmed to be widened as a part of the Latrobe Road project. 3-5
6. Page 4.3-5 – The discussion of the sight distance issues at the intersection of the proposed access road and Latrobe Road clearly describes an impact that is significant to safety and should be analyzed as a significant impact with the appropriate mitigation measure(s) proposed. 3-6
7. Page 4.3-5 – The discussion of the truck traffic on Wetsel-Oviatt Road is confusing and misleading. It appears the discussion is talking about “Logging” trucks, i.e., those carrying raw logs, not “Lumber” trucks, i.e., those carrying finished lumber products. Since this road is the only transportation route for the mill there will clearly be both inbound “Logging” trucks and outbound “Lumber” trucks. It appears the “Lumber” trucks, as well as other trucks such as wood chip trucks, have not been included in the discussion and need to be. 3-7
8. Page 4.3-10, Mitigation Measure 4.3.1 – The District’s participation in accomplishing the listed measures should be 100 percent. The County will not be a participant in mitigation requirements that are due only to the school’s impacts. These measures would not be required if the school was not constructed at this location. 3-8
9. Page 4.3-14, Table 4.3-5 – This table shows the intersection of the High School Entrance Road/High School Access operating at Level of Service (LOS) F. This should be analyzed as a significant impact with the appropriate mitigation measure(s) proposed. 3-9
10. Page 4.3-16, Mitigation Measure 4.3.2 – The EIR is incorrect on several of the sub items listed under this mitigation. Item (4): The District should be listed as the responsible party to insure this is done. Item (7): Since this is not going to be a County Maintained Road, the County has no jurisdiction on it and therefore cannot restrict parking on it. Items (8) and (9): The District should be listed as the responsible party. 3-10
11. Page 4.3-21, Table 4.3-6 – This table shows the intersection of Latrobe Road/Golden Foothill Parkway (S) (before mitigation) with less delay after the school is opened. This seems very unlikely and appears to be an error in calculations. 3-11
12. Page 4.3-22, first and second paragraphs – The EIR states the school district expects the 3-12

DEC 14 2001 12:40

EL DORADO CITY DIST

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Page 3
December 14, 2001
Draft EIR, 6th High School

County to construct improvements in advance of the school's need for the improvements. This is incorrect. The County may or may not construct the improvements in advance of the school's need to have them to mitigate the school's impact. The EIR needs to discuss the impacts, and needed mitigation measures, with the recognition that the school district may need to construct these improvements in advance of the County's schedules. Additionally, regardless of the schedule issues, the school district will need to fund these improvements on a "fair share" basis of their proportional impacts.

3-12

13. Page 4.3-22, Mitigation Measure 4.3.4 – See comments above regarding timing, cost sharing, and Payen Road location.

3-13

14. Page 5-21 – The description of the location of Saratoga Way across this site is completely wrong. Saratoga Way will be extended west from its existing terminus, parallel to Highway 50, to a connection with Iron Point Road in the City of Folsom. Wilson Way will be extended south through this site to connect to Saratoga Way at approximately the mid-point of the property near Highway 50.

3-14

15. Chapter 5.0 – The mitigation measures for the alternative sites refer back to those of the preferred site (Chapter 4.0). Most of those mitigation measures are site specific and as such make no sense for these alternative sites.

3-15

HYDROLOGY

1. Impact 4.5.1 and Mitigation 4.5.1, pages 4.5.10&11: County of El Dorado Resolution No. 67-95 (Drainage Manual) requires "Improvements which propose to increase storm water runoff from an upstream property shall be evaluated to determine if downstream conveyance facilities can accept and convey the runoff increases. ...If downstream facilities do not meet the criteria stated above, a detailed analysis shall be made to show that the downstream existing facilities can adequately accept the increased flows..." This is especially important as the project site is so near the Sacramento County Line, and coordination with Sacramento County must be included in the review of the drainage studies.

3-16

2. Mitigation 4.5.2.c, page 4.5-12: Replace "County storm water regulations" with "California Storm Water Task Force BMP Handbook for Commercial Projects".

3-17

If you have any questions or comments, don't hesitate to call me at (530)621-5931, or e-mail me at Ccollins@co.el-dorado.ca.us.

Sincerely,



CHUCK COLLINS
Associate Civil Engineer

cc: El Dorado Union High School District

LETTER 4

L A F C O

Local Agency Formation Commission

Serving the Area of El Dorado County

COMMISSIONERS

ROBERT SALAZAR (Chair)
City Member

ANN HUMPHREYS (Vice-Chair)
County Member

HELEN BAUMANN
County Member

RICHARD C. MAINE
Special District Member

ROBERT ELLIOTT
Special District Member

TOM DAVIS
City Member

AEDON MCANARD
Public Member

ALTERNATES

GARY COSTAMAGNA
Special District Member

RUSSELL CURRY
County Member

JAN MCKINSEY
Public Member

KATHY EISHMAN
City Member

STAFF

ROSEANNE CHAMBERLAIN
Executive Officer

THOMAS PARKER
Legal Counsel

SUSAN STAHMANN
Clerk to the Commission

2850 Pittman Court
Placerville, CA 95667

(530) 621-4330

FAX
(530) 621-2008

E-Mail
lafco@co.el-dorado.ca.us

web site
www.co.el-dorado.ca.us/lafco

December 14, 1998

RECEIVED

DEC 14 1998
COUNTY CLERK

Robert F. Walker, Facilities Administrator
El Dorado Union High School District
P.O. Box 1450
Diamond Springs, CA 95619

Subject: Draft Environmental Impact Report for the EDUHS District proposed Sixth High School

Dear Mr. Walker:

I have reviewed the Draft Environmental Impact Report submitted for the above referenced project. LAFCO will be a responsible Agency under CEQA for discretionary actions on the annexations and service extensions required for your project. LAFCO did not receive a Notice of Preparation for the Project. Our early comment and consultation would have been mutually beneficial.

The DEIR does not adequately address LAFCO's concerns as a Responsible Agency. The project site will require annexation for fire, water, sanitation and recreation related services. LAFCO boundary change actions are entirely discretionary and not determined by the school district's actions.

It may be helpful to review El Dorado LAFCO's policies and CEQA requirements as you continue your environmental review process. I would be happy to meet with you and your consultants in this regard and I am enclosing a list of factors that must be considered by LAFCO during its deliberations on subsequent annexation requests as well as EDLAFCO's CEQA Handbook.

I hope that these items assist with revisions needed to make the EIR adequate for LAFCO's use.

Project Description

The Executive Summary (Page 2) does not list LAFCO with other Governmental Agency approvals, although there is a reference to LAFCO on page 3-7. Additionally, the United States Bureau of Reclamation will conduct an environmental review and/or be a responsible agency to amend the El Dorado Irrigation District (EID) place-of-use (service area) for water. The USBR authorization for service is a pre-requisite for completion of EID annexations. The notation on page 3-7 states the High School District is required to file an application with LAFCO, however the District will have to receive approval of LAFCO and successfully complete the annexation/reorganization to receive the water and fire service needed to develop the project. It is generally useful to include annexation as part of the project description in such instances.

The description on page 3-3 notes that no use is proposed for 150 acres. This appears inconsistent with the California Department of Education SFPD 4.0 School Site Field Review in appendix A which notes the School District intends to sell the unused portion of the land. Annexation of 150 acres into El Dorado Irrigation District and El Dorado Hills County Water District (for fire protection) for no stated purpose and without environmental review will likely be considered a growth inducing impact by LAFCO.

4-2

Page 4.2-4 Environmental Analysis- Land Use: As part of the LAFCO review process, consistency with the County's General Plan must be considered. It is our understanding that the County's General Plan has been set aside by the court and that a few court-specified projects may proceed. It is our understanding that the subject project is not on that list, and may, therefore, be adversely affected by the current General Plan status. Therefore, the EIR needs to address General Plan consistency issues.

4-3

Page 4.2-15 Significant and Unavoidable Impacts on Agricultural Lands: LAFCO boundary change actions are required to consider impacts on agricultural lands. Decisions by LAFCO are entirely discretionary and not determined by the school district's actions. Note Government Code §56668 (e) and §56016.

4-4

Transportation and Air Quality, General comment: Government Code §56668 (b) requires review by LAFCO of the cost and adequacy of services whether or not the services would be provided by agencies subject to LAFCO.

4-5

In reviewing the public facilities and services sections of the EIR there are a number of important points to consider. These items are noted in the order in which they appear in the text of the document.

1. Page 4.10-1 notes that EID is the most "plausible" jurisdiction to provide potable water and sewer service (line 3) The project location is within the sphere of influence of EID. In LAFCO's sphere determinations, EID is designated as the future service provider for this area. Absent a sphere amendment, no other government agency could provide water and waste water service to your project. Please also note that EID itself does not annex property into their own jurisdiction. Annexation is a discretionary action of LAFCO (line 8).

4-6

2. Page 4.10-6: There is apparently some missing text between the first two paragraphs. Please also provide specific citations from other environmental and engineering documents noted in this paragraph that may include or account for the water needs of the proposed high school. In particular, relevant citations from environmental determinations made by other agencies for projected water needs for your project should be clearly referenced.

4-7

Under "conditions of approval for the proposed project," please add successful annexation into the boundaries of the El Dorado Hills County Water District and the El Dorado Irrigation District including authorization from the United States Bureau of Reclamation to amend EID's place-of-use for water.

3. Page 4.10-8: In the third line under El Dorado County Water District, a reference to the Department's "service area." Please clarify if this area is different from the agency's boundary. The El Dorado County Tax Rate Area report suggests that the parcel is inside the boundary of El Dorado County Water District, however mapping and other boundary records do not confirm this. Further research can clarify this discrepancy at the time an application for annexation is received.

4-8

4. Section 4.10.1 Water Supply states " Given the adequacy of surface water supplies, EID generally has the ability to provide a safe reliable supply of water to serve the project site, subject to improvements to the water distribution system. " It is our understanding that there are significant unanswered questions about the adequacy and safety of the EID water supply as outlined in the most recent EID Water Supply and Demand report and State Health restrictions related to the storage of treated water in open reservoirs. 4-9

The discussion of parks and recreation states the project area is within El Dorado Hills Community Services District. It is outside the boundaries of that agency and not included in it's sphere of influence. Absent annexation into the El Dorado Hills CSD, it is unclear who might administer or operate the potential joint use recreational opportunities noted. 4-10

Page 4.10-18 correctly notes in the first line that annexation to EID or "some other contractual agreement for service" will be required prior to construction of the project. All contracts for service outside of agency boundaries are subject to review and approval by LAFCO (Government Code §56133 and LAFCO policy 4.7.) 4-11

Mitigation Measure 4.10.1a suggests that the project is predicated on future environmental determination in order to receive water service. 4-12

Mitigation Measure 4.10.1 incorrectly states that the project is outside EID's sphere of influence. Annexation by LAFCO could include the parcel into the boundary of EID. We understand EID's internal service areas are subject to other constraints. 4-13

Page 6.1 Other Statutory Considerations: Please refer to the above discussion of General Plan consistency and growth inducing impacts. 4-14

Please contact me at your earliest possible convenience to discuss these concerns further. I will be happy to meet with you to review these or any other issues related to LAFCO actions.

Sincerely,



Roseanne Chamberlain
Executive Officer

attachments: CEQA Handbook
Government Code Section 56668

c:\shared\susan\projects\eduha_comment

Factors to be considered
in review of proposal

56668. Factors to be considered in the review of a proposal shall include, but not be limited to, all of the following:

(a) Population, population density; land area and land use; per capita assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.

(b) Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.

"Services," as used in this subdivision, refers to governmental services whether or not the services are services which would be provided by local agencies subject to this division, and includes the public facilities necessary to provide those services.

(c) The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.

(d) The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.

(e) The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.

(f) The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.

(g) Consistency with city or county general and specific plans.

(h) The sphere of influence of any local agency which may be applicable to the proposal being reviewed.

(i) The comments of any affected local agency.

(j) The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.

(k) Timely availability of water supplies adequate for projected needs as specified in Section 65352.5.

(l) The extent to which the proposal will assist the receiving entity in achieving its fair share of the regional housing needs as determined by the appropriate council of governments.

(m) Any information or comments from the landowner or owners.

(n) Any information relating to existing land use designations.

(Added by Stats. 2000, Ch. 761 [formerly Sec. 56841].)

District annexation; factors to consider
and adoption of resolution

56668.3. * * * If the proposed change of organization * * * or reorganization includes a city detachment or district annexation, except a special reorganization, and the proceeding has not been terminated based upon receipt of a resolution requesting termination pursuant to either Section 56751 or Section 56857, factors to be considered by the * * * commission shall include all of the following:

(1) Whether the proposed annexation will be for the interest of landowners or present or future inhabitants within the district and within the territory proposed to be annexed to the district.

(2) The commission's resolution making determinations.

(3) Any factors which may be considered by the commission as provided in Section 56668.

(4) Any resolution objecting to the action which may be filed by an affected agency.

(5) Any other matters which the * * * commission deems material.

(b) The commission shall give great weight to any resolution objecting to the action that is filed by a city or a district. The commission's consideration shall be based only on financial or service related concerns expressed in the protest. Except for findings regarding the value of written protests, the * * * commission is not required to make any express findings concerning any of the factors considered by the * * * commission.

* * *

(Renumbered and added by Stats. 2000, Ch. 761 [formerly Sec. 57079.5].)

Consideration of regional growth
goals and policies

56668.5. The commission may, but is not required to, consider the regional growth goals and policies established by a collaboration of elected officials only, formally representing their local jurisdictions in an official capacity on a regional or subregional basis. This section does not grant any new powers or authority to the commission or any other body to establish regional growth goals and policies independent of the powers granted by other laws.

(Added by Stats. 2000, Ch. 761.)

LETTERS
COUNTY OF EL DORADO
ENVIRONMENTAL MANAGEMENT DEPARTMENT



A. Morgan
Director

Environmental
Health Division

Air Pollution
Control District

Solid Waste &
Hazardous
Materials
Division

Vector Control
Division



ACERVILLE
OFFICE

50 Fairlane Ct.,
Building 'C'
Acerville, CA 95667

530.621.5300

530.642.1531

530.626.7130

SOUTH
LAKE TAHOE
OFFICE

Lake Tahoe Blvd.,
Ste. 303
South Lake Tahoe, CA
96150

530.573.3450

530.542.3364

December 19, 2001

Mr. Robert F. Walker
Facilities Administrator
El Dorado Union High School District
P. O. Box 1450
Diamond Springs, CA 95619

Subject: Draft EIR; Proposed High School #6
El Dorado Hills / Latrobe Area

Dear Mr. Walker:

The El Dorado County, Environmental Management Department is comprised of several divisions and each Division has responsibility for certain aspects of your proposed project. The comments contained within this correspondence relate to each of these Divisions.

Most environmental concerns are associated with elements of construction and/or site development. The comments relative to the Solid Waste and Hazardous Materials Division pertain to the use and storage of hazardous materials used either in the operation and maintenance of the facility or as deemed necessary in classes that relate to the many disciplines of industrial arts. As with other existing High Schools within the District, it will be necessary that proposed High School #6 file a Business Plan with this Division. The Business Plan is an element of the Certified Unified Program Agency (CUPA) Program.

5-1

A review of the air quality analysis conducted by ESA indicates a less than significant impact on the air quality in El Dorado County with the proposed mitigation measures for dust control (section 4.7.1a) and reduction of ROG and NOx (4.7.1b) with the use of ARB certified "PuriNOx". The Air Pollution Control District concurs with the air quality analysis provided by ESA.

5-2

A Fugitive Dust plan shall be submitted to the Air Pollution Control District prior to construction. It is also recommended that during the construction phase of the project all heavy equipment being utilized be at least 1996 or newer.

5-3

It was noticed in the documents that the Air Pollution Control District was not identified as an agency where permits may be required. It is the School District's responsibility to

5-4



424100
County of El Dorado
Environmental Management
2850 Fairlane Court
Placerville, CA 95667-4197

PRESORTED
FIRST CLASS



Mr. Robert F. Walker
Facilities Administrator
El Dorado Union High School District
P. O. Box 1450
Diamond Springs, CA 95619

ALMP 95619



Mr. Robert F. Walker
December 19, 2001
Page 2

contact the Air Pollution Control District for permitting requirements and any fees associated with construction.

5-4

Environmental Health will need to review the plans for the kitchen/cafeteria prior to the beginning of construction. The kitchen plans must be in compliance with The California Uniform Retail Food Facilities Law. A permit to operate the kitchen is required and must be obtained from Environmental Health. In addition the food manager must hold a Food Safety Certification from an Accredited State Program.

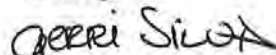
5-5

Environmental Health will need to review the plans for the pool/pool facility prior to beginning construction. The pool plans must be in compliance with The California Health and Safety Code and the Uniform Building Code. A permit to operate the pool is required and must be obtained from this Division.

5-6

If you have any questions, please contact the respective divisions at 530 + 621-5300.

Sincerely,



Gerri Silva, M. S.
Deputy Director

GS:jp

LETTER 6



EL DORADO HILLS
COMMUNITY SERVICES DISTRICT

January 10, 2002

Mr. Robert F. Walker
Facilities Administrator
El Dorado Union High School District
4675 Missouri Flat Road
PO Box 1450
Diamond Springs CA 95619-1450

RE: Proposed High School #6 Draft EIR

Bob:

I completed reviewing the Draft EIR for High School #6 last evening. This is intended as an informal response knowing that the official response deadline was last month. The only "critical" issue--regarding the jurisdiction of the El Dorado Hills Community Services District--I understand was addressed by Roseanne Chamberlain of the Local Agency Formation Commission.

- 1. On page 4.10-7 "Solid Waste Disposal" the EDHCSD is listed as the agency managing the franchise with El Dorado Disposal Service. However, the school site is outside of the District's boundary and that service would be managed by El Dorado County Environmental Management Department. 6-1
 - 2. On page 4.10-10 "Parks & Recreation" the EDHCSD is listed as the agency providing park and recreation services. Again, however, the school site is outside of the District's boundary and that service would be managed by El Dorado County General Services Department, Parks & Recreation Division. 6-2
 - 3. The El Dorado Hills Community Services District is contiguous with the EDUHSD High School #6 site at the northeast corner to the property. Our district is held a long cooperative relationship with the school district and would be interested in an annexation of the school site if there is mutual interest in expanding this relationship to this project. 6-3
- It may be appropriate for the EIR to address the possible annexation of the high school site to the EDHCSD ("Other Government Agency Approvals" page 3-7?) if this is desirable. The district could be added to any other annexation requirements that you may have. 6-4

Bob, if you have any questions or would like to discuss this further, please feel free to contact me directly at 916/614-3211.

Sincerely,

Wayne A. Lowery
General Manager

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JAN 11 2002

EDUHSD
FACILITIES

RECEIVED

Date: 1-31-02

FEB - 4 2002

County of El Dorado
Placerville Office
2850 Fairlane Court
Placerville, Ca 95667

EDUHSD
FACILITIES

RECEIVED
FEB - 4 2002
SUPT. OFFICE

LETTER 7

Application No: Proposed Sixth High School Site (Latrobe)

Owner/Agent Name: _____

Dear Planning Department:

Thank you for notifying the El Dorado County Indian Council concerning this project. We request the following be done in accordance with El Dorado County Planning Department Guidelines, CEQA, State, and Federal Historical preservation laws to insure preservation and protection of any Native American cultural resources found within the boundaries of this project:

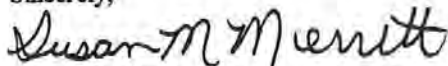
1. A record search through the Northern Central Information Center at California State University, Sacramento, to include;
 - a. A review of archaeological site maps to determine if recorded cultural resource(s) are located within the project.
 - b. Whether there is a potential for cultural resources within the project boundaries based on recorded site distribution patterns and/or historical accounts.
2. If this determination is positive, a phase one archaeological investigation including a systematic inspection of the ground surface should be carried out by a qualified professional archaeologist and a Native American consultant.
3. If prehistoric and/or historical remains are suspected, a professional archaeologist, professional historian (if deemed necessary) and a Native American consultant should be retained to evaluate more fully the resource. If human remains are detected during an archaeological survey, Federal protection laws and procedures concerning funerary sites become required.

7-1

The El Dorado County Indian Council Inc. requests *immediate notification* upon positive findings in any of the above mentioned categories.

After reviewing the necessary documents, we believe that this project may have Native American cultural resources. We are interested in being involved in this project. Please notify us on any further action on this project.

Sincerely,



Susan M. Merritt, Chair
Preservation Committee
El Dorado County Indian Council, Inc.
For immediate contact: (530)677-1983

El Dorado
County
Indian
Council
Inc.

530-647-0423

P.O. Box 564
El Dorado
California
95623



LETTER 8

LATROBE SCHOOL DISTRICT

7900 South Shingle Rd.
Shingle Springs, CA 95682



Miller's Hill Hawks



Latrobe School Bobcats

Interim Superintendent / Principal
David Westsmith

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FEB - 4 2002

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FEB 5 1 2002

EDUHSD
FACILITIES

SUPT. OFFICE

Board of Trustees
Lorraine Larson-Hallock, Chairman
Dennis Carroll, Clerk
Jim Bales, Member

Board Members
El Dorado Union High School District
P.O. Box 1450
Diamond Springs, CA 95619

January 29, 2002

RE: Proposed Acquisition of AP# 108-050-42 for the El Dorado Union High School District Proposed Sixth High School Site

Dear Board Members,

The Latrobe School District Board of Trustees (Board) recently became aware of the El Dorado Union High School District's proposed acquisition of Assessors Parcel (AP) number 108-050-42, located at the intersection of Latrobe Road and Wetsel-Oviatt Road, as a potential site for a future sixth high school. This parcel lies within the Latrobe School District. Unfortunately, due to apparent miscommunications and the timing of public noticing, this matter did not come to the attention of this Board until after the official closing date of the public notice comment period for the "El Dorado Union High School District Proposed Sixth High School, Environmental Impact Report" (EIR), dated October 2001. On January 22, 2002 the Board, at it's regularly scheduled meeting, discussed the potential impacts of the proposed high school site to the Latrobe School District. The following comments are a result of that discussion and as concurred by all Board members unanimously.

1. The school site is incompatible with the adjacent Research and Development, and Industrial Zoning.

Adjacent zoning to the proposed school site is Research and Development (RD) and Industrial (I). Uses allowed within these land use zones may include the use of hazardous materials or the generation of hazardous wastes or emissions. The siting of schools requires that the site not be within 1/4 mile of any facility that may generate hazardous waste and/or emissions. Although the EIR addresses the existing facilities, it does not address potential future use of adjacent parcels. The California Environmental Quality Act (CEQA) and health risk assessment practices categorize students as "sensitive receptors" with greater risks associated with potential hazardous wastes facilities. Locating a school next to RD and I zoned lands places "sensitive receptors" within less than 1/4 mile of a facility that may generate hazardous waste and/or emissions. This could adversely impact both the students and employees of the school

8-1

through the potential of exposure to hazardous materials and/or hazardous wastes. Conversely, the siting of the proposed school may adversely impact the future use of the adjacent industrial properties. Industry may be reluctant to use property located adjacent to a school. This would adversely impact future development within the designated RD and I zoned business park as planned within the El Dorado County (County) General Plan. The proposed school site parcel is not designated as such within the County General Plan. Not only is this industrial zoned land important to the economics of the County, but it is an important economic base for the Latrobe School District. Any impact which reduces the planned use of this industrial property will cause an adverse economic impact to the Latrobe School District. This proposed school site may be better suited as potential expansion of the industrial park rather than a school which would be an impediment to the future of the park.

8-1

2. Siting a High School in a remote area may be growth inducing.

The Board feels that the EIR did not adequately address the growth inducing impacts due to siting a high school in a remote area. In years past the rural community of Latrobe negotiated boundaries of non-residential buffer zones in order to be protected from urban encroachment due to the growth of El Dorado Hills. These buffer zones are along the southern border of the Valley View Specific Plan to the east, and the industrial park to the west of Latrobe Road. Schools can be growth inducing because parents often seek housing in close proximity to schools in order to allow children to walk or bike to school. This particular location would not be close to any residential development, thus all students will be required to either be bused or driven to school. Once a school is developed pressure will be placed on the County to allow residential development next to the school. This will especially be true should the placement of the school adversely impact the adjacent industrial areas. In addition, the siting of the school adjacent to an active cattle ranch may adversely impact the agricultural use of the land such that the owner may be more willing to sell to developers. These growth inducing impacts would directly impact the Latrobe School District in that additional students would be generated which the Latrobe School District facilities would not be prepared to accommodate.

8-2

3. Increased traffic along Latrobe and Wetsel-Oviatt Road pose a significant impact to public safety.

Wetsel-Oviatt Lumber estimates that currently 100 logging trucks per day use Wetsel-Oviatt and Latrobe Roads. Although the EIR addressed the typical traffic impacts it did not address the safety issue of mixing a large volume of teen drivers with so many large trucks in the same area. Although this may not directly impact the Latrobe School District facilities, it could adversely affect students and other members of the Latrobe community who also share these roads. The Board is concerned that such a mix of teen, inexperienced drivers and large trucks requiring a much greater braking distance, as well as the fact that accidents, even at low speeds, between a passenger car and a large truck often result in serious or fatal injuries. This safety concern should be reviewed and considered very carefully as it could pose a significant liability to the El Dorado Union High School District.

8-3

The Board understands and empathizes with the El Dorado Union High School District's need to plan for future school sites. However, given the significant concerns and potential impacts of siting the proposed sixth high school on this particular piece of property, the Board believes other alternative sites should be explored.

8-4

If you have any questions in regards to the Latrobe School District Board of Trustees' concerns please contact me, or the Board members, at the address below.

Sincerely,



David Westsmith
Superintendent
Latrobe School District
7900 South Shingle Road
Shingle Springs, CA 95682
(530) 677-0260 or (916) 933- 0423

cc: Board of Supervisors
El Dorado County
330 Fair Lane, Building A
Placerville, CA 95667

Planning Commissioners
El Dorado County Planning Department
2850 Fairlane Court
Placerville, CA 95667

State of California
Department of Education
School Facilities Planning Division
Fred A. Yeager
721 Capitol Ave.
P.O. Box 944272
Sacramento, CA 95814

Latrobe School District
Board of Trustees
7900 South Shingle Road
Shingle springs, CA 95682

LETTER 9

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO AREA OFFICE-MS 41
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 327-3859
FAX (916) 323-7669
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

March 4, 2002

02ELD0005
SCH #2001072007:
El Dorado Union High School District's Sixth High School
DEIR

Marsha Perry Park, Project Manager
ESA Associates
8950 Cal Center Drive, Suite 300
Sacramento, CA 95826

Dear Ms. Perry Park:

Thank you for the opportunity to comment on the El Dorado Union High School District's Sixth High School Project. Our comment is as follows

- The Traffic Impact Study (TIS) is inadequate. As the proposed project may impact traffic at the State Route 50/Latrobe Interchange, the TIS should provide a Level of Service (LOS) analysis for State Route 50, the ramps and ramp terminal intersections at this location. A merge/diverge analysis should be performed for freeway and ramp junctions, all analysis should be based on AM and PM peak hour volumes. The analysis should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the 1997 Update to the Highway Capacity Manual along with the Guide for the Preparation of Traffic Impact Studies should be used as a guide for the TIS. 9-1
- The TIS should incorporate the following scenarios: 9-2
 - Existing conditions without the project (current year).
 - Existing conditions plus any proposed phasing of the project.
 - Cumulative conditions (without the project).
 - Cumulative conditions (with project build-out).
- Mitigation measures should be identified where the project would have a significant impact. Caltrans considers the following to be significant impacts: 9-3
 - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
 - Vehicle queues at intersections that exceed existing lane storage.

- Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS:
- Project impacts that cause the freeway or intersection LOS to deteriorate beyond LOS E for freeway and LOS D for highway and intersections. If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.

9-3

Possible mitigation measures to consider include:

- Widening interchange ramps to increase capacity.
- Modifying ramp terminal intersections.
- Adding auxiliary lanes between interchanges.
- Increasing the ramp acceleration or deceleration lane length to improve merge/diverge operations.
- Adding signalization and ramp intersection geometric improvements at impacted interchanges.

- The analysis of future traffic impacts should be based on a 20 year planning horizon.
- Future transportation systems assumed for cumulative conditions should only include those improvements that are included in the most recent approved El Dorado County Regional Transportation Plan.

9-4

9-5

Please provide Caltrans with a copy of the revised TIS. If you have any questions regarding this comment, please contact Marlo Tinney at (916) 324-1382.

Sincerely,


JEFFREY PULVERMAN, Chief
Office of Regional Planning

C: Katie Shulte Joung, State Clearinghouse

LETTER 10



EL DORADO HILLS FIRE DEPARTMENT

990 LASSEN LANE, EL DORADO HILLS, CALIFORNIA 95762

TELEPHONE (916) 933-6623
FAX PHONE (916) 933-5983

March 7, 2002

Ms. Marsha Perry Park
ESA Associates
950 Cal Center Drive, Suite 300
Sacramento, CA 95826

Re: Proposed Sixth High School

Dear Ms. Park:

The Fire Department has reviewed the E.I.R. for the above-referenced project and submits the following comments:

1. This proposed site is shown to be served by a single roadway connecting to the main roadway that terminates at Latrobe Road. These single access roadways can be easily obstructed thus prohibiting emergency response equipment and personnel from accessing the site. The current E.I.R. fails to address the question, "Would the project result in inadequate emergency access?" The response of the Fire Department to this question is a resounding "Yes!"

10-1

Failure to mitigate this issue by providing additional access for circulation of traffic will endanger the health and welfare of the occupants of this site.

2. On page 4.3-17, the E.I.R. addresses the demands for parking facilities based upon the seating capacity (2,500) of the stadium. It also states that the actual number of parking spaces is approximately 200 spaces deficient. The E.I.R. goes on to mitigate this impact by creating a parking management plan. This plan could limit the maximum ticket sales or seat construction in the stadium to the availability of parking. The Fire Department has concerns with this plan. Specifically, who would develop, implement and manage the plan? When this plan fails due to a very large event, or multiple events the health and welfare of the occupants is endangered by not providing adequate parking facilities.

10-2

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MAR 11 2002

ENVIRONMENTAL SCIENCE ASSOCIATES

Ms. Marsh Perry Park
March 7, 2002
Page 2

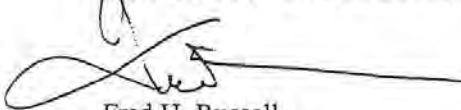
3. The current site plan fails to provide access for emergency response equipment and personnel to render medical aid to occupants in these remote athletic field areas.

10-3

I look forward to your response these critical issues. If you have any questions please do not hesitate to contact me.

Sincerely,

EL DORADO HILLS FIRE DEPARTMENT



Fred H. Russell
Fire Marshal

FHR:clc

FROM : EL DORADO UNION HIGH SCHOOL DI FAX NO. : 5306420287

Mar. 22 2002 02:21PM P2

LETTER 11

LATROBE SCHOOL DISTRICT

7900 South Shingle Rd.
Shingle Springs, CA 95682



Miller's Hill Hawks



Latrobe School Bobcats

CTM

Interim Superintendent / Principal
David Westsmith

RECEIVED

MAR 22 2002

Board of Trustees
Lorraine Larsen-Hallock, Chair
Dennis Carroll, Clerk
Jim Balcs, Member

March 19, 2002

EDUHSD
FACILITIES

Marsha Perry Park, Project Manager
ESA Associates
8590 Cal Center Drive, Suite 300
Sacramento, CA 95826

RE: Draft Environmental Impact Report, El Dorado Union High School District
Proposed Sixth High School

Dear Ms. Park,

The Latrobe School District Board of Trustees (Board) has reviewed the "El Dorado Union High School District Proposed Sixth High School, Environmental Impact Report" (EIR), dated October 2001. On March 19, 2002 the Board, at its regularly scheduled meeting, discussed the review of the EIR. The following comments are a result of that discussion and as concurred by the Board members.

4.2 Land Use

The school site is incompatible and inconsistent with the adjacent Research and Development, and Industrial Zoning.

Adjacent zoning to the proposed school site is Research and Development (RD) and Industrial (I). Uses allowed within these land use zones may include the use of hazardous materials or the generation of hazardous wastes or emissions. The siting of schools requires that the site not be within 1/4 mile of any facility that may generate hazardous waste and/or emissions. Although the EIR addresses the existing facilities, it does not address potential future use of adjacent parcels. The California Environmental Quality Act (CEQA) and health risk assessment practices categorize students as "sensitive receptors" with greater risks associated with potential hazardous wastes facilities. Locating a school next to RD and I zoned lands places "sensitive receptors" within less than 1/4 mile of a facility that may generate hazardous waste and/or emissions. This could adversely impact both the students and employees of the school through the potential of exposure to hazardous materials and/or hazardous wastes. Conversely, the siting of the proposed school may adversely impact the future use of the adjacent industrial properties. Industry may be reluctant to use property located adjacent

11-1

Marsha Perry Park, Project Manager
ESA Associates
Page 2

to a school. This would adversely impact future development within the designated RD and I zoned business park as planned within the El Dorado County (County) General Plan. The proposed school site parcel is not designated as such within the County General Plan. Not only is this industrial zoned land important to the economics of the County, but it is an important economic base for the Latrobe School District. Any impact which reduces the planned use of this industrial property may cause an adverse economic impact to the Latrobe School District. This proposed school site may be better suited as potential expansion of the industrial park rather than a school which would be an impediment to the future of the park. The EIR needs to address potential economic impacts as a result of the project.

11-1

Mitigation measure 4.2.1, which indicates, "... the District shall consider holding a hearing ... prior to the acquisition of the site" does not mitigate the impact as the high school district is not required to actually resolve the issue of incompatibility.

11-2

Mitigation measure 4.2.3, which indicates, "No mitigation necessary" does not address the identified "potentially significant impact" as it does not consider the future potential uses of the undeveloped industrial and RD land uses.

11-3

4.3 Transportation and Circulation

Increased traffic along Latrobe and Wetsel-Oviatt Road pose a significant impact to public safety.

Wetsel-Oviatt Lumber estimates that currently 100 logging trucks per day use Wetsel-Oviatt and Latrobe Roads. Although the EIR addressed the typical traffic impacts it did not address the safety issue of mixing a large volume of teen drivers with so many large trucks in the same area. Although this may not directly impact the Latrobe School District facilities, it could adversely affect students and other members of the Latrobe community who also share these roads. The Board is concerned that such a mix of teen, inexperienced drivers and large trucks requiring a much greater braking distance, as well as the fact that accidents, even at low speeds, between a passenger car and a large truck often result in serious or fatal injuries. This safety concern should be reviewed and considered very carefully as it could pose a significant liability to the El Dorado Union High School District.

11-4

5.0 Alternatives to the Proposed Project

The alternatives reviewed do not include an alternative site located within the proposed Valley View residential area which is the greatest contributor to growth and the need for the sixth high school site. Locating the school within the Valley View development should reduce the identified impacts to a lesser impact than the proposed project as well as each of the alternatives.

11-5

FROM : EL DORADO UNION HIGH SCHOOL DI FAX NO. : 5306420287

Mar. 22 2002 02:22PM P4

Marsha Perry Park, Project Manager
ESA Associates
Page 3

In addition, another alternative that should be reviewed is location of a school site within the Carson Creek proposed development area.

11-5

6.1 Growth Inducing Effects

Siting a High School in a remote area may be growth inducing.

The Board feels that the EIR did not adequately address the growth inducing impacts due to siting a high school in a remote area. In years past the rural community of Latrobe negotiated boundaries of non-residential buffer zones in order to be protected from urban encroachment due to the growth of El Dorado Hills. These buffer zones are along the southern border of the Valley View Specific Plan to the east, and the industrial park to the west of Latrobe Road. Schools can be growth inducing because parents often seek housing in close proximity to schools in order to allow children to walk or bike to school. This particular location would not be close to any residential development, thus all students will be required to either be bused or driven to school. Once a school is developed pressure will be placed on the County to allow residential development next to the school. This will especially be true should the placement of the school adversely impact the adjacent industrial areas. In addition, the siting of the school adjacent to an active cattle ranch may adversely impact the agricultural use of the land such that the owner may be more willing to sell to developers. These growth inducing impacts would directly impact the Latrobe School District in that additional students would be generated which the Latrobe School District facilities would not be prepared to accommodate.

11-6

In addition, the EIR does not indicate that the proposed project lies within the Latrobe School District boundaries and the district was not contacted for input relative to concerns or impacts of the EIR.

11-7

If you have any questions in regards to the Latrobe School District Board of Trustees' comments please contact me or the Board members at the address below.

Sincerely,



David Westsmith
Superintendent
Latrobe School District
7900 South Shingle Road
Shingle Springs, CA 95682
(530) 677-0260 or (916) 933- 0423



Miller's Hill Hawks

LATROBE SCHOOL DISTRICT
7900 South Shingle Rd.
Shingle Springs, CA 95682



Latrobe School Bobcats

Interim Superintendent / Principal
David Westsmith

RECEIVED
MAR 25 2002

Board of Trustees
Lorraine Larsen-Hallock, Chair
Dennis Carroll, Clerk
Jim Bales, Member

March 22, 2002

ENVIRONMENTAL SCIENCE ASSOCIATES

Marsha Perry Park
ESA Associates
8590 Cal Center Drive, Suite 300
Sacramento, CA 95826

RE: Correction to Latrobe School District's response regarding the EDUHS Proposed Sixth High School Draft Environmental Impact Report

Dear Ms. Park,

Please discard the existing page three of our response and replace it with the attached corrected page.

Sincerely,

A handwritten signature in black ink, appearing to read "David Westsmith".

David Westsmith
Superintendent
Latrobe School District

Marsha Perry Park, Project Manager
ESA Associates
Page 3

In addition, another alternative that should be reviewed is location of a school site within the Carson Creek proposed development area.

6.1 Growth Inducing Effects

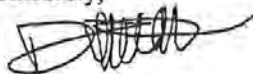
Siting a High School in a remote area may be growth inducing.

The Board feels that the EIR did not adequately address the growth inducing impacts due to siting a high school in a remote area. In years past the rural community of Latrobe negotiated boundaries of non-residential buffer zones in order to be protected from urban encroachment due to the growth of El Dorado Hills. These buffer zones are along the southern border of the Valley View Specific Plan to the east, and the industrial park to the west of Latrobe Road. Schools can be growth inducing because parents often seek housing in close proximity to schools in order to allow children to walk or bike to school. This particular location would not be close to any residential development, thus all students will be required to either be bused or driven to school. Once a school is developed pressure will be placed on the County to allow residential development next to the school. This will especially be true should the placement of the school adversely impact the adjacent industrial areas. In addition, the siting of the school adjacent to an active cattle ranch may adversely impact the agricultural use of the land such that the owner may be more willing to sell to developers. These growth inducing impacts would directly impact the Latrobe School District in that additional students would be generated which the Latrobe School District facilities would not be prepared to accommodate.

~~In addition,~~ The EIR does not indicate that the proposed project lies within the Latrobe School District boundaries and the district was not contacted for input relative to concerns or impacts ~~of the EIR~~ **due to the proposed project.**

If you have any questions in regards to the Latrobe School District Board of Trustees' comments please contact me or the Board members at the address below.

Sincerely,



David Westsmith
Superintendent
Latrobe School District
7900 South Shingle Road
Shingle Springs, CA 95682
(530) 677-0260 or (916) 933-0423



LETTER 12
EL DORADO COUNTY
PLANNING DEPARTMENT

2850 Fairlane Court
Placerville, CA 95667

<http://co.el-dorado.ca.us/planning>

Phone: (530) 621-5355
Fax: (530) 642-0508

March 25, 2002

Marsha Perry Park
Project Manager
ESA Associates
8950 Cal Center Drive, Suite 300
Sacramento, CA 95826

**RE: Comments on the El Dorado Union High School District's
Proposed Sixth High School Draft EIR**

Ms. Park:

The El Dorado County Planning Department requests that the following comments be considered in the preparation of the Final EIR for the EDUHSD Proposed Sixth High School.

1. The Transportation & Circulation section 4.3 does not discuss or address "Measure Y" impacts or considerations. This should have been part of the analyses since the voters passed the measure on November 1998, prior to the Draft EIR preparation. Measure Y included amendments to the County General Plan including Policy 3.2.1.5, 3.2.2.4, 3.2.2.5, 3.5.1.6.1 and 3.5.1.6.2. 12-1
2. The NPDES phase II water quality requirements may be implemented prior to the school being built. Since these new requirements are unknown, but will be applicable to new development once adopted, the Draft EIR should require adherence to the future standards. Otherwise, the future school construction and operation would have potential impacts on the implementation of the future NPDES phase II success. 12-2
3. The alternatives reviewed do not include an alternative site located within the proposed Valley View residential area, which is the greatest contributor to growth and the need for the sixth high school site. Consideration of locating the school within the Valley View specific plan may reduce the identified impacts to a lesser impact than the proposed project as well as each of the alternatives. 12-3
4. The EIR does not include an economic impact section. The economic impacts relative to potential impacts to the adjacent Industrial and R&D zoned lands should be addressed. We recognize that an economic analysis is not mandated by CEQA. However, the potential impact on the adjacent Industrial and R&D zoned lands cannot be over-emphasized. The future land uses on these properties will be significantly altered if this 12-4

site is acquired by the school district. Even if no school is ever built, potential industries may not choose to locate in El Dorado County due to the potential construction of a High School in this location. County land use decisions will be changed due to special considerations, which must be taken into account when certain uses are located near schools (existing or future). Such an impact would affect future property and sales tax revenues for local government and special districts. This type of impact can only be analyzed through an economic analysis.

12-4

5. The mitigation measures should be developed such that they actually facilitate mitigation by including a measurable action, time frames, and potential enforcement action(s). Some mitigation measures do not actually mitigate the impact, for example:

Mitigation measure 4.2.1, which indicates, "... the District shall consider holding a hearing ... prior to the acquisition of the site" does not mitigate the impact, as the high school district is not required to actually resolve the issue of incompatibility.

12-5

Mitigation measure 4.2.3, which indicates, "No mitigation necessary" does not address the identified "potentially significant impact" as it does not consider the future potential uses of the undeveloped Industrial and R&D land uses.

6. Impact 4.11 Hazards: Heliport

El Dorado County approved Special Use Permit S98-17 on December 10, 1998 for a new heliport to be used in conjunction with the Aerometals business in the El Dorado Hills Business Park on Assessor's Parcel Number 108-271-01 located at 3820 Sandstone Drive. Aerometals is a business related to the helicopter industry and the helicopter will be used in conjunction with their business. The parking lot of the facility serves as the takeoff and landing zone for Aerometals' McDonnell Douglas (Hughes) MD-500 helicopter. This heliport is approximately 9,000 feet from the proposed school site. The Draft EIR incorrectly states on page 4.2-10 that the "site is not within 2 miles of an airport runway or heliport." On page 4.11-6 the location of this heliport is not mentioned and needs to be disclosed in the Draft EIR.

12-6

The Final EIR should describe the location of the heliport and the potential hazards it represents.

7. The Draft EIR fails to disclose in Section 4.2.2 that the proposed school site is in the Rural Region of the El Dorado County General Plan. Figure 4.2-3 on page 4.2-6 is misleading in that the red line between the Low Density Residential/Rural Residential land use designations and all the other land use designations is supposed to depict the Community Region boundary. Figure 4.2-3 shows the proposed school site surrounded by the red line, but the school site is not within a Community Region.

12-7

Objective 2.1.1 of the General Plan states the following about the Community Region (the red line) "Purpose: The urban limit line establishes a line on the General Plan land

- use maps demarcating where the urban and suburban land uses will be developed. The Community Region boundaries as depicted on the General Plan land use map shall be the established urban limit line." The Final EIR should clarify that the proposed school site is not within the urban limit line established by the General Plan and should re-evaluate the growth inducing impacts of crossing an urban limit line. 12-7
8. The legend in Figure 4.2-4 incorrectly states that the RE-10 is "Estate Residential 1-10 acre min." The Final EIR should clarify that the legend should state that RE-10 is a 10-acre minimum. 12-8
9. Impact 4.11-2 states: "Land uses in the are surrounding the Proposed Project site could change prior to construction of the school complex in the year 2015." The Draft EIR presumes that the impact is potentially significant and offers one ineffective mitigation measure:
- "Prior to construction of the project the District will review surrounding land uses and if there are significant changes the District will commission a Phase 1 Environmental Site Assessment. That Assessment would be completed to determine if surrounding land uses at that time pose a threat to the project site due to hazardous materials storage, generation or releases." The Draft EIR concludes that the impact is "Less than significant" after mitigation.
- The preparation of a future study does not in and of itself mitigate the potential impacts from hazardous substances. At the very least, performance measures must be incorporated into the mitigation measure to mitigate the potential impact. Mitigation could include mandatory buffer requirements between the school and the location of hazardous substances by a quarter mile and separation of roadways to maintain distance between the school and the transport of hazardous substances. 12-9
- The potential impact from hazardous substances used by commercial and industrial operations in the adjacent Industrial zoned land and the adjacent Research and Development zoned lands is a significant and unavoidable impact. The mitigation measure proposed in the Draft EIR fails to mitigate the impact to a less than significant level.
- The Draft EIR should be revised and recirculated since new mitigation measures need to be prepared and distributed for public and agency comment.
10. The Draft EIR failed to analyze an adequate range of suitable alternatives. The Alternatives section of the Draft EIR did not consider surrounding hazardous substances (Impact 4.11-2) as a criterion for determination of the range of alternatives. Conducting a Phase 1 Environmental Site Assessment does not mitigate the location of hazardous substances in nearby Industrial or Research and Development zone districts. 12-10

Comments on Sixth High School Draft EIR
March 25, 2002
Page 4 of 5

The range of alternatives should have considered potential sites in the Carson Creek Specific Plan, the Deer Creek Hills site or an expanded size White Rock site.

Carson Creek is an approved specific plan for 1,700 dwelling units. However, it is currently required to be a senior housing development. There is one approved tentative map for 448 lots in the northern portion of the project (TM96-1317). The remaining portion of the Specific Plan does not have a tentative map approved. It currently depicts acreage for additional Research and Development zoning and Industrial zoning. The Specific Plan could be modified, subject to Board of Supervisors approval, to accommodate a high school site if the landowner would make the proposal. Even though the Carson Creek Specific Plan is approved as a senior community, it is feasible that the Plan could be amended. In such an amendment the location of a high school could be reviewed and could be sited adjacent to residential uses to serve as a buffer from the Industrial and R&D zoned lands.

12-10

Deer Creek Hills is located east of Latrobe Road and just south of the Valley View Specific Plan. If a school site is to be located in the Rural Region of the County, at least this site is adjacent to the future residential development within the Valley View Specific Plan.

The White Rock Road site could be expanded with additional acreage and serve as an appropriate school site. It would be near residential uses and easily accessible to most students by walking or bicycle. (See additional discussion below).

11. The Draft EIR states on page 5-8 under impact 5.2 that the "Development of the high school at the Alternative AB location would conflict with an existing Williamson Act Contract (APN 108-070-06). This is considered a **significant and unavoidable** impact."

This adjacent parcel is in Agricultural Preserve 71. However, on December 4, 2001 the Board of Supervisors certified that the Notice of Non-Renewal had been submitted and consistent with Board of Supervisors Policy C-12. The Notice of Non-Renewal was recorded (20010058946) on September 17, 2001. The property will roll out of the Williamson Act in nine years. Since the school is not anticipated for construction until after that date, the impact conclusion should be changed to less than significant. The White Rock Site Location Alternative should be reevaluated as a larger site, using the land currently under Williamson Act. The potential impacts determined to be "greater impacts than the Proposed Project" could all be mitigated to similar or lesser impact than the proposed project.

12-11

The Draft EIR should be revised and recirculated to include a larger acreage alternative at the White Rock location. This alternative could be the environmentally superior alternative.

12. Impact 4.4-5 does not adequately or clearly describe the potential impact from future industrial truck traffic on the school site. Future truck traffic could be a very significant

12-12

Comments on Sixth High School Draft EIR
March 25, 2002
Page 5 of 5

percentage of traffic on Wetsel-Oviatt Road due to the location of 248 acres of Industrial zoned land to the west with only Wetsel-Oviatt Road as an access. In addition, due to the terrain the truck traffic will utilize "jake braking" coming down grade and downshift and revving engines going up grade.

12-12

These factors are not clearly described in Section 4.4 of the Draft EIR. This is a potentially new significant environmental effect not disclosed in the Draft EIR. The Draft EIR should be revised and recirculated to address this impact.

The above comments demonstrates some of the concern that the Planning Department has over the adequacy of the Draft EIR. In a number of hearings before the Planning Commission, the proposed school site it was concluded that this site was not appropriate for a school.

For reference only, we have attached copies of the files related to the General Plan consistency findings (December 13, 2001) and PRC 21151.2 finding (January 10, 2002 and January 23, 2002) as also compiled in the February 6, 2002 letter to Robert F. Walker from the El Dorado County Planning Commission (signed by Lorraine Larsen-Hallock).

Please do not feel obligated to include the entire attachment into the Final EIR. However, we request that certain letters received during the process be included in the Final EIR. These certain letters are generally from various County Departments or residents in the area that may not have had notice of the extended comment period, or may have believed the letter sent to the Planning Department would also apply to the Draft EIR. Please include the following Attachments (see yellow tabbed attachments) in the Final EIR: 7, 10, 11, 13, 15, 16, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30 and 31.

12-13

Sincerely,



Roger P. Trout
Acting Principal Planner
(530) 621-5355

LETTER 13
COUNTY OF EL DORADO
ENVIRONMENTAL MANAGEMENT DEPARTMENT

RECEIVED
APR 01 2002

ENVIRONMENTAL SCIENCE ASSOCIATES

25 March 2002

Marsha Perry Park, Project Manager
ESA Associates
8950 Cal Center Drive, Suite 300
Sacramento, CA 95826

Subject: Draft EIR Response - Sixth High School Proposed Site

Attachment: El Dorado County Environmental Management
Memo dated January 31, 2002

DORADO
COUNTY



ENVIRONMENTAL
MANAGEMENT
DEPARTMENT

A. Morgan
Director

Environmental
Health Division

Air Pollution
Control District

Solid Waste &
Hazardous
Materials
Division

Vector Control
Division



SACRAMENTO
OFFICE

1770 Fairlane Ct.,
Building 'C'
Sacramento, CA 95667

530.621.5300
530.642.1531
530.626.7130

SOUTH
LAKE TAHOE
OFFICE

1400 Lake Tahoe Blvd.,
Ste. 303
South Lake Tahoe, CA
96150

530.573.3450
530.542.3364

Dear Ms. Park:

In reference to the attached memo from Walter Jukes to Mark Millard we have reviewed this memo and revised and reorganized our comments. The following comments reflect any present concerns and possible future requirements based on environmental codes and regulations.

A) On-site requirements or considerations – California Public Resources Code section 21151.8 requires that the planning activity for a new school verify the site is free from hazardous waste disposal, solid waste disposal, and above or underground pipelines carrying hazardous materials prior to purchase of the property. These evaluations of the current conditions appear to be complete and accurate.

13-1

Present - There are no known hazardous materials, wastes, or pipelines on the proposed high school property.

Future - The high school would generate, store, or use hazardous materials or wastes in quantities similar to other high schools and the management and permitting would be routine.

B) One thousand foot requirements or considerations – The only 1000 foot consideration reviewed in the regulations regards administering agency authority over a facility that is discovered to have a reasonably foreseeable threat of a

13-2

hazardous materials emission/release within 1000 feet of a school. The air district and the administering agency that discover a "reasonably foreseeable threat of release may require new or additional analyses to be performed at the facility and may issue immediate orders to prevent a release, pending a hearing.

13-2

Present – This is not a planning requirement for analysis of facilities during the EIR process.

Future – This would apply to future conditions discovered after such a facility, and an adjacent school, were both in operation.

- C) One-quarter mile requirements or considerations – The California Public Resources Code section 21151.4 requires coordination, consultation and written notification with any school within one-quarter mile of a new or modified facility which might emit hazardous fumes or handle acutely hazardous material. This code section does not preclude the siting or permitting of these facilities near a school, but does require the approval process to include the discussion, with school officials, of potential impact of the project on the school. This section does not require a new or expanding facility to perform the same consultation or notification for an adjacent vacant property owned by a school.

13-3

Section 21151.8 requires the planning for construction of a new school to include consultation with any existing facilities, within one-quarter mile, which might reasonably be anticipated to emit hazardous emissions or handle hazardous materials or waste. The governing board of the school district must then make a determination in writing that either, a) no such facility exists within one-quarter mile; or b) that the existing facilities do not and will not constitute an actual or potential endangerment of public health to the employees and students of the school. Alternately they may show that another agency having jurisdiction over the facility has required corrective measures, at the hazardous material handling facility, to mitigate the potential exposure prior to occupancy of the school.

Present – The current situation does not require any notifications regulated in this code section.

Future – Future hazardous material handling facilities will not require consultation or notification on adjacent R&D zone properties to the north of the proposed school site prior to the existence of a school. If a facility that handles hazardous materials does occupy the R&D area at the time a school construction Draft EIR is prepared then the school governing board must perform the coordination, evaluation, and determination listed above.

13-3

D) One half mile requirements or considerations –

One of the requirements during a hazardous material emergency is the formal notification of the school administrator for any school within one half mile of the incident. This requirement is for any hazardous material release or threatened release regardless of the type of hazard, quantity or other mitigating factors. Technically the Incident Commander at the scene of any fire, accident, injury, illness or natural disaster must notify the school if any hazardous materials are involved in the event. The notification requirement does not prescribe the action that must be taken by the school administrator. These notifications are not required to be made to any other type of adjacent or nearby business or facility.

13-4

Present – There are probably a few occasional accidents, fires, or other incidents on either Latrobe Road or at the Wetsel-Oviatt facility that do not require this type of notification at the present time only because of the absence of a school. The existing Cable Data Research Area is just beyond the one half mile area of concern.

Future - With any addition of industrial facilities in the R&D zoned area to the north of the proposed school site or with the existing Wetsel-Oviatt facility, there could be many such notifications required. The impact this would impose on the businesses would depend on the response by the school and the student families to these notifications.

E) Other requirements or considerations –

In the California Accidental Release and Prevention Program (CalARP), a business using a listed substance over the threshold amounts must perform a variety of special analyses and prevention measures. One of the businesses in the business park area to the north of the proposed school site currently has inventory just below this amount for one of the listed materials. One of the analyses that must be coordinated with the local schools is the Off-site Consequence Analysis (OCA). In order to qualify for even the lowest level of regulatory oversight in the CalARP program a business must certify that the "Worst Case" OCA produces a release with a toxic end-point distance shorter than the distance to "public receptors". These analyses frequently produce toxic end-points well beyond one half mile and sometimes even 3 to 5 miles.

13-5

Present – There are no facilities with chemical inventories or OCA requirements that need to coordinate with the proposed school site.

Future - If future such business were to build in the R&D zoned area adjacent to the north side of the proposed school property, or expand existing operations to include CalARP requirements, they would require coordination and a formal public review and comment period. The law does not exclude the siting of such a facility near a school. It would, however, require a heavier burden of training, process hazard analysis, mechanical integrity programs, management of change programs, reviews, audits, inspections and permits for the business. From a practical standpoint it would likely be difficult to overcome public pressure to prohibit such adjacent chemical activities where the toxic endpoint reaches an existing school site.

Respectfully,



Walter N. Jukes
Hazardous Material Specialist
Solid Waste/Hazardous Materials Division



George Sanders
Manager
Solid Waste/Hazardous Materials Division

LETTER 14



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922
March 27, 2002

RECEIVED
MAR 29 2002

ENVIRONMENTAL SCIENCE ASSOCIATES

Regulatory Branch (200200147)

Marsha Perry Park
Environmental Science Associates
8950 Cal Center Drive Suite 300
Sacramento, California 95826-3225

Dear Ms Perry Park:

I am responding to the Draft Environmental Impact Report for El Dorado Sixth High School. This project is located in Section 25, Township 9 North, Range 8 East, MDB&M, in El Dorado County, California.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

14-1

Any activity which is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will destroy or adversely modify the critical habitat of such species may require consultation with the United States Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS). Any activity which may affect historic properties listed, or eligible for listing, in the National Register of Historic Places must satisfy the requirements of the National Historic Preservation Act.

14-2


The range of alternatives considered in an EIR should include alternatives that avoid impacts to wetlands or other waters of the United States. These avoided areas should also include upland buffers. Every effort should be made to avoid project features which require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

14-3

-2-

We have issued identification number 200200147 to this action. Please refer to this number in any future correspondence concerning this project. If you have any questions, please write to Mr. Paul Maniccia, room 1480 at the letterhead address, or email Paul.M.Maniccia@usace.army.mil, or telephone 916-557-6704. We appreciate the opportunity to be included in your review process.

Sincerely,

A handwritten signature in cursive script that reads "Nancy A. Haley".

Nancy A. Haley
Chief, San Joaquin Valley Office

LETTER 15

file

RECEIVED

JAN 22 2002

EDUHSD
FACILITIES

January 18, 2002

Robert Walker
Facilities Administrator
P. O. Box 1450
Diamond Springs, California 95619-1450

RE: Proposed High School #6
on APN 108-050-42

Dear Mr. Walker:

I am a landowner and resident whose ranch land is immediately adjacent to your proposed site for a sixth high school on what is commonly known as the Sullivan property (APN 108-050-42). As well, my only access road runs through the Sullivan property and the ranch has used this road continuously for more than 100 years. For reasons unknown to me, I received no notice from your District office that a high school was proposed for this site, nor at any time have I ever been provided a copy of the Environmental Impact Report covering the project.

My property will be substantially impacted in a negative manner if a high school is built on the Sullivan property. Therefore, on the advice of counsel, I hereby request a continuance of the proceedings that have been commenced with respect to the proposed high school so that the District can supply me with a copy of the EIR and so that I may have a reasonable time to review it and respond.

I believe that the law requires the District to provide me with timely notice of the proposed plan and also provide me with a copy of the EIR. Since neither was done, I make the request for continuance in this letter.

Having received planning commission hearing notices, I have already expressed my concerns to the El Dorado County Planning Commission in regards to this project (copy of letters enclosed).

15-1

I would appreciate your immediate reply to my requests expressed in this letter.

Sincerely,



John E. Dunlap

Dunlap and Sons Ranch
6180 Dunlap Ranch Road
El Dorado Hills, California 95762
Phone: (916) 933-5862
E-mail: dunlapgang@cs.com

cc: Rusty Dupray, Supervisor, E.D.C
Delaine Easton, Superintendent, California Board of Education
William M. Wright, Attorney, E.D.U.H.S.D.
Robert Ferguson, Superintendent, E.D.U.H.S.D.
Lee H. Hughes, Trustee, E.D.U.H.S.D.
Judy A. Morris, Trustee, E.D.U.H.S.D.
Mary T. Muse, Trustee, E.D.U.H.S.D.
Tamara A. Overman, Trustee, E.D.U.H.S.D.
Steven J. Reed, Trustee, E.D.U.H.S.D.

LETTER 16

RECEIVED
FEB 5 1 2002
SUPT. OFFICE

Mr. and Mrs. Andreas Schildt
3325 Cothrin Ranch Road
Latrobe, CA 95682-9736

Board Members
El Dorado Union High School District
P.O. Box 1450
Diamond Springs, CA 95619

RECEIVED

January 30, 2002

FEB - 4 2002

EDUHSD
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Reference: Sixth High School Site

Recently, it has come to our attention that the school district is planning to purchase property for a future high school south of Latrobe Road near Wetzel-Oviatt Road. We have been in the Latrobe area since 1977 and are actively involved in the Latrobe Fire Protection District fire department. We are not in favor for this site for the following reasons:

The danger to wildland fires caused by smoking, pranks with matches will be a constant danger to the surrounding properties and homes. We are actively involved with the Latrobe Fire Department as fire fighters and have seen first hand the devastation that occurs during wildland fire season. Our local children and young people have been made aware of the danger involved in smoking, throwing cigarettes out of car windows, playing with matches, while young folks from urban area do not have that exposure and upbringing. The upbringing of student from urban areas is not compatible with student from our rural areas. We suggest you talk with Latrobe Fire Department.

16-1

The site is very isolated and not near students who would attend the school. The students would have to be driven, drive themselves or be bussed. The site is not and will not be within walking distance of any proposed subdivision.

16-2

The traffic along Latrobe Road will increase. What used to take us seven minutes to drive to Highway 50, now takes us about twenty minutes during morning and afternoon hours. This will increase with the development of the Valley View development and would greatly increase with a high school in this area. Take a look at the traffic jam along Ponderosa Road near Highway 50 when school lets out.

16-3

Currently, the Latrobe area (10 acres minimum parcels), are protected from the sprawling El Dorado Hills urban development by open space along the southern boundary of the Valley View Specific Plan to the east of the proposed site and the Industrial Park on the west side. The school site will cause a leapfrog growth effect to the rural Latrobe area that we do not like.

16-4

There are alternative sites available for your consideration. One is within the proposed Valley View subdivision close to homes and fire hydrants for fire protection. As a taxpayer in this school district, we object to the purchase for this 150 acres site.

16-5

And don't forget to talk with, not to, the local community folks, present what you are scheming and proposing.

Sincerely,

The Schildts

LETTER 17

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1-31-02

Dear Sirs,

I am writing in regards to the location of the proposed high school off of Latrobe Road. As a homeowner in the area, it would be great to have a high school close to our home, however, the location couldn't be worse.

First, the road is a small one lane (each way) curvey road, that has already seen many accidents. Knowing how high school kids drive, from experience, this alone would make me reconsider the area.

17-1


Second, the traffic on this very small road would be awful, especially when you add that to the traffic from the El Dorado Business Park.

Lastly, there doesn't seem to be enough children coming from South of Highway 50, to warrant a high school in the area. Most of the kids would then need to be bussed in or have to drive, which would generate more traffic/accidents to this area.

Please reconsider other more appropriate sites that can handle the traffic and safety issues.

17-2

Thank you for your time.


Barbara and Alan Leclerc
5431 Grazing Hill Rd.
Shingle Springs, Ca 95682

LETTER 18

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FEB - 4 2002
SUPT. OFFICE

Denise Mc Adam
4320 Thunder Lane
Shingle Springs, Ca. 95682

January 30, 2001

El Dorado Union High School District
Board Members
P.O. Box 1450
Diamond Springs, Ca. 95619

Dear Board Members,

As a resident of Cothrin Ranch, I am very concerned about your plans to buy 215 acres for construction of a High School on the west side of Latrobe Road.

Wetsel-Oviatt Lumber and the Dunlap Cattle Ranch are not contiguous to a high school environment. The agricultural aspects of these businesses would be negatively impacted in many ways by a high school on their boundaries.

18-1

Cothrin Ranch roads are private and maintained by the property owners. As Latrobe Road becomes more overcrowded between your proposed site and Highway 50, Cothrin Ranch would be a secondary route for traffic. Cruising and joy riding in our neighborhood would not be acceptable.

18-2

215 acres seems to be an excessive amount of land for a high school. If the present property owner does not wish to sell a smaller amount of land, maybe you should look elsewhere for a more appropriately sized and priced site for your school.

18-3

Sincerely,



Denise Mc Adam

Cc; State of California Department of Education
El Dorado County Planning Commissioners

LETTER 19 RECEIVED

FEB - 4 2002

EDUHSD
FACILITIES

January 31, 2001

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FEB - 4 2002
SUPT. OFFICE

Re: Proposed Sixth High School Site (Latrobe)


Dear Board Members of El Dorado High School District:

We have been residents of Latrobe for over twenty years and are greatly concerned about the proposed high school in Latrobe. This undeveloped area poses many problems that make a high school location unsafe and unnecessary and they are as follows:

- 1) The road segment between Latrobe and the proposed site is dangerously winding with many blind turns. I have seen many accidents and even a fatality due to the current unsafe road conditions and visibility. Adding inexperienced teenage drivers will increase the accident and death rate. Traffic from Highway 50 to the Business Park on Latrobe road is already greatly impacted adding a high school will more than double the amount of cars on the road. 19-1
- 2) Where is the water going to come from? Water tables are drastically being reduced by unchecked developments. 19-2
- 3) 215 acres for a school site is unnecessary and wasteful. 19-3
- 4) The site is incompatible with Westel-Oviatte and local ranchers who have been conducting business away from busy current traffic for many years. By locating a high school by them, you are impeding and infringing on their rights to conduct business. This county has stated over the years "Support local businesses". Is this still not so? 19-4
- 5) It has appeared that this project has failed to follow county procedures and policies for planning through the El Dorado County Planning Department. If business is to be conducted in an unethical manner at the beginning stages, it is safe to assume the project will continue to do so. 19-5

Sincerely,

Mr. and Mrs. John Merritt



LETTER 20 RECEIVED

FEB - 4 2002

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FEB - 4 2002

SUPT. OFFICE

Regarding the proposed High School Site:

To those concerned: Ladies and Gentlemen:

One of the proposed sites (215 acre parcel near Latrobe Road and Wetsel-Oviatt Road)

Apparently some concerns have been brought to my for attention for input as to problems within the area.

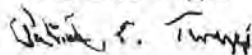
- 1. Traffic The logging trucks, industrial park, and cement trucks (new construction) in this area create a hazzard at best. | 20-1
- 2. Industrial Park Pollution while not a large problem from what I have seen , as time progresses, new businesses and added traffic will add to that to that possibility. | 20-2
- 3. The winding road over the hill nearby is of major importance.
 - a. Old narrow and deteriorating asphalt road.
 - b. Width of road varies.
 - c. Gutters do not contain rain water during storms and runs over road at one point. | 20-3
 - d. Deep drop off on east side is site of one fatality that I know of.
 - e. Cattle Fencing is not in very good shape, some cows have gotten loose in the past.
 - f. There is a major hazzard at the curve as it is blind and narrow. Teenagers with thier cars, riding bicycles, and or walking in this is like waiting for an accident to happen.
- 4. Guns: I do not think a cattle business is of a big problem, I would be more concerned with deer poaching and stray bullets. | 20-4

I feel if access from campus to Payden Road were possible it would mitigate some of the traffic and congestion.

Town Center was mentioned as a site also, but until the improvements and traffic problems at 50 and Latrobe are resolved it does not look too good either. | 20-5

There is no question that a new school is needed, but I hope whatever is chosen that the safety of the students and others is taken into consideration.

Sincerely,
Patrick E. Trapp



CWD do Bid W

THE DIEPENBROCK LAW FIRM

A PROFESSIONAL CORPORATION

JOHN V. "JACK" DIEPENBROCK
R. JAMES DIEPENBROCK (Retired)
KAREN L. DIEPENBROCK
KEITH W. McBRIDE
BRADLEY J. ELKIN
EILEEN M. DIEPENBROCK
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MATTHEW L. EMRICK
TIMOTHY J. MILLER
CHRIS A. McCANDLESS
PATRICK M. SOLURI
BRADLEY F. L'ENGLE

LETTER 21

January 30, 2002

William M. Wright
Attorney at Law
The Steele Building
2828 Easy Street, Suite 1
Placerville, CA 95667

Re: Wetsel-Oviatt/El Dorado Union High School District
Our File No.: 2783.002

Dear Mr. Wright:

The first purpose of this letter is to formally record the position of Wetsel-Oviatt Lumber Co. that if the High School District does proceed with the purchase of the Sullivan property and the existing Wetsel-Oviatt private road, it is the position of Wetsel-Oviatt that any mixing of school traffic with the truck traffic to and from the Wetsel-Oviatt mill will raise major safety concerns for all of the reasons expressed at the Planning Commission hearing on January 24, 2002. Accordingly, it is the position of Wetsel-Oviatt that in addition to whatever access is needed for the high school, the District will need to make provision for a completely separate access road connecting the Wetsel-Oviatt property with Latrobe Road. The new Wetsel-Oviatt road should be a private road with fee ownership in Wetsel-Oviatt as is the case with the existing Wetsel-Oviatt road. Wetsel-Oviatt will, of course, require the opportunity to review and approve the location, alignment and the plans and specifications for the new road.

21-1

The second purpose of this letter is to request notice of such hearings as may be scheduled by the High School District in respect to the proposed Sixth High School including, the environmental impact report, the board's reaction to the Planning Commission report under Public Resources Code 21151.2 and the proposed acquisition of the Sullivan property next to Wetsel-Oviatt.

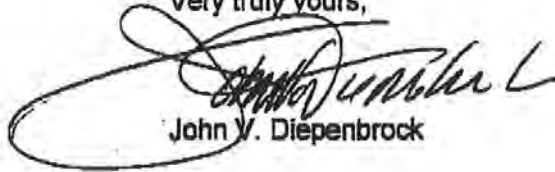
21-2

THE DIEPENBROCK LAW FIRM

William M. Wright
January 28, 2002
Page 2

If there is any question as to any aspect of the foregoing, please let us know.

Very truly yours,



John V. Diepenbrock

JVD:sa

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LETTER 22

BTD
FYI

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SUPT. OFFICE

February 2, 2002

Board Members
El Dorado Union High School District
P.O. Box 1450
Diamond Springs, CA 95619

RE: El Dorado Union High School District Sixth High School Site

Dear Members:

I am a resident of Latrobe. I have concerns regarding the proposed Sixth High School site in Latrobe at Wetsel-Oviatt Road. These concerns include public health and safety issues, and major impacts to our small community.

I believe the High School District failed to adequately notify agencies and residents within the Latrobe area. Some residents only found out about this proposal at the time they were notified in January by the El Dorado County Planning Department.

22-1

Listed below are the concerns I have regarding this proposed site. I feel that all of these concerns should be fully addressed by the Board before you either purchase the property or certify the Environmental Impact Report.

1. Wetsel-Oviatt Lumber is incompatible with a high school site. Wildland fires caused by cigarettes or pranks would be a constant danger. The Lumber Company owns Wetsel-Oviatt Road. A school site is incompatible with a 100 logging truck per day (per current Environmental Impact Report) using the same road as students.
2. Traffic on Latrobe Road at Wetsel-Oviatt Road. Teenagers, logging trucks and commuters trying to stop, turn, or get by the traffic turning is extremely dangerous. The peak traffic time for logging trucks and students are the same morning and afternoons.
3. Industrial parks often have businesses located within their boundaries that use substances such as propane and other hazardous waste materials. Such substances are often incompatible with a school site. This site, located adjacent to the industrial park, may pose a real danger to students and employees. This industrial zoned land is important to the economics of the County. This park is only one of a few industrial parks in the County. Potential buyers may refuse to purchase a site in the industrial park due to the close proximity to a school. This proposed school site should actually be considered for industrial park expansion rather than an impediment to this park.

22-2

22-3

Page 2-Sixth High School Site

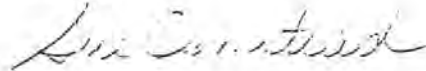
4. Agriculture businesses such as cattle ranching are incompatible with a high school site. Cattle ranches have smells and flies. Guns are often used to control wild animals attacking cattle or for the killing of sick, lame or aged animals. Students, parents, or employees may not tolerate castration and slaughtering practices. Teenagers and others not raised on a ranch might not understand the needs of the business. 22-4
 5. Safety of children. The use of guns on a working cattle ranch could potentially cause a public safety danger for high school attendees and could set off unwarranted panic. 22-5
 6. Latrobe Road from Wetsel-Oviatt Road to the town of Latrobe is very narrow and has dangerous blind curves. Joy riding in the country by young, inexperienced drivers competing with wide, heavy, slow moving lumber trucks will cause a very dangerous situation. 22-6
 7. Growth inducing impacts to Latrobe. Currently rural Latrobe is protected from urban El Dorado Hills by the negotiated boundaries of the approved open space along the southern border of the Valley View Specific Plan to the east, and the industrial park to the west of Latrobe Road. Schools are growth inducing because parents want to move in close proximity so children won't have to ride buses. The site will cause leap-frog growth to Latrobe. 22-7
 8. This proposed site is isolated. It is not near students who would benefit from this facility. The site is not within walking distance of children who need the school. Latrobe only graduates 25-30 students currently into the high school system. Latrobe is not the justification for high school in Latrobe. The site is not within walking distance of the proposed 2480 unit Valley View Subdivision. All students will either have to drive or be bussed to this site. 22-8
 9. Taxpayers should not be on the hook for the additional 150 acres the District does not require for a high school facility. 22-9
- There are several alternative sites that would be much more appropriate from the standpoint of topography and the nearness to the students housed at the school. There are two or three sites in the Valley View Specific Plan. There are sites in the Carsen Creek Specific Plan. There are other sites to the east and south of Town Center south of Highway 50. Finally, there are at least two possible sites north of Highway 50. All of these other sites are closer to infrastructure, services and where the overwhelming majority of students live. 22-10

Page 2-Sixth High School Site

I appreciate the fact that the Board is trying to be proactive in obtaining property for a potential school but I feel this particular site has too many negative impacts to be adequately mitigated.

Please notify me of any hearings on this site in the future. Thank you for your consideration.

Sincerely,



Sue Olmstead
7520 South Shingle Road
Latrobe, CA 95682
(530) 677-6425

cc: El Dorado County Planning Commission
Fred A. Yeager, State of CA, Department of Education

LETTER 23
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*Bob w
FYI*

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SUPT. OFFICE

February 2, 2002

Board Members
El Dorado Union High School District
P.O. Box 1450
Diamond Springs, CA 95619

Dear Board Members:

In recent days I've read in the Mountain Democrat that the School District is in the process of purchasing a large tract of land off Latrobe Road for a future high school. I would like to suggest this is not the best of ideas.

First, the property is not in the middle of or adjacent to any current or planned residential areas. As I understand it, it is surrounded by long time ranch land, a lumber mill, and an industrial park. None of these make particularly suitable neighbors for a high school. The nearest planned residential areas are Carson Creek which I believe is currently slated to be a retirement community and Valley View, which will be several miles away. Everyone attending the school will have to be driven or bussed. It is poor planning and environmentally negligent to build a high school where none of the students will be able to walk or bike to school.

23-1

Second, placing the school in this location will inevitably put pressure on the county to change the zoning in the area of the county south of the school to turn it over to developers for further large scale residential development. My understanding is that there has been long time agreement to avoid this, to retain the rural nature of that part of the county.

23-2

I urge the District to reconsider this purchase.

Sincerely,

Tony Richards
Tony Richards

5050 Grazing Hill Rd
Latrobe, CA 95682

LETTER 24

February 5, 2002

Bob Walker, Facilities Administrator
El Dorado Union High School District
4675 Missouri Flat Road
Diamond Springs, CA 95619

Re: Draft EIR for Proposed High School Site #6 [The Sullivan Property]

Dear Sir,

During the El Dorado County Planning Commission's hearings concerning the proposed #6 High School site, I became acquainted with the project. Being familiar with the El Dorado Hills area I addressed some statements made and contributed some additional information to the discussion. While I stated and still feel the primary site under consideration is the best site, I attempted to give some perspective on the alternate sites also. The following includes information given in the Planning Commission as well as information I've collected subsequent to those hearings.

A 'high school site south of Highway 50' was mentioned at least one time in a Specific Plan document. In Exhibit C [AGREEMENT BETWEEN THE LATROBE SCHOOL DISTRICT, THE EL DORADO UNION HIGH SCHOOL DISTRICT, ANGELO TSAKOPOULOS, ADT MOSHER PARTNERS, THE MOSHERS, AND THE EUERS dated 9/24/1996] of the Carson Creek Specific Plan Development Agreement, Page 7, Section 7 in part, refers to a high school site: "Prior to approval of the Mosher Ranch tentative map, a new high school site shall have been acquired by the EDUSHD in a location adequate to serve the Carson Creek Specific Plan. The acquisition of 50 acres south of Highway 50 as a school site will be deemed to satisfy this requirement." Signed by the EDUHS District representative on 10/11/96, the agreement declares the intent for a minimum 50-acre high school site located south of 50 to serve developments south of Highway 50.

24-1

Due to the fact that none of the El Dorado Hills specific plans were conditioned for a high school site, the remaining parcels, which are large enough to be possible sites, have some type of difficulty as a possible high school site. Likewise other sites mentioned in the Planning Commission hearings.

Alternate Site - Tseng Property: More commonly known as Rancho Dorado project, it does not fulfill the 'south of Highway 50' factor. The topography – the parcel is basically a large drainage swale – would require major cut & fill at 'county border entrance' which is counter to years of county planning. The fact that Wilson Blvd will be extended through the parcel to intersect with Saratoga should remove it from consideration.

PC hearing mentioned site#1: In Figure 5-2-3, parcel '10' on the north side of Highway 50 is currently owned by AKT Development. [See Atch 1] Originally the north end of the Barton-Ledbetter Ag Preserve, the zoning was changed in the

mid-1980's to R1. The northern parcel is 53 acres [then APN 86-020-02]. It is the south end of Silva Valley - a large gentle drainage swale. The extension of Silva Valley Parkway down to White Rock Road goes through the parcel as well as the future [probably redesigned in future] Silva Valley Interchange. Between the north of Highway 50 location, the topography, the intruding arterial route and interchange, this site should prove unacceptable.

Alternate Site – The White Rock Site: The southern section of the Barton-Ledbetter Ag Preserve [See Atch 2], it is generally known as the Matz Parcel [despite its recent change of ownership]. This site has many school site problems due to its location. It is in the 1996 General Plan Rural Region even though infrastructure [in the Community Region] will be across a four or six lane White Rock Road located on the west side of the parcel. Traffic from a major shopping center to the west and easy access from the freeway of off-campus intruders combine to lessen the quality of the parcel for a school site.

On the north border is the future Silva Valley Interchange. Due to topography in the southern portion, only 37.1 acres of the 47.7-acre parcel are usable. This should make the site too small to fulfill the Carson Creek Development Agreement stipulated high school parcel size.

The northeast corner is the Clarksville Township. The 1996 General Plan Policy 2.4.1.3 states "All properties located within the historic townsite known as Clarksville shall be designated on the zoning maps as Design Historic (DH) combining zone district." Projects in the area, including a school, would need to take measures to protect and/or preserve the historic district. Currently there are one or more active residences in the township. The El Dorado County Historical Commission should be consulted as to the appropriateness of having a high school adjacent to the historical site and what mitigations should be adopted if it is considered an appropriate neighbor.

The Tong Ranch and cemetery is to the north and east of Clarksville. The Ranch may be going through the process of coming out the Williamson Act. Upslope on the east side of this alternative site is Marble Mountain CSD, a 10 acre parcel rural residential area. Noise mitigation may be needed for the residential area.

PC Hearing Mentioned Site #2: As seen on a topography map of the El Dorado Hills area south of Highway 50, Carson Creek Specific Plan [CCSP] and the EDH Business Park involve the flattest land in the El Dorado Hills Community Region area. Topography-wise, the CCSP is the optimum area for a 50 plus acre high school site. However the CCSP was only required to provide an elementary school [11.3 A] and a middle school [20 A]. The TPQG lawsuit settlement [9/27/99] changed the project to a Senior Community for potentially 5 years [or some thing with similar level of impacts after negotiation with TPQG]. Section 4 relieved the Specific Plan of the obligation of providing school sites or schools.

With a potential senior community on the north, R&D zone to the east, Industrial zone to the southeast, the southern portion of the specific plan faces a number of the same issues facing the primary site in addition to a few more.

PC Hearing Mentioned Site #3 – Valley View Specific Plan: Two potential elementary school sites were designated then later combined into the second

[southern] site. For whatever reason, the VVSP was not conditioned for a high school. The flatter, 'most usable for a high school site' areas were proposed for a School, Residential, Village Center or Multi-Use Open Space uses. The only parcel both large enough [55 A] as well as flat enough is adjacent to the sewage treatment plant. Topography definitely limits choices.

The Primary Site – The Sullivan Property: Located on south side of the EDH Business Park in a 1996 General Plan designated Rural Region, the parcel was proposed as high density residential under Totten ownership in the early 1990s and proposed as industrial under Sullivan family ownership in the late 1990s.

As indicated in Figure 2 [Initial Study by Field & Assoc.], the project site is the north end of a long, flat valley tucked in between a ridge line to the west and hills adjacent Latrobe Road. The west ridge slope area is approximately 17%, which is cost effective grading-wise for parking and smaller buildings especially if they're tiered downslope like the Blue Shield parking area is constructed. [Atch 3] The result is a large enough and more usable site than other proposed or mentioned sites.

24-1

The hills buffer the noise and light impacts from adjacent land uses to the east and west. Distance would be the primary mitigation for noise and light factors for the residence to the south.

The traffic is a key issue but can be mitigated by traffic separation. In 1994 a preliminary map of a proposed Wetzel-Oviatt Industrial Park was submitted to county. [See Atch 3] The access road, which would extend to Payen Road in Sacramento County, would be realigned to north of the small hill which lies north and west of the current Wetzel-Oviatt Road access to Latrobe Road. This requires an easement through the southeast corner of the DST Output [previously OTS] property. In the Latrobe Road Widening Project an encroachment access to the DST Output property is indicated. The TPQG CCSP lawsuit deleted this road connection [for the time being] even though it would facilitate traffic from Latrobe being rerouted from the White Rock/Latrobe intersection and improve future regional circulation.

24-2

The lack of potential for alternative transportation must be compensated by extra parking capacity. Oakridge High School parking is an indicator of this potential need for extra parking capacity.

24-3

Wetzel-Oviatt property Industrial zoning was the key issue in the Planning Commission hearings. The ¼ mile distance requirement from a sensitive receptor [the school] was a significant point in the discussion. The Industrial zoning was sought to create a buffer for the Wetzel-Oviatt Lumber Mill years ago when economic viability of a particular zoning was not always closely scrutinized. Its support as a buffer continued through the years.

24-4

This zoning approval should have indicated the zoning was a logical use for the land. Normally the zoning would have precluded my support for this site. Upon reviewing the file, I rediscovered the problem with the zoning. It was the recommendation for an amended zoning to the proposed industrial park parcels. Most of the proposed lots adjacent to the east property line involved 15% and steeper slopes. The cut & fill grading required to place larger industrial buildings on these slopes is not cost efficient.

Berming along the border of the 'flat enough' lots on top of 'reservoir hill' could mitigate some haz-mat concerns. Other haz-mat concerns of a future industrial operation could be mitigated to some extent by the transitional zoning. Commercial Professional Office would be better advised. Additionally, the agricultural operation and residence on the Dunlap Ranch was not taken into consideration as a 'sensitive receptor'. The open space buffer to the west, open space or transitional zoning to the southwest, topography and construction economics could mitigate 'sensitive receptor' concerns.

24-4

Concern that the school would be growth inducing was aired. The infrastructure needed by the school could be sized large enough for this project only. This would preclude a 'growth inducing' effect. The existing industrial zoning is more growth inducing since the needs of each individual company would vary and infrastructure could not necessarily be 'sized to fit' for all future operations when project infrastructure was installed. Industrial zoning has already created a possible 'growth inducing' impact. Whether it proves growth inducing will be a function of the continued existence of a viable mill operation and the property owner's future plans.

24-5

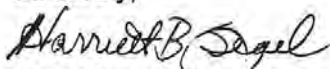
The old EDH landfill in the south end of Valley View Specific Plan is on the east side of the ridge along Latrobe Rd. It was considered a moot issue in the VVSP when the residential located much closer to it was considered.

24-6

I hope the above information will assist in the selection of the high school site. Considering the current General Plan situation, the seemingly soon to be proposed 'adjusted' traffic fee changes and the rumored initiative to cap the number of building permits countywide to roughly 1/4 of the number of last year's permits, it looks unlikely the high school will be needed. Planning for the future is none-the-less a wise and needed exercise.

24-7

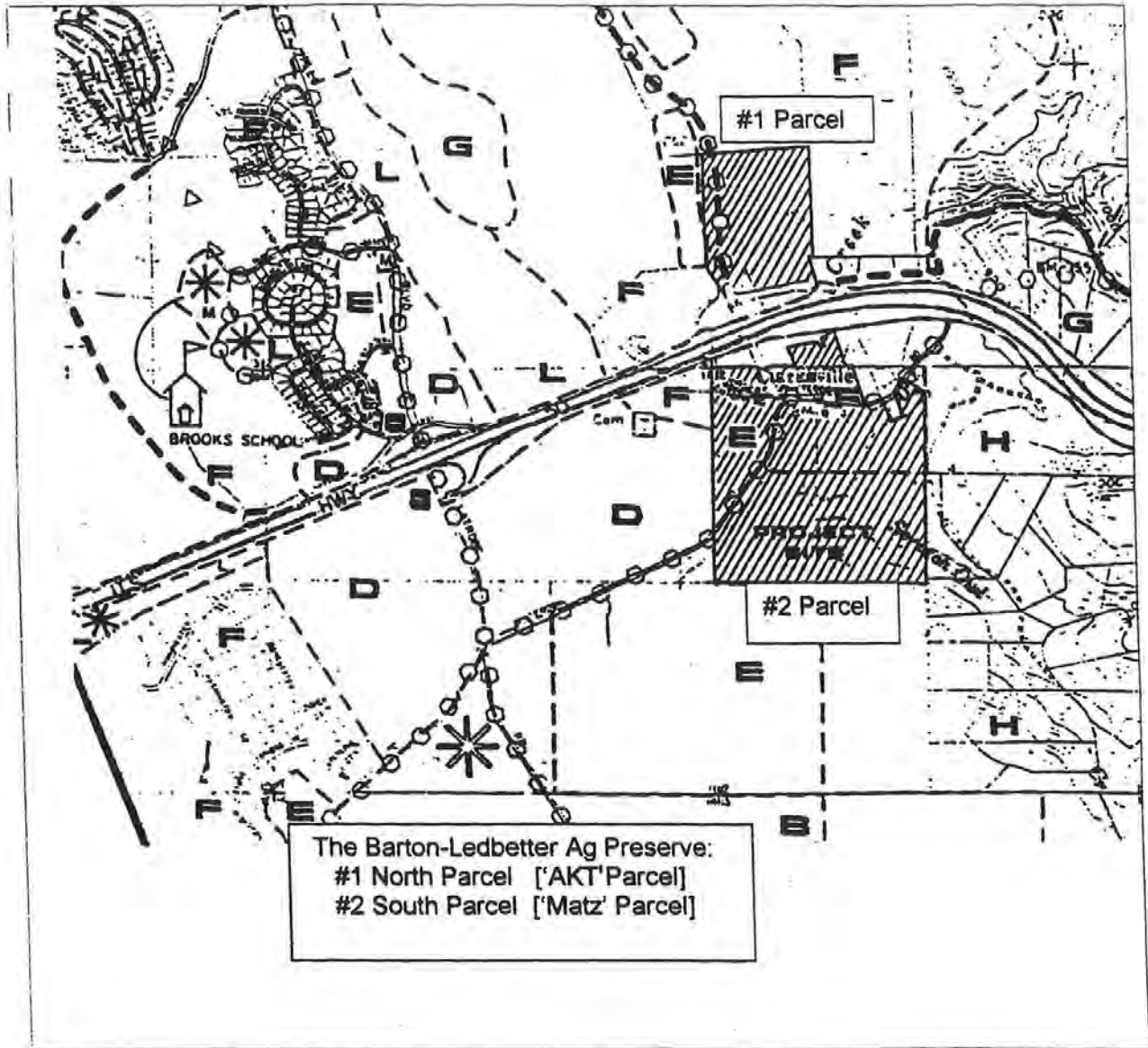
Sincerely,

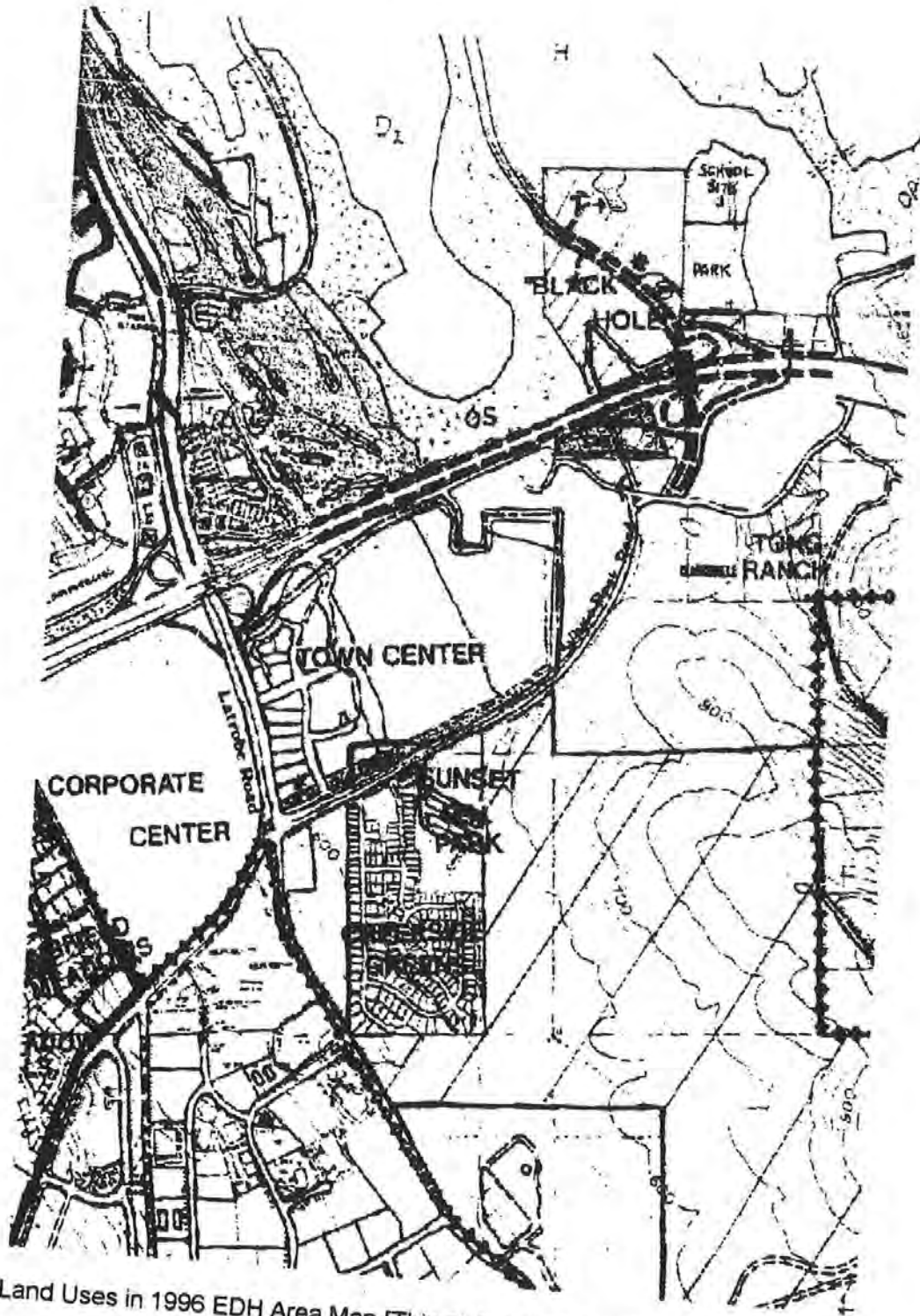


Harriett B. Segel
El Dorado Hills

Atchs:

1. Barton-Ledbetter Ag Preserve,
North & South Parcels
2. Map of White Rock Alt. Site Area
of 1996 EDH Area Map
3. Part of 1994 Preliminary Wetzel-Oviatt
Industrial Park Map

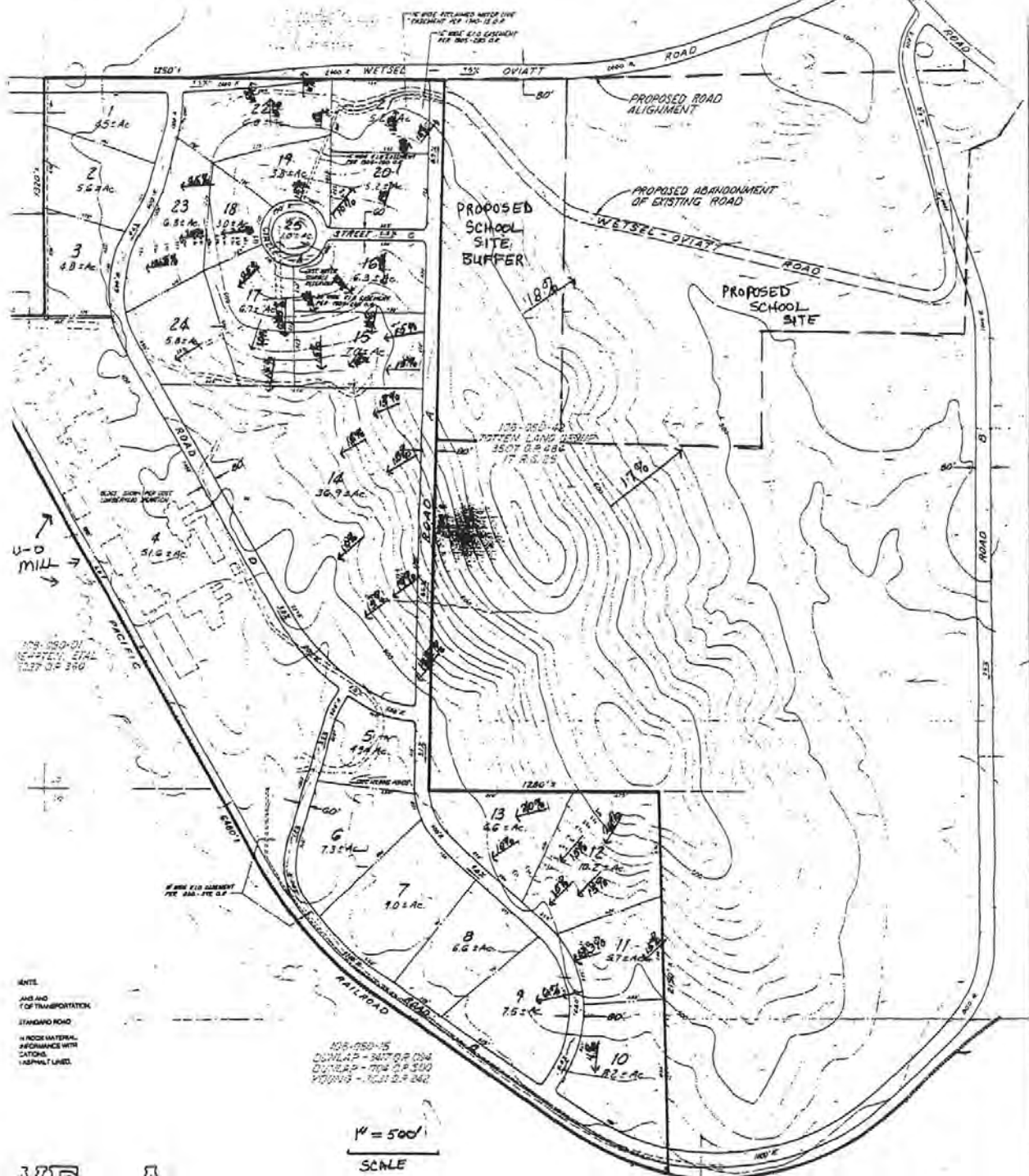




Land Uses in 1996 EDH Area Map [This picture is no longer to 1"=500' Scale]

PRELIMINARY MAP OVIATT INDUSTRIAL PARK EL DORADO COUNTY, CA

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1987
121.05 PL. 1103



NOTE:
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SCALE

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TM 9-1-87

GENE E. THORNE & ASSOCIATES, INC.
7-30-87 3304801

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LETTER 25

FEB - 5 2002

EDUHSD
FACILITIES

Philip J. Calef
7400 Ryan Ranch Road
El Dorado Hills, CA 95762

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SUPT. OFFICE

February 2, 2002

Board Members
El Dorado Union High School District
P.O. Box 1450
Diamond Springs, CA 95619

Dear Sirs:

I have just become aware of plans in the works to purchase 215 acres on the west side of Latrobe Road, South of Wetsel-Oviatt Road, for possible use as a high school campus.

What is the public input aspect of such planning? How far along the process is this plan, and why was the community or neighborhood that would be effected by it not advised and allowed opportunity to understand why that site was being considered (selected!?) and to provide input to the decision making process?

25-1

As one who drives Latrobe Road, I am concerned about the traffic that would be generated by having a high school at that location. Further, who lives near it? Would most students—who didn't drive their own cars-- need to be bussed to get there? That does not seem to make much sense.

25-2

What other possible sites have been considered? What makes this site better than others?


25-3

Are there any meetings scheduled to provide information to the public about this matter, before financial commitments are made?

25-4

Short of these matters, and some other concerns, being answered satisfactorily, I would oppose acquisition of the proposed site.

Sincerely,


Philip J. Calef

RECEIVED

FEB - 6 2002

EDUHSD
FACILITIES

LETTER 26

cc: Bsoo

RECEIVED

FEB - 6 2002

SUPT. OFFICE

February 5, 2002

Board Members
El Dorado Union High School District
P.O. Box 1450
Diamond Springs, CA 95619

RE: El Dorado Union High School District Sixth High School Site

Dear Members:

I am a 58 year resident of Latrobe. I have listed below the concerns I have regarding the proposed Sixth High School site in Latrobe at Wetsel-Oviatt Road. I feel that all of these concerns should be fully addressed by the Board before you either purchase the property or certify the Environmental Impact Report.

1. Wetsel-Oviatt Lumber is incompatible with a high school site. Wildland fires caused by cigarettes or pranks would be a constant danger. The Lumber Company owns Wetsel-Oviatt Road. A school site is incompatible with a 100 logging truck per day using the same road as students. 26-1
2. Traffic on Latrobe Road at Wetsel-Oviatt Road. Any improvements to Latrobe Road in the Wetsel-Oviatt Road area could potentially cause a bottle-neck on the dangerous curve at "Grand Jette". Teenagers, logging trucks and commuters trying to stop, turn, or get by the traffic turning is extremely dangerous. The peak traffic time for logging trucks and students are the same morning and afternoons. 26-2
3. Industrial parks often have businesses located within their boundaries that use substances such as propane and other hazardous waste materials. Such substances are often incompatible with a school site. This site, located adjacent to the industrial park, may pose a real danger to students and employees. This industrial zoned land is important to the economics of the County. This park is only one of a few industrial parks in the County. Potential buyers may refuse to purchase a site in the industrial park due to the close proximity to a school. This proposed school site should actually be considered for industrial park expansion rather than an impediment to this park. 26-3
4. Agriculture businesses such as cattle ranching are incompatible with a high school site. Cattle ranches have smells and flies. Guns are often used to control wild animals attacking cattle or for the killing of sick, lame or aged animals. Students, parents, or employees may not tolerate castration and slaughtering practices. Teenagers and others not raised on a ranch might not understand the needs of the business. 26-4
5. Safety of children. The use of guns on a working cattle ranch could potentially cause a public safety danger for high school attendees and could set off unwarranted panic. 26-5


Page 2-Sixth High School Site

6. Latrobe Road from Wetzel-Oviatt Road to the town of Latrobe is very narrow and has dangerous blind curves. Joy riding in the country by young, inexperienced drivers competing with wide, heavy, slow moving lumber trucks will cause a very dangerous situation. 26-6
7. Growth inducing impacts to Latrobe. Currently rural Latrobe is protected from urban El Dorado Hills by the negotiated boundaries of the approved open space along the southern border of the Valley View Specific Plan to the east, and the industrial park to the west of Latrobe Road. Schools are growth inducing because parents want to move in close proximity so children won't have to ride buses. The site will cause leap-frog growth to Latrobe. 26-7
8. This proposed site is isolated. It is not near students who would benefit from this facility. The site is not within walking distance of children who need the school. Latrobe only graduates 25-30 students currently into the high school system. Latrobe is not the justification for high school in Latrobe. The site is not within walking distance of the proposed 2480 unit Valley View Subdivision. All students will either have to drive or be bussed to this site. 26-8
9. Taxpayers should not be on the hook for the additional 150 acres the District does not require for a high school facility. 26-9

There are several alternative sites that would be much more appropriate from the standpoint of topography and the nearness to the students housed at the school. There are two or three sites in the Valley View Specific Plan. There are sites in the Carsen Creek Specific Plan. There are other sites to the east and south of Town Center south of Highway 50. Finally, there are at least two possible sites north of Highway 50. All of these other sites are closer to infrastructure, services and where the overwhelming majority of students live. 26-10

Please notify me of any hearings on this site in the future. Thank you for your consideration.

Sincerely,



Goldie Lasswell
7520 Latrobe Road
Latrobe, CA 95682
(530) 677-4866

cc: El Dorado County Planning Commission
Fred A. Yeager, State of CA, Department of Education

LETTER 27

RECEIVED
FEB 14 2002

ENVIRONMENTAL SCIENCE ASSOCIATES

2-13-2002

Marsha Perry Park,

I am responding to the letter, we received, regarding the El Dorado Union High School District proposed land purchase for a new high school off of Latrobe Rd.

I am not in favor of having a new high school put in to this area for the following reasons:

TRAFFIC !!! Latrobe is already very busy due to the business park. Since this isn't in a residential area, students would have to be dropped off by parents, or buses or worst of all they would be driving.

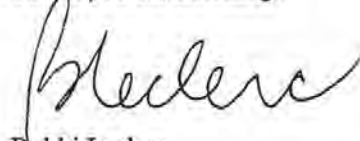
27-1

This brings us to SAFETY!!, this is a very narrow, dangerous road. There have already been very serious accidents on Latrobe, with experienced adult drivers. Can you imagine teenagers that are late to class.

Last, there aren't that many children living south of Highway 50, so it doesn't make sense to put a high school that far from where children reside.

27-2

Thank you for listening.



Bobbi Leclerc
5431 Grazing Hill Rd.
Shingle Springs, Ca 95682
530 672-9808

LETTER 28

FEB 15 2002

EDUHSD
FACILITIES

February 14, 2002

El Dorado Union High School District
Attn: Board Members
P. O. Box 1450
Diamond Spgs, Ca. 95619

Subject: Proposed (6th) High School Site By Latrobe Road.

I attended the Jan. 24th E.C. Planning Commission Meeting and after talking with some of my neighbors we are in favor of this site. In the past 2 years just in my immediate area of Latrobe, west of Miller Hill School the number of children have increased from 6 to 21. With steadily increasing growth a new high school will be needed shortly.

28-1

It is very wise of the school board to plan in advance as well as being cost effective at this time. The site is very large, perhaps a buffer from the area that will be used and you may want to consider selling some acreage which could pay for the school site.

28-2

LOCATION—Close to the freeway so perhaps some parents can drive their children to & from school on their way to work and pick them up on their way home. This would mean a savings of buss fees, a few more minutes with their children and not near houses so the people won't complain.

28-3

CATTLE GRAZING—Miller Hill School is surrounded by cattle grazing, cars & trucks coming & going on South Shingle road does not seem to bother the cows, even the babies. Living in this area for almost 12 years, the only gun shots I hear is occasionally from the bird hunters.

28-4

WETSEL-OVIATT ROAD—Depending on which side of the road you choose to build on, you can put an exit road onto Latrobe road, therefore, eliminating school and truck traffic. The presentation made at the meeting about semi trucks and car traffic was to dramatic, trying to instill great fear into the people yet gave no accident static's of past accidents on Latrobe road. Teenagers are new drivers, not experienced judging distances with trucks, etc. etc. If teenagers are not taught to drive cautiously and to be considerate of others then they shouldn't have a license.

28-5

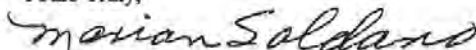
HAZARDOUS CHEMICALS ARE USED IN THE BUSINESS PARK—This county does not have a SPECIFIC distance that a school or gathering of children should be from and SPECIFICALLY naming the hazardous chemicals. If dangerous chemicals are used in the park then the county should not have given permits to the day care center and the Church on White Rock road.

28-6

GROWTH INDUCING—No a days to some everything, in their opinion, is growth inducing. THE GROWTH IS ALREADY HERE; now provide ALL the children of the area with another high school site.

28-7

Yours Truly,

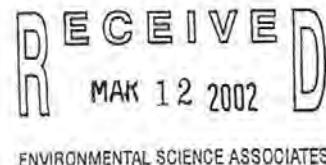


Marian Soldano
6721 Settlers Trail
Latrobe, Ca. 95682-8022

CC: Mr. Fred Yeager, State of Ca. Dept. of Education, Planning Div.

LETTER 29

Philip J. Calef
7400 Ryan Ranch Road
El Dorado Hills, CA 95762



March 9, 2002

Marsha Perry Park
Project Manager
ESA Associates
8950 Cal Center Drive, Suite 300
Sacramento, CA 95826

Attention Project Manager:

I have just reviewed the location information and alternate site data in the EIR for the El Dorado Union High School District's proposed 6th high school.

As one who drives Latrobe Road, I am concerned about the traffic that would be generated by having a high school at the location proposed. Even with the proposed widening of Latrobe Road, and assuming it would be extended to the proposed site's entry road, there is a great deal of traffic on Latrobe Road, and massive slow movement during peak times. | 29-1

In addition, I wonder why this location is preferred when there is so little housing around it. Would students who were not close enough to walk need to ride a bus if they didn't have their own car? | 29-2

On the other hand, alternate AB will be closer to the new homes coming in Marble Valley, and with the widening, and extending of White Rock Road to the new Silva Valley interchange, there would be good roads without nearly the heavy traffic that Latrobe Road now has (and which will certainly get worse even without a high school at the preferred location). | 29-3

The second alternate location would also escape the traffic problem of Latrobe Road, which is currently worse than the congestion of El Dorado Blvd. This location, also, would be closer to where the students live. | 29-4

The other issues cited, such as potential sound problems, seem to be of smaller consequence.

Why not build where the students live? Why not avoid congestion and accident risks?

Sincerely,

Philip J. Calef

FROM : EL DORADO UNION HIGH SCHOOL DISTRICT FAX NO. : 5306420287

Mar. 20 2002 02:31PM P3

LETTER 30



March 19, 2002

Mr. Robert Walker
Facilities Administrator
El Dorado Union High School District
Diamond Springs, CA 95619

Re: Draft EIR for Proposed High School Site #6
(The Sullivan Property)

Dear Mr. Walker,

We are responding to the Draft EIR for the proposed high school site #6 on behalf of DST Systems, DST Output (formerly Output Technology Solutions) and DST Innovis, located in the El Dorado Hills Business Park on our corporate campus off Investment Boulevard. For your general information purposes, we own 308 acres in the El Dorado Hills Business Park south of Investment Boulevard. The combined employee population of our campus is approximately 1,800 full time associates and 100 contingent workers. We are one of the largest employers in El Dorado County, own a substantial amount of land within the El Dorado Hills Business Park and, as you are aware, a portion of our property lies adjacent to the proposed high school site and the existing Wetzel Oviatt Road.

We have reviewed the Draft EIR and read the many response letters from concerned citizens, businesses and other interested parties in the El Dorado Hills area. We have also spoken to several of these same entities by phone to insure we fully understand their concerns and to aid us in defining ours. Based on the review of the Draft EIR, the response letters and our numerous phone conversations with various residents and property owners, we have determined that the primary issues appear to revolve around traffic both on Latrobe Road and into the proposed high school site, student safety, incompatibility of a high school site with adjacent Research and Development and Industrial zoning, and the availability of adequate water to the site.

30-1

4511 Golden Foothill Parkway #2
El Dorado Hills, CA
95762-5712 USA
Tel: +1 (916) 939-5450

FROM : EL DORADO UNION HIGH SCHOOL DISTRICT FAX NO. : 5306420287

Mar. 20 2002 02:31PM P4

Mr. Robert Walker
El Dorado Union High School District
March 19, 2002
Page Two

RPA Realty has narrowed their concerns to traffic and safety issues. Our primary concern is the additional traffic on Latrobe Road, a significant component of which will be student drivers. The peak time for school traffic in the morning coincides with the peak time for many of our associates traveling to work. Since we are located at the end of the business park, we will be greatly impacted by this traffic. The afternoon traffic is not as great a concern as the majority of this will most likely occur prior to the bulk of our associates leaving for the day, although it does impact traffic flow somewhat.

An area of particular concern focuses on students and logging trucks driving on the same road. We consider this to be a significant safety hazard. The opportunity for serious and potentially life threatening accidents is obvious. The EIR states 100 lumber trucks make trips to and from the mill each day with no indication that this traffic will ease in the immediate future. Please reference the comments from Section 4.0 Environmental Analysis "Hazards and Hazardous Materials", page 4.11-5, in the section titled "Wetsel-Oviatt Lumber Company". In this paragraph Mr. Charles Asbury, General Counsel for Wetsel-Oviatt Lumber Company is credited with having "...knowledge of the Wetsel-Oviatt Lumber Company operations since 1971 and has no knowledge of any logs coming loose and rolling off the trucks along Wetsel-Oviatt Road" This paragraph goes on to say, "However, Mr. Asbury does have knowledge of three incidents in the past four years where trucks have gone off Wetsel-Oviatt Road and overturned in the area of the project site." In view of these comments, we are somewhat incredulous that there would even be a consideration of students and logging trucks traveling on the same road.

30-1

It appears the primary purpose of the proposed high school is to service the planned Valley View Residential Development, and the planned Deer Creek Estates Residential development; however, we have concluded through our research that the Marble Valley development and possibly Cambridge Oaks in Cameron Park would also be included. The planned Carson Creek development is currently targeted as retirement housing, and is not specifically considered in our comments, although we understand there is a possibility this development's usage type could possibly change in the future and could conceivably include residential development. Regardless, our campus will be dramatically affected by the addition of this magnitude of traffic particularly as we are situated at the south end of the Business Park and closest to the proposed high school site.

FROM : EL DORADO UNION HIGH SCHOOL DISTRICT FAX NO. : 5306420287

Mar. 20 2002 02:31PM P5

Mr. Robert Walker
El Dorado Union High School District
March 19, 2002
Page Three

Construction to widen Latrobe Road is tentatively scheduled to begin this year. This construction is currently targeted to extend from Highway 50 to the first Golden Foothills Parkway entrance, and if there is adequate funding available, to the Suncastr Lane entrance. The immediate need for the widening of Latrobe Road is based on the existing traffic into the park and the congestion we currently face every day. In no way does the widening of Latrobe Road accommodate the proposed high school and the potential for an additional 2,200 students and school staff members and their various modes of transportation (estimated at 736 trips during the a.m. peak hour initially, with worst case scenario 911 trips during the a.m. peak hour). The issue of inexperienced high school students driving such a heavily traveled road, used by 100 logging trucks per day, is of great concern to us. Additionally, the Business Park itself is still expanding and has yet to reach its full potential. This anticipated future growth will also result in additional traffic. This is obviously an area of huge concern to the business owners in the Park that cannot be overlooked.

30-1

Assuming that Latrobe Road will be widened sufficiently all the way to the new proposed high school site entrance, the road will still not be conducive to foot and bicycle traffic, which is a potentially large component to be considered for students traveling back and forth to school. It is difficult to imagine students traversing on foot and via bicycle on the same road as logging trucks. We consider this to be another obstacle to be addressed.

We feel it is imperative that the entrance to the proposed high school be completely separate from the logging truck access to Wetsel Oviatt. This would deter, but not obliterate, the obvious safety and liability issues.

30-2

Another concern is the large water tank on the Wetsel Oviatt property that currently has a fence around it. This reclaimed water tank holds a capacity of one million gallons and, situated at the top of the hill, clearly visible in all directions, it constitutes both an attractive nuisance and a beacon for high school students. The tank is necessary to the business operations of our neighbors to the south, Wetsel Oviatt. We feel this potential safety hazard will have to be addressed should this project move forward.

30-3

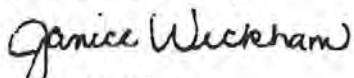
FROM : EL DORADO UNION HIGH SCHOOL DISTRICT FAX NO. : 5306420287

Mar. 20 2002 02:32PM P6

Mr. Robert Walker
El Dorado Union High School District
March 19, 2002
Page Four

In summary, the above comments identify the majority of our concerns. It appears as though some, but not all, are being addressed through the EIR process. We appreciate the opportunity to comment on the Draft EIR. If you have any questions, or we can provide additional information, please don't hesitate to contact me directly at (916) 939-5883.

Best regards,



Janice Wickham
Real Estate Manager

cc: James R. Becker, VP Real Estate, RPA Realty
Scott Shelton, Sr. VP Operations, DST Output

NO. 070 P005/005

03/20/02 14:20 USCS CORPORATE SUPPORT SERVICES + 5306420287

LETTER 31
THE DIEPENBROCK LAW FIRM
A PROFESSIONAL CORPORATION

JOHN V. "JACK" DIEPENBROCK
R. JAMES DIEPENBROCK (Retired)
KAREN L. DIEPENBROCK
KEITH W. McBRIDE
BRADLEY J. ELKIN
EILEEN M. DIEPENBROCK
MARK D. HARRISON
GENE K. CHEEVER
MICHAEL V. BRADY
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400 CAPITOL MALL, SUITE 1800
SACRAMENTO, CA 95814
(916) 446-4489
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JVD@diepenbrock.com

MATTHEW L. EMRICK
CHRIS A. McCANDLESS
PATRICK M. SOLURI
BRADLEY F. L'ENGLE

March 20, 2002

RECEIVED
MAR 20 2002

CERTIFIED MAIL

ENVIRONMENTAL SCIENCE ASSOCIATES

Marsha Perry Park
Project Manager
ESA Associates
8950 Cal Center Drive, Suite 300
Sacramento, CA 95826

Re: Draft Environmental Impact Report for the El Dorado Union High
School District Proposed 6th High School
Our File No.: 2783-002

Dear Ms. Parks:

On behalf of Wetsel-Oviatt Lumber Company and pursuant to the extension of time to respond, this letter will comment on the Draft Environmental Impact Report ("DEIR") for the above project.

Wetsel-Oviatt is one of the only two integrated lumber mills now serving El Dorado County. It maintains a labor force of some 115 employees, processes 42 million board feet of lumber annually and pays some \$145,000 in annual property taxes. It is a regular purchaser of saw timber whenever such timber is exposed to public sale and it owns 16,000 acres of timberland in El Dorado County which it operates on a sustained yield program. The site off Latrobe Road was selected and a major investment has been made in plant and equipment in an effort to avoid inconsistent and conflicting land use. To that end, Wetsel-Oviatt has purchased, constructed and is the principal user of the private road connecting the lumber mill with Latrobe Road and some 100 "big rig" truck trips are made each day on that road.

31-1

We have carefully reviewed the February 6, 2002 report by the El Dorado County Planning Commission on the 6th high school site together with all the attachments to that report. We are in full accord with all of the findings and conclusions in that report which we assume have been made available to you by Mr. Walker of El Dorado Union High School District. If this report has not been made available to you,

31-2

THE DIEPENBROCK LAW FIRM

Marsha Perry Park
March 20, 2002
Page 2

please contact either this office or the El Dorado County Planning Department such that the information set forth in this report will be available to you and the school district trustees.

31-2

Wetsel-Oviatt believes that the proposed site is wrong for all of the reasons set forth in the report and its attachments. We will not burden the record by repetition or even a summary of those reasons. The purpose of this letter is, however, to concentrate on the safety hazard inherent in the school's proposal to replace the existing Wetsel-Oviatt road with a single new road which would serve both the high school and the lumber mill. While the DEIR discusses the hazard in this combination of big rig trucks and inexperienced teenage drivers, the DEIR concludes that assuming the new mitigation measures proposed, "this impact will be reduced to less than significant." (DEIR Section 4.11-11) From the standpoint of Wetsel-Oviatt, nothing could be further from the truth. As pointed out in the DEIR itself, the trucks and teenage drivers will come into close and hazardous proximity at the intersection of the new road and Latrobe Road with its minimal sight distance and an even greater conflict will arise at the intersection of the new road and the entrance to the high school where incoming students will need to turn left in the face of loaded trucks coming down the hill and leave the school by turning right in front of trucks coming down that hill. As testified by Mr. John Dunlap (a long time Wetsel-Oviatt truck operator) at the Planning Commission, accidents and potential fatalities will be a near certainty.

31-3

This issue was analyzed in some detail by Mr. Kirk Barry, a highly qualified and very experienced traffic accident analyst at the request of Wetsel-Oviatt. A copy of the power point paper presented by Mr. Barry to the Planning Commission is included among the materials appended to the Planning Commission report. At our request, Mr. Barry has prepared a further edition of that paper which includes his text which was presented orally to the Planning Commission. A copy of that paper is enclosed as part of this letter.

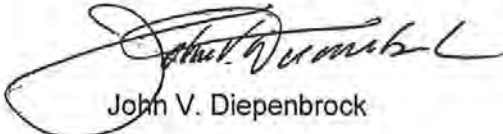
Based on the foregoing, and without forsaking its other objections to this site, the only mitigation measure which could alleviate this impact would be as proposed by the El Dorado County Planning Commission, that is, the construction of two new roads, one to serve the high school and a separate and distinct new road which would serve the lumber mill. Any measure short of the foregoing would expose the teenage drivers to almost certain injury and potential death. It is noteworthy that even the separate roads will likely present a safety problem where those roads intersect Latrobe Road. However, in order to evaluate that concern, it will be necessary to know where and how the new intersections would be built.

THE DIEPENBROCK LAW FIRM

Marsha Perry Park
March 20, 2002
Page 3

If further information is needed, please do not hesitate to let us know.

Very truly yours,



John V. Diepenbrock

JVD:sa

P.S.

Please note the chilling information set forth in the Health Journal Report in the Friday, January 11, 2000 edition of the Wall Street Journal, that the leading health risks for teenagers today is a car crash. As further stated in the John Hopkins University School of Public Health Study cited in the Journal's Health Journal Report, a teens "risk of dying in a car accident increased sharply when (as is usual in school transportation) the teen carried other teen passengers. A 16 year-old carrying one teen passenger was 39% more likely to die then a teen driving without a teen passenger. Two teen passengers increased the risk by 85% while three or more doubled the risks of death. The risks was even higher among 17 year olds."

31-4

LETTER 32



March 26, 2002

RECEIVED
MAR 28 2002
ENVIRONMENTAL SCIENCE ASSOCIATES

Marsha Perry-Park
Environmental Science Associates
700 University Avenue, Suite 130
Sacramento, CA 95825
E-mail: esa.sac@esassoc.com

Subject: Comments on the Draft EIR for the Acquisition and Development
of the El Dorado Union High School District's Proposed High School
#6 SCH 2001072007

Dear Ms. Perry-Park:

The following is in response to issues that, in the opinion of the Wetsel-Oviatt Lumber Company, are either missing or insufficiently addressed in the subject Draft EIR. These comments are in addition to those submitted on our behalf by our attorney, John V. Diepenbrock, with particular reference to safety issues.

1. General

Basic Needs Analysis - Although regional growth is projected by the State Department of Finance to increase, the Residential growth projections in the Western end of El Dorado South of U.S. Highway 50 that were previously estimated by assuming build out of several County designated "Planned Communities" are no longer valid. The approved Planned Community of Carson Creek, as a result of litigation, is now forecasted to be a "Senior Only" community. The Planned Community of Valley View was disapproved by the County Board of Supervisors. Lastly, a planned apartment complex in the area has recently been challenged and is currently in litigation. We therefore submit that the analysis that identified a need for a high school site in this area is no longer valid.

32-1

Excess Property Use Identification and Environmental Review - The Draft EIR states that of the 215 acres to be acquired by the ELDUHSD only 65 acres would be utilized for the high school and stadium site. The failure to identify projected uses for the remaining 150 acres, in light of the adjacent Industrial and Research and Development zoned lands to the North, South and West of the site, serves, in our opinion, to render the Draft EIR incomplete under CEQA guidelines.

32-2

2. Land Use

Adjacent lands to the North, South and West of the subject site carry a General Plan Land Use of either Industrial or Research and Development. The proposed General Plan that is currently being developed by El Dorado County retains these existing high intensity land uses. Public Resource Code 21151.4 provides, in part, that no EIR or Negative Declaration shall be approved for any project involving the construction or alteration of a facility within 1/4 of a mile of a school which might reasonably be anticipated to emit hazardous air emissions or which

32-3

would handle acutely hazardous material. Although this code section applies to projects relative to an existing school site the intent is clearly to separate a school and potential hazards by at least 1/4 of a mile. The existing and projected land uses on three sides of the school site provide the potential for hazard containing projects to be developed prior to the construction of the school. The Draft EIR fails to identify a specific school site within the 215 acre parcel that is beyond 1/4 of a mile of existing or future hazards as defined in the Public Resources Code.

32-3

3. Traffic Analysis

The Traffic Analysis contained in the Draft EIR assumes the majority of traffic serving the preferred alternative site will originate in the Carson Creek and Valley View Projects. Impacts on these projects as expressed previously, leave in doubt the number of high school age students that will reside South of U.S. Highway 50. No traffic analysis has been conducted concerning the LOS (Level of Service) impact on Highway 50 or the current and planned applicable Highway 50 interchanges, should the majority of students and faculty originate in areas other than Carson Creek and Valley View.

32-4

4. Secondary Site Access

Affected fire districts in El Dorado County routinely require a second or alternative road access to higher intensity use sites. The Draft EIR contains no discussion of a potential second access to the school site or the environmental impact of a secondary road on the site or any adjacent properties through which it may pass.

32-5

5. Water and Fire District Annexation versus Ground Water Impact

The proposed Parcel is not currently annexed to any water sewer or Fire District. If the projected residential housing development in this area is reduced, as delineated in the prior "Basic Needs Analysis" discussion, LAFCO approved annexation of this site is questionable. Additional analysis of ground water potential to meet consumptive and fire flow water needs at the site and the environmental impact of wells serving the site should therefore be considered along with waste disposal alternatives other than public sewer.

32-6

6. Attractive Nuisance Hazards

A one million gallon uncovered fenced storage reservoir containing reclaimed water exists 300 feet West of the project site. In addition, railroad tracks are located 1000 feet West/Southwest of the project site. Neither has been addressed in the Draft EIR as a potential Attractive Nuisance Hazard for high school age students.

32-7

7. Growth Inducing Impact

The acquisition of the Latrobe Road site by the EDUHSD will provide a disincentive for industrial and commercial activities to locate on the Industrial and Research and Development lands to the North, South and West of the school site. Should this occur there exists a potential for the County to replace non-utilized Industrial lands with High Density Residential land uses to take advantage of the high school site and avoid incompatible adjacent land use issues and litigation. The Draft EIR lacks any discussion of the residential growth inducing potential achieved by locating a high school in other than existing or planned residential areas.

32-8

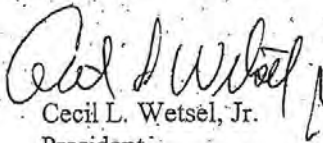
In summary, we request that the Draft EIR be expanded to take a more comprehensive view of the Environmental Impacts associated with locating a high school in the Latrobe Road area and the extensive travel and infrastructure commitments that will be generated by the absence of adjacent or local high school using residential communities.

32-9

In addition, should EDUHSD Board of Trustees choose to eventually certify the EIR and, if appropriate, issue a Statement of Overriding Considerations, we respectfully request that the potential Economic Impact on the Wetsel-Oviatt Mill operations and other site surrounding Industrial and R&D zoned properties be fully evaluated and considered.

We thank you for the extended opportunity to provide comments and your consideration.

Sincerely,


Cecil L. Wetsel, Jr.
President

LETTER 33



RECEIVED
MAR 28 2002
ENVIRONMENTAL SCIENCE ASSOCIATES

TAXPAYERS ASSOCIATION OF EL DORADO COUNTY
Post Office Box 13 Placerville, California 95667

Founded in 1958

TO: Marsha Perry-Park
Environmental Science Associates
700 University Avenue, Suite 130
Sacramento, CA 95825

FROM: Ellen Day, President *Ellen Day*
Taxpayers Association of El Dorado County

DATE: March 28, 2002

REGARDING: Response to the Draft EIR for the Acquisition and Development of
the El Dorado Union High School District's Proposed High School
#6 SCH2001072007

Dear Ms. Perry-Park

The Taxpayers Association of El Dorado County is concerned about the costs to mitigate potential impacts that are not presently addressed in the current Draft EIR. We therefore, submit the following issues for your consideration:

1. Requirement for a Sixth High School Site:

Is there sufficient justification to develop a sixth EDUHSD High School site and specifically in the area south of U.S. Highway 50? Projects that were planned in this area which would have generated high school age students have in recent years, been modified by the Project proponent or were disapproved by the County Board of Supervisors. Carson Creek is presently planned to be a "Senior" Community. Valley View was disapproved by the Board of Supervisors two years ago.

33-1

2. Traffic Impact:

The traffic models and numbers in the Draft EIR assume the majority of trips will be generated South of Highway 50. Lack of residential development in the area combined with Senior Communities would shift the source of the students to the developments North of Highway 50. The Draft EIR lacks models and analysis of the potential Highway 50 impact.

33-2

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March 28, 2002
RE: Draft EIR for Proposed
High School #6 SCH200107002

3. Infrastructure Development:

The Draft EIR assumes water and sewer capabilities will exist which can be extended and expanded to serve the site. If the site remains isolated from surrounding residential communities or has an adverse impact on surrounding Industrial Zoned lands annexation to the El Dorado Irrigation District could be denied therefore necessitating service from wells and septic. The Draft EIR lacks an environmental analysis of service to the site via wells and septic.

33-3

4. Safety Considerations:

Should the High School age population not materialize South of U.S. Highway 50 would the greater distances and the use of Highway 50 pose an unacceptable safety issue for the busses and Student/Faculty POV's traveling to and from the remote location? The Draft EIR does not address this issue. In addition recent hearings before the El Dorado County Planning Commission have identified student and industrial truck traffic interface safety issues, in terms of trip generation totals, that are in excess of those cited in the Draft EIR.

33-4

5. Job Impact:

A high school site in a location surrounded by Industrial and Research Development lands on three sides will potentially jeopardize the ability to utilize the surrounding lands for job producing activities. The traffic and air quality impacts generated by the out-of-county job commuting will increase in proportion to the jobs that are lost or not created on the lands surrounding the school site. This potential impact is not addressed in the Draft EIR.

33-5

In conclusion, the costs to assess the aforementioned issues, the costs to mitigate impacts of these and other issues and the costs to develop and maintain a high school in this relatively remote area appear to be excessive. Would the Taxpayers, community, environment and long term economic development objectives of El Dorado County be better served if the school were located within or near residential developments that contain a high school age population?

33-6

CC: El Dorado County Board of Supervisors
Mike Raffety, Mountain Democrat
Sekhar Padmanabhan, Neighbors Bee
Tahoe Tribune
Georgetown Gazette
Auburn Journal
Village Life

CHAPTER 4.0

RESPONSES TO WRITTEN COMMENT LETTERS

CHAPTER 4.0

RESPONSES TO WRITTEN COMMENT LETTERS

AGENCY COMMENT LETTERS

LETTER 1. T. J. CLARK – CALIFORNIA HIGHWAY PATROL

Response 1-1

Comment letter 1-1 received from the California Highway Patrol (CHP) emphasizes the need for traffic mitigation at the intersection of Latrobe Road and Wetsel-Oviatt Road as outlined in Mitigation Measures 4.3.1, 4.3.2, 4.3.3, and 4.3.4. In particular, the comment letter received by the CHP stresses the need for improved sight distances in the vicinity of the project entrance, signalization at the intersection of Latrobe Road and Wetsel-Oviatt Road, and the establishment of a speed limit on Wetsel-Oviatt Road. The above previously referenced mitigation measures address the first two concerns, however, do not address the final concern of the CHP in that no language is provided for the establishment of a speed limit on Wetsel-Oviatt Road. It is not known at this time whether the road will be a public or private road. It is anticipated that the road will be developed to County standards and will be a public road at least for the portion in front of the high school site. The District shall petition the appropriate authorities to establish a speed limit on Wetsel-Oviatt Road when the realigned Wetsel-Oviatt Road is complete. In addition, to address this potential traffic issue, the District intends to conduct further traffic analysis prior to development of the high school site to better assess future conditions.

The development of the new high school will not occur until the surrounding area develops and the impact of such development creates the need for the development of the school. The District anticipates this will occur approximately 2015. Prior to development of the high school, the District agrees to conduct a further traffic study to assess changes that have occurred in the area, including:

- New roadway development
- Changes within the roadway system
- Changes in the development of the area
- Changes in land use in the area
- Residential development
- Potential school attendance boundary changes

With this updated information, the baseline conditions, which cannot be determined at this time, will be known. The new analysis will provide a basis upon which to develop additional

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

mitigation measures that will reflect traffic conditions at the time of school construction and that will address the appropriate levels of service and traffic safety.

Accordingly, the District agrees to modify mitigation measure 4.3.1 to require the District to further assess traffic conditions and mitigation measures prior to school site construction. The revised mitigation measure reads as follows:

Mitigation Measure

- 4.3.1** The District's participation in the following mitigation measures shall be proportionate to the impact of the high school.
- (1) The District shall cooperate with DOT to proportionately provide an adequate new entrance to the school. The length of improvements beyond the intersection will need to be engineered based on the alignment of the road, but it is reasonable to assume that the second northbound lane will originate at a point at least 500 feet south of the intersection. The second southbound lane can drop into the new access road and does not need to continue beyond the intersection.
 - (2) The eastbound school access road approach to Latrobe Road should be widened to accommodate two exiting lanes. One lane will accommodate left turns and the second lane will accommodate left and right turns.
 - (3) A northbound left turn lane should be developed on Latrobe Road at the new access.
 - (4) The Latrobe Road / High School Entrance intersection should be signalized when the new school opens.
 - (5) Prior to the construction of the high school, the District shall conduct additional traffic analysis to assess future traffic conditions, access issues and safety concerns. The analysis will focus on new roadway development, changes within the existing roadway system, changes in land use assumptions and/or development patterns within the area, and District attendance boundaries for the new high school. In response to the results of the analysis, the District shall implement the additional mitigation measures identified as feasible and appropriate prior to development of the high school.

Please see Chapter 5.0 Minor Changes and Edits for the revised mitigation.

LETTER 2. LARRY L. ENG – CALIFORNIA DEPARTMENT OF FISH AND GAME

Response 2-1

The DEIR describes two habitat types as occurring on the proposed project site including annual grassland and wetland swale. These habitats were identified on the proposed project during a field assessment conducted on May 17, 2001. The vegetation communities of these habitat types are identified and characteristic wildlife species are discussed (pages 4.8-1 to 4.8-3).

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

The Draft EIR states that the proposed project site represents potential habitat for 1 special-status plant species and 5 special-status animal species including big-scale balsamroot, northwestern pond turtle, tricolored blackbird, Swainson's hawk, western burrowing owl, and white-tailed kite (page 4.8-5, Table 4.8-1). None of these species were observed on the proposed project site during the May 17, 2001 field assessment conducted by an ESA biologist.

The proposed project site currently has a low potential to support big-scale balsamroot, tricolored blackbird, and western burrowing owl. These species were not identified on the proposed project site during a field assessment conducted by a biologist familiar with the species and their habitat requirements. However, construction of the proposed project is not anticipated to begin until 2015 and populations of these protected species could potentially become established on the site prior to that date. Therefore, mitigation measures in the DEIR require that pre-construction surveys are conducted by qualified biologists and that regulatory agencies are consulted regarding the appropriate action prior to commencing work (pages 4.8-12 to 4.8-14).

Swainson's hawk have been reported to occur within the project area (Figure 4.8-2). The California Natural Diversity Database (CNDDDB) contains a single reported occurrence of Swainson's hawk within a 5-mile radius of the proposed project site. This reported occurrence consists of observation of one adult in the area in 1979 and 1982; no nest sites were located. Currently, there are no CNDDDB reported Swainson's hawk nests sites within the vicinity of the proposed project site. The DEIR states that the proposed project site could potentially be used by Swainson's hawk for foraging and the California Department of Fish and Game will be consulted regarding the appropriate action to compensate for the loss of potential foraging habitat (page 4.8-13). Construction of the proposed project is not anticipated to begin until 2015 and the nesting status of Swainson's hawk in the vicinity of the proposed project could potentially change prior to that date. Therefore, mitigation measures in the DEIR require that pre-construction surveys for active Swainson's hawk nests within a ¼ mile radius of construction areas are conducted by qualified biologists. If active nests are identified within the ¼ mile radius, the California Department of Fish and Game shall be consulted to develop measures to avoid "take" of Swainson's hawk prior to initiation of any construction activities (page 4.8-13).

The DEIR states that white-tailed kite and other raptor species may potentially nest within the vicinity of the proposed project site (page 4.8-13). No active raptor nests were observed in the vicinity of the proposed project site during the May 17, 2001 field assessment. However, construction of the proposed project is not anticipated to begin until 2015 and the nesting status of white-tailed kite and other protected raptor species in the vicinity of the proposed project site is subject to change prior to that date. Therefore, mitigation measures in the DEIR require that pre-construction surveys for nesting white-tailed kite and raptor species be conducted by qualified biologists. If active nests are identified, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work (page 4.8-13).

Northwestern pond turtle has been reported to occur within the vicinity of the project site (Figure 4.8-2). The DEIR states that this species could potentially utilize wetland swale habitat occurring on the proposed project site as a movement corridor (page 4.8-14). If present, northwestern pond

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

turtle would be expected to only temporarily use areas of the proposed project site. Therefore, surveys for this species would best be conducted just prior to initiation of construction activities. The DEIR contains mitigation measures that require pre-construction surveys for northwestern pond turtle be conducted within 24 hours prior to the initiation of construction activities that will disturb potential habitat for this species. If northwestern pond turtle is observed within proposed construction areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work (page 4.8-14).

The existence of wetlands on the proposed project was documented during the May 17, 2001 field assessment. The DEIR states that wetland habitat is present on the proposed project site and construction activities associated with project development could result in adverse impacts to jurisdictional "waters of the U.S." and other wetland features (pages 4.8-14 to 4.8-15). Construction of the proposed project is not anticipated to begin until 2015 and wetland conditions on the proposed project site are subject to change prior to that date.

In general, a U.S. Army Corps of Engineers (ACOE) verified wetland delineation is valid for a period of three years and ACOE issued permits for the discharge of dredged or fill material into jurisdictional "waters of the U.S." are valid for a period of 5 years. Because project construction will not occur until 2015, a formal wetland delineation and initiation of a wetland permitting program is not feasible at this time. A detailed quantification of wetland impacts for the purpose of implementing a mitigation program is dependent upon the finalized project design and an assessment of wetland conditions present at the time of project construction.

All feasible project modification shall be considered to avoid wetland disturbance and direct or indirect loss of wetland habitat shall be compensated by replacement, rehabilitation, or creation on a no-net-loss basis as identified in the El Dorado County General Plan Policy Element 7.3.3.2. The DEIR contains mitigation measures that require that a formal delineation of "waters of the U.S." be conducted by a qualified biologist and any necessary permits be obtained from the appropriate regulatory agencies. This will include obtaining a Stream Alteration Agreement from the California Department of Fish and Game, if necessary (page 4.8-15).

Response 2-2

Comment number 2-2 indicates that the DEIR contains statements within the Sections 4.2 Land Use and 4.8 Biological Resources that contradict each other in regards to significant environmental constraints present on the project site. The EDUHSD believes that the commentor misinterpreted the statement contained in the first sentence under the subheading Environmental Constraints/Hazards in Section 4.2 Land Use. This statement is actually directly taken from the list of criteria used in siting schools as drafted by the California Department of the Education and was not intended as a statement indicating that the site was free of all the listed environmental constraints. Thorough evaluation of significant adverse affects to biological resources was provided in Section 4.8, Biological Resources.

Response 2-3

Comment 2-3 indicates that the DEIR's discussion of cumulative impacts is inadequate with regard to cumulative effects of surrounding development on local biological resources and the existing hydrologic regime. In response to this comment, it is true that the Proposed Project would contribute to the loss of annual grassland within the region, however, this habitat type is considered to be abundant on a local, regional, and statewide scale. Additionally, the annual grassland habitat found on-site was comprised largely of non-native vegetation, which is typically associated with low species diversity.

As indicated in Section 4.8, wetland swale habitat is present on the proposed project site. This habitat type occurs in the low-lying areas that collect and drain surface flow from the surrounding hilly slopes. Water draining into the wetland swale features ultimately flows to Deer Creek, approximately one mile south of the project site. Impacts to on-site wetlands would be mitigated through the implementation of Mitigation Measures 4.8.5a, 4.8.5b, and 4.8.5c to a level of less than significant. Moreover, the impact to wetlands is not considered cumulatively considerable. Impacts to the existing hydrologic regime would be mitigated through the implementation of Mitigation Measures 4.5.1, 4.5.2a, 4.5.2b, 4.5.2c, and 4.5.3, these impacts would be reduced to a level of less than significant. As such, impacts to the existing hydrologic regime are not considered cumulatively considerable.

As stated in the impact discussion in Section 4.8, project impacts to several special status species were considered significant. However, through the implementation of Mitigation Measures 4.8.1, 4.8.2a, 4.8.2b, 4.8.3a, 4.8.3b, 4.8.3c, and 4.8.4 outlined in Section 4.8, these impacts would be reduced to a level of less than significant and, therefore are not cumulatively considerable. For these reasons, EDUHSD staff conclude the cumulative impact discussion provided in Chapter 6.0 is adequate and addresses the required parameters for evaluating cumulative impacts as provided under Section 15130 of the CEQA Guidelines.

**LETTER 3. CHUCK COLLINS – EL DORADO COUNTY DEPARTMENT OF
TRANSPORTATION**

Transportation

Response 3-1

This project's impacts to US 50 are not expected to be significant. While the service area for the 6th High School has not been finalized, it has been assumed that it will primarily serve areas to the south of US 50. The Marble Valley (398 du's) and Cambridge Oaks (29 du's) residential projects may be in the service area. Together these two areas represent about 7% to 9% of the 5,000 to 6,000 residences that could be expected to be served by the proposed school.

The school related trips generated by these two areas may use US 50 whether the proposed project is completed or not. However, as outlying areas are more likely to be served by busses the share of project trips actually on US 50 is likely to be less than the share implied based on the

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

number of residences. The development of a high school south of US 50 may actually reduce traffic on the highway in comparison to alternative sites which are located elsewhere, since residents of larger projects such as Valley View / Carson Creek would have to use the freeway to reach other school sites.

It shall also be noted that the District intends to conduct additional traffic analysis prior to the construction of the high school to accurately assess future traffic volumes and access alternatives. Mitigation Measure 4.3.1 has been revised to reflect the new requirement for a future traffic analysis. Please refer to Chapter 5.0 Minor Changes and Edits for the revised mitigation.

Response 3-2

The Carson Creek Specific Plan conceptually describes the extension of Payen Road to Latrobe Road. If this road is in fact developed in the future, it may be close enough to the school site to serve as an access point for school or mill truck traffic. However, while this option may eventually exist, the proposed project assumes development of a new route to Latrobe Road across property to be acquired by the District, and use of the proposed route remains the action preferred by the District.

If Payen Road is constructed in the future as described by El Dorado County staff, then its use may be contemplated by the District in the future when the school moves into the design phases. Use of Payen Road could also provide a secondary access for the school, or it could provide a primary and separate route for mill truck traffic. Either would be beneficial. However, the EIR analysis, which assumes neither access option, represents a "worst case" analysis of potential project impacts. If in fact Payen Road is developed, the improved access options for the school site and the lumber mill will be further assessed prior to construction of the school pursuant to mitigation measure 4.3.1(5).

Response 3-3

The analysis conducted for the EIR made use of Carson Creek Specific Plan / EIR materials which did not indicate the use of this area for senior housing. Age restricted senior projects generate considerably less traffic than conventional single family developments. If the Carson Creek project is developed as an age restricted community, then the cumulative background traffic volume projections for area streets would be less than those employed for the EIR. While the local travel patterns may be different, school traffic would continue to use Latrobe Road. By using the higher background traffic volumes the EIR traffic analysis represents a "worst case" projection of future cumulative impacts.

Response 3-4

In response to this comment, **Figure 4.2-1** has been revised to illustrate the Carson Creek Specific Plan Area as a mixed-use development. Please see Chapter 5.0 Minor Changes and Edits for the revised Figure.

Response 3-5

Comment noted.

Response 3-6

The DEIR text clearly notes that Latrobe Road will need to be widened outside of the limits of the County's pending Latrobe Road widening project in order to provide the capacity needed to accommodate the school and will need to be realigned in order to eliminate existing sight distance limitations and ensure safety.

Response 3-7

The traffic counts completed for this study and the assessment of truck activity included all truck traffic associated with activities at the mill, including the delivery of raw materials and the shipment of finished products.

Response 3-8

This comment refers to improvements needed at the new access road intersection with Latrobe Road. Because both school opening and the need for this mitigation may not occur for fifteen years, during that time other area development may be proposed, have impacts to this location and be expected to contribute to the need for improvements. Thus the school district would only be responsible for its proportionate share of the cost of improvements needed at that time. However, as noted in Mitigation Measures 4.3.1 and 4.3.4, the school district will provide for adequate entrances and improvements at the school site.

Response 3-9

This comment refers to the location where traffic turns right out of the school site and onto the new access road leading to Latrobe Road. During the peak fifteen minutes after school the flow rate for traffic exiting the school is projected to exceed the capacity of this right turn movement. Thus, some right turning traffic will queue at this location. This issue will need to be addressed during the design process and as part of the additional study to be completed under Mitigation Measure 4.3.1 (5).

Response 3-10

Item (4) refers to the need for an all weather bicycle pedestrian route to connect the site with areas inside of the current bussing policy limits. As the area adjoining the school site may be developed over the next ten years the limits of improvements to be provide by the district will need to be determined in the future. Please refer to Response 3-1.

Item (7) refers to a requested parking prohibition, which will be enforced by the District if no County jurisdiction exists.

Items (8) and (9) refer to design features for the new access road from Latrobe Road to the High School which is to be constructed by the District.

Response 3-11

The calculation is correct. As shown in Figure 4.3.6 *Cumulative Plus Project Traffic Volumes* (attached) development of the school at this location will re-direct some westbound traffic on the new connection to Valley View to the south, rather than to the north. This change results in slightly less delay, although the overall Level of Service is LOS E with and without the proposed project.

Response 3-12

As with other improvements, the key issue is timing. Because the school is not expected to open for over fifteen years, the extent of other development that may be proposed, approved and or developed during that time frame is unknown. As the County is currently updating the General Plan, the exact nature of long term improvements that will be needed to support anticipated growth may change. Thus, the extent of participation in long term improvements by the school and other development will need to be determined at a later date. Please refer to Response 3-1.

Response 3-13

The extension of Payen Road to Latrobe Road may occur with development of the Carson Creek Specific Plan area. The traffic study indicates that a traffic signal is likely to be needed at the Payen Road connection to Latrobe Road whether the school is developed or not. This conclusion may be affirmed or rejected in the General Plan Update traffic study. Thus, at this time the expectation that a traffic signal will be installed by El Dorado County when warranted by future traffic is reasonable.

Response 3-14

Comment 3-14 provides clarification regarding the planned alignment of Saratoga Way on page 5-21. The comment indicates that Saratoga Way will be extended west from its existing terminus, parallel to Highway 50, to a connection with Iron Point Road in the City of Folsom. The commenter provided more information indicating that Wilson Way will be extended south through the Tseng Property to connect with Saratoga Road at approximately the mid-point of the property near Highway 50. In response to this comment, the discussion on page 5-21 has been modified to read as follows:

The developed portion of Saratoga Way currently ends at the southeastern property line. According to the El Dorado County Department of Transportation, Saratoga Road will be extended west from its existing terminus, parallel to Highway 50, to a connection with Iron Point Road in the City of Folsom. Wilson Way to the north of the property will be extended south to connect with Saratoga Road at approximately the mid-point of the property near Highway 50. If this site were chosen, Saratoga Way Wilson Way would need to be realigned and extended to the north through the center of the property in order to conform with the school's site plan.

Response 3-15

Comment 3-15 states that mitigation measures provided for the alternative sites refer back to those of the preferred site. The comment goes further by indicating that most of those mitigation measures are site specific and as such make no sense for these alternative sites. In most circumstances, the mitigation measures referred to would be required with slight modifications according to the site's physical parameters. Without a site-specific traffic study for each of the alternative sites, it would be difficult and speculative to prescribe corrective site-specific mitigation.

As provided in Section 15126.6 (d) of the CEQA Guidelines, the evaluation of alternatives shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. This sections continues by indicating that if an alternative would cause one or more significant environmental effects in addition to those of the proposed project, the significant impacts of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed. Furthermore, the CEQA guidelines do not require the prescription of the mitigation for impacts associated with alternatives to the proposed project. CEQA merely requires that a matrix displaying the major characteristics and significant environmental effects of each alternative be used to summarize the comparison (**Table 5.3-1**). The mitigation measures referred to in the alternatives analysis provides a basis as to what mitigation would likely be required if the alternative site were chosen.

Hydrology

Response 3-16

Comment item 3-16 recommends the modification of Mitigation Measure 4.5.1 on page 4.5-11, Hydrology Water Quality, to include requirements contained in County of El Dorado Resolution No. 67-95 (Drainage Manual). It now reads as follows:

Mitigation Measures

4.5.1 Consistent with the County of El Dorado Drainage Manual, the applicant will prepare a Hydrologic and Hydraulic Analysis Report (Report) for the proposed development. The Report will incorporate measures to maintain runoff to pre-construction levels where feasible. The EDUHSD will implement measures provided in the Report. Primary components of the Report are provided below:

Design of the drainage system on the project site will coordinate with the objectives of the Drainage Manual. In order to conform with these objectives, a detailed hydrologic and hydraulic analysis report shall be prepared by a registered civil engineer prior to site development. Due to the proximity of the project to the Sacramento County line, Sacramento County will be given an opportunity to review the document prior to finalization. The report shall include the following items:

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- An accurate calculation of pre-development and post-development runoff conditions using methods outlined in the county drainage manual. This modeling will more accurately evaluate potential changes to runoff by modeling specific design criteria which have yet to be determined. The model will account for increased surface runoff.
- An evaluation of the ability of downstream conveyance facilities to accept and convey the increased runoff.
- Location and size of detention basins and other best management practices needed to attenuate peak flows.
- A description of the proposed maintenance program for the on-site drainage system.

Significance After Mitigation

Less-than-significant.

Please see Chapter 5.0 Minor Changes and Edits for the placement of this corrected mitigation information.

Response 3-17

Comment 3-17 affirms the revision of Mitigation Measure 4.5.2c on page 4.5-12, Hydrology Water Quality. It now reads as follows:

4.5.2c **The project design will include best management practices (BMPs) to minimize stormwater runoff in compliance with the California Storm Water Task Force BMP Handbook for Commercial Projects. The BMPs will include a combination of source control, structural improvements, and treatment systems.**

Please see Chapter 5.0 Minor Changes and Edits for the placement of this corrected setting information.

LETTER 4. ROSEANNE CHAMBERLAIN – EL DORADO COUNTY LOCAL AGENCY FORMATION COMMISSION

Response 4-1

Comment letter four received from the El Dorado County Local Agency Formation Commission (LAFCo) indicates that the DEIR does not adequately address LAFCo's concerns as a Responsible Agency under CEQA. Comment 4-1 indicates that Chapter 2.0, Executive Summary, does not list LAFCo with other Governmental Agency approvals unlike Chapter 3.0, Project Description. In response to this comment, LAFCo will be added to the list of Local and State approvals under Section 2.4 of the Executive Summary. Comment 4-1 further indicates that the United States Bureau of Reclamation (USBR) would be a responsible agency to amend the El

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

Dorado Irrigation District's (EID) place-of-use (service area) for water. Furthermore, its authorization for service is a prerequisite for completion of EID annexations. In response to this comment, USBR will be added to the list of direct and indirect federal approvals and actions under Section 2.4 of the Executive Summary. These modifications are provided below:

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and permits that may be required from local, regional, state, and federal agencies are identified below.

Local and State approvals include:

- El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water service), El Dorado County Planning Commission (Finding of Consistency with General Plan).
- El Dorado County Local Agency Formation Commission (LAFCo) (discretionary approval for the annexation of the project site for water and sanitation service).
- Because the project involves the construction of classroom facilities, the California Division of the State Architect, the California Department of Education and Department of Toxic Substances Control will use this EIR in a review capacity.

The following direct and indirect federal approvals and actions may occur as a result of the Proposed Project:

- Issuance of Regional Water Quality Control Board (RWQCB), Central Valley Region, National Pollutant Discharge Elimination System (NPDES) general permit under Section 402 of the Clean Water Act (CWA) for storm water drainage.
- Issuance of RWQCB, Central Valley Region Section 401 Water Quality Certification or waiver.
- Issuance by the U. S. Army Corps of Engineers of a Nationwide Permit (NWP) 26 for filling wetlands located on the school site.
- Authorization for service from the United States Bureau of Reclamation as a component of the annexation to the El Dorado Irrigation District.

Please see Chapter 5.0 Minor Changes and Edits for the placement of corrected setting information.

Comment 4-1 also indicates that the EDUHSD will be required to obtain approval from LAFCo to complete the annexation/reorganization necessary to receive water and fire service to the project site. LAFCo suggests that a discussion regarding the annexation of the project site to the

above-mentioned service providers be added to Chapter 3.0, Project Description. In response to this comment, the following language will be added to page 3-6 of the Chapter 3.0, Project Description under the new heading, LAFCo Application Process and Annexations.

LAFCO APPLICATION PROCESS AND ANNEXATIONS

The project site is located within the currently adopted sphere of influence of the local water purveyor and sanitary sewer service provider, but, outside the existing service area. Prior to any development, the School District must receive approval of LAFCo for either a service agreement with the El Dorado Irrigation District (EID) or for annexation in order to successfully complete the process to receive the water and sewer service from EID.

Please see Chapter 5.0 Minor Changes and Edits for the placement of corrected setting information.

Response 4-2

Comment number 4-2 indicates that the description on page 3-3 notes that no use is proposed for the remaining 150-acres. The comment goes further by noting that the annexation of 150 acres into the El Dorado Irrigation District and El Dorado Hills County Water District (fire protection) for no stated purpose and without environmental review, will likely be considered a growth inducing impact by LAFCo. In response, EDUHSD is currently within the boundaries of the El Dorado Hills County Water District and will therefore receive its fire service from them. Annexation is not required. The EDUHSD has no plans for the annexation of the territory into EID at this time. Whether it will seek annexation of the entire 215 acres or just a service agreement with EID for the 65-acre school site has not been determined. At this time, use of the remaining 150 acres has not been determined. The EDUHSD agrees that it would be premature to annex the entire 215 acres into EID at this time without further environmental review.

Response 4-3

Comment item 4-3 notes that as part of the LAFCo review process, project consistency with the El Dorado County General Plan must be considered. The comment then states that the County General Plan has been set aside by the Sacramento Superior Court and only a few court-specified projects may proceed. While it is true that the Proposed Project is not listed under the court-specified project list, discussions with El Dorado County Planning staff indicated that the 1996 General Plan is still the County's main planning document. In addition, the court ruled that the General Plan Draft Environmental Impact Report was inadequate from a procedural standpoint and therefore was not certified. Planning staff further verified that the policy language contained in the 1996 General Plan is current and should be utilized in determining the baseline condition for the Proposed Project. According to Section 15125(a) of the CEQA Guidelines, an EIR must include a description of the physical environmental setting, which will typically constitute the baseline condition. From a land use perspective, the 1996 El Dorado County Plan is the most logical document to derive this setting information. The El Dorado County Planning Department is currently working on the revised Draft EIR for the General Plan.

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The EDUHSD considers the current site to be consistent with the County General Plan. The site is required to accommodate growth that has already been approved by the County and it is the most feasible site that has been identified by District staff. Further review of this issue will be required at the time of proceedings before LAFCo. Hopefully by that time, the new County General Plan will be complete and will provide better guidance on this issue.

Response 4-4

Comment 4-4 refers to page 4.2-15 and the discussion of significant adverse effects on agricultural lands. The commentor notes that LAFCo boundary change decisions are required to consider impacts to agricultural lands as noted in Government Code Sections 56668 and 56016. This comment further indicates that decisions by LAFCo are discretionary and not determined by the School District's actions. Comment noted.

Response 4-5

In Comment 4-5, the commentor notes that in regard to air quality and transportation, Government Code Section 56668(b) requires review by LAFCo of the cost and adequacy of services provided by agencies subject to LAFCo. Comment noted.

Response 4-6

Comment 4-6 seeks to verify that the project location is within the EID sphere of influence and that the El Dorado Irrigation District would be the plausible service provider for water and sanitary sewer. Additionally, the commentor provides clarification for the discussion of water service provided in the first paragraph on page 4.10-1. In response to these comments, the first paragraph on page 4.10-1 has been modified as follows:

The project site is currently lacks potable water service not located within the boundary of a local water purveyor, but is located within the sphere of influence for the El Dorado Irrigation District (EID). EID currently provides water service to areas immediately north of the project site and therefore, would represent the most plausible jurisdiction to provide potable water supply to the site.

EID is a public agency located in the City of Placerville and serves ± 214 square miles of central and western El Dorado County. The EID employs over 200 full-time permanent employees. EID was established on October 5, 1925, and now serves approximately 29,800 accounts with treated water, 12,850 wastewater accounts and over 40 reclaimed water accounts (EID, 2001a). For water service to be available to the project site, an application for approval of annexation or for approval of a service agreement must be filed with the El Dorado Local Agency Formation Commission (LAFCo). will need to annex the property into their jurisdiction.

Please see Chapter 5.0 Minor Changes and Edits for the placement of the corrected setting information.

Response 4-7

Comment 4-7 notes some missing text between the first two paragraphs on page 4.10-8. This editorial error will be corrected and is provided in Chapter 5.0, Changes and Edits. Comment 4-7 also requests that specific citations be provided for other engineering documents noted in the first paragraph regarding the project's water needs. In discussions with EID staff (Sharon Fraser, 2001), the projected water needs for a 65-acre school would be approximately 3,000 gallons per minute, including fire hydrant and sprinkler systems flows. These estimates provided by the EID staff were assumed to be conservative, rough estimates for the project's water needs. No engineering study has been produced for the high school, as the development is contingent on the EDUHSD acquiring the necessary funds to develop the subject property. The water service discussion was adequately referenced as shown in the last paragraph of page 4.10-4.

Comment item 4-7 also requests a revision to page 4.10-6 under conditions of approval for the project. The requested revision is provided below:

CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT:

1. Provide public water service to the project site.
2. Destroy any abandoned wells on the Proposed Project site in accordance with the requirements of the El Dorado County Environmental Health Division. Clearly show all abandoned/destroyed wells on the improvements plans for the project.
3. Successful annexation into the El Dorado Irrigation District, including authorization from the United States Bureau of Reclamation to amend EID's place of use for water. As an alternative, the District may seek an agreement for water service with EID pursuant to Government Code 56133. Such agreement will require the approval of EID and LAFCo.

Please see Chapter 5.0 Minor Changes and Edits for the placement of corrected setting information.

Response 4-8

Comment 4-8 seeks clarification on page 4.10-8 regarding the El Dorado Hills County Water District's service boundary and whether their service area differs from their agency's boundary. The comment provides insight explaining that the El Dorado County Tax Rate Area report suggests the subject parcel is within the boundary of the El Dorado Hills County Water District. However, other boundary records do not confirm this. EDUHSD staff received subsequent information indicating that the project site was within the El Dorado Hills County Water District's service area by the acting Fire Marshall and LAFCo staff.

Response 4-9

Comment item 4-9 seeks further explanation for the first sentence on page 4.10.1, relating to the adequacy of the El Dorado Irrigation District's (EID) water supply and distribution system. This

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statement was drafted in consultation with EID staff and was reviewed by EID staff prior to the circulation of the DEIR (Sharon Fraser, 2001). In consultation meetings with EID, staff indicated that prior to high school operation (scheduled for 2018) a safe and reliable water supply would be available for the project. As noted in the third paragraph on page 4.10-1, at the time of DEIR circulation the most recent Water Supply Master Plan (WSMP) had not been released. However, as provided in the first paragraph on page 4.10.2, EID is currently evaluating three different water supply alternatives to meet project future needs. It is reasonably foreseeable that a least one of these supply alternatives will be achieved prior to the opening of the high school.

Response 4-10

Comment 4-10 indicates that the discussion on parks and recreation is incorrect by stating that the project area is within the El Dorado Hills Community Service District. The comment clarifies that the project site is outside the El Dorado Hills Community Service District's adopted sphere of influence and that it is unclear which agency will operate joint use park and recreation programs. In response to this comment, the setting discussion under the heading of, "Parks and Recreation", will be modified as follows:

PARKS AND RECREATION

The project area site is adjacent to the southwestern portion of the within the currently adopted sphere of influence for the El Dorado Hills Community Service District (CSD). The site currently is located within the jurisdiction of the El Dorado County General Services Department, Parks and Recreation Division. The El Dorado County General Services Department, Parks and Recreation Division provides park and recreational opportunities for residents within the unincorporated areas of El Dorado County. The El Dorado Hills CSD provides park and recreational services to the El Dorado Hills Community and areas south of US Highway 50. El Dorado Hills CSD staff have confirmed that the CSD has held a long, cooperative relationship with the EDUHSD in providing joint-use recreational opportunities for local residents and students. With this in mind, the El Dorado Hills CSD is considered the logical entity to provide park and recreation service through a joint use agreement with the School District.

The major recreational features of the Proposed Project include a performing arts building, gymnasium, basketball courts, (4) baseball/softball fields, football stadium, (2) soccer fields, and an all-weather track. The El Dorado Hills Community Service District-CSD supports coordination with other agencies to accomplish joint uses for park sites, including schools.

In order to provide joint-use opportunities for the proposed high school, the EDUHSD can choose between two service providers (the El Dorado County General Services Department, Parks and Recreation Division or the El Dorado Hills CSD). In order to establish service with the El Dorado Hills CSD an application with LAFCo for approval of an amendment to its existing sphere of influence must be filed and approved. Applications for the amendment to El Dorado Hills CSD's sphere of influence and annexation of property are subject to LAFCo's discretionary

approval. Under either option, park and recreational services will be provided by one of the two previously identified agencies.

Response 4-11

Comment 4-11 supports statements made on page 4.10-8 indicating that annexation of the project site to the El Dorado Irrigation District “or some other contractual agreement for service” will be required prior to the construction of the Proposed Project. The comment further stresses that all contracts for service outside agency boundaries are subject to review and approval by LAFCo (Government Code Section 56133 and LAFCo policy 4.7). The comment is noted. Please refer to Response 4-8 for revisions to page 4.10-6 under the heading, “Conditions of Approval”.

Response 4-12

Comment 4-12 indicates that Mitigation Measure 4.10.1a suggests that the project is predicated on future environmental determination in order to receive water service. For clarification, Mitigation Measure 4.10.1a states that “EDUHSD will work with EID regarding the preparation of required environmental documentation for the acquisition of an easement and installation of a water distribution line by EDUHSD.” Two feasible alternatives for conveying potable water to the project site are discussed in the third paragraph on page 4.10-6. The above-referenced statement merely indicates that EDUHSD will work with EID to determine the environmentally superior alternative for delivering water. Both alternatives are considered feasible by EID staff and would likely be installed within existing roadway or utility easements.

Response 4-13

Comment 4-13 indicates that Mitigation Measure 4.10.1b incorrectly states that the project is located outside of the El Dorado Irrigation District’s sphere of influence. EDUHSD staff concurs with this comment and shall modify the measure as follows:

4.10.1b **The subject property is currently outside located within the of EID’s sphere of influence for the El Dorado Irrigation District (EID), but, is situated outside of it’s current service area. As such, EDUHSD shall coordinate with EID to file an application with the El Dorado County LAFCo for either a service agreement or to have the property annexed into EID’s service area. The application for annexation will be subject to LAFCo’s approval and the US Bureau of Reclamation’s authorization for service.**

Response 4-14

Comment 4-14 again asks for clarification and information regarding the General Plan and growth inducing impacts. This time the comment is made regarding “Other Statutory Considerations” (page 6.1 of the DEIR). Please see the response to Comment 4-3 for the General Plan consistency and growth inducing impacts response, which also serves as a response to this comment.

**LETTER 5. GERRI SILVA – EL DORADO COUNTY ENVIRONMENTAL
MANAGEMENT DEPARTMENT**

Response 5-1

The commentor noted that the District would need to prepare and submit a Business Plan for the hazardous materials that will be stored and used either in the operation and maintenance of the school or in the classrooms.

Comment noted. The District is aware of these regulations and will coordinate with the El Dorado County Environmental Management Department, Solid Waste & Hazardous Materials Division, in the preparation and submission of a Business Plan for the proposed Sixth High School.

Response 5-2

Comment number 5-2 states that the El Dorado County Air Pollution District concurs with the air quality analysis contained within the DEIR and mitigation provided by ESA. Comment noted.

Response 5-3

Comment number 5-3 indicates that the El Dorado County Air Pollution District will require that a Fugitive Dust plan be submitted to the District prior to construction. This comment also provides a recommendation that during the construction phase of the project, all heavy equipment being utilized be at least 1996 or newer. The District will consider this recommendation at the time of construction.

Response 5-4

Comment 5-4 indicates that the El Dorado Air Pollution District was not identified as an agency where permits that may be required. The comment further states that the EDUHSD will be responsible for permitting requirements and any fees associated with construction. In response to this comment, the following text has been added to the list of other governmental agency approvals on page 3-7 of the Project Description in the DEIR.

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies are identified below.

Local and State approvals would include:

- El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water and sewer service), El Dorado County Planning Commission (Finding of Consistency with General Plan).

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- Because the project involves the construction of classroom facilities, the California Division of the State Architect, California Department of Education and Department of Toxic Substances Control will use this EIR in a review capacity.
- El Dorado County Local Agency Formation Commission (LAFCo). The El Dorado Union High School District will be required to file an application for a service agreement or for the annexation of subject property into it's and the El Dorado Irrigation District's service areas. These applications will be subject to LAFCo's approval.
- Issuance of RWQCB, Central Valley Region Section 401 Water Quality Certification or waiver.
- El Dorado County Air Pollution District. The EDUHSD will responsible for contacting the District for permitting requirements and any fees associated with construction.

Please see Chapter 5.0 Minor Changes and Edits for the placement of this corrected setting information.

Response 5-5

The commentor noted that the District will need to submit plans for the kitchen/cafeteria to the Environmental Health Division prior to construction. The commentor also noted that the plans would need to be in compliance with the California Uniform Retail Food Facilities Law, that a permit to operate the kitchen would need to be obtained from Environmental Health, and that the food manager must hold a Food Safety Certification from an Accredited State Program.

Comments noted. The District will coordinate with the El Dorado County Environmental Management Department, Environmental Health Division, to obtain the necessary permit and to ensure compliance with all laws and regulations for the kitchen/cafeteria in the proposed Sixth High School.

Response 5-6

The commentor noted that the Environmental Health Division will need to review the plans for the pool and associated facilities prior to construction. The commentor also noted that the plans would need to be in compliance with the California Health and Safety Code and the Uniform Building Code, and that a permit to operate the pool would need to be obtained from Environmental Health.

Comments noted. District will coordinate with the El Dorado County Environmental Management Department, Environmental Health Division, to obtain the necessary permit and to ensure compliance with all laws and regulations for the pool and associated facilities at the proposed Sixth High School.

LETTER 6. WAYNE A. LOWERY – EL DORADO HILLS COMMUNITY SERVICES DISTRICT

Response 6-1

The commentor notes that on page 4.10-7, the El Dorado Hills Community Service District is listed as the agency managing the franchise with the El Dorado Disposal Service. The comment also indicates that the school site is currently outside the District's boundary and the El Dorado County Environmental Management Department would instead manage that service. In response to this comment, the discussion of solid waste on page 4.10-8 has been revised to reflect the provided information.

SOLID WASTE DISPOSAL

Pickup and disposal of solid waste in the Project Area would be provided to the project site by the El Dorado Disposal Service, Inc. under a franchise agreement with the El Dorado Hills Community Services District (CSD). El Dorado Disposal Service Inc. provides solid waste services for western El Dorado County from the Sacramento County line to Pollock Pines. El Dorado Disposal Inc. offers curb-side pick-up and transport of solid waste by compactor trucks to the Lockwood Landfill Site, in Reno Nevada. The project site is located outside the El Dorado Hills CSD's currently adopted sphere of influence. As such, the El Dorado County Environmental Management Department would be responsible for managing solid waste service.

In the context of this project, EDUHSD will likely coordinate joint-use recreational opportunities and facilities within the El Dorado Hills CSD. The El Dorado Hills CSD's currently adopted sphere of influence abuts the northeastern corner of the property. With this in mind, the El Dorado Hills CSD and EDUHSD have traditionally held a long cooperative relationship in providing joint-use recreational opportunities for local residents. Correspondence with the El Dorado Hills CSD verifies that the District is interested in seeking approval from the El Dorado Local Agency Formation Commission (LAFCo) for the annexation of the subject property into its service area.

To do so, the El Dorado Hills CSD would be required to file an application with LAFCo for a sphere of influence amendment to include the project site in its sphere of influence. The El Dorado Hills CSD would then be required to file an application with LAFCo for the annexation of the project site into its service area. Under this scenario, the El Dorado Hills CSD would be the most logical solid waste service provider following LAFCo's approval of the application for annexation of the project site. However, regardless of the approach chosen, solid waste service would be provided by the El Dorado Disposal Service under the management of the El Dorado Hills CSD or El Dorado County Environmental Management Department.

Please see Chapter 5.0 Minor Changes and Edits for the placement of this corrected setting information.

Response 6-2

Comment 6-2 indicates that under the Parks and Recreation heading in Chapter 4.10, the El Dorado Hills CSD is listed as the agency that would provide park and recreational services. The comment letter further states that project site is located outside of the El Dorado Hills CSD's boundary and that park and recreational services would be managed by the El Dorado County General Services Department, Parks and Recreation Division. Please refer to Response 4-11 for the revised Parks and Recreation setting discussion.

Response 6-3

Comment 6-3 states that the El Dorado Hills CSD is contiguous with the northeast corner of the EDUHSD Sixth High School site. The comment also indicates that the El Dorado Hills CSD has held a long cooperative relationship with the school district and would be interested in the annexation of the school site if there is mutual interest in expanding the relationship to this project. The cooperative relationship between the El Dorado Hills CSD and EDUHSD is hereby noted and incorporated to the DEIR. Please refer to Response 4-11 for the revised parks and recreation setting discussion.

Response 6-4

Comment 6-4 notes that it may be appropriate for the EIR to address the possible annexation of the high school site into the El Dorado Hills CSD under "Other Governmental Agency Approvals" on page 3-7 of the DEIR. This comment is noted. In response to this request, the list of local and state approvals on page 3-7 has been revised as follows:

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies are identified below.

Local and State approvals would include:

- El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water and sewer service), El Dorado County Planning Commission (Finding of Consistency with General Plan).
- Because the project involves the construction of classroom facilities, the California Division of the State Architect, California Department of Education and Department of Toxic Substances Control will use this EIR in a review capacity.
- El Dorado County Local Agency Formation Commission (LAFCo). The El Dorado Union High School District will be required to coordinate the filing an of application for the annexation of the subject property into ~~it's~~ and the El Dorado Irrigation District (water and Sanitary Sewer Service), or for a service agreement with the EID.

Please see Chapter 5.0 Minor Changes and Edits for the placement of this corrected governmental approval information.

**LETTER 7. SUSAN M. MERRIT – EL DORADO COUNTY INDIAN COUNCIL
INC.**

Response 7-1

As provided on page 4.9-4 of the DEIR, Melinda A. Peak with Peak and Associates conducted a records search and field survey for the project site. The results of the records search concluded that no prehistoric or historic cultural resources are known to be located on the project site. One prehistoric site, a rock art site (CA-ELD-69), is reported to exist about a quarter mile from the project area. The project area has never been subjected to a systematic survey. Two other surveys have been conducted within a ¼ mile radius of the project area (Supernowicz 1994, Windmiller 2001).

In accordance with Sections 21083.2 and 15064.5 of the CEQA Guidelines, the entire project site was field surveyed by Melinda Peak and Robert Gerry on July 10, 2001 walking narrow (5 meter wide) transects. No evidence could be found of prehistoric cultural resources within the project site (Peak & Associates, Inc. 2001). Two historic rock features of unknown age were discovered within the project area (EDHS-1 and EDHS-2). The features were recorded using a primary record, and are included in Cultural Resources Report. The report may be reviewed by qualified persons at the District Office during normal business hours.

Jeff Murray, of the Shingle Springs Rancheria, was contacted for information on sites of cultural concern to the local Native American community. According to Mr. Murray, no sites of concern were located in the project area (Peak & Associates, Inc. 2001).

LETTER 8. DAVID WESTSMITH – LATROBE SCHOOL DISTRICT

Response 8-1

Comment 8-1 maintains that the proposed school site is incompatible with adjacent research and development land uses to the north and industrial land uses to the west. The comment also affirms that even though the DEIR addresses existing facilities, it does not address potential future uses on adjacent parcels.

As provided on page 4.2-13, this land use conflict was considered a less than significant impact of the project in accordance with the thresholds of significance provided on page 4.2-13. Impact 4.2.3 clearly indicates that in response to this issue, the proposed site plan calls for the siting of the school approximately 750 feet east of the western property line, between the lower backslope and unnamed creek's drainage basin along the eastern border of the property. This project component is noted in Chapter 5.0 under the Project Description heading. This site configuration would place a significant topographical buffer between the two uses. Also, as provided in Figure 4.2-4 of the DEIR, a majority of the industrial zoning on the adjacent property is located to the

southwest and well away from the site. The Research and Development land use designation to the north is more restrictive in allowed uses and, therefore, was not considered an issue. Any future proposed use within either of these two regions will be required to provide notice to the school district in accordance with Section 21151.4 of the Public Resource Code on what, if any, hazardous materials it is storing and/or manufacturing. Any impact regarding future hazardous materials would need to be assessed at that time. Any future land use scenario would be speculative at this time and is not analyzed under CEQA.

Response 8-2

According to Comment 8-2, the siting of a high school in a remote area may be considered growth inducing. As provided on page 3-1, the objective of the Proposed Project is to provide needed public school facilities in accordance with the *EDUHSD Facilities Master Plan, 1999-2009*. This high school will house additional expected growth within the district as well as relieve overcrowding at the existing high school facilities. It must be stressed that if future residential uses do not develop within the project area, the school would not be constructed. This statement is independent of current growth projections for the County, which indicate substantial growth occurring within Project Area in the next ten years. As provided in Chapter 3.0 of the DEIR, it is the EDUHSD's objective is to begin construction of the proposed school in the late Spring or Summer of 2015. If the demand for new school facilities is not substantiated by new residential growth within the next 10 years, the construction date will be modified accordingly.

Response 8-3

Comment 8-3 expresses a concern regarding the mixing of teenage drivers with logging trucks and potential public safety concerns. It is the District's intention to not only implement the recommended improvements as provided in Section 4.3 of the DEIR, but to also conduct further traffic analysis prior to the start of construction to assess future traffic patterns. Please refer to Response 1-1. Based on traffic volumes and facilities anticipated at that time, the District will implement feasible and appropriate mitigation and will emphasize safety in all measures considered.

Response 8-4

Comment 8-4 states that given the significant concerns regarding the proposed site, other alternative sites should be explored. Two alternative site locations were assessed in the DEIR in Chapter 5.0 Alternatives. These two alternative locations [Alternative AB (White Rock Road Site) and Alternative AC (Tseng Property)], were analyzed and rejected for various reasons, as provided in **Table 5.3-1** of the DEIR. It should also be noted, that various other locations within the Project Area were evaluated by the District prior to the preparation of the DEIR. Over the past eight years, several potential sites were evaluated and determined to be infeasible or were rejected by the Department of Education. Previously analyzed sites that were considered infeasible are not included as feasible alternative sites, since such sites would not meet the purpose of the project and/or reduce or avoid significant environmental effects of the proposed project as required by Sections 15126.6(a) and (c) of the CEQA Guidelines.

**LETTER 9. JEFFERY PULVERMAN – CALIFORNIA DEPARTMENT OF
TRANSPORTATION**

Response 9-1

Comment 9-1 states that the Traffic Impact Study (TIS) is inadequate in addressing impacts to Highway 50 Interchanges. As provided in Response 3-1, project impacts to US 50 are not expected to be significant. It must be stressed that the service area for the 6th High School has not been finalized, and for this reason, the District has committed to conduct future traffic studies prior to the construction of the school site in order to assess future traffic patterns, access issues, and identify feasible mitigation that can be implemented at that time. Refer to Response 1-1 for a detailed response and Chapter 5.0 for the revised Mitigation Measure 4.3-1.

Response 9-2

Comment noted. Methodologies provided for determining future traffic scenarios and assessing significance are outlined on pages 4.3-6 through 4.3-10 of the DEIR.

Response 9-3

Refer to response 9-1.

Response 9-4

The future traffic study undertaken prior to school site construction would also need to address an acceptable planning horizon at that time consistent with El Dorado County and Caltrans standards. Refer to response 9-1.

Response 9-5

Comment noted, please refer to response 9-1.

LETTER 10. FRED RUSSELL – EL DORADO HILLS FIRE DEPARTMENT

Response 10-1

Comment 10-1 states that the DEIR fails to address the question of whether or not the project would involve adequate emergency access. As provided in Impact 4.10.6, without the incorporation of specific building and circulation design features into the project's site plan, the Proposed Project could result in a potentially significant impact to existing fire protection services and student safety. For this reason, Mitigation Measure 4.10.6 has been revised to address this potential impact and requires the District to coordinate with the Fire Department regarding circulation and emergency access in developing the site plan.

Mitigation Measure

- 4.10.6 The design features of the school site shall include a hydrant system and fire access roadways to within 150 feet of every building or in accordance with state fire code.

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Each building within the high school complex shall be equipped with a NFPA 13-fire sprinkler system as required by the state fire code, a fire alarm system to monitor the fire sprinkler system, and provide multiple locations for emergency evacuation. The District will consult with the El Dorado Hills Fire Department regarding design of traffic circulation, emergency access, and the parking management plan required under Mitigation Measure 4.3.3.

Please see Chapter 5.0 Minor Changes and Edits for the placement of the mitigation.

Response 10-2

Comment 10-2 indicates that the Fire Department has concerns regarding the implementation of the parking management plan required under Mitigation Measure 4.3.3. It should be noted that the site plan utilized in the DEIR is a conceptual map only. The District has not approved a final design of the site. The District shall consult with the Fire Department in planning the final site layout for the school and at that time will work together in implementing the parking plan. This agreement shall be noted in the Mitigation Monitoring and Reporting Program (MMRP) in Chapter 6.0.

Response 10-3

Refer to Responses 10-1 and 10-2.

LETTER 11. DAVID WESTSMITH – LATROBE SCHOOL DISTRICT

Response 11-1

Comment 11-1 states that the school site would be incompatible with adjacent Industrial and Research/Development land uses. Response 8-1 provides a detailed response to this issue.

Response 11-2

Response item 11-2 states that Mitigation Measure 4.2.1 does not mitigate the land use consistency issue documented under Impact 4.2.1. As indicated under Impact 4.2.1, the proposed development of a school site may be considered inconsistent with the existing RE-10 and RA-80 zoning classifications and with the adjacent industrial and commercial land uses. This was identified as a potentially significant impact. Impact 4.2.1 specially states that under Government Code Section 65402 the District is required to submit the proposed acquisition to the County Planning Commission for a finding of consistency with the General Plan. The Planning Commission was given forty (40) days to act on the consistency finding request started on September 20, 2001. The Planning Commission failed to act within the 40 day time frame. Pursuant to Government Code Section 65402 the site is conclusively presumed to be in conformity with the General Plan.

Response 11-3

Comment 11-3 states that Mitigation Measure 4.2.3 does not mitigate the land use conflict identified as a potentially significant impact under Impact 4.2.3. The commentor is correct in that Mitigation Measure 4.2.3, incorrectly indicates that no mitigation is necessary. The District agrees that the impact is unclear in the level of significance of the impact and therefore shall revise Impact 4.2.3 to read as follows:

Impact

4.2.3 The Proposed Project would introduce a land use (education) that differs from what is considered provided in the existing El Dorado County General Plan. ~~Currently~~ According to the El Dorado County General Plan lands adjacent to the property has an are designated industrial designation to the west, Research and Development to the north, and Agriculture to the south, Research and Development uses to the north are buffered by a east-west trending ridgeline. Agricultural land uses to the south of the site are protected under the County's Right to Farm Ordinance (Chapter 17.13 the County's Zoning Ordinance) from any changed condition on adjacent land. The District has included a buffer (750 feet) between the school site and western property line in the school's conceptual site design to mitigate any land use conflicts between the site and industrially-zoned lands to the southwest. With the incorporation of the provided buffer in conjunction with the topographical limitations of the ridgeline, this land use conflict is considered potentially significant land use impact less than significant.

Though the proposed high school would be located adjacent to an industrial-zoned parcel currently occupied by an operational lumber mill (Figure 4.2-4) the geography of the site allows for a separation of the Wetsel-Oviatt Lumber Mill from the site. The site's topography consists of a northwest trending ridge along the properties western border, which currently separates the two properties. The existing site plan (Figure 3.3) calls for the siting of the school approximately 750 feet east of the western property line between the lower backslope and the unnamed creek's drainage basin along the eastern border of the property. As a result, the topographical setting significantly alters the acoustical setting of the site. During the initial site investigation, several trucks were observed utilizing the mill's access roads, however, after their passage no noise was observed from the mill.

Currently, truck traffic along Wetsel-Oviatt Road from the transporting of raw lumber and secondary goods contributes safety hazards for school related access (Section 4.3 Traffic and Section 4.11 Hazards). However, the relocation of Wetsel-Oviatt Road will minimize the hazard prior to school opening.

California Department of Education (CDE) representative, Fred Yeager, has reviewed the school site and gave the school site the highest-ranking possible. Therefore, this site has been granted a preliminary approval by the state regardless of the adjacent and the lumber mill ~~was not viewed as problematic~~.

Given the topography of the site and the relocation of Wetsel-Oviatt Road these impacts are **less than significant**.

See **Section 4.4 Noise**, for a complete discussion of potential noise impacts from the adjacent land use and options for mitigating any significant impacts. **Section 4.3 Traffic and Circulation** provides a detailed discussion of traffic impacts from mill operations and associated mitigation.

Please refer Chapter 5.0 Minor Changes and Edits for the revision to Impact 4.2.3.

Response 11-4

Comment 11-4 states that increased traffic along Latrobe Road and Wetsel-Oviatt Road pose a significant impact to public safety. Please refer to Response 9-1.

Response 11-5

Comment 11-5 maintains that the alternatives analysis should have included an alternative site within the Valley View Specific Plan Area. This topic was partially covered and responded to under Response 8-4. According to Section 15126.6 (c) of the CEQA Guidelines, the District is required to provide a reasonable range of feasible alternatives to the Proposed Project. In selection of the alternatives, the District is required to identify a reasonable range of feasible alternatives that reduce or avoid significant environmental effects associated with the proposed project. In identifying a reasonable range of alternatives, the District may evaluate alternative site locations, site designs, or other project modifications that reduce or avoid significant adverse effects of the proposed project.

Prior to the preparation of the DEIR, the District evaluated numerous sites within El Dorado Hills vicinity, including sites within the both the Valley View and Carson Creek developments. The three sites included one within Valley View, one within the Carson Creek, and the other immediately south of Carson Creek. Each site was rejected for reasons related to topography, infrastructure feasibility, road restrictions, land use conflicts, wetlands and proximity to existing facilities know to contain hazardous materials and/or substances. These sites were not included in the DEIR on the basis that they would not meet the requirements of Section 15126.6 and would not reduce or avoid potentially significant impacts of the proposed project. Neither the Valley View Specific Plan nor the Carson Creek Specific Plan were planned by the County to include a high school site. The County has vested the current land use for these projects with long-term development agreements.

Response 11-6

Comment 11-6 provides that siting a high school in a remote area may be considered growth inducing and that the DEIR did not adequately address this issue. As provided on page 6-1 of the DEIR, the California Environmental Quality Act (CEQA) Guidelines (Section 15126[g]) require that an EIR evaluate the growth inducing impacts of a proposed action. According to this section of the CEQA Guidelines, a growth inducing impact is defined as an impact that fosters economic or population growth either directly or indirectly. Typical examples of direct growth inducement include, the construction of new residential housing or certain public works projects that would

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remove obstacles to population growth (i.e. water distribution, sewer installation, etc.). Likewise, typical indirect growth effects can result if a project establishes a substantial increase in new permanent employment opportunities.

It must be recognized that the purpose and need for the proposed project, as outlined on page 3-1 of the DEIR Project Description, is to house the new students generated by approved and proposed residential development. The development of a high school is intended as a response to current and forecasted growth, rather than a growth inducing mechanism. The development of the high school will require a faculty of approximately 175, as provided on page 3-2 of the DEIR Project Description. This employment generation is considered minimal and therefore, was not considered to be significant growth inducing effect of the project. The school will only be developed to house the newly generated student population of approved residential development. For this reason, the project is not considered growth inducing and is viewed as an extension of public service to serve existing and planned development.

Response 11-7

Records of the District indicate that the Latrobe School District was mailed a copy of the Notice of Preparation and a copy of the Draft EIR. Further, the Latrobe School District was provided a second copy of the Draft EIR when the El Dorado Union High School District extended the comment period.

**LETTER 12. ROGER P. TROUT – EL DORADO COUNTY PLANNING
DEPARTMENT**

Response 12-1

Comment 12-1 indicates that Section 4.3 Transportation and Circulation does not address “Measure Y” and its implications to the Proposed Project. According to the full text of Measure Y, the measure amended the County General Plan to require certain findings by the County prior to granting approval to residential development projects of five or more units or parcels. As provided in Chapter 3.0, Project Description, the project is not defined as a residential development and the inclusion of the information relating to Measure Y was considered unnecessary. To date, the interpretation of Measure Y has not been applied to a public or commercial project within the County.

Response 12-2

Comment 12-2 mentions that the NPDES Phase II water quality requirements may be implemented prior to the high school’s construction. This comment is noted. Mitigation Measure 4.5.3 shall be revised to reflect this potential requirement. Please see Chapter 5.0 Minor Changes and Edits for the revised mitigation language under Section 4.5 Hydrology and Water Quality.

Response 12-3

Comment 12-3 maintains that the alternatives analysis should have included an alternative site within the Valley View Specific Plan Area (SPA). This topic is covered and responded to under Response 11-5. According to Section 15126.6 (c) of the CEQA Guidelines, the District is required to provide a reasonable range of feasible alternatives to the Proposed Project. In selection of the alternatives, the District is required to identify a reasonable range of feasible alternatives that reduce or avoid significant environmental effects associated with the proposed project. In identifying a reasonable range of alternatives, the District may evaluate alternative project scenarios (e.g. site locations, site designs, infrastructure timing, etc). that reduce or avoid significant adverse effects of the proposed project.

Prior to the preparation of the DEIR, the District evaluated several sites within the Valley View and Carson Creek developments. In the preliminary evaluation of alternative sites, the Valley View and Carson Creek developments were identified as potential areas for locating a high school site. Sites within the two developments that were considered during the preliminary feasibility study are illustrated in **Figure 4-1**. Each parcel was evaluated according to the California Department of Education's Minimum Site Criteria for siting schools and was rejected for reasons relating to size limitations, topographical restrictions, or more importantly the Department of Education Facilities and Planning Division's disapproval. According to Section 15126(d) of the CEQA Guidelines, the Lead agency is required to consider a reasonable range of alternatives that could reduce to a less-than-significant level or eliminate any significant adverse environmental effects of the Proposed Project. The District feels that the inclusion of sites that have already been determined infeasible would not comply with the requirements of Section 15126 and more importantly would not substantially reduce or avoid significant environmental effects of the Proposed Project.

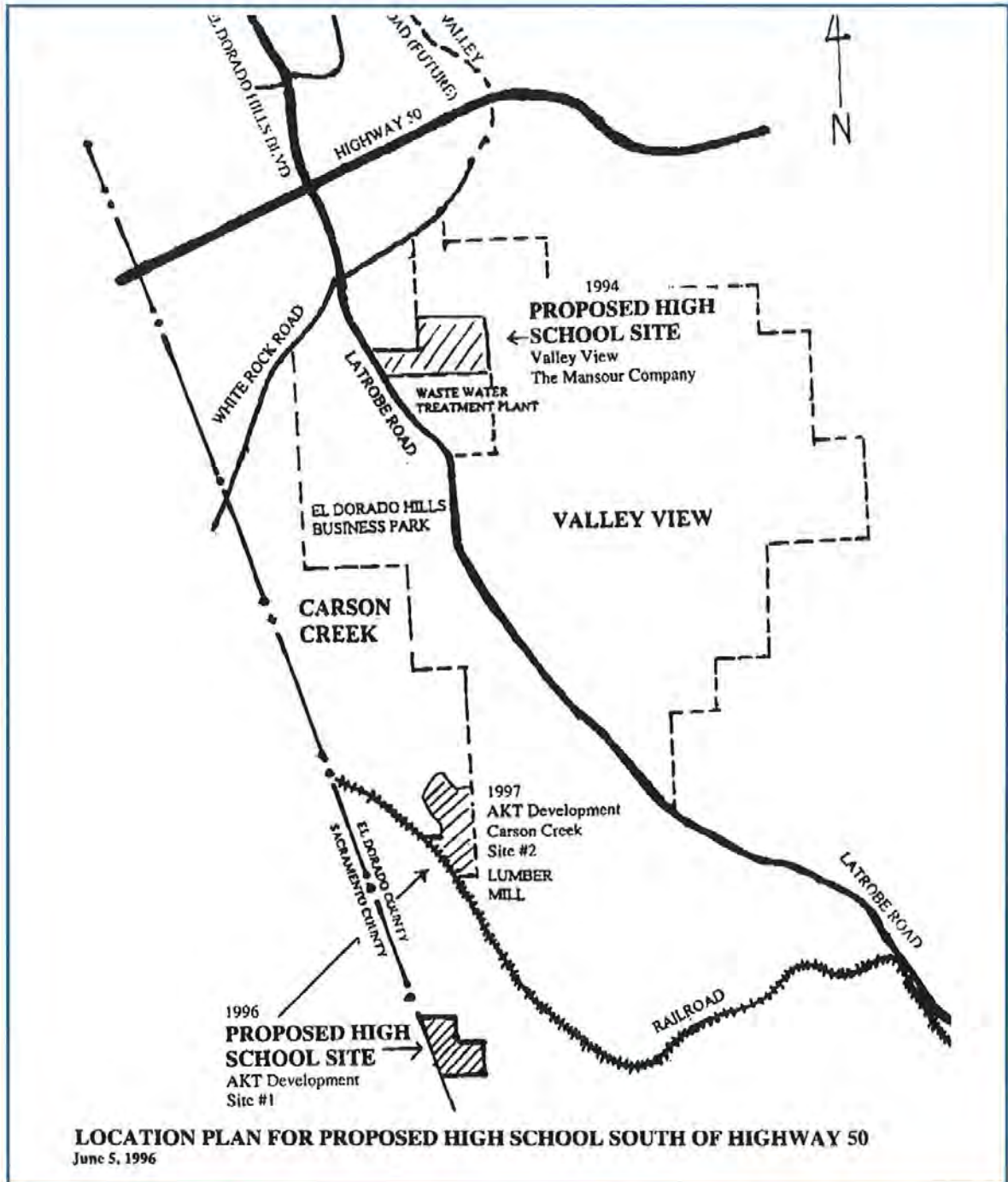
Further, by letter dated August 1, 1994, the District requested the County to consider the location for the high school site south of Highway 50. The letter was written in response to the NOP for the Carson Creek Specific Plan and was written prior to the approval of the Valley View Specific Plan. The County elected not to include a high school site within the Valley View Specific Plan or elsewhere south of Highway 50 and has since approved a development agreement vesting Lnd use entitlements within the Valley View Specific Plan.

Response 12-4

Comment 12-4 requests that an economic impact analysis be conducted as part of the CEQA analysis to assess the economic implications of locating a school site next to industrially zoned lands. As provided in Section 15131 of the CEQA Guidelines, economic or social effects of a project shall not be treated as significant effects on the environment.

Response 12-5

See response to 11-2. The County General Plan does not provide any other alternative site to serve the development that has been approved south of Highway 50. The Public Facilities Element of the General Plan requires adequate school facilities to serve development. The



SOURCE: El Dorado Union High School District, 2002.

El Dorado Union High School District Sixth High School / 201266 ■

Figure 4-1
Sites Evaluated and Rejected
Prior to the Preparation of
Draft EIR

proposed land area buffers proposed in the location of the school site also minimize the potential land use conflicts. Further, the uses allowed by right in an industrial zone are not allowed to constitute a physical hazard to adjacent property and therefore should not conflict with the school. Any use that does constitute a hazard to adjacent property will require a separate environmental analysis and will be reviewed by the County for its impact on the adjacent senior citizen community in Carson Creek, on the Business Park, and on the school site. This issue was discussed extensively in the District's March 27, 2002 response to the Planning Commission's Public Resources Code Section 21151.2 report, a copy of which is provided in **Appendix A**.

Response 12-6

Comment 12-6 indicates that as result of Special Use Permit S98-147 a heliport used in conjunction with the Aerometals business is located in approximately 9000 feet north of the proposed site. The commentor requests that the information relating to the heliport be included in the FEIR. In response to this request, page 4.2-10 of the DEIR will revised to read as follows:

Airports

School sites must not be located within any aircraft accident exposure or airport safety areas, nor conflicts with any ALUC, FAA, AICUZ, or California Division of Aeronautics policies or regulations. The site is not within 2 miles of an airport runway or heliport; and does not require California Division of Aeronautics review. According to the County Planning Department, a heliport is located at the Aerometals facility in the El Dorado Business Park, approximately 9000 feet north of the project site. After further investigation, it was determined that all three of the flight paths out of the heliport travel north, northwest, and north east, thereby substantially lessening any potential effects to the high school. In discussions with the California Department of Education Staff, this issue was considered irrelevant and is not analyzed further in the EIR.

Response 12-7

Comment 12-7 states that Figure 4.2-3 of the DEIR is incorrect in its depiction of the Community Region Boundary and therefore should be revised to correctly reflect the project site's orientation in relation to the urban line limit. In response to this request, **Figure 4.2-3** shall be modified to reflect the correct site orientation. Please refer to Chapter 5.0 Minor Changes and Edits for the revised Figure.

This comment suggests revisions to Section 4.2-2 to include a discussion of the County urban limit line in relation to the proposed project site and potential growth inducing effects. The District recognizes that the high school site is located adjacent to the south of the urban limit line for the community region of the General Plan.

As provided in Response 12-6 and page 3-1 of the DEIR, the purpose and need for the high school project is dependent on the need to house new students generated by approved development within the County. The development of a high school is a response to current and forecasted residential growth, rather than a growth inducing mechanism. The school will need to

be developed in order to house the newly generated student population. For this reason, the project is not considered growth inducing and is viewed as an extension of public service to serve existing and planned development within western portions of the County.

Response 12-8

Comment 12-8 indicates that the legend in **Figure 4.2-4** needs to clearly state that the RE-10 zone is a 10-acre minimum. Please refer to Chapter 5.0 Minor Changes and Edits for the revised legend in **Figure 4.2-4**.

Response 12-9

In accordance with CEQA Sections 21151.2, 21151.4, 21151.8, and CEQA Guidelines Section 15186, the proposed school site has been determined to not be a current or former hazardous waste disposal or solid waste disposal site, does not contain a pipeline that carries hazardous substances, is not located within one-quarter mile of a facility with hazardous emissions or that handles hazardous or acutely hazardous materials or wastes.

Whether any facilities might be constructed within one-quarter mile of the proposed school site that store and use hazardous materials, generate hazardous wastes, or emit hazardous emissions cannot be determined. It would be speculative for the School District to make the determination about what type of industrial or research and development facility might be constructed in the future within one-quarter mile of the proposed school site. As provided in Section 21082.2 (a) of the CEQA Guidelines, a project would result in a significant impact on the environment if based on substantial evidence in light of the whole record. Section 21082.2 (c) provides that substantial evidence be based upon reasonable assumptions predicated upon facts or expert opinion supported by facts and that arguments, speculation, and/or unsubstantiated opinion or narrative are not considered substantial evidence.

It is unlikely that the El Dorado County Planning Department, El Dorado County Environmental Management Department, El Dorado County Air Pollution Control District, Department of Toxic Substances Control, and other federal, state and local agencies that permit and/or regulate facilities that handle hazardous materials or generate hazardous wastes, would allow the construction of industrial facilities within one-quarter mile of a planned school site or adjacent to the existing business park if it would pose a threat to public health and the environment. In addition, the regulatory agencies having jurisdiction over industrial facilities do have the authority to issue corrective measures to ensure that any hazardous emissions or handling of hazardous materials and wastes are reduced to levels that do not constitute an actual or potential endangerment of public health or the environment.

For these reasons, Impact 4.11.2 will be modified as follows:

Impact

4.11.2 Hazardous Substances Impact

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

Land uses in the area surrounding the Proposed Project site could change prior to construction of the school complex in the year 2015. Due to the planning process and regulatory environment surrounding the siting of industrial facilities adjacent to existing or planned school sites, no impact should result from future uses of adjacent industrially zone property. In addition, the regulatory agencies having jurisdiction over industrial facilities do have the authority to issue corrective measures to ensure that any hazardous emissions or handling of hazardous materials and wastes are reduced to levels that do not constitute an actual or potential endangerment of public health or the environment. This considered a less than significant impact.

According to the Phase I Environmental Assessment conducted as part of the Proposed Project, the proposed site was determined not to be a current or former hazardous waste disposal or solid waste disposal site, does not contain a pipeline that carries hazardous substances, and is not located within one-quarter mile of a facility with hazardous emissions or that handles hazardous or acutely hazardous materials or wastes. For these reasons, this impact is considered less than significant. However, it is recognized that the adjacent lands are currently designated Industrial and Research and Development under the El Dorado County General Plan. Since the school site is not scheduled for construction until 2015, its likely the land uses in these two areas could change, however, the extent of change is not currently known. For this reason, it would be speculative for the District to place any assumptions on future land use and associated hazardous materials.

The District realizes that future adjacent land uses may change according to the General Plan land use designations, and therefore shall implement the following recommended mitigation measure.

Recommended Mitigation Measures

- 4.11.2** **Prior to construction of the project the District will review surrounding land uses and if there are significant changes the District will commission a Phase I Environmental Site Assessment. That Assessment would be completed to determine if surrounding land uses at that time pose a threat to the project site due to hazardous materials storage, generation or releases.**

If the Phase I Assessment determines that any industrial facilities have been constructed or have been permitted for construction within one-quarter mile of the school site, the District should consult with the owner of the facility and the regulatory agencies with jurisdiction over the facilities to determine if the facilities processes (hazardous materials storage and use, hazardous waste generation, hazardous emissions) pose a threat to the public health of persons who would attend or be employed at the school. If the potential exists for a threat to public health from the facilities then a Health Risk Assessment shall be completed to determine if an actual endangerment of public health to persons who would attend or be employed at the school exists. If the Health Risk Assessment determines that an actual threat to public health exists, then the District will implement the appropriate measures, as determined by the Health Risk Assessment, to reduce any impacts to a less than significant level.

Significance After Mitigation

~~Less than significant.~~

Please refer Chapter 5.0 Minor Changes and Edits for the revision to Impact 4.11.2.

Response 12-10

Refer to Responses 11-5 and 12-5 for discussion of alternatives to the proposed project. Response 12-9 addresses the issue of hazardous materials.

Response 12-11

Comment 12-11 provides updated information regarding the Williamson Act Contract (Agricultural Preserve 71) on alternative site AB. Pages 5-7 and 5-8 in Chapter 5.0 Alternative are modified (see below). According to this comment, since the Williamson Act contract has been filed for nonrenewal, the DEIR should be recirculated to reassess the site suitability. As illustrated in the Table 5.3-1 of the Draft EIR, the site was rejected due to significant issues related to traffic, noise, drainage, and biological resources. Therefore, reanalysis based on the Williamson Act statute is not appropriate at this time.

LAND USE PLANS

The alternative site consists of two (2) properties (APN 108-030-12-100 and 108-070-06). Both of these properties are designated under the El Dorado County General Plan for Low-Density Residential uses and are currently zoned Agricultural Exclusive (AE). The development of the site would require a Finding of Consistency with the General Plan. The owner of Parcel 108-070-06 filed a Notice of Nonrenewal on September 17, 2001 is under an for the existing Williamson Act Contract County Contract Number 17. The land conservation contract will expire in ten years from that date.

Impact

5.2 **Development of the high school at the Alternative AB location would conflict with be inhibited by an existing Williamson Act Contract (APN 108-070-06) that was recently filed for non-renewal. The Notice of Nonrenewal was recorded on September 17, 2000 and will allow the property to lose its status in ten years. This However, S-as the site is still technically continues under a land conservation contract until 2011, this is considered a significant and unavoidable impact.**

Mitigation Measures

5.2 **No mitigation available.**

Please refer Chapter 5.0 Minor Changes and Edits for the revision Chapter 5.0 of the DEIR.

Response 12-12

Comment 12-12 states that Impact 4.4.5 does not adequately or clearly describe the potential impact from future industrial truck traffic on the school site. As stated in Response 1-1, prior to the development of the high school, further traffic analysis will be completed and appropriate mitigation implemented. This new requirement has been integrated in Mitigation Measure 4.3.1 in response to numerous comments received regarding traffic and safety issues and therefore, will be part of the adopted MMRP. Please refer to Chapter 5.0 Minor Changes and Edits for the revised mitigation.

This comment also states that the DEIR did not adequately address “jake braking” as trucks come down grade from, the Wetsel-Oviatt Lumber Company. As provided in Table 4.4-3, Noise measurements were taken (June 14, 2001) to determine the Leq (daytime and nighttime), 24-hour Leq, DNL, and CNEL for the project site. The monitoring data reflects existing noise levels on-site and accounts for daily truck traffic, which would include any “jake braking”. Table 4.4-3 indicates that current on-site noise levels are acceptable according to Board of Education school siting criteria. Impact 4.4-5 clearly states that the site is currently compatible for use as a high school complex, however, acknowledges that in the future when actual construction is proposed to take place in 2015, the uses of surrounding properties could be much different from what they are now. Any further characterization of future land use would be speculative at this juncture, and therefore, is not required under CEQA. To address this issue, Mitigation Measure 4.4.5 requires the District revisit the issue of the land use compatibility in 2015 including noise measurements to obtain noise levels at the site and adjacent roadways at that time. The District believes this impact was adequately addressed and that the mitigation provided reduces its significance to less than significant.

Response 12-13

Comment noted. The letters are included in this Final EIR in Chapter 3 as an attachment to the original letter.

**LETTER 13. WALTER N. JUKES & GEORGE SANDERS – SOLID
WASTE/HAZARDOUS MATERIALS DIVISION WITH THE EL
DORADO COUNTY DEPARTMENT OF ENVIRONMENTAL
MANAGEMENT**

Response 13-1

Comment noted.

Response 13-2

Comment noted.

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

Response 13-3

The District concurs; comment noted.

Response 13-4

Comment noted.

Response 13-5

Comment noted.

LETTER 14. NANCY A. HALEY – U. S. ARMY CORPS OF ENGINEERS

Response 14-1

The District will work with the Corps of Engineers to ensure compliance and obtain necessary permits prior to construction of the site.

Response 14-2

The District will work with the appropriate agencies to meet regulations and preserve biological and/or cultural resources.

Response 14-3

The District evaluated several sites within the El Dorado Hills vicinity and determined that the proposed site contains the fewest biological constraints. As provided under Impact 4.8.5, the DEIR indicated that the proposed project could have a potentially significant effect to “waters of the United States.” Mitigation Measures 4.8.5a through 4.8.5c address this issue and mitigate it to a level of less than significant.

COMMUNITY AND ORGANIZATION COMMENT LETTERS

LETTER 15. JONH DUNLAP – ADJACENT RESIDENT

Response 15-1

The Draft Environmental Impact Report (DEIR) for the El Dorado Union High School District's Sixth High School was noticed according to Sections 21092.3, 15205(d), 15083, 15085, 15087, and 15088 of the CEQA Guidelines. Based upon this request the public review period for the Draft EIR was extended for a second 45-day review period to allow for adequate and fair review time.

LETTER 16. MR. AND MRS. ANDREAS SCHILDT - RESIDENTS

Response 16-1

Comment noted. Wildfire hazards are discussed under Impact 4.11.5 of the DEIR and are effectively mitigated through the implementation of Mitigation Measure 4.11.5.

Response 16-2

It must be stressed that residential development within the project area will dictate the need for the Sixth High School. Measures are provided in Section 4.3 Traffic and Circulation to address circulation. Under many circumstances, students will likely be bused. However, future traffic analysis will allow for a more detailed examination of circulation and safety issues, based on areas of residential development and facilities at that time.

Response 16-3

Comment 16-3 expresses concerns regarding increased traffic on Latrobe Road. As provided in Response 1-1, the District intends to conduct further traffic analysis prior to the school's development to identify and implement appropriate mitigation measures. Mitigation Measure 4.3.1 has been modified to reflect the safety and traffic concerns of responsible agencies and concerned residents. Please refer to Chapter 5.0 Minor Changes and Edits to the DEIR under Section 4.3 Traffic and Circulation.

Response 16-4

It must be stressed that the development of the proposed high school is in response to residential growth within the area as provided on page 3-1 of the DEIR under the Purpose and Need subheading. Please refer to Response 11-6 for a discussion of the project in relation to potential growth inducement.

Response 16-5

Please refer to Response 12-3.

LETTER 17. BARBARA AND ALAN LECLERC - RESIDENT

Response 17-1

Please refer to Response 1-1.

Response 17-2

Please refer to Responses 11-5 and 12-3.

LETTER 18. DENISE MCADAM - RESIDENT

Response 18-1

Please refer to Response 8-1 for a discussion on land use conflicts associated with the Wetsel-Oviatt Lumber Mill. The comment also indicates that the development of a high school is in close proximity to adjacent agricultural operations and could result in potential land use conflicts. The District acknowledges this concern, but believes that many of the land use conflicts noted could occur in either a rural or urban setting and in many circumstances are more likely to occur in an urban setting.

As provided in Chapter 17.13 of the County's Zoning Ordinance, El Dorado County has an adopted Right to Farm Ordinance. The ordinance clearly states that no present or future agricultural operation or any of its appurtenances conducted or maintained for commercial purposes and in a manner consistent with proper and accepted customs and standards of the agricultural industry on agricultural land shall become or be a nuisance, private or public, due to any changed condition of the use of adjacent land in or about the locality (Ord. 3990 §1(part), 1988). The Agricultural Commissioner's Office found that the school site would have a minimal impact on adjacent agriculture.

Response 18-2

Please refer to Response 1-1.

Response 18-3

An alternatives analysis was completed as part of the Draft EIR per Section 15126.6 of the CEQA Guidelines. Please refer to page 5-1 of Chapter 5.0 in the DEIR for alternatives considered to the Proposed Project.

LETTER 19. MR. AND MRS. JOHN MERRITT - RESIDENT

Response 19-1

Please refer to Response 1-1.

Response 19-2

The school would not be constructed if water is not available. Please refer to Response 4-10.

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

Response 19-3

Comment noted.

Response 19-4

Refer to Response 18-1.

Response 19-5

In the preparation of the Draft Environmental Impact Report, the El Dorado Union High School District complied with all aspects of Article Seven of the CEQA Guidelines (EIR Process).

LETTER 20. PATRICK E. TRAPP - RESIDENT

Response 20-1

Refer to Response 1-1.

Response 20-2

Comment noted.

Response 20-3

Comment 20-3 brings up numerous issues regarding traffic, storm water runoff, and safety concerns. For responses to issues a, b, and f, please refer to Response 1-1. Issues d and e are noted. As provided in Chapter 4.3 Traffic and Circulation of the DEIR, all roads will be constructed in accordance with County standards and, therefore, issue c is considered less than significant.

Response 20-4

Comment noted.

Response 20-5

Comment noted.

LETTER 21. JOHN DIEPENBROCK – DIEPENBROCK LAW FIRM

Response 21-1

Please refer to Responses 1-1 and 3-8.

Response 21-2

Request noted. As provided in Chapter 2.0, the public meeting will occur from 1:00 – 5:00 PM on May 20, 2002 in the Board Room located at the District Office, 4675 Missouri Flat Road, Diamond Springs.

LETTER 22. SUE OLMSTEAD - RESIDENT

Response 22-1

The Draft Environmental Impact Report (EIR) was noticed pursuant to Sections 21080.4, 21092, 21092.3, and 15083 of the CEQA Guidelines. A Notice of Preparation (NOP) was sent out on July 2, 2001. The notice was filed with the State Clearinghouse and County Clerk for a period of 30-days. The Draft EIR was completed in October of 2001 and since then has had two 45-day public review periods (CEQA only requires one). The District believes that it adhered to all noticing time frames as provided by law and has expended great effort in trying to receive comments from both agencies and residents.

Response 22-2

Comment 22-2 focuses on three issues related to land use conflicts, wildfire hazards, and safety. Please refer to Responses 8-1, 8-3, and 16-1 for a detailed response.

Response 22-3

An analysis of hazards and hazardous substances was performed in Section 4.11 of the DEIR document. Impacts 4.11.1 through 4.11.6 specifically address project-related hazards.

Response 22-4

Comment noted, please refer to Response 18-1.

Response 22-5

Comment noted, please refer to Response 18-1.

Response 22-6

Refer to Responses 1-1, 3-6, and 3-9.

Response 22-7

Refer to Responses 8-2, 11-6, and 12-7.

Response 22-8

Comment noted, please refer to response discussions 8-4, 11-5, and 12-3.

Response 22-9

Comment noted.

Response 22-10

Comment noted, please refer to response discussions 8-4, 11-5, and 12-3.

LETTER 23. TONY RICHARDS - RESIDENT

Response 23-1

Comment noted, please refer to response discussions 8-4, 11-5, and 12-3.

Response 23-2

Comment noted.

LETTER 24. HARRIETT B. SEGAL - RESIDENT

Response 24-1

Comment noted.

Response 24-2

Comment noted, please refer to Response 1-1.

Response 24-3

Comment noted, please refer to Mitigation Measure 4.3.3 of the DEIR and Response 10-2.

Response 24-4

The District notes the topographical constraints for industrially zoned lands on the eastern portion of the Wetsel-Oviatt property.

Response 24-5

Comment noted. It should be noted also that any infrastructure extended into the project site would be sized according to the high school's needs only. This fact is noted in Chapter 5.0 Minor Changes and Edits under the Project Description subheading.

Response 24-6

Comment noted.

Response 24-7

Comment noted.

LETTER 25. PHILIP J. CALEF - RESIDENT

Response 25-1

Please refer to Response 22-1.

Response 25-2

Please refer to Responses 1-1, 3-6, and 3-9.

Response 25-3

Please refer to response discussions 8-4, 11-5, and 12-3.

Response 25-4

As provided in Chapter 2.0, the public meeting will occur from 1:00 – 5:00 PM on May 20, 2002, in the Board Room located at the District Office, 4675 Missouri Flat Road, Diamond Springs.

LETTER 26. GOLDIE LASSWELL - RESIDENT

Response 26-1

Please refer to Responses 1-1, 8-1, and 16-1.

Response 26-2

Please refer to Responses 1-1 and 8-3.

Response 26-3

An analysis of hazards and hazardous substances was performed in Section 4.11 of the DEIR document. Impacts 4.11.1 through 4.11.6 specifically address project-related hazards.

Response 26-4

Refer to Response 18.1.

Response 26-5

Comment noted.

Response 26-6

Comment noted.

Response 26-7

Refer to Responses 8-2, 11-6, and 12-7.

Response 26-8

Comment noted. The District would like to clarify that the proposed site is within less than one-quarter of a mile of the Valley View and Carson Creek Developments, respectively.

Response 26-9

Comment noted.

Response 26-10

Comment noted, please refer to response discussions 8-4, 11-5, and 12-3.

LETTER 27. BOBBIE LECLERC - RESIDENT

Response 27-1

Please refer to Response 1-1.

Response 27-2

Comment noted.

LETTER 28. MARIAN SOLDANO - RESIDENT

Response 28-1

Comment noted.

Response 28-2

Comment noted.

Response 28-3

Comment noted.

Response 28-4

Comment noted.

Response 28-5

Comment noted.

Response 28-6

Comment noted.

Response 28-7

Comment noted.

LETTER 29. PHILIP J. CALEF- RESIDENT

Response 29-1

Comment noted, please refer to Response 1-1.

Response 29-2

Comment noted, please refer to Response 16-2.

Response 29-3

Comment noted.

Response 29-4

Comment noted.

**LETTER 30. JANICE WICKHAM- RPA REALITY FOR: DST SYSTEMS, DST
OUTPUT, AND DST INNOVIS**

Response 30-1

Comment 30-1 expresses concern over potential traffic and safety issues as they relate to the proposed project. Please refer to Responses 1-1, 3-3, 3-10, 3-12, and 10-1.

Response 30-2

Comment noted.

Response 30-3

Comment 30-3 raises safety concerns regarding the reclaimed water tank on the Wetsel-Oviatt Property and potential trespassing by students. The water tank is currently located off-site, along the ridgeline between the subject property and the Wetsel-Oviatt property. It shall be noted that in developing the subject property for a high school, the perimeter of the property will be fenced to clearly separate the school site from the Wetsel-Oviatt property.

This issue was considered in the Initial Study (Appendix A of the DEIR) to be less than significant.

LETTER 31. JOHN V. DIEPENBROCK – DIEPENBROCK LAW FIRM

Response 31-1

Comment noted.

Response 31-2

Comment noted.

Response 31-3

Comment noted. Please refer to Responses 1-1 and 8-3.

Response 31-4

Comment noted.

LETTER 32. CECIL L. WETSEL – WETSEL-OVIATT LUMBER COMPANY

Response 32-1

As provided under Response 8-2, the objective of the Proposed Project is to provide needed public school facilities in accordance with the EDUHSD Facilities Master Plan, 1999-2009. This high school is proposed to house expected growth within the district as well as relieve overcrowding at existing high school facilities. If future residential uses do not develop within the project area, the school will not be constructed. According to current population and planning forecasts, it is reasonably foreseeable that a high school will be needed. However, if the demand for new school facilities is not substantiated by new residential growth within the next 10 years, the construction date will be modified accordingly. It shall also be noted that the El Dorado County Board of Supervisors approved the Valley View Community Plan Area on December 8, 1998 under Resolution 298-98 Dec. 8, 1998 (Ord. 4517-Dec. 8, 1998).

Response 32-2

As provided in Chapter 3.0 of the DEIR Project Description, no use is proposed for the remaining 150-acres. Under this assumption, the District would be required to perform additional environmental analysis for the 150-acres, should an eventual use be decided. The DEIR specifically states that as part of the site's acquisition, the remaining 150-acres would remain under the current use (agriculture).

Response 32-3

Please refer to Responses 8-1 and 13-9.

Response 32-4

Please refer to Responses 1-1 and 3-1.

Response 32-5

Please refer to Response 10-1.

Response 32-6

Please refer to Response 4-8 and 4-10. According to discussions with both of these agencies, service would be feasible prior to the project's construction date.

4.0 RESPONSES TO WRITTEN COMMENT LETTERS

Response 32-7

Please refer to Response 30-3.

Response 32-8

Refer to Responses 8-2, 11-6, and 12-7.

Response 32-9

Comment noted. As provided in Section 15131 of the CEQA Guidelines, economic or social effects of a project shall not be treated as significant effects on the environment.

LETTER 33. ELLEN DAY – TAXPAYERS ASSOCIATION OF EL DORADO COUNTY

Response 33-1

Please refer to Response 32-1.

Response 33-2

Please refer to Responses 1-1 and 3-1.

Response 33-3

If the site remains isolated from surrounding residential communities, it is highly likely that the school will not be needed. However, as provided in Response 32-1, current population growth forecasts anticipate a substantial amount of growth for the area in the next ten years. Under these forecasts, its highly likely that development will move into area, thereby necessitating the need for new schools and associated infrastructure.

Response 33-4

Please refer to Responses 1-1, 3-8, and 8-3.

Response 33-5

Refer to Response 32-9.

Response 33-6

Comment noted.

CHAPTER 5.0

MINOR CHANGES AND EDITS TO THE DRAFT

CHAPTER 5.0

MINOR CHANGES AND EDITS TO THE DRAFT

5.1 OVERVIEW

Changes to the text of the Draft Environmental Impact Report (EIR) have been identified in the responses to comments (Chapter 4.0) with strikeout and underline revision marks. None of these changes constitute new significant information or result in any new significant impacts of the proposed project.

5.2 CHANGES AND EDITS TO THE DRAFT EIR

CHAPTER 2.0 EXECUTIVE SUMMARY

- Section 2.4 on page 2-2 and 2-3 has been revised to reflect the following information:

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies are identified below.

Local and State approvals would include:

- El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water service), El Dorado County Planning Commission (Finding of Consistency with General Plan).
- El Dorado County Local Agency Formation Commission (LAFCo) (discretionary approval for the annexation of the project site for water and sanitation services).
- Because the project involves the construction of classroom facilities, the California Division of the State Architect, the California Department of Education and Department of Toxic Substances Control will use this EIR in a review capacity.

The following direct and indirect federal approvals and actions may occur as a result of the proposed project:

- Issuance of Regional Water Quality Control Board (RWQCB), Central Valley Region, National Pollutant Discharge Elimination System (NPDES) general permit under Section 402 of the Clean Water Act (CWA) for storm water drainage.
- Issuance of RWQCB, Central Valley Region Section 401 Water Quality Certification or waiver.
- Issuance by the U. S. Army Corps of Engineers of a Nationwide Permit (NWP) 26 for filling wetlands located on the school site.
- Authorization for service from the United States Bureau of Reclamation as a component of the annexation to the El Dorado Irrigation District.

CHAPTER 3.0 PROJECT DESCRIPTION

- Page 3-3 of the Project Description has been revised to reflect the following information:

Approximately 65-acres of the site would be utilized for the eventual high school and stadium site. No use is proposed for the remaining 150-acres or buffer area (750 feet) between the western property line and school site (Figure 3.3).

- Page 3-3 of the Project Description has been revised to reflect the following information:

The project would require the extension of water and sewer lines to service the facilities, as well as power/CATV utility lines. Water and sanitary sewer lines for the project will be sized to only accommodate the school and associated facilities. On-site roads, storm drainage systems, and some off-site road improvements are anticipated. In addition, prior to the construction of the Proposed Project, the Wetsel-Oviatt Road will need to be abandoned and existing traffic will utilize the new roadway.

- Page 3-7 of the Project Description has been revised to reflect the following information:

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies are identified below.

Local and State approvals would include:

- El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water and sewer service), El Dorado County Planning Commission (Finding of Consistency with General Plan).

5.0 MINOR CHANGES AND EDITS TO THE DRAFT

- Because the project involves the construction of classroom facilities, the California Division of the State Architect, California Department of Education and Department of Toxic Substances Control will use this EIR in a review capacity.
- El Dorado County Local Agency Formation Commission (LAFCo). The El Dorado Union High School District will be required to coordinate the filing an of application for the annexation of the subject property into ~~it's~~ and the El Dorado Irrigation District (water and Sanitary Sewer Service), or for a service agreement with the EID.
- Issuance of RWQCB, Central Valley Region Section 401 Water Quality Certification or waiver.
- El Dorado County Air Pollution District. The EDUHSD will be responsible for contacting the EDCAPD for permitting requirements and any fees associated with construction.

The following direct and indirect federal approvals and actions may occur as a result of the Proposed Project:

- Issuance of RWQCB, Central Valley Region, National Pollutant Discharge Elimination System (NPDES) general permit under Section 402 of the CWA for storm water drainage.
- Issuance of RWQCB, Central Valley Region Section 401 Water Quality Certification or waiver.
- Should wetlands be discovered, issuance by the U. S. Army Corps of Engineers (Corps) of a Nationwide Permit (NWP) 39 for filling wetlands located on the school site will be needed.
- Authorization for service from the United States Bureau of Reclamation as a component of the annexation to the El Dorado Irrigation District.
- In addition, the following language is added to the project description to inform the reader about the LAFCo Application and Annexation Process that will be a part of this project.

LAFCO APPLICATION PROCESS AND ANNEXATIONS

The project site is located within the currently adopted sphere of influence of the local water purveyor and sanitary sewer service provider, but, outside the existing service area. Prior to any development, the School District must receive approval of LAFCo for either a service agreement with the El Dorado Irrigation District (EID) or for annexation in order to successfully complete the process to receive the water and sewer service from EID.

CHAPTER 4.0 ENVIRONMENTAL ANALYSIS

Section 4.2 Land Use

- Figures 4.2-1, 4.2-3 and 4.2-4 have been revised. Figure 4.2-1 now reflects the mixed-use nature of the planned Carson Creek development. Figure 4.2-3 is revised to appropriately show the Community Region Boundary and Figure 4.2-4 now has a corrected legend.
- Impact 4.2.3 has been modified to reflect the following.

Impact

4.2.3 The Proposed Project would introduce a land use (education) that differs from what is considered provided in the existing El Dorado County General Plan. ~~Currently~~ According to the El Dorado County General Plan lands adjacent to the property has an are designated industrial designation to the west, Research and Development to the north, and Agriculture to the south. Research and Development uses to the north are buffered by a east-west trending ridgeline. Agricultural land uses to the south of the site are protected under the County's Right to Farm Ordinance (Chapter 17.13 the County's Zoning Ordinance) from any changed condition on adjacent land. The District has included a buffer (750 feet) between the school site and western property line in the school's conceptual site design to mitigate any land use conflicts between the site and industrially-zoned lands to the southwest. With the incorporation of the provided buffer in conjunction with the topographical limitations of the ridgeline, this land use conflict is considered potentially significant land-use impact less than significant.

Though the proposed high school would be located adjacent to an industrial-zoned parcel currently occupied by an operational lumber mill (Figure 4.2-4) the geography of the site allows for a separation of the Wetsel-Oviatt Lumber Mill from the site. The site's topography consists of a northwest trending ridge along the properties western border, which currently separates the two properties. The existing site plan (Figure 3.3) calls for the siting of the school approximately 750 feet east of the western property line between the lower backslope and the unnamed creek's drainage basin along the eastern border of the property. As a result, the topographical setting significantly alters the acoustical setting of the site. During the initial site investigation, several trucks were observed utilizing the mill's access roads, however, after their passage no noise was observed from the mill.

Currently, truck traffic along Wetsel-Oviatt Road from the transporting of raw lumber and secondary goods contributes safety hazards for school related access (Section 4.3 Traffic and Section 4.11 Hazards). However, the relocation of Wetsel-Oviatt Road will minimize the hazard prior to school opening.

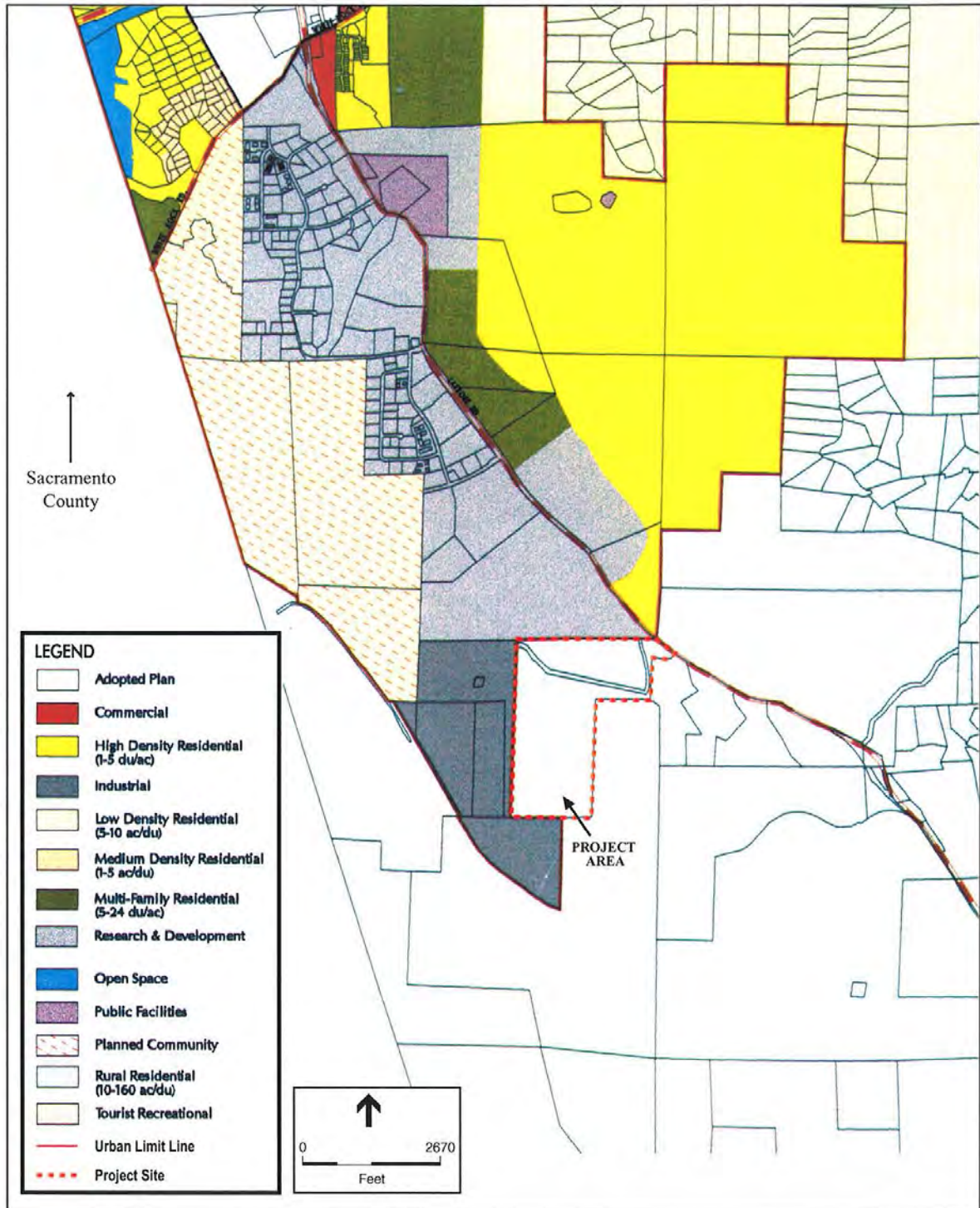
California Department of Education (CDE) representative, Fred Yeager, has reviewed the school site and gave the school site the highest-ranking possible. Therefore, this site has been granted a preliminary approval by the state regardless of the adjacent and the lumber mill was not viewed as problematic.



SOURCE: Grubb & Ellis, 2000; and Environmental Science Associates, 2001.

El Dorado Union High School District Sixth High School / 201266 ■

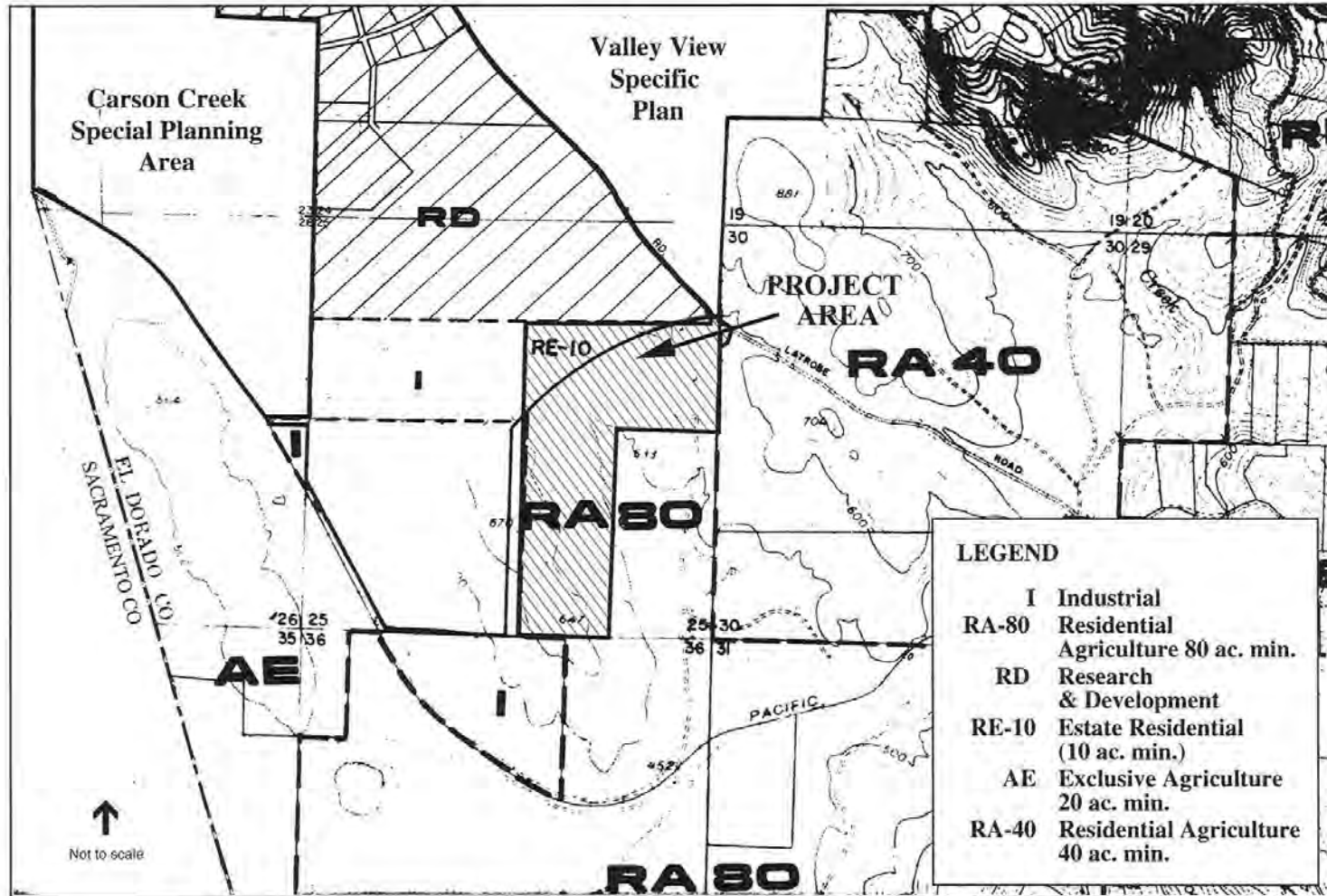
Figure 4.2-1
Existing Land Uses in the Project Vicinity



SOURCE: El Dorado County, 1996 and Environmental Science Associates, 2001.

El Dorado Union High School District Sixth High School / 201266 ■

Figure 4.2-3
 General Plan Designations



SOURCE: El Dorado County and Environmental Science Associates, 2001

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.2-4
 Local Zoning Districts

Given the topography of the site and the relocation of Wetsel-Oviatt Road these impacts are **less than significant**.

See **Section 4.4 Noise**, for a complete discussion of potential noise impacts from the adjacent land use and options for mitigating any significant impacts. **Section 4.3 Traffic and Circulation** provides a detailed discussion of traffic impacts from mill operations and associated mitigation.

- Page 4.2-10 has been modified to reflect the following.

AIRPORTS

School sites must not be located within any aircraft accident exposure or airport safety areas, nor conflicts with any ALUC, FAA, AICUZ, or California Division of Aeronautics policies or regulations. The site is not within 2 miles of an airport runway or heliport, and does not require California Division of Aeronautics review. According to the County Planning Department, a heliport is located at the Aerometals facility in the El Dorado Business Park, approximately 9000 feet north of the project site. After further investigation, it was determined that all three of the flight paths out of the heliport travel north, northwest, and north east, thereby substantially lessening any potential effects to the high school. In discussions with the California Department of Education Staff, this issue was considered irrelevant and is not analyzed further in the EIR.

Section 4.3 Transportation and Circulation

- Mitigation Measure 4.3.1 on page 4.3-10 has been modified to reflect the following.

Mitigation Measure

- 4.3.1** The District's participation in the following mitigation measures shall be proportionate to the impact of the high school.
- (1) The District shall cooperate with DOT to proportionately provide an adequate new entrance to the school. The length of improvements beyond the intersection will need to be engineered based on the alignment of the road, but it is reasonable to assume that the second northbound lane will originate at a point at least 500 feet south of the intersection. The second southbound lane can drop into the new access road and does not need to continue beyond the intersection.
 - (2) The eastbound school access road approach to Latrobe Road should be widened to accommodate two exiting lanes. One lane will accommodate left turns and the second lane will accommodate left and right turns.
 - (3) A northbound left turn lane should be developed on Latrobe Road at the new access.

- (4) The Latrobe Road / High School Entrance intersection should be signalized when the new school opens.
- (5) Prior to the construction of the high school, the District shall conduct additional traffic analysis to assess future traffic conditions, access issues and safety concerns. The analysis will focus on new roadway development, changes within the existing roadway system, changes in land use assumptions and/or development patterns within the area, and District attendance boundaries for the new high school. In response to the results of the analysis, the District shall implement the additional mitigation measures identified as feasible and appropriate prior to development of the high school.

Section 4.5 Hydrology and Water Quality

- The text contained in Mitigation Measure 4.5.1 has been modified as follows:

Mitigation Measures

- 4.5.1** Consistent with the County of El Dorado Drainage Manual, the applicant will prepare a Hydrologic and Hydraulic Analysis Report (Report) for the proposed development. The Report will incorporate measures to maintain runoff to pre-construction levels where feasible. The EDUHSD will implement measures provided in the Report. Primary components of the Report are provided below:

Design of the drainage system on the project site will coordinate with the objectives of the Drainage Manual. In order to conform with these objectives, a detailed hydrologic and hydraulic analysis report shall be prepared by a registered civil engineer prior to site development. Due to the proximity of the project to the Sacramento County line, Sacramento County will be given an opportunity to review the document prior to finalization. The report shall include the following items:

- **An accurate calculation of pre-development and post-development runoff conditions using methods outlined in the county drainage manual. This modeling will more accurately evaluate potential changes to runoff by modeling specific design criteria which have yet to be determined. The model will account for increased surface runoff.**
- **An evaluation of the ability of downstream conveyance facilities to accept and convey the increased runoff.**
- **Location and size of detention basins and other best management practices needed to attenuate peak flows.**
- **A description of the proposed maintenance program for the on-site drainage system.**

Significance After Mitigation

Less than significant.

- The text contained in Mitigation Measure 4.5.2c on page 4.5-12 has been modified as follows:
 - 4.5.2c **The project design will include best management practices (BMPs) to minimize stormwater runoff in compliance with the ~~County stormwater regulation~~ California Storm Water Task Force BMP Handbook for Commercial Projects. The BMPs will include a combination of source control, structural improvements, and treatment systems.**
- The text contained in Mitigation Measure 4.5.3 on page 4.5-13 has been modified as follows:

Mitigation Measures

- 4.5.3 **Since the project construction will cover an area greater than five acres, a Storm Water Pollution Prevention Plan (SWPPP) would be developed as required by the Regional Board under the State-wide NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Prior to the start of construction, a SWPPP shall be prepared that will address water quality impacts associated with construction and operation of the project site. The EDUHSD would incorporate into contract specifications the requirement that the contractor complies with and implements the provisions of the SWPPP. The objectives of the SWPPP are to identify pollutant sources that could affect the quality of stormwater discharges, to implement control practices to reduce pollutants in stormwater discharges and to protect receiving water quality. The District will comply with NPDES Phase II Water Quality requirements that are in place at the time they apply for the permit. The SWPPP could include, but is not limited to, the following elements:**
 - Temporary erosion control measures (such as silt fences, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed for disturbed areas.
 - No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
 - Sediment will be retained onsite by a system of sediment basins, traps, or other appropriate measures.
 - The construction contractor will prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
 - Protect storm drains from sediment intrusion with the use of straw bales or silt fence.
 - Sweep dirt and debris from streets in the construction zone before rainfall.

- Establish grass or other vegetative cover on the construction site as soon as possible after disturbance.

Significance After Mitigation

Less than significant.

Section 4.10 Public Facilities and Services

- The Water Service setting information has been modified to reflect the following information on page 4.10-1.

The project site is currently ~~lacks potable water service not located within the boundary of a local water purveyor, but is located within the sphere of influence for the El Dorado Irrigation District (EID).~~ EID currently provides water service to areas immediately north of the project site and therefore, would represent the most plausible jurisdiction to provide potable water supply to the site.

EID is a public agency located in the City of Placerville and serves ± 214 square miles of central and western El Dorado County. The EID employs over 200 full-time permanent employees. EID was established on October 5, 1925, and now serves approximately 29,800 accounts with treated water, 12,850 wastewater accounts and over 40 reclaimed water accounts (EID, 2001a). For water service to be available to the project site, an application for approval of annexation or for approval of a service agreement must be filed with the El Dorado Local Agency Formation Commission (LAFCo). ~~will need to annex the property into their jurisdiction.~~

- The following approvals has been added to page 4.10-6 under the heading of Conditions of Approval for the Proposed Project:

CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT:

1. Provide public water service to the project site.
2. Destroy any abandoned wells on the Proposed Project site in accordance with the requirements of the El Dorado County Environmental Health Division. Clearly show all abandoned/destroyed wells on the improvements plans for the project.
3. Successful annexation into the El Dorado Irrigation District, including authorization from the United States Bureau of Reclamation to amend EID's place of use for water. As an alternative, the District may seek an agreement for water service with EID pursuant to Government Code 56133. Such agreement will require the approval of EID and LAFCo.

- The setting discussion under Solid Waste on page 4.10-7 has been revised to reflect the following information:

SOLID WASTE DISPOSAL

Pickup and disposal of solid waste in the Project Area would ~~is be~~ provided to the project site by the El Dorado Disposal Service, Inc. under a franchise agreement with the El Dorado Hills Community Services District (CSD). El Dorado Disposal Service Inc. provides solid waste services for western El Dorado County from the Sacramento County line to Pollock Pines. El Dorado Disposal Inc. offers curb-side pick-up and transport of solid waste by compactor trucks to the Lockwood Landfill Site, in Reno Nevada. The project site is located outside the El Dorado Hills CSD's currently adopted sphere of influence. As such, the El Dorado County Environmental Management Department would be responsible for managing solid waste service.

In the context of this project, EDUHSD will likely coordinate joint-use recreational opportunities and facilities within the El Dorado Hills CSD. The El Dorado Hills CSD's currently adopted sphere of influence abuts the northeastern corner of the property. With this in mind, the El Dorado Hills CSD and EDUHSD have traditionally held a long cooperative relationship in providing joint-use recreational opportunities for local residents. Correspondence with the El Dorado Hills CSD verifies that the District is interested in seeking approval from the El Dorado Local Agency Formation Commission (LAFCo) for the annexation of the subject property into its service area.

To do so, the El Dorado Hills CSD would be required to file an application with LAFCo for a sphere of influence amendment to include the project site in its sphere of influence. The El Dorado Hills CSD would then be required to file an application with LAFCo for the annexation of the project site into its service area. Under this scenario, the El Dorado Hills CSD would be the most logical solid waste service provider following LAFCo's approval of the application for annexation of the project site. However, regardless of the approach chosen, solid waste service would be provided by the El Dorado Disposal Service under the management of the El Dorado Hills CSD or El Dorado County Environmental Management Department.

- The Parks and Recreation setting discussion has been modified to reflect the following information on page 4.10-8.

PARKS AND RECREATION

The project ~~area~~ site is adjacent to the southwestern portion of the within the currently adopted sphere of influence for the El Dorado Hills Community Service District (CSD). The site currently is located within the jurisdiction of the El Dorado County General Services Department, Parks and Recreation Division. The El Dorado County General Services Department, Parks and Recreation Division provides park and recreational opportunities for residents within the unincorporated areas of El Dorado County. The El Dorado Hills CSD provides park and recreational services to the El Dorado Hills Community and areas south of US Highway 50. El Dorado Hills CSD staff have confirmed that the CSD has held a long, cooperative relationship with the EDUHSD in providing joint-use recreational opportunities for local residents and

5.0 MINOR CHANGES AND EDITS TO THE DRAFT

students. With this in mind, the El Dorado Hills CSD is considered the logical entity to provide park and recreation service through a joint use agreement with the School District.

The major recreational features of the Proposed Project include a performing arts building, gymnasium, basketball courts, (4) baseball/softball fields, football stadium, (2) soccer fields, and an all-weather track. The El Dorado Hills ~~Community Service District~~-CSD supports coordination with other agencies to accomplish joint uses for park sites, including schools.

In order to provide joint-use opportunities for the proposed high school, the EDUHSD can choose between two service providers (the El Dorado County General Services Department, Parks and Recreation Division or the El Dorado Hills CSD). In order to establish service with the El Dorado Hills CSD an application with LAFCo for approval of an amendment to its existing sphere of influence must be filed and approved. Applications for the amendment to El Dorado Hills CSD's sphere of influence and annexation of property are subject to LAFCo's discretionary approval. Under either option, park and recreational services will be provided by one of the two previously identified agencies.

- Mitigation Measure 4.10.1b has been modified to reflect the following information.

Mitigation Measures

4.10.1b The subject property is currently ~~outside~~ located within the ~~of EID's~~ sphere of influence for the El Dorado Irrigation District (EID), but, is situated outside of it's current service area. As such, EDUHSD shall coordinate with EID to file an application with the El Dorado County LAFCo for either a service agreement or to have the property annexed into EID's service area. The application for annexation will be subject to LAFCo's approval and the US Bureau of Reclamation's authorization for service.

- Mitigation Measure 4.10.6 has been modified to reflect the following information.

Mitigation Measure

4.10.6 The design features of the school site shall include a hydrant system and fire access roadways to within 150 feet of every building or in accordance with state fire code. Each building within the high school complex shall be equipped with a NFPA 13- fire sprinkler system as required by the state fire code, a fire alarm system to monitor the fire sprinkler system, and provide multiple locations for emergency evacuation. The District will consult with the El Dorado Hills Fire Department regarding design of traffic circulation, emergency access, and the parking management plan required under Mitigation Measure 4.3.3.

Section 4.11 Hazards and Hazardous Materials

- Impact 4.11.2 will be modified as follows:

Impact

4.11.2 Hazardous Substances Impact

Land uses in the area surrounding the Proposed Project site could change prior to construction of the school complex in the year 2015. Due to the planning process and regulatory environment surrounding the siting of industrial facilities adjacent to existing or planned school sites, no impact should result from future uses of adjacent industrially zone property. In addition, the regulatory agencies having jurisdiction over industrial facilities do have the authority to issue corrective measures to ensure that any hazardous emissions or handling of hazardous materials and wastes are reduced to levels that do not constitute an actual or potential endangerment of public health or the environment. This considered a less than significant impact.

According to the Phase I Environmental Assessment conducted as part of the Proposed Project, the proposed site was determined not to be a current or former hazardous waste disposal or solid waste disposal site, does not contain a pipeline that carries hazardous substances, and is not located within one-quarter mile of a facility with hazardous emissions or that handles hazardous or acutely hazardous materials or wastes. For these reasons, this impact is considered less than significant. However, it is recognized that the adjacent lands are currently designated Industrial and Research and Development under the El Dorado County General Plan. Since the school site is not scheduled for construction until 2015, its likely the land uses in these two areas could change, however, the extent of change is not currently known. For this reason, it would be speculative for the District to place any assumptions on future land use and associated hazardous materials.

The District realizes that future adjacent land uses may change according to the General Plan land use designations, and therefore shall implement the following recommended mitigation measure.

Recommended Mitigation Measures

- 4.11.2 **Prior to construction of the project the District will review surrounding land uses and if there are significant changes the District will commission a Phase I Environmental Site Assessment. That Assessment would be completed to determine if surrounding land uses at that time pose a threat to the project site due to hazardous materials storage, generation or releases.**

If the Phase I Assessment determines that any industrial facilities have been constructed or have been permitted for construction within one-quarter mile of the school site, the District should consult with the owner of the facility and the regulatory agencies with jurisdiction over the facilities to determine if the facilities processes (hazardous materials storage and use, hazardous waste generation, hazardous emissions) pose a threat to the public health of persons who would attend or be employed at the school. If the potential exists for a threat to public health from the facilities then a Health Risk Assessment shall be completed to determine if an actual endangerment of public health to persons who would attend or be employed at the school exists. If the Health Risk Assessment determines that

an actual threat to public health exists, then the District will implement the appropriate measures, as determined by the Health Risk Assessment, to reduce any impacts to a less than significant level.

Significance After Mitigation

~~Less than significant.~~

CHAPTER 5.0 ALTERNATIVES

- Page 5-21 in Chapter 5.0 has been revised to reflect the following information:

The developed portion of Saratoga Way currently ends at the southeastern property line. According to the El Dorado County Department of Transportation, Saratoga Road will be extended west from its existing terminus, parallel to Highway 50, to a connection with Iron Point Road in the City of Folsom. Wilson Way to the north of the property will be extended south to connect with Saratoga Road at approximately the mid-point of the property near Highway 50. If this site were chosen, Saratoga Way Wilson Way would need to be realigned and extended to the north through the center of the property in order to conform with the school's site plan.

- Pages 5-6 and 5-8 in Chapter 5.0 has been revised to reflect the following information:

LAND USE PLANS

The alternative site consists of two (2) properties (APN 108-030-12-100 and 108-070-06). Both of these properties are designated under the El Dorado County General Plan for Low-Density Residential uses and are currently zoned Agricultural Exclusive (AE). The development of the site would require a Finding of Consistency with the General Plan. The owner of Parcel 108-070-06 filed a Notice of Nonrenewal on September 17, 2001 is under an for the existing Williamson Act Contract County Contract Number 17. The land conservation contract will expire in ten years from that date.

Impact

- 5.2 **Development of the high school at the Alternative AB location would conflict with be inhibited by an existing Williamson Act Contract (APN 108-070-06) that was recently filed for non-renewal. The Notice of Nonrenewal was recorded on September 17, 2000 and will allow the property to lose its status in ten years. This However, S as the site is still technically continues under a land conservation contract until 2011, this is considered a significant and unavoidable impact.**

Mitigation Measures

- 5.2 **No mitigation available.**

CHAPTER 6.0

MITIGATION MONITORING AND REPORTING PROGRAM

CHAPTER 6.0

MITIGATION MONITORING AND REPORTING PROGRAM

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA, Section 21081.6(a)(1) of the Public Resources Code) requires public agencies, as part of the certification of an environmental impact report (EIR), to prepare and approve a reporting or monitoring program. This program should be structured to ensure that changes to the project that the lead agency has adopted to mitigate or avoid significant environmental impacts are carried out during project implementation.

The Mitigation Monitoring and Reporting Program (MMRP) contained herein is intended to satisfy the requirements of CEQA as they relate to the Sixth High School Environmental Impact Report EIR. The MMRP is intended to be used by El Dorado Union High School District (EDUHSD) staff, participating agencies, and mitigation monitoring personnel during implementation of the project. The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP will consist of the following components:

COMPLIANCE CHECKLIST

Table 6-1 contains a compliance monitoring checklist that provides a synopsis of all adopted mitigation measures, the entity responsible for their implementation, the entity responsible for monitoring, and the timing of implementation. All the mitigation measures presented in **Table 6-1** will be incorporated into the Proposed Project.

IMPLEMENTATION AND MONITORING OF MITIGATION MEASURES

Since the mitigation measures will be incorporated into the Project, implementation and monitoring of mitigation measures will occur at various stages of implementation of the project. These stages may include, but are not limited to, the following:

- Implementation of development and design standards, guidelines, and programs for the Proposed Project;
- Grading, site preparation; and construction of the Proposed Project; and,
- On-going operation of the Proposed Project.

6.0 MITIGATION MONITORING AND REPORTING PROGRAM

Specific implementation and/or monitoring tasks may include the following:

- Implementation of on-going air quality awareness programs;
- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with all appropriate permit conditions and the MMRP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate project permit conditions or mitigation measures. The inspector shall have the ability and authority to secure compliance with the MMRP through the Planning and/or Development Director, if necessary;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and the County of El Dorado;
- Obtaining assistance as necessary from technical experts, such as archaeologists, botanists, and wildlife biologists in order to develop site-specific procedures for implementing the mitigation measures. Particularly for implementing the appropriate biological mitigation measures; and,
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

Responsibility of implementation and monitoring of mitigation measures will typically reside with EDUHSD staff as described in **Table 6-1**.

**EL DORADO UNION HIGH SCHOOL DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM**

**TABLE 6-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
4.2 Land Use			
<p>4.2.1 Prior to acquisition of the subject property, the District shall complete the General Plan Consistency finding process required under Government Code Section 65402 with the County of El Dorado. In the event, the County does not find the acquisition consistent with the General Plan, the District shall consider holding a hearing pursuant to Government Code Section 53094 prior to the acquisition of the site. (Recommended)</p>	<p>The District submitted a letter and the Planning Commission did not respond within 40-days. The site is therefore found consistent.</p> <p>The Mitigation Measure has been completed.</p>		<p>Less than Significant DEIR page 4.2-14</p>
<p>4.2.4 Two primary factors are typically identified as effective mitigation measures to reduce light and glare impacts. These measures include increasing the height of lighting standards to allow directional lighting downward toward the playing field, thereby reducing spill light away from off-site uses. The second measure is to use specially designed lighting facilities with directional visors to direct and shield light. With these measures, combined with the planting of perimeter screening vegetation and siting the stadium away from the primary residential areas that it is located in the center of the site, light and glare impacts can be mitigated to a less-than-significant level.</p>	<p>EDUHSD will integrate these measures into the design of the high school and stadium complex.</p>	<p>EDUHSD will be responsible for ensuring that these measures are fulfilled concerning the project.</p>	<p>Less than Significant DEIR page 4.2-16</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>4.3 Transportation and Circulation</p>			
<p>4.3.1 The District's participation in the following mitigation measures shall be proportionate to the impact of the high school.</p> <ul style="list-style-type: none"> (1) The District shall cooperate with DOT to proportionately provide an adequate new entrance to the school. The length of improvements beyond the intersection will need to be engineered based on the alignment of the road, but it is reasonable to assume that the second northbound lane will originate at a point at least 500 feet south of the intersection. The second southbound lane can drop into the new access road and does not need to continue beyond the intersection. (2) The eastbound school access road approach to Latrobe Road should be widened to accommodate two exiting lanes. One lane will accommodate left turns and the second lane will accommodate left and right turns. (3) A northbound left turn lane should be developed on Latrobe Road at the new access. (4) The Latrobe Road / High School Entrance intersection should be signalized when the new school opens. (5) Prior to the construction of the high school, the District shall conduct additional traffic analysis to assess future traffic conditions, access issues and safety concerns. The analysis will focus on new roadway development, changes within the existing roadway system, changes in land use assumptions and/or development patterns within the area, and District attendance boundaries for the new high school. In response to the results of the analysis, the District shall implement the additional mitigation measures identified as feasible and appropriate prior to development of the high school. 	<p>EDUHSD, in cooperation with the County, will be responsible for monitoring the LOS and determining when improvements are needed. They will be responsible for making certain a study is conducted and implementing the feasible and appropriate mitigation measures.</p>	<p>EDUHSD, working in coordination with the County, will be responsible for ensuring that these measures are fulfilled prior to school opening.</p>	<p>Less than Significant DEIR pages 4.3-16 through 4.3-22</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>4.3.2 Pedestrian and Bicycle Access:</p> <p>(1) The District in the design of the project shall apply standard traffic-control measures and practices.</p> <p>(2) El Dorado County on adjoining streets should also apply the standard practices described in Measure (1).</p> <p>(3) All street frontage improvements necessary to serve the high school shall be constructed in conjunction with the high school.</p> <p>(4) An all weather bicycle / pedestrian route should be developed between the high school and residential areas within the Districts busing policy limit (i.e., 1 to 2 miles).</p> <p>On-Campus School Bus Operations:</p> <p>(5) The District shall provide on-campus loading and unloading areas for all daily-operated school buses.</p> <p>(6) Passenger drop-off and pick-up areas shall be provided on campus.</p> <p>(7) The District shall request parking be prohibited on the Entry Road by El Dorado County, or other appropriate entity.</p> <p>Truck / Automobile Conflicts:</p> <p>(8) The new High School Entry Road should be widened to a four-lane section from Latrobe Road to the school access.</p> <p>(9) A westbound auxiliary lane should be installed on the entry road to provide acceleration for trucks turning right from southbound Latrobe Road</p>	<p>EDUHSD, in cooperation with the County, will be responsible for implementing mitigation measures determined to be feasible.</p>	<p>EDUHSD, working in coordination with the County, will be responsible for ensuring that these measures are fulfilled prior to school opening.</p>	<p>Less than Significant DEIR pages 4.3-16 through 4.3-22</p>

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>4.3.3 When the football stadium is constructed, the on-site parking supply should be considered and a parking management plan should be created. The plan will delineate the location of and access to the on-site and off-site parking supply that will be made available when events are held at the stadium. If appropriate, the plan should link maximum ticket sales or the number of seats constructed to the number of parking spaces available near the stadium. If necessary, the parking management plan could incorporate other features to help reduce the demand for on site parking, including shuttle busses from satellite parking locations, etc.</p>	<p>EDUHSD, in cooperation with the County, will be responsible for the design and implementation of the management plan.</p>	<p>EDUHSD, working in coordination with the County, will be responsible for ensuring that these measures are fulfilled prior to school opening.</p>	<p>Less than Significant DEIR pages 4.3-16 through 4.3-22</p>
<p>4.3.4 The school district will keep the County apprised of the timeline for school construction and opening so that the County can work to plan and construct improvements prior to school opening. The school district will provide for adequate entrances and improvements at the school site. Recommendations for improvements are as follows:</p> <ul style="list-style-type: none"> (1) In addition to the intersection improvements prescribed in the Valley View EIR, construct northbound and southbound dual left turn lanes; (2) In addition to the pending Latrobe Road widening project, at the Latrobe Road / Golden Foothill parkway (S) / Valley View intersection add a northbound acceptance lane for westbound right turns; (3) Install a traffic signal at the Latrobe Road / Payen Road / Valley View Access intersection. 	<p>EDUHSD, in cooperation with the County, will be responsible for monitoring construction improvements and implementing the appropriate mitigation measures.</p>	<p>EDUHSD, working in coordination with the County, will be responsible for ensuring that these measures are fulfilled prior to school opening.</p>	<p>Less than Significant DEIR pages 4.3-16 through 4.3-22</p>

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
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<p>4.4 Noise</p> <p>4.4.1 Construction noise levels will be temporary, but could be reduced by limiting the hours of construction activities, and by muffling and shielding construction equipment. The El Dorado Union High School District shall limit the hours of construction to between 7:00 a.m. and 7:00 p.m. on Monday through Friday. In addition, construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturers' specifications) and by shrouding or shielding impact tools.</p> <p>Significance After Mitigation</p> <p>If a pile driver is to be used, construction noise would be significant and unavoidable. However, construction noise impacts will be short term and will end once construction is completed. If a pile driver is not used, construction noise impacts would be less than significant.</p>	<p>EDUHSD will be responsible for minimizing construction equipment noise.</p>	<p>EDUHSD will be responsible for including requirements in contract documents for school development. EDUHSD will be responsible for ensuring that this measure is implemented.</p>	<p>Less than Significant DEIR pages 4.5-8 through 4.5-13</p>
<p>4.4.3a Building construction shall include mechanical ventilation to allow classroom/library windows and doors to be closed for acoustical isolation.</p> <p>4.4.3b Project buildings shall be designed and constructed so that interior noise levels are reduced to the greatest extent possible for classrooms and school libraries.</p> <p>4.4.3c Noise abatement features, such as landscaping and appropriate school buildings, should be included along Wetsel-Oviatt Road in order to reduce the exterior noise levels from the truck and automobile traffic traveling along the site access road.</p>	<p>EDUHSD will be responsible for making certain mitigation measures are included in site design.</p>	<p>The construction plans for the school shall incorporate design features that allow for the implementation of the measures. The District shall review all construction plans and make certain they are providing appropriate and feasible noise mitigation or require the architects to do so through the contract for the design of the school.</p>	<p>Less than Significant DEIR page 4.4-15</p>

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>4.4.5 Prior to planned construction of the site, the compatibility of the site with surrounding land uses should be revisited and noise measurements taken to obtain noise levels at the site and adjacent roadways at that time. Additional noise insulation features may need to be included in the site design depending on future uses of the lands surrounding the project site.</p>	<p>EDUHSD will be responsible for completion of the survey and providing additional noise mitigation, if necessary.</p>	<p>Following the study, the plans for the school shall incorporate any design features recommended that allow for implementation of feasible and appropriate noise reducing measures. The District shall review all school construction plans and make certain they are in compliance or require the architects to do so through the contract for the design of the school.</p>	<p>Less than Significant DEIR page 4.4-17</p>
<p>4.5 Hydrology and Water Quality</p>			
<p>4.5.1 Consistent with the County of El Dorado Drainage Manual, the applicant will prepare a Hydrologic and Hydraulic Analysis Report (Report) for the proposed development. The Report will incorporate measures to maintain runoff to pre-construction levels where feasible. The EDUHSD will implement measures provided in the Report. Primary components of the Report are provided below:</p> <p>Design of the drainage system on the project site will coordinate with the objectives of the Drainage Manual. In order to conform with these objectives, a detailed hydrologic and hydraulic analysis report shall be prepared by a registered civil engineer prior to site development. Due to the proximity of the project to the Sacramento County line, Sacramento County will be given an opportunity to review the document prior to finalization. The report shall include the following items:</p> <ul style="list-style-type: none"> ▪ An accurate calculation of pre-development and post-development runoff conditions using methods outlined in the county drainage manual. This modeling will more accurately evaluate potential changes to runoff by modeling specific design criteria, which have yet to be determined. The model will account for increased surface runoff. 	<p>The EDUHSD will be responsible for making certain the report is completed. They will be responsible for submitting it to the appropriate agencies for review.</p>	<p>The EDUHSD will be responsible for making certain the report is completed. They will be responsible for submitting it to the appropriate agencies for review.</p>	<p>Less than Significant DEIR Page 4.5-11</p>

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<ul style="list-style-type: none"> • An evaluation of the ability of downstream conveyance facilities to accept and convey the increased runoff. • Location and size of detention basins and other best management practices needed to attenuate peak flows. • A description of the proposed maintenance program for the on-site drainage system. 			
<p style="text-align: center;">Mitigation Measure</p>	<p style="text-align: center;">Implementation Responsibility and Timing/Schedule</p>	<p style="text-align: center;">Monitoring/Reporting Responsibility and Timing</p>	<p style="text-align: center;">Findings/LS After Mitigation and Rationale</p>
<p>4.5.2a To help minimize the amount of pollutants entering the storm drain system, project roadways and parking areas will be cleaned regularly while school is in session using street sweeping equipment. Additionally, litter and debris that may accumulate across school grounds will be regularly collected and properly disposed. This would constitute a source control BMP.</p> <p>4.5.2b A pesticide and fertilizer management plan will be developed and implemented for landscape and recreational areas with the goal of reducing potential discharge of chemicals to local waterways. This constitutes a source control BMP.</p> <p>4.5.2c The project design will include best management practices (BMPs) to minimize stormwater runoff in compliance with the California Storm Water Task Force BMP Handbook for Commercial Projects. The BMPs will include a combination of source control, structural improvements, and treatment systems.</p>	<p>The EDUHSD will be responsible for making certain these measures are implemented before, during and after school opening.</p>	<p>The District will work with the architect/engineer to be certain appropriate and feasible design measures are taken to minimize runoff. The District will also work with school staff to be certain measures are implemented once the school is open.</p>	<p>Less than Significant DEIR 4.5-12</p>
<p>4.5.3 Since the project construction will cover an area greater than five acres, a Storm Water Pollution Prevention Plan (SWPPP) would be developed as required by the Regional Board under the State-wide NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Prior to the start of construction, a SWPPP shall be prepared that will address water quality impacts associated with construction and operation of the project site. The EDUHSD would incorporate into contract specifications the requirement that the contractor complies with and implements the provisions of the SWPPP. The objectives of the SWPPP are to identify pollutant sources that could affect the quality of stormwater discharges, to implement control practices to reduce pollutants in stormwater discharges and to protect receiving water quality. The District will comply with NPDES Phase II Water Quality requirements that are</p>	<p>The EDUHSD is responsible for making certain the SWPPP is prepared and that the contractor has measures included in the contract to provide mitigation.</p>	<p>Prior to the start of construction, the District shall be responsible for making certain a SWPPP is prepared that will address water quality impacts associated with construction and operation of the project site. The EDUHSD would incorporate into contract specifications the</p>	<p>Less than Significant DEIR 4.5-13</p>

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>in place at the time they apply for the permit. The SWPPP could include, but is not limited to, the following elements:</p> <ul style="list-style-type: none"> • Temporary erosion control measures (such as silt fences, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed for disturbed areas. • No disturbed surfaces will be left without erosion control measures in place during the winter and spring months. • Sediment will be retained onsite by a system of sediment basins, traps, or other appropriate measures. • The construction contractor will prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains. • Protect storm drains from sediment intrusion with the use of straw bales or silt fence. • Sweep dirt and debris from streets in the construction zone before rainfall. • Establish grass or other vegetative cover on the construction site as soon as possible after disturbance. 		<p>requirement that the contractor complies with and implements the provisions of the SWPPP.</p>	
<p>4.6 Geology and Soils</p>			
<p>4.6.1 Design of the school structures in conformance with the 1998 edition of the California Building Code, Chapter 16A, Division IV, and the seismic parameters presented in Table 4.6-1, should be sufficient to prevent significant damage from ground shaking during seismic events resulting from movement on any of the faults or fault systems within the vicinity of the project site. The potential for ground lurching, differential settlement or lateral spreading occurring during or following seismic events near the site are considered to be very low, provided prudent geotechnical engineering recommendations are followed during site preparation (Youngdahl Consulting Group, Inc., 2001). In addition, design and construction shall be consistent with applicable goals.</p>	<p>All schools must comply with the California Building Code prior to approval by the DSA. The District will be responsible for making certain architects and engineers design a</p>	<p>The District is responsible for implementing these measures to be certain they are taken into account with site design and preparation of construction plans.</p>	<p>Less than Significant DEIR Page 4.6-8</p>

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
objectives, and policies of the El Dorado County General Plan Public Health, Safety, and Noise Element.	project that complies with the CBC. In addition, the District will require the architect and engineers to follow geotechnical recommendations in designing the site.		
4.6.2 El Dorado County, through its Grading and Fugitive Dust Prevention and Control Plan, provides measures to limit or restrict construction practices which might cause erosion, create a nuisance, or constitute a hazard. Construction activities should be performed in a manner consistent with County guidelines.	The District is responsible for including language in the contract with the grading contractor grading that they will comply with the mitigation measure during activity.	The District is responsible for making certain contractor complies with the mitigation measure during grading activity.	Less than Significant DEIR Page 4.6-8
4.6.3 The applicant will follow the recommendations contained within the <i>Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6</i> , conducted by Youngdahl Consulting Group, Inc., as they relate to impacts from geologic hazards, including landslide, lateral spreading, subsidence, liquefaction or collapse (Youngdahl Consulting Group, Inc., 2001). In addition, all slopes should have appropriate drainage and vegetation measures to minimize erosion of slopes.	The District is responsible and shall require the contractor to include measures in construction plans.	The District is responsible to make sure measures are included in design prior to finish of construction plans.	Less than Significant DEIR Page 4.6-9
4.6.4 The near-surface soils across the site contain potentially expansive clays at depths of 1 to 4 feet. The expansive soil conditions should be fully mitigated provided the applicant follow the recommendations contained within the <i>Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6</i> , conducted by Youngdahl Consulting Group, Inc. (Youngdahl Consulting Group, Inc., 2001).	The District is responsible and shall require the contractor to include measures in construction plans.	The District is responsible to make sure measures are included in design prior to finish of construction plans.	Less than Significant DEIR Page 4.6-9
4.7 Air Quality			
4.7.1a SCAQMD Rule 403 identifies two sets of specific measures: one for high wind conditions and the other for more normal wind conditions.			

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Mitigation Measure		Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
When wind gusts exceed 25 miles per hour, the following measures are implemented and appropriately documented:				
Source	Control Measure			
Earthmoving	Cease all active operations, or apply water to soil not more than 15 minutes prior to moving such soil.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
Disturbed Surface Areas	On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days, apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; or	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
	Apply chemical stabilizers prior to wind event, or	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
	Apply water to all unstabilized disturbed	The District shall	The District shall include	Less than Significant

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale	
	areas 3 times per day. (If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day); or	include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	DEIR Page 4.7-14-16
	Establish a vegetative ground cover within 21 days after active operations have ceased. (Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter); or	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
	Utilize any combination of the three measures immediately preceding such that, in total, these actions apply to all disturbed surface areas.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
Unpaved Roads	Apply chemical stabilizers prior to wind event, apply water twice per hour during active operation, or stop all vehicular traffic.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16

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Mitigation Measure		Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
		implemented during activity.		
Open Storage Piles	Apply water twice per hour, or install temporary coverings.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
Paved Road Track-out	Cover all haul vehicles, or comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.	The District shall include these measures in the contract of those performing the work prior to activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
<p>During normal wind conditions (i.e., with wind gusts less than 25 miles per hour), the sampling requirement does not apply so long as the following measures are implemented and appropriately documented:</p> <p>(Note: The general sampling requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust source) such that the presence of such dust remains visible in the atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits a construction site from causing an incremental PM-10 concentration impact at the property line of more than 50 micrograms per cubic meter as determined through PM-10 high-volume sampling, but the concentration standard and associated PM-10 sampling do not apply if specific measures identified in the rule are implemented and appropriately documented.)</p>				
Source	Control Measure			
Earthmoving (not including cut and fill)	Maintain soil moisture content at a	The District shall	The District shall include	Less than Significant

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale	
	minimum of 12 percent, or for earthmoving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.	include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	DEIR Page 4.7-14-16
Earthmoving (construction fill areas)	Maintain soil moisture content at a minimum of 12 percent. For areas which have an optimum moisture content for compaction of less than 12 percent, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
Earthmoving (construction cut areas)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
Disturbed Surface Areas (except completed grading areas)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust, must have an application of water at least twice per day to at least 80 percent of the unstabilized area.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale	
Disturbed Surface Areas (completed grading areas)	Apply chemical stabilizers within five working days of grading completion; or apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, except any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; or establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter.	implemented during activity. The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
Inactive Disturbed Surface Areas	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, except any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; or apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; or establish a vegetative ground cover within 21 days after active operations have ceased (ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter); or utilize any combination of the above three measures such that, in total, these actions apply to all inactive disturbed surface areas.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale	
Unpaved Roads	Water all roads used for any vehicular traffic at least once per every two hours or as needed during active operations; or water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour when necessary; or apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16
Open Storage Piles	Apply chemical stabilizers; or apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; or install temporary coverings; or install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.	Less than Significant DEIR Page 4.7-14-16

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>SCAQMD Rule 403 requires those engaged in hauling operations to take actions necessary to prevent or remove (within one hour) the track-out of bulk material onto public paved roadways. Alternatively, one may implement these specific actions: Pave or apply chemical stabilization at sufficient concentrations and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet; or</p> <p>Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.</p> <p>Under either specific alternative course of action, the following additional requirements apply:</p> <p>Removal of track-out material at anytime it extends for a cumulative distance of greater than 50 feet onto any paved public paved road during active operations; and</p> <p>Remove all visible roadway dust track-out upon public paved roadways as a result of active operations at the conclusion of each workday when active operations cease.</p> <p>4.7.1b To mitigate the significant impact of ROG and NOx emissions during project construction, the project sponsor may require the prime construction contractor to use aqueous emulsified fuels instead of diesel fuel. The ARB recently certified Lubrizol Corporation's "PuriNOx" as an alternative fuel for diesel engines and the fuel is available commercially. Based on data submitted, ARB has determined that use of PuriNOx reduces NOx emissions by 14 percent and PM-10 emissions by 63 percent. This would mitigate the construction impacts to a less than significant level.</p>	<p>The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.</p>	<p>The District shall include these measures in the contract of those performing the work prior to commencing activity and oversee that they are being implemented during activity.</p>	<p>Less than Significant DEIR Page 4.7-14-16</p>

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Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
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4.8 Biological Resources				
4.8.1	A qualified biologist shall conduct a pre-project survey for special-status plant species in all areas where construction-related disturbance could occur. The survey shall be conducted during the appropriate survey period (e.g. blooming period). If special-status plants are identified on the proposed project site, the appropriate regulatory agency shall be consulted to develop measures to avoid or minimize "take" of these species prior to the initiation of construction activities.	The District is responsible for making certain this survey is completed just prior to construction. Should plants be found the District would be responsible for working with the appropriate regulatory agency to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.	The District is responsible for making certain this survey is completed just prior to construction. Should plants be found the District would be responsible for working with the appropriate regulatory agency to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.	Less than Significant DEIR Page 4.8-12

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>4.8.2a The school district will work with the California Department of Fish and Game regarding appropriate mitigation for loss of Swainson hawk habitat.</p>	<p>The District shall consult with the Department of Fish and Game and receiving regarding appropriate mitigation for loss of Swainson hawk habitat.</p>	<p>The District shall consult with the Department of Fish and Game and receiving regarding appropriate mitigation for loss of Swainson hawk habitat.</p>	<p>Less than Significant DEIR Page 4.8-13</p>
<p>4.8.2b If project construction activities are to occur within ¼ mile of potential nesting habitat during the Swainson's hawk nesting season (approximately March – September), pre-construction surveys for active Swainson's hawk nests shall be conducted by a qualified biologist within a ¼ mile radius of construction areas. If active nests are identified within the ¼ mile radius, the California Department of Fish and Game shall be consulted to develop measures to avoid "take" of this species before initiation of any construction activities.</p>	<p>The District is responsible for making certain this survey is completed just prior to construction. Should hawks be found the District would then be responsible for working with the Department of Fish and Game to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.</p>	<p>The District is responsible for making certain this survey is completed just prior to construction. Should hawks be found the District would then be responsible for working with the Department of Fish and Game to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.</p>	<p>Less than Significant. DEIR Page 4.8-13</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>4.8.3a If construction activities are to occur during the nesting season, a qualified biologist shall conduct a pre-construction survey for nesting raptors and special-status bird species. All areas within a ¼ mile radius shall be surveyed. If active nests are detected within the ¼ mile radius, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.</p> <p>4.8.3b A pre-construction survey for burrowing owls shall be conducted by a qualified biologist within the 30 days prior to construction activities to establish the status of this species on the project site. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. If burrowing owls are detected within approximately 500 feet of proposed construction areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.</p> <p>4.8.3c If burrowing owls are detected within approximately 500 feet of proposed construction areas, impacts to nesting and foraging habitat shall be mitigated according to the California Department of Fish and Game recommendation following a consultation with the school district.</p>	<p>The District shall consult with the Department of Fish and Game and receiving regarding appropriate mitigation for loss of Swainson hawk habitat.</p> <p>The District is responsible for making certain surveys are completed just prior to construction. Should nesting raptors or Burrowing owls be found the District would then be responsible for working with the Department of Fish and Game to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.</p>	<p>The District shall consult with the Department of Fish and Game and receiving regarding appropriate mitigation for loss of Swainson hawk habitat.</p> <p>The District is responsible for making certain surveys are completed just prior to construction. Should raptors or Burrowing owls be found the District would then be responsible for working with the Department of Fish and Game to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.</p>	<p>Less than Significant DEIR Page 4.8-13-14</p>
<p>4.8.4 If the wetland swale habitat or other areas of the proposed project site containing potential habitat for northwestern pond turtle will be disturbed during project development, a survey for this species shall be conducted within 24 hours prior to the start of construction activities. If this species is observed within proposed project areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.</p>	<p>The District is responsible for making certain surveys are completed just prior to construction. Should northwestern pond turtles be found the District would then be</p>	<p>The District is responsible for making certain surveys are completed just prior to construction. Should northwestern pond turtles be found the District would then be</p>	<p>Less than Significant DEIR Page 4.8-14</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
	responsible for working with the Department of Fish and Game to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.	responsible for working with the Department of Fish and Game to implement protection measures. Protection measures or permits must be implemented/obtained prior to construction.	
<p>4.8.5a Prior to construction a formal delineation of "waters of the U.S." and isolated wetland features shall be conducted by a qualified biologist and submitted to the U.S. Army Corps of Engineers for verification. If necessary, the project applicant shall obtain a permit from the U.S. Army Corps of Engineers, Water Quality Certification from the Regional Water Quality Control Board, and purchase the appropriate credits from an approved wetland mitigation bank.</p> <p>4.8.5b If construction activities will result in the alteration of the bed or bank of any drainages (e.g. wetland swales) present on the proposed project site, a Streambed Alteration Agreement shall be obtained from the California Department of Fish and Game.</p> <p>4.8.5c Staging areas shall be located away from wetland habitats that are to be preserved. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion.</p>	<p>The District is responsible for making certain delineation is completed and verified prior to construction. All necessary permits and agreements shall be obtained prior to construction.</p> <p>The District shall require the contractor to comply in regard to staging and stockpiling.</p>	<p>The District is responsible for making certain delineation is completed and verified prior to construction. All necessary permits and agreements shall be obtained prior to construction.</p> <p>The District shall require the contractor to comply in regard to staging and stockpiling.</p>	<p>Less than Significant DEIR Page 4.8-15</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>4.8.6a If construction activities will involve encroachment into the dripline or the removal of native trees, an arborist survey of potentially affected trees shall be conducted by an International Society of Arboriculture (ISA) Certified Arborist.</p> <p>4.8.6b If construction activities are to occur within approximately 50 feet of native trees to be preserved, a 4-foot tall, brightly colored (usually orange or yellow), synthetic mesh material fence (or an approved equivalent) shall be installed a minimum of one foot outside the tree's dripline. If feasible, 1.5 times the dripline radius should be fenced. No encroachment into the fenced area will be permitted. The fence shall remain in place until all construction activities in the vicinity have been completed.</p> <p>4.8.6c If construction activities will require the removal of any native trees, a Tree Mitigation Plan shall be developed and implemented.</p>	<p>The District is responsible for conducting an arborist survey for any affected native trees. The District is responsible for seeing to it that contractors protect trees being retained and apply appropriate fencing during construction. The District will work with the County if a Tree Mitigation plan must be implemented. This must be completed prior to construction.</p>	<p>The District is responsible for conducting an arborist survey for any affected native trees. The District is responsible for seeing to it that contractors protect trees being retained and apply appropriate fencing during construction. The District will work with the County if a Tree Mitigation plan must be implemented. This must be completed prior to construction.</p>	<p>Less than Significant DEIR Page 4.8-15</p>
4.9 Cultural Resources			
<p>4.9.1 Although no historic or prehistoric sites were found during the survey, there is a possibility that a site may exist and be obscured by vegetation, fill, or other historic activities, leaving no surface evidence. The property contains a section of an unnamed drainage, which in its close proximity to Deer Creek could represent a potentially sensitive location. This in combination with the fact that past grazing operations in the area may have obscured archeological evidence, the property has some potential for the presence of a buried resource that could have escaped detection during the survey.</p> <p>Should artifacts or unusual amounts of stone, bone, or shell be uncovered during construction activities, a professional archeologist (meeting the Secretary of the Interior's proposed Historic Preservation Qualification Standards as published in the Federal Register) shall be consulted for on-the-spot evaluation. If the bone appears to be human, the El Dorado County Coroner must be contacted. If the coroner determines that the bone is probably Native American</p>	<p>The District is responsible for making certain that the construction contractor is aware of this mitigation measure and is responsible for immediately contacting the District should anything be found. The District is responsible to contact an archeologist</p>	<p>The District is responsible for making certain that the construction contractor is aware of this mitigation measure and is responsible for immediately contacting the District should anything be found. The District is responsible to contact an archeologist immediately and stop construction pending</p>	<p>Less than Significant DEIR Page 4.9-7-8</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
in origin, he must contact the Native American Heritage Commission (916-322-7791) to identify most likely descendants.	immediately and stop construction pending review.	review.	
4.10 Public Services and Facilities			
<p>4.10.1a Prior to final approval for construction of this project, EDUHSD shall consult with EID to determine the most cost-effective and environmentally superior alternative for extending water service to the project site. EDUHSD will work with EID regarding the preparation of required environmental documentation for the acquisition of an easement and installation of a water distribution line by EDUHSD.</p>	Prior to construction, the District is responsible for consulting with EID.	Prior to construction, the District is responsible for consulting with EID.	Less than Significant DEIR Page 4.10-18 Less than significant DEIR Page 4.10-18
<p>4.10.1b The subject property is currently located within the sphere of influence for the El Dorado Irrigation District, but, is situated outside of it's current service area. As such, EDUHSD shall coordinate with EID to file an application with the El Dorado County LAFCo for a service agreement or to have the property annexed into EID's service area. The application will be subject to LAFCo's approval and the US Bureau of Reclamation's authorization for service.</p>	Prior to construction, the District is responsible for filing the appropriate application.	Prior to construction, the District is responsible for filing the appropriate application.	
<p>4.10.2 In order for the high school to obtain sewer service, the construction of a public collector sewer will be required to the satisfaction of EID. In addition, new sewer easements will be required. The design of the public trunk sewer shall be coordinated with and approved by EID. All sewer easements, once acquired, shall be dedicated to EID. Prior to the submittal of any improvement plans, an approved Facility Plan Report will be required to meet the satisfaction of the EID. The development of this property will require the payment of additional sewer facility capacity charges. (Cindy Megerdigian, 2001).</p> <p>Implement Mitigation Measure 4.10.1b, in order to include the subject property into EID's service area.</p>	The District is responsible for working with EID to obtain sewer service and complete the process to obtain sewer service. This must be complete prior to school opening.	The District must receive approvals from EID prior to school opening.	Less than Significant DEIR Page 4.10-18-19
<p>4.10.4a The EDUHSD will be required to work with PG&E to determine an accurate estimate of the project's potential gas needs. This will give PG&E the necessary time to plan for future capacity needs and locate specific sites for gas main extensions. In addition, EDUHSD shall work together with PG&E to coordinate construction activities and to devise a financial agreement, so that</p>	The District will work with PG&E to complete the process to obtain service prior to school opening.	The District must obtain necessary service from PG&E and Pacific Bell prior to school opening.	Less than Significant DEIR Page 4.10-19-20

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>the appropriate funding is available to construct the needed infrastructure improvements.</p> <p>4.10.4b The EDUHSD will be required to work with Pacific Bell to plan for future service needs and locate specific sites for phone line extensions. In addition, EDUHSD shall coordinate construction activities with Pacific Bell and devise a financial agreement, so that the appropriate funding is available to construct the needed improvements.</p>	<p>The District will work with Pacific Bell to complete the process to obtain service prior to school opening.</p>		
<p>4.10.5 Prior to the adoption of the high school facility site plan EDUHSD will consult with the El Dorado County Sheriff's Department. The consultation and coordination will involve the integration of facility design criteria into the site plan to improve student and faculty safety. The design criteria should include: (1) multiple external phone line connections to the Sheriff's Department, (2) a multi-functioning Public Address (PA) system, (3) tinted classroom windows, (4) overall school design layout that promotes flows for evacuation and limits bottlenecks, (5) large gathering buildings (i.e. library or cafeteria) need a minimum of 4 exit points, and (6) the school's perimeter shall be designed to limit random access.</p>	<p>The District will consult with the Sheriff's Department during site design.</p>	<p>The District will consult with the Sheriff's Department during site design, and implement any agreed upon design criteria during construction.</p>	<p>Less than Significant DEIR Page 4.10-20</p>
<p>4.10.6 The design features of the school site shall include a hydrant system and fire access roadways to within 150 feet of every building or in accordance with state fire code. Each building within the high school complex shall be equipped with a NFPA 13 fire sprinkler system as required by state fire code, a fire alarm system to monitor the fire sprinkler system, and provide multiple locations for emergency evacuation. The District will consult with the El Dorado Hills Fire Department regarding design of traffic circulation, emergency access, and the parking management plan required under Mitigation Measure 4.3.3.</p>	<p>The District must demonstrate with compliance Fire Code prior to approval of construction plans.</p>	<p>The District must comply with Fire Code prior to approval of construction plans, and implement all fire suppressant features during construction</p>	<p>Less than Significant DEIR Page 4.10-21</p>
<p>4.11 Hazardous Materials and Public Health</p>			
<p>4.11.2 Prior to construction of the project the District will review surrounding land uses and if there are significant changes the District will commission a Phase I Environmental Site Assessment. That Assessment would be completed to determine if surrounding land uses at that time pose a threat to the project site due to hazardous materials storage, generation or releases.</p>	<p>Should new uses occur near the project site prior to construction, the District is responsible for obtaining a new</p>	<p>Should new uses occur near the project site prior to construction, the District is responsible for obtaining a new Phase I report and submitting that</p>	<p>Less than Significant DEIR Page 4.11-9</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>If the Phase I Assessment determines that any industrial facilities have been constructed or have been permitted for construction within one-quarter mile of the school site, the District should consult with the owner of the facility and the regulatory agencies with jurisdiction over the facilities to determine if the facilities processes (hazardous materials storage and use, hazardous waste generation, hazardous emissions) pose a threat to the public health of persons who would attend or be employed at the school. If the potential exists for a threat to public health from the facilities then a Health Risk Assessment shall be completed to determine if an actual endangerment of public health to persons who would attend or be employed at the school exists. If the Health Risk Assessment determines that an actual threat to public health exists, then the District will implement the appropriate measures, as determined by the Health Risk Assessment, to reduce any impacts to a less than significant level. (Recommended)</p>	<p>Phase I report and submitting that report to DTSC for approval.</p>	<p>report to DTSC for approval.</p>	
<p>4.11.3 Any hazardous substances used at the site for cleaning, maintenance and landscaping will be stored in a manner that complies with all applicable codes and ordinances, laws, or other pertinent requirements. Chemicals used in the school itself, such as science laboratory supplies, are typically stored according to guidelines set forth in the Department of Education's <i>Science Safety Handbook</i> in order to minimize accidental releases. A list of chemicals to be stored and used at the proposed school will be submitted to Fire and Life Safety at the Department of the State Architect (DSA) for review prior to occupancy.</p>	<p>Then District is responsible for implementing this measure during school operation.</p>	<p>Then District is responsible for implementing this measure during school operation, through periodic inspection and updating of list.</p>	<p>Less than Significant DEIR Page 4.11-9</p>
<p>4.11.4 Federal and California laws address the health risks of exposure to asbestos and asbestos-containing materials. The El Dorado County Air Pollution Control District (APCD) plays a vital role in the current asbestos-containing serpentine rock issue. The District is responsible for implementing and enforcing Title 17 Section 93106 of the California Code of Regulations, Asbestos Airborne Toxic Control Measure, Asbestos-Containing Serpentine. El Dorado County has an ordinance in place regarding asbestos and dust protection. El Dorado County also has a Prescriptive Standard for Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan, which is authorized pursuant to APCD Rule 223, "fugitive dust", Rule 205, "nuisance", and El Dorado County Ordinance 4548 (April 2000). Under the County Asbestos and Dust Protection Ordinance (Chapter 8.44), an</p>	<p>The District is responsible for making certain the contractor follows appropriate Plans, Regulations and Ordinances and having the appropriate plans available at the project site during construction.</p>	<p>The District is responsible for making certain the contractor follows appropriate Plans, Regulations and Ordinances and having the appropriate plans available at the project site during construction.</p>	<p>Less than Significant DEIR Page 4.11-10</p>

6.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Responsibility and Timing/Schedule	Monitoring/Reporting Responsibility and Timing	Findings/LS After Mitigation and Rationale
<p>Asbestos Hazard Dust Mitigation Plan will be required. The Plan shall include practices to be followed to eliminate, to the greatest extent possible, the emission of fugitive dust from grading, excavation and construction activity. In addition, the El Dorado County Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan, April 17, 2000 shall be complied with and available at the project site.</p>			
<p>4.11.5 The School District will submit development design plans to the State Fire Marshall.</p> <p>In addition, the School District will ensure, through the enforcement of contractual obligations, that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.</p>	<p>The School District will submit development design plans to the State Fire Marshall during the site design process.</p> <p>The District is responsible for making certain the contractor complies with this mitigation measure during construction.</p>	<p>The School District will submit development design plans to the State Fire Marshall during the site design process.</p> <p>The District is responsible for making certain the contractor complies with this mitigation measure during construction, through periodic inspection during construction.</p>	<p>Less than Significant DEIR Page 4.11-10</p>
<p>4.11.6 Under existing conditions, the joint use of Wetsel-Oviatt Road for a high school access road and a truck hauling road are not compatible uses with regard to safety issues. This is a significant and unavoidable impact prior to mitigation. However, with roadway improvements and the relocation of Wetsel-Oviatt Road this impact will be reduced to less than significant.</p>	<p>Prior to school opening the District will work with the County to have the appropriate and feasible traffic mitigation in place.</p>	<p>Prior to school opening the District will work with the County to have the appropriate and feasible traffic mitigation in place.</p>	<p>Less than Significant DEIR Page 4.11-11</p>

CHAPTER 7.0

REPORT PREPARATION

CHAPTER 7.0

REPORT PREPARATION

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APPENDIX A

***DISTRICT'S MARCH 27, 2002 RESPONSE TO
THE PLANNING COMMISSION'S PUBLIC
RESOURCES CODE SECTION 21151.2
REPORT***

EL DORADO UNION HIGH SCHOOL DISTRICT

BOARD OF TRUSTEES

SUPERINTENDENT

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BOB FERGUSON

March 27, 2002

El Dorado County Planning Department
2850 Fairlane Court
Placerville, CA 95667

**Re: Public Resources Code § 21151.2 Report for the
Proposed Sixth High School Site**

Dear Members of the Planning Commission:

In response to the Staff Report from the Planning Commission dated February 6, 2002 we offer the following comments:

The cover letter states that the process was distorted and that the Planning Commission's failure to address a finding of consistency of the sixth high school site should not be limited to the time frames imposed by law. The State Legislature established the time frames. There is no ambiguity in the statute and only one result is possible for failure to follow the express procedure provided in the statute. Both the County and the District are required to follow the law. We take exception to any implication that the District should not have followed the procedure and time frames established by the Legislature.

1. **Significant Safety and Health Concerns:**

Traffic:

The Staff Report appears to dismiss the traffic mitigation measures in the EIR which reduce the impact of the traffic issue to less than significant. Instead, it relies upon the "extensive study and report presented by a traffic analysis specialist hired by Wetsel-Oviatt." We are unaware of any such study and would appreciate receiving a copy of such study. Our staff informs us that they did not consider the slide show at the Planning Commission hearing to constitute a "study." It is unclear to us what analysis the County is relying upon to imply that the traffic will not be safe with the installation of the recommended improvements.

Some of the concerns regarding the different traffic use currently exist throughout the County. Teenagers and students use, on a daily basis, Highway 50, Latrobe Road and other roads throughout the County that would have trucks and other vehicles on the road. This use includes the use of Highway 50 to the Lake Tahoe area, a one-lane highway with many twists and turns, shared by logging trucks and high school students.

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The use of the County's roads by logging trucks and students is not inherently unsafe, but is a fact of life in our community. Any high school site south of Highway 50 will have these same issues.

Agricultural Activity:

The report states that the "harsh realities" of rural agricultural life could be "too upsetting" to school children. However, any students attending the high school will necessarily be from the immediate area. Some of those same students will undoubtedly be from families where they have been reared in the "harsh realities" of rural agricultural life. If exposure to agricultural life is a serious argument against the location of this school, there is nowhere in El Dorado County where a school could be located so that students could be protected from the harsh realities of rural agricultural life. We submit that students who have not been exposed to agricultural life would benefit from such exposure.

The staff report hypothesizes that the site is incompatible due to the consequences of a 'stray bullet' hitting the student population. A stray bullet is more likely in an urban setting in some inner city neighborhoods, rather than in this part of the County. Any event, however remote, is possible, but cannot possibly be considered as a bar to acquiring this site for a new high school. If this were an issue for a school it would also be an issue for any other development of this property or any other property adjacent to the agricultural property.

The Agricultural Commission found that the proposed school site would have a **minimal** impact on adjacent agriculture. Surely this staff report contradicts the conclusion reached by the Agricultural Commission with regard to the agricultural activities.

The Agricultural Commission did find that there would be a major impact on the timber industry located near the school but felt that mitigation measures including fencing and signage would lessen the impact.

Crime:

The report concludes that a high school at this site would increase the potential for crime by the student population (now referred to as "juvenile mischief" rather than the actions of "school children"). Even if this were true, the location of a high school, whether here or at another site, will not change this perception.

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Heliport:

Although Education Code Section 17215 requires a school board to advise the State Department of Education of any school site that will be located within two miles of an airport runway, it is not an automatic ban on construction of the school. Rather, the issue is submitted to the Department of Transportation for a report on the suitability of acquiring the site.

Education Code Section 17215 provides in part as follows:

[b]efore acquiring title to property for a new schoolsite, the governing board of each school district, including any district governed by a city board of education, shall give the State Department of Education written notice of the proposed acquisition and shall submit any information required by the State Department of Education if the proposed site is within two miles, measured by air line, of that point on an airport runway or a potential runway included in an airport master plan that is nearest to the site.

Although the Draft EIR refers to an 'airport runway or heliport,' as can be seen from the above-quoted code section, the law requires additional review of any school site that will be situated two miles from an "airport runway or potential runway." No mention is made of a heliport. The School Site Selection and Approval Guide (2000) also makes no mention of a heliport. The State Department of Education confirmed that a heliport, especially one almost 2 miles away, would not need to be addressed in an EIR.

Regardless of the language in the code section or the guide, in 1998 the County Planning Commission in its Staff Report for a Special Use Permit (S98-17) for Aerometals, specifically found that a heliport located within one-fourth (1/4) of a mile from a proposed elementary school site in the Carson Creek Specific Plan "should not result in a negative recommendation on site acquisition." (See S98-17, page 4 - attached for your convenience). On page 7 of the environmental checklist attached to the Staff Report the County found that the heliport would have "no effect" on schools. This recommendation was made despite the fact that of the 3 possible flight paths, flight paths 1 and 2 of any helicopters landing and taking off would be in approximately the same direction as, and close to the proposed school site in the Carson Creek project.

In this instance the heliport is almost 2 miles away from the school site. Further, the heliport site is north of the proposed sixth high school site, and all three flight paths travel north, north west and north east from the heliport, and will therefore, not come anywhere near the school site. The County cannot state that a heliport will have no effect on a potential school site less than one-fourth of a mile from the heliport, yet claim

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that it could be a "potential hazard" to a future school site located almost 2 miles away. Frankly, the District is concerned with the inconsistent analysis on this issue.

Use of Hazardous Substance.

We are perplexed by the concern about the use of hazardous substances that might be curtailed on the adjacent industrial site.

The following uses are allowed by right in the adjacent industrial zone property:

"The Industrial zoning allows by right, any "uses allowed by right or special use permit in the commercial zone districts" (17.34.020(A)), and "any industrial use other than automobile wrecking, junking or dismantling yards in which no odor, gas fumes, dust, smoke, noise, vibrations, glare, heat, electrical interference, radioactive or waste material is produced or emitted beyond the confines of the owner's premises to adjacent properties or into the air or watercourses and which does not constitute a physical hazard to persons or property beyond the confines of the owner's premises by reason of fire explosion or similar cause" (17.34.020(B))."

Apparently there is a concern that the acquisition of the site for a future school will restrict future use of hazardous substances on the adjacent site. There has been no application for use of such hazardous waste that would not be allowed by right. Nor has there ever been any environmental analysis of the industrial property that considers the use of such substances. It is highly questionable whether uses that would be offensive to the school site would be allowed by the community and would be considered acceptable to the adjacent business park. Certainly such uses are not consistent with the research and development zone, which is intended to be clean business and enterprise. We further question whether such uses would be consistent with the adjacent agricultural property or with the nearby senior citizen community planned in Carson Creek. Asking the students of this County to be educated in inadequate facilities in order to allow the hypothetical storage of hazardous waste or other offensive uses on the Wetsel-Oviatt property that have not been proposed and that have not passed environmental or community review, is perplexing at best and is inconsistent with the public facilities element of the County General Plan.

In a report dated January 31, 2002, the El Dorado County Environmental Management Department specifically addresses the hazardous materials use in existing or future facilities in the area adjacent to the proposed high school. The report states that "[t]here are no sources or facilities with hazardous materials in existing adjacent use that would have an effect on the current planning process." (Attachment 21 to PRC 21151.2 Report for Proposed 6th High School Site for El Dorado Union High School District,

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dated February 6, 2002). The report also states that Public Resources Code Section 21151.4 does not automatically restrict the use of hazardous materials in proximity to a school site, but would require evaluation and approval in conjunction with the school administration on all facilities within one-quarter of a mile.

In a January 24, 2002 report, the El Dorado County Planning Department lists the typical uses allowed in an Industrial Zone (See page 2, and 3 of Attachment 17 to PRC 21151.2 Report for Proposed 6th High School Site for El Dorado Union High School District, dated February 6, 2002). The report states that if a 750 feet buffer is maintained between the high school site and the Industrial Zone the potential impact between the school and existing and future Industrial users would be minimized. The report recommends that the site is appropriate for a high school provided 3 additional recommendations regarding traffic, the buffer area, fencing and signage be included.

2. Infrastructure

Comprehensive Community Planning.

The District has provided a number of letters to the County in the past regarding the need to plan for schools. For example, in a letter to the County dated August 1, 1994, the District requested the County consider the need for a new high school site south of Highway 50 and asked the County to require the site to be designated as a part of the planning effort for Carson Creek. The letter was written in response to the Notice of Preparation for Carson Creek and notes the need for a site of at least fifty acres adjacent to infrastructure and other uses. In fact it cites as follows:

" In addition, the following impacts and concerns should be considered in the EIR: 1) The cumulative impact with the Valley View Specific Plan results in the need for a 1479 to 1619 student high school; 2) High schools receive many students by private transportation and thus location near a major transportation route will be necessary; 3) Location near parks is desirable in order to maximize the joint use of facilities, however, parks should be provided with adequate field and active recreation areas so that recreational users are not dependent on the use of high school sites (physical education and athletic schedules often preclude joint use of high school fields and courts); 4) The site should be located near water and sewer transmission lines which are sized to include the domestic and irrigation needs of the high school. In addition, the water mains must be sized to handle fire flow to the school site; and 5) Adequate non-vehicular circulation, including bicycle pathways, should be provided.

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A comprehensive financing plan must be developed to insure that there is adequate funding for the development of the needed high school in accordance with the projected build-out of the project. *This project should be required to participate in the identification of a potential 40 to 50 acre (net acreage) high school site south of Highway 50 and participate in reserving or dedicating such a site for the high school district.* (Emphasis provided).

None of these issues were assessed or analyzed in the Carson Creek EIR and when the project was approved, the only requirement was that a new high school site be designated prior to approval of one of the tentative maps on the project. The school district is making an effort to designate the site that should have been included as part of the County's General Plan effort and in the Valley View and Carson Creek Specific Plans.

The staff report suggests that the Carson Creek plan be modified to allow for a high school site. We certainly have no objection to the Planning Commission studying this potential use and analyzing whether such a change in use is authorized under the Carson Creek development agreement. The District will proceed with the purchase of the subject property and if further planning indicates a more suitable site, the District is more than willing to explore options to exchange property or to otherwise relocate the school site.

The White Rock Road site is too small for a comprehensive school site and it is too close to Highway 50. The White Rock Road site is not superior to the subject site.

We take exception to the implication that this site was not adequately reviewed with the community. The District held a meeting on November 17, 1999 at the offices of the El Dorado Hills Community Services District that was attended by a representative of the Planning Department and other local businesses. At the meeting the acquisition of the proposed site was discussed. There were no objections from the planning department or the local businesses attending the meeting. Please realize that the District has all the same problems purchasing a large plot of land as any other developer. The District would defeat its mission to conserve public funds if it had to provide banner headlines that it was interested in purchasing a specific site for future construction. Land speculation would be rife and prices would be unaffordable for the District.

We have conducted an extensive review of the area, at considerable expense, and have found no other site as suitable as the site in question. It is immediately adjacent to Latrobe Road, which provides immediate access to the major arterial south of Highway 50, it is close to water and sewer lines in that it is immediately adjacent to the business park, it is relatively flat property, and it has no agricultural significance. The property is well shielded from the adjacent industrial use at Wetsel-Oviatt Lumber Company. The

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March 27, 2002
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use of the Wetsel-Oviatt site is not in conflict with the high school and cannot even be viewed from the high school site.

As the County failed to designate a high school site that would be adequate to accommodate the growth that it planned for in its previous General Plan, we request the County under its current General Plan process designate specific sites and specific parcels to be developed as a high school site to serve the growth that has been approved and vested in this area.

The analysis must include sites that meet the conditions of the State Department of Education that do not include significant wetlands and that contain suitable topography. The site should also include property that the property owners are willing to sell as the District is not interested in being forced into condemnation to acquire sites necessary to serve development that has already been approved by the County.

3. Zoning and Development

The staff report concludes that the project site is incompatible with current and further development of the surrounding lands and zoning. It concludes further that the Agricultural Commission's conclusion that the site would have a major impact on an agricultural industry should be sufficient grounds to find the project incompatible.

The site is not incompatible with research and development. As set forth in a letter from our counsel dated January 7, 2002, research and development and education go hand-in-hand. Education furthers research and development, and research and development encourages further education. As an example, the Folsom High School is located across the street from the Intel Corporation campus. There is no incompatibility between the two sites.

The Agricultural Commission's conclusion does not find the project incompatible per se. The Agricultural Commission found that the implementation of mitigation measures relating to traffic and signage would reduce the impact of the site on the agricultural industry.

4. Process

In regard to the process itself, we offer the following:

1. The Notice of Preparation was prepared on July 2, 2001. A copy was sent to numerous County agencies, including the Planning Department, the Department of Transportation, the Department of Environmental Health and others. Responses were received in regard to the Notice of Preparation from the State

Planning Commission
March 27, 2002
Page 8

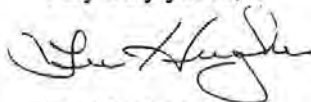
Department of Fish and Game and the California Regional Water Quality Control Board.

2. The draft EIR was completed in October 2001 and was circulated for review on October 24, 2001. Copies were also provided to the above listed County departments. The District received timely responses from the County Department of Transportation and LAFCO.
3. On or about September 20, 2001 the high school district submitted a letter to the County indicating that the District intended to acquire the site. We should note that it is the District's position that the time frames for the 21151.2 Report were triggered when the first letter was sent to the County dated September 20, 2001 indicating that the District intended to acquire the site for a school purpose. The wording of Section 21151.2 states that the report shall be prepared within thirty (30) days after such notice is sent to the County.

The District has not distorted the process, as stated in your report. The District has followed the law. The time frames are established by law, and the District has followed them in accordance with the requirements of the law. However, the District is interested in receiving all pertinent comments to the draft EIR and accordingly has recently agreed to extend the comment period for an additional time frame up to March 29, 2002.

Thank you for the Staff Report dated February 6, 2002. This report has been considered by the District, but obviously the District takes exception to many of the conclusions.

Very truly yours,



Lee Hughes
President
Board of Trustees
El Dorado Union High School District



Bob Ferguson
Superintendent
El Dorado Union High School District

Enclosures

Planning Commission
March 27, 2002
Page 9

cc: Board of Supervisors
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98-17/Aerometals Helipad
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Conclusion: The issuance of this special use permit and operation of the heliport will need to be disclosed to the Department of Education when the Latrobe School District proposes to acquire school sites in the Carson Creek Specific Plan. However, the location of the private (one helicopter) heliport should not result in a negative recommendation on site acquisition, based on the information in the School Site Selection and Approval Guide prepared by the Department of Education.

The special use permit proposal indicates three primary flight paths (Exhibit A, Exhibit G). None of the proposed flight paths would cross the Carson Creek Specific Plan school sites. Flight path No. 1 is due west of the helipad, over currently vacant land. When residential development occurs, flight path No. 3 will be the primary flight path (Exhibit D - Project narrative).

Comments from the El Dorado Hills APAC: The El Dorado Hills Area Planning Advisory Committee, in their preliminary report, had the following questions:

1. What will be the impacts to present and future neighboring sites and developments regarding noise?
2. Will this activity have any impacts on the safety of surrounding sites and future development?
3. Are there any issues regarding pollution to consider?
4. Do any current zoning conditions for the area preclude this activity and use?
5. In a supplemental letter, APAC made recommendations against the special use permit on the basis that this activity could preclude the relocation of the flight path into and out of Mather Field from over El Dorado Hills to over the Business Park.


Discussion: In response to APAC item No. 1, the Planning Department has reviewed the policies of the General Plan and the MD-500 noise reference material submitted by the applicant. The helicopter will produce an effective perceived noise level (EPNL) in the 85 to 90 decibel range which is considered to be very loud, likened to a busy urban street (Figure V-11-1, El Dorado County Draft EIR). However, the noise would be for brief periods and would not exceed the General Plan noise policies which are based on a noise measurement standard called Community Noise Equivalent Level (CNEL). The CNEL is a weighted average hourly sound level. The brief noise increase from helicopter takeoff and landing would not significantly change the hourly sound average and would therefore not exceed the General Plan noise standards for transportation noise sources.

In response to APAC item Nos. 2, 3, and 4, the Planning Department has no concerns that the helicopter proposes any safety problems for existing or future developments (research and development or residential). Staff is not aware of any significant pollution concerns. Current zoning in the area does not preclude the helicopter takeoff and landing, but requires this special use permit.

In response to APAC's supplemental recommendation against the project, the Planning Department has contacted the FAA and does not believe that the issuance of this special use permit would affect

El Dorado County Environmental Management Department

MEMORANDUM

DATE: 31 January 2002
TO: Mark Millard
FROM: Walter Jukes 
SUBJECT: Report Input for Sixth High School – Sullivan Property
DISTRIBUTION: J. Morgan, G. Sanders, File

Mark,

I have reviewed several documents and code sections relative to the issues raised in conjunction with the proposed purchase by the El Dorado Union High School District of the Sullivan Property for the Sixth High School. Here are my observations regarding hazardous materials use in existing or future facilities in the adjacent area.

- A) The process of understanding what is and is not feasible or allowed in these occupancies is not a simple yes or no issue. The regulations allow for adjacent hazardous materials operations without statutory exclusion, but with a variety of different notification, planning, cooperation and local approval requirements. Some of the requirements are in effect for facilities or planned facilities within 1000 feet from a school. ¼ mile from a school and ½ mile from a school. The regulations also treat different classifications of hazardous materials differently with respect to their corresponding requirements. The hazardous material and hazardous waste facilities are not regulated with the severity of requirements for facilities storing or using Extremely Hazardous Materials (EHM) This memo will not detail all of these considerations, but will give an overview of applicable considerations.
- B) I have reviewed all of the existing correspondence between the interested parties and Environmental Management, with the exception of the letter from J. Rusert, El Dorado County Environmental Management, written Feb 7th and referenced in the Draft EIR. I have also reviewed the Draft EIR section regarding hazardous materials. All of the documents I could find are accurate with respect to the existing conditions and hazardous material inventories or sources at the site. There are no sources or facilities with hazardous materials in existing adjacent use that would have an effect on the current planning process.
- C) In reference to the question about California Public Resources Code Section 21151.4:
 - 1) This section was added to the Public Resources Code by Assembly Bill 3205, M. Waters, in 1988. This bill also added sections to several other codes.
 - 2) Among other considerations, the intended purpose of this legislation was to
 - a) Provide a mechanism for local governmental agencies to determine and mitigate risks posed by routine and accidental hazardous and acutely



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MEMORANDUM

DATE: January 24, 2002
TO: Planning Commission
FROM: Roger Trout, Acting Principal Planner *RT*
SUBJECT: Section 21152.2 Report for El Dorado Union High School Proposed 6th High School Site

Section 21151.2 of the Public Resources Code states: "To promote the safety of pupils and comprehensive community planning the governing board of each school district before acquiring title to property for a new school site or for an addition to a present school site, shall give the planning commission having jurisdiction notice in writing of the proposed acquisition. The planning commission shall investigate the proposed site and within 30 days after receipt of the notice shall submit to the governing board a written report of the investigation and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the planning commission has been received. If the report does not favor the acquisition of the property for a school site, or for an addition to a present school site, the governing board of the school district shall not acquire title to the property until 30 days after the commission's report is received."

The school district notified the County in writing of the Section 21151.2 request on January 7, 2002. The report is due on February 6, 2002. The January 24, 2002 is the last scheduled Planning Commission before the required report is due.

Background: The school district has previously requested a Finding of Consistency with the General Plan pursuant to Section 65402 of the California Government Code. The planning agency has only forty-days to render its report under this code. The initial 65402 request was received by the Planning Department on September 24, 2001. The Planning Department requires a \$480 fee for processing the 65402 request, which was received on October 24, 2001. The forty-day review period therefor extended from October 24, 2001 to December 3, 2001.

Pursuant to General Plan Policy 8.1.4.2, the Agricultural Commission is required to review all school site applications involving agricultural lands. The Agricultural Commission reviewed the proposal at their November 14, 2001 meeting. The next available Planning Commission hearing was December 13, 2001 due to the Thanksgiving Holidays in late November. This date was beyond the forty-day review period.

Attachment 17

assembly and heavy equipment repair. Industrial traffic includes heavier volume and types of truck traffic than what is usual in other commercial zone districts.

Conclusion: Direct impacts on the school from the mill site include potential traffic safety problems with the mixing of the lumber truck traffic and the students of the potential new high school site. Future industrial development of the industrial zoned lands would continue to exacerbate this situation unless and until a separate road was provide to the Industrial zoned lands.

Draft EIR: The public review period for the Draft EIR for the proposed school site began October 24, 2001 and ended on December 15, 2001. The Final EIR has not been certified as of this date. The school districts are currently reviewing and responding to comments on the Draft EIR and do not anticipate any hearings until March 2002. (Telephone call: Barbara Smith EDHHS, January 23, 2002).

The Draft EIR contains some information that minimizes potential conflicts between the Industrial zone lands and the proposed school site.

The project description in the Draft EIR provides an illustration of a high school site development approximately 750 feet east of the property boundary between the project site and the adjacent Industrial property. As long as this buffer zone of approximately 750 feet is not used for regular school classrooms, cafeteria, playground and other related facilities, the potential impact between the school and existing and future Industrial users would be minimized. The buffer zone could be used for school related operations such as overflow parking, agricultural related classes (raising livestock), landscaping or other low intensity school uses.

Mitigation Measure 4.3.2 in the Draft EIR states that to mitigate future truck and automobile conflicts the new High School Entry Road should be widened to a four-lane section from Latrobe Road to the school access and a westbound auxiliary lane should be installed on the entry road to provide acceleration for trucks turning right from southbound Latrobe Road.

This report focuses on considerations including "safety of the pupils." The Draft EIR may have mitigated the impact to a less than significant level, however, under the 21151.2 report, separate roads may be recommended to provide access to the High School and the Industrial area.

Recommendation:

The Planning Commission may find under 21151.2 of the Public Resources Code that the site is appropriate for a high school based on the Project Description in the Draft EIR, the Mitigation Measures in the Draft EIR (as may be amended in the Final EIR) with the following additional recommendations:

1. The industrial traffic and school traffic be separated on separate roads to the maximum extent possible.

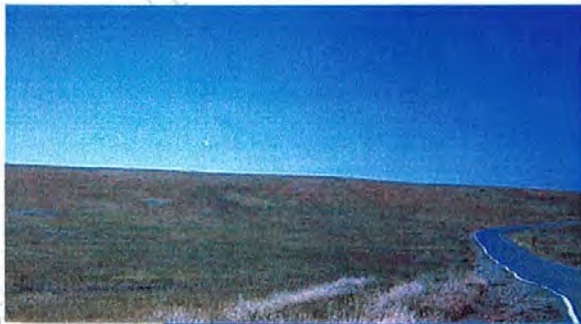
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EL DORADO
UNION HIGH SCHOOL DISTRICT
PROPOSED SIXTH HIGH SCHOOL

Environmental Impact Report

October 2001



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Science
Associates

Draft
Environmental Impact Report

**EL DORADO
UNION HIGH SCHOOL DISTRICT**

Proposed Sixth High School

October 2001

Prepared for:

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ESA | Environmental
Science
Associates

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CHAPTER 1.0

INTRODUCTION

CHAPTER 1.0

INTRODUCTION

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

INTRODUCTION

The El Dorado Union High School District (EDUHSD) has prepared this Draft Environmental Impact Report (DEIR) to provide the public and Responsible and Trustee Agencies with information about the potential environmental effects of the proposed Sixth High School (generally referred to in this DEIR as the Proposed Project). This Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (as amended), and the CEQA Guidelines (California Code of Regulations, Title 14). As described in the CEQA Guidelines Section 15121(a), an EIR is a public information document that assesses potential environmental effects of a Proposed Project, as well as identifies mitigation measures and alternatives to the project that could reduce or avoid adverse environmental impacts. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. The EDUHSD's Sixth High School constitutes a "project" under CEQA. The EIR is an informational document used in the planning and decision-making process. It is not the purpose of an EIR to recommend either approval or denial of a project.

CEQA requires that a lead agency neither approve nor carry out a project as proposed unless the significant environmental effects have been reduced to an acceptable level (i.e., eliminating, avoiding, or substantially lessening the significant effects), or unless specific findings are made attesting to the unfeasibility of altering the project to reduce or avoid environmental impacts (CEQA Guidelines, Sections 15091 and 15092). However, CEQA also requires that decision-makers balance the benefits of a Proposed Project against its unavoidable environmental risks. If environmental impacts are identified as significant and unavoidable, the EDUHSD may still approve the project if it believes that social, economic, or other benefits outweigh the unavoidable impacts. The EDUHSD would then be required to state in writing the specific reasons for approving the project based on information in the EIR and other information in the record. This reasoning is called, per Section 15093 of the CEQA Guidelines, a "Statement of Overriding Considerations."

1.2 CEQA EIR PROCESS

TYPE OF EIR: PROJECT EIR

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR is prepared as a Project EIR pursuant to the CEQA Guidelines, Section 15161. The CEQA Guidelines Section 15161 describe a Project EIR as:

The most common type of EIR (which) examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

A Project EIR format is considered a relevant environmental document for the proposed Sixth High School. The EIR will be used by the lead agency (EDUHSD) to evaluate the Proposed Project's environmental impacts, and can be further used to modify, approve, or deny approval of the Proposed Project based on the analysis provided in the EIR.

INITIAL STUDY AND NOTICE OF PREPARATION

In accordance with Sections 15082(a), 15103, and 15375 of the CEQA Guidelines, the EDUHSD circulated a Notice of Preparation (NOP) of an EIR for the Proposed Project on July 2, 2001 (see **Appendix A**). In the NOP, the El Dorado Union High School District was identified as the Lead Agency for the Proposed Project. The NOP was circulated to the public; to local, state, and federal agencies; and to other interested parties in order to solicit comments on the Proposed Project. Concerns raised in response to the NOP were considered during preparation of the Draft EIR (see **Appendix A**).

DRAFT EIR

This document constitutes the DEIR. The DEIR contains a description of the Proposed Project, a description of the environmental setting, discussions of project impacts, discussions of measures to be implemented to mitigate impacts found to be significant, as well as an analysis of project alternatives.

PUBLIC REVIEW

This document is being circulated to local, state, and federal agencies and to interested organizations and individuals that may wish to review and comment on the report. Publication of this DEIR marks the beginning of a 45-day public review period. The EDUHSD has retained the firm of *Environmental Science Associates* to coordinate the CEQA review process for the project, and to prepare the EIR. Written comments or questions concerning the proposed EIR should be directed to the name and address listed below by 1 p.m. on December 15, 2001.

Submittal of written comments via e-mail (Microsoft Word format) is greatly appreciated.

Marsha Perry Park, Project Manager
Environmental Science Associates
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Sacramento, CA 95825
(916) 564-4500
(916) 564-4501 (fax)
E-mail: esa.sac@esassoc.com

FINAL EIR AND EIR CERTIFICATION

Written and oral comments received in response to the DEIR will be addressed in a Response to Comments addendum document, which, together with the DEIR, will constitute the Final EIR. After review of the project and the DEIR, the EDUHSD at a public hearing will recommend to the EDUHSD Board of Trustees whether to approve or deny the project. The Board of Trustees will then review the project, the Final EIR, staff recommendations, and public testimony and decide whether to certify the EIR and whether to approve or deny the project.

If the EDUHSD Board of Trustees approves the Proposed Project, even though significant impacts identified by the EIR cannot be mitigated, the EDUHSD must state in writing the reasons for its actions. A Statement of Overriding Considerations must be included in the record of the project approval and mentioned in the Notice of Determination (CEQA Guidelines, Section 15093(c)).

MITIGATION MONITORING AND REPORTING

CEQA Section 21081.6(a), requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." Throughout the EIR, mitigation measures have been clearly identified and presented in language that will facilitate establishment of a monitoring and reporting program. Any mitigation measures adopted by EDUHSD as conditions for approval of the project will be included in a reporting and monitoring program to verify compliance. A draft of the specific Mitigation Monitoring and Reporting Program required by CEQA for the Proposed Project will be included in Chapter 7.0 of the Final EIR.

1.3 TERMINOLOGY USED IN THE EIR

This DEIR uses the following terminology to describe environmental effects of the Proposed Project.

- **Significance Criteria:** A set of criteria used by the lead agency to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this EIR include those discussed in the CEQA Guidelines Appendix G; criteria based on factual or scientific information; criteria based on regulatory standards of local, state, and federal agencies; and criteria based on goals and policies identified in the El Dorado County General Plan.

1.0 Introduction

- **Beneficial Impact:** A beneficial impact would result in the improvement of an existing physical condition in the environment (no mitigation required).
- **Less Than Significant Impact:** A less than significant impact would cause no substantial change in the environment (no mitigation required).
- **Potentially Significant Impact:** A potentially significant impact may cause a substantial change in the environment; however, additional information is needed regarding the extent of the impact. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.
- **Significant Impact:** A significant impact would cause a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects using specified significance criteria. Mitigation measures and/or project alternatives are identified to reduce these effects to the environment.
- **Significant Unavoidable Impact:** A significant and unavoidable impact would result in a substantial change in the environment that cannot be avoided or mitigated to a less-than-significant level if the project is implemented.
- **Cumulative Significant Impact:** A cumulative significant impact would result in a substantial change in the environment resulting from the effects of the Proposed Project in combination with the effects of surrounding projects and reasonably foreseeable development in the surrounding area.

The EIR also identifies mitigation measures. The CEQA Guidelines (Section 15370) defines mitigation as:

- (a) avoiding the impact altogether by not taking a certain action or parts of an action;
- (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- (c) rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) compensating for the impact by replacing or providing substitute resources or environments.

1.4 EIR ORGANIZATION

This DEIR is organized into 11 chapters as discussed below.

Chapter 1.0, Introduction. This chapter describes the purpose and organization of the EIR and the EIR preparation, review and certification process.

Chapter 2.0, Executive Summary. A summary of the project description, a description of issues of concern, project alternatives, and a summary of environmental impacts are provided in this chapter.

Chapter 3.0, Project Description. Chapter 3.0 describes the project background, outlines project objectives, and summarizes components of the Sixth High School. Description also describes subsequent development and approvals for which this EIR may be used.

Chapter 4.0, Environmental Analysis. For each environmental issue area, such as Land Use, this chapter describes the existing environmental setting, discusses the environmental impacts associated with project construction and operation, and identifies mitigation measures for the impacts.

Chapter 5.0, Analysis of Alternatives. Chapter 5.0 describes alternatives to the Proposed Project at a level of detail consistent with CEQA requirements. The alternatives are not analyzed at the same level of detail as the Proposed Project; they are presented in order to identify options that could mitigate environmental impacts.

Chapter 6.0, Other Statutory Considerations. Chapter 6.0 discusses several issues required to be analyzed by CEQA, including cumulative impacts, and the potential for the Proposed Project to induce urban growth and development.

Chapter 7.0, Draft Mitigation Monitoring and Reporting Program. Chapter 7.0 contains the draft mitigation monitoring and reporting program, which the EDUHSD will need to adopt as part of the certification of this EIR.

Chapter 8.0, EIR Authors, Consultants, and Persons/Organizations Consulted. Chapter 8.0 provides the names of the EIR authors and consultants, and agencies or individuals consulted during preparation of the EIR.

Chapter 9.0, Acronyms. Chapter 9.0 provides a list of all the abbreviations used in the EIR.

Chapter 10.0, Bibliography. Chapter 10.0 provides a list of reference materials and persons consulted during the preparation of the EIR.

Appendices. The appendices consist of the NOP and technical background reports and data.

CHAPTER 2.0

EXECUTIVE SUMMARY

CHAPTER 2.0

EXECUTIVE SUMMARY

2.1 INTRODUCTION

The EDUHSD Sixth High School (Proposed Project) is located on the western edge of the unincorporated El Dorado County (County) approximately 4-miles south of Highway 50 and the town of El Dorado Hills, west of Latrobe Road, and south of Wetsel-Oviatt Road.

Land uses in the vicinity of the Proposed Project are governed by the 1996 El Dorado County General Plan, and El Dorado County Zoning Ordinance. The 1996 County General Plan sets forth several goals, policies, and implementation procedures that are discussed in further detail in the Land Use Section 4.2.

2.2 ISSUES OF CONCERN

An NOP for the Proposed Project was circulated for public review on July 2, 2001 pursuant to Sections 15082(a), 15103, and 15375 of the CEQA Guidelines. The NOP included a summary of probable environmental impacts resulting from the Proposed Project to be evaluated in the EIR. Comments received on the NOP were considered in the preparation of this EIR and are included in **Appendix A**. A summary of issues raised during the NOP process is presented below, as well as issues not determined to be significant that will not be evaluated further.

- *Land Use Consistency and Compatibility*
- *Transportation / Circulation*
- *Hydrology / Flooding / Water Quality*
- *Air Quality*
- *Noise*
- *Geology and Soils*
- *Biological Resources*
- *Public Facilities and Services*
- *Cultural Resources*
- *Hazards and Human Health*

2.3 ALTERNATIVES TO THE PROPOSED PROJECT

CEQA Guidelines (Sections 15123(b)(3) and 15126(d)) requires an EIR to consider a range of alternatives that could feasibly attain the basic objectives of the Proposed Project. The following alternatives are discussed in detail in Chapter 6.0:

Alternatives to the Proposed Project include:

1. No Project Alternative (AA)
2. Alternative White Rock Site Location (AB)
3. Alternative Tseng Property Location (AC)
4. Elimination of the Sports Stadium Component (AD)

2.4 REGULATORY REQUIREMENTS, PERMITS AND APPROVALS

This EIR will be used for the following direct and indirect actions regarding the EDUHSD's Sixth High School:

EL DORADO UNION HIGH SCHOOL DISTRICT

The EDUHSD Board of Trustees will be the approval authority for site acquisition for the Proposed Project. The information contained in the Sixth High School EIR will be utilized by the EDUHSD during the decision-making process. The project will then be presented to the California Department of Education for approval of the site. Following those approvals the project will be presented to the State Allocation Board for approval of funding for site acquisition. As part of approval, the EDUHSD Board of Trustees will be required to take the following actions:

- Certification of a final Environmental Impact Report for the project under the requirements of the CEQA, as amended.
- Approval of site acquisition.

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies are identified below.

Local and State approvals would include:

- El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water service), El Dorado County Planning Commission (Finding of Consistency with General Plan).

2.0 *Executive Summary*

- Because the project involves the construction of classroom facilities, the California Division of the State Architect, the California Department of Education and Department of Toxic Substances Control will use this EIR in a review capacity.

The following direct and indirect federal approvals and actions may occur as a result of the Proposed Project:

- Issuance of Regional Water Quality Control Board (RWQCB), Central Valley Region, National Pollutant Discharge Elimination System (NPDES) general permit under Section 402 of the Clean Water Act (CWA) for storm water drainage.
- Issuance of RWQCB, Central Valley Region Section 401 Water Quality Certification or waiver.
- Issuance by the U. S. Army Corps of Engineers of a Nationwide Permit (NWP) 26 for filling wetlands located on the school site.

2.5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table 2-1 presents a summary of project impacts, and proposed mitigation measures that would further avoid or minimize potential impacts. In the table, the level of significance of each environmental impact is indicated both before and after the application of the recommended mitigation measure(s).

For detailed discussions of all project impacts and mitigation measures, the reader is referred to environmental analysis sections in Chapter 4.0.

2.0 Executive Summary

Insert Table 2-1 after comments received from EDUHSD on Administrative DEIR

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

CHAPTER 3.0

PROJECT DESCRIPTION

CHAPTER 3.0

PROJECT DESCRIPTION

3.1 OVERVIEW

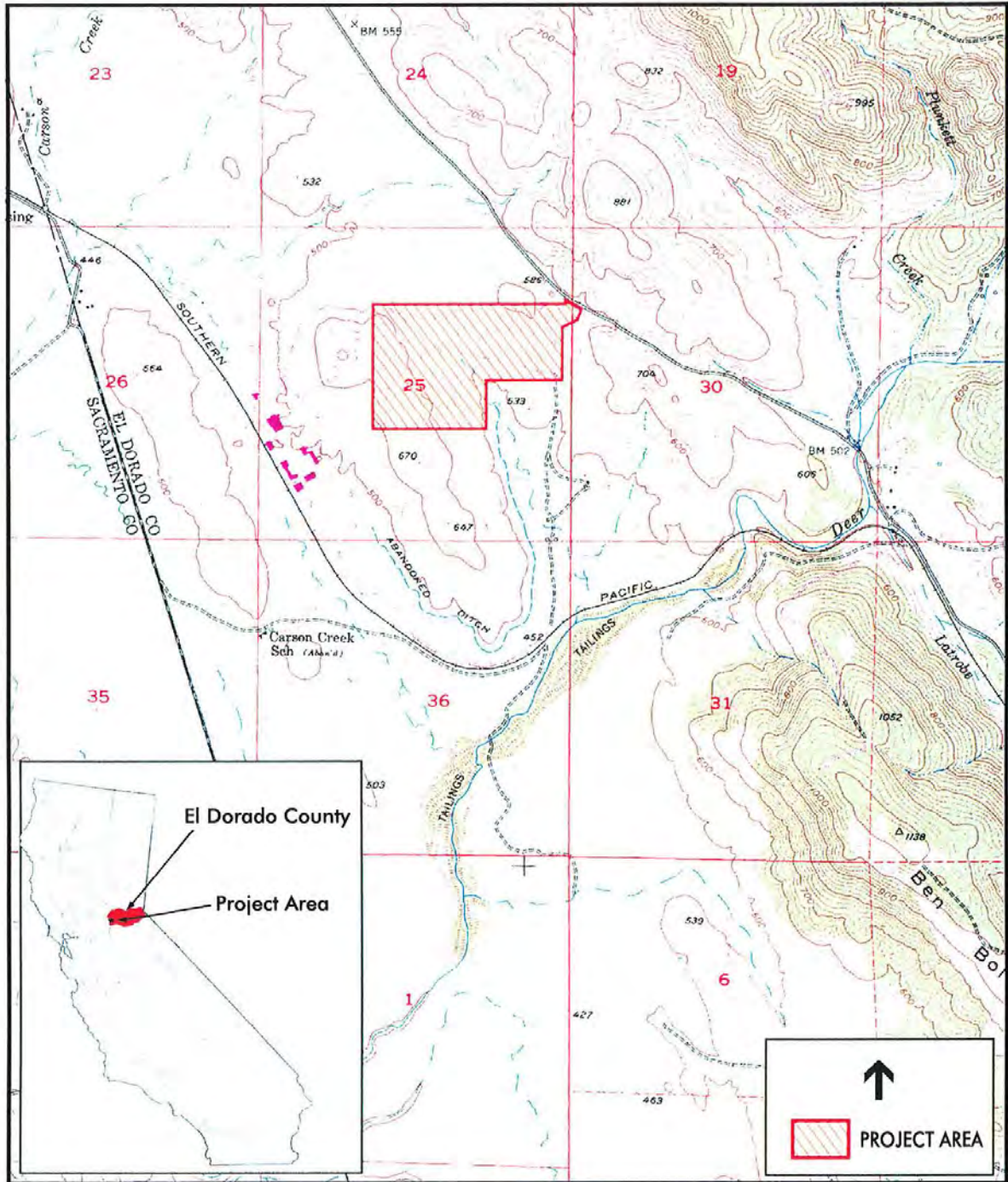
The EDUHSD as the Lead Agency, is proposing to construct a new high school campus and sports stadium on 65 ± acres of land in western El Dorado County (**Figure 3.1**). The project site is located approximately 4 miles south of Highway 50 and the town of El Dorado Hills and west of Latrobe Road. The proposed high school is needed to accommodate existing overcrowding within the district, as well as provide additional capacity for future residential growth in the district, especially in the vicinity of El Dorado Hills. Approval of site acquisition by the EDUHSD Board of Trustees represents a discretionary action, which is subject to the CEQA. This Environmental Impact Report is intended to satisfy the CEQA requirement for this project.

3.2 PURPOSE AND NEED FOR THE PROPOSED PROJECT

PROJECT OBJECTIVES

The EDUHSD is responsible for providing sufficient high school capacity within its boundaries. This service area includes a total of over 1200 square miles within rapidly growing El Dorado County. Department of Finance and local projections indicate that the high school enrollment will exceed 6,900 students by 2005/2006, growth of about 100 students per year (EDUHSD Facilities Plan, 1999). As a consequence of this growth, plus the fact that approximately 1,542 students are currently housed in temporary portable classrooms, the EDUHSD is pursuing an energetic program of planning and construction to meet future facility and educational needs of its students.

The objective of the Proposed Project is to provide needed public school facilities in accordance with the *EDUHSD Facilities Master Plan, 1999-2009*. This high school will house additional expected growth within the district as well as relieve overcrowding at the existing high school facilities. It is the EDUHSD's intention to prepare and certify a legally adequate EIR for acquisition and development of the proposed school site and to ensure approval of state funds for the acquisition and development of a site in a timely manner. The EDUHSD's objective is to begin construction of the proposed school in the late Spring or Summer of 2015 for a projected opening in the 2018 school year.



SOURCE: USGS and Environmental Science Associates, 2001. El Dorado Union High School District Sixth High School/201266 ■

Figure 3.1
Regional Vicinity Map

3.3 DESCRIPTION OF THE PROPOSED PROJECT

EL DORADO UNION HIGH SCHOOL DISTRICT SIXTH HIGH SCHOOL

The Proposed Project is located on one parcel (APN 108-050-42) totaling approximately 65 ± acres of undeveloped land south of the town of El Dorado Hills in El Dorado County, California in the east-central portion of Section 25, Township 9 N, Range 8 E MDB&M (see **Figure 3.2**). The northern portion of the property is bisected by a private road, which provides access for the adjacent Wetsel-Oviatt Lumber Mill. Approximately 65-acres of the site would be utilized for the eventual high school and stadium site. No use is proposed for the remaining 150-acres (**Figure 3.3**).

The Proposed Project involves the acquisition and development of a comprehensive high school containing approximately 160,000 square feet of building area serving approximately 1,600 students in grades 9 through 12, with about 175 staff upon complete build-out of the facility. The school facilities would also have the potential to accommodate an over capacity of additional 200-400 students with an additional 12,000 square feet of portable building space. For project planning and study purposes, it is assumed that 2,200 students and faculty would occupy the school facility. Generally, the school facilities would include classroom buildings, administrative and counseling buildings, a theatre, kitchen/cafeteria/multi-purpose facilities, a gymnasium, and media/library center. The high school will also contain a number of exterior facilities including a 1500-seat stadium, athletic fields, tennis/basketball hard court areas, pool/pool facilities, student and staff parking lots, bus loading areas, service roads, and maintenance/warehouse facilities (see **Figure 3.3**, Conceptual Site Plan).

The project would require the extension of water and sewer lines to service the facilities, as well as power/CATV utility lines. On-site roads, storm drainage systems, and some off-site road improvements are anticipated. In addition, prior to the construction of the Proposed Project, the Wetsel-Oviatt Road will need to be abandoned and existing traffic will utilize the new roadway.

TRAFFIC AND CIRCULATION

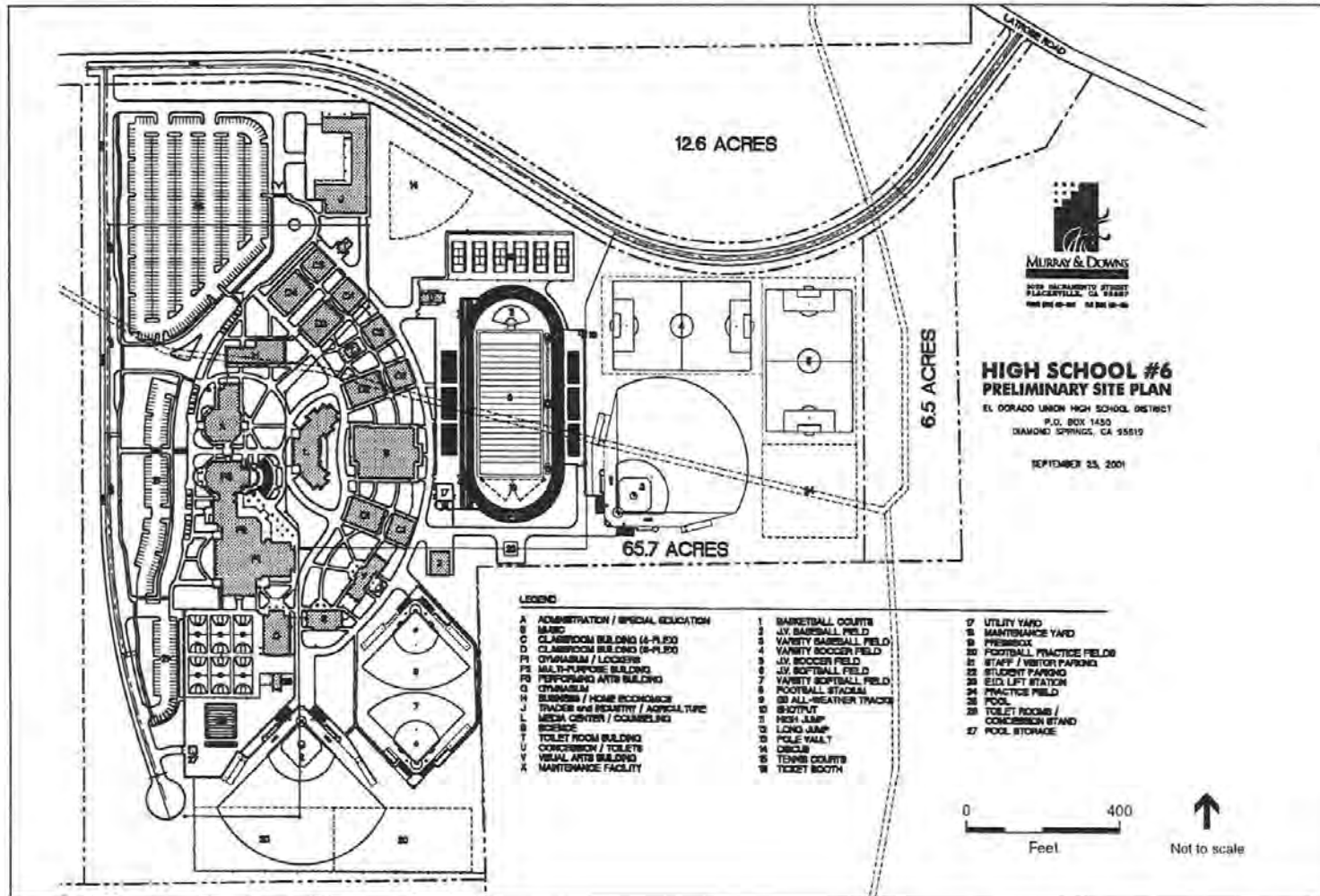
The EDUHSD has suggested that the new school's service area will be south of US 50, and as a result, project impacts will be addressed at key intersections along Latrobe Road from the White Rock Road intersection south to the project's access. The traffic section will describe traffic conditions in this area during the a.m. peak hour and during the afternoon hour when students typically depart a high school.



SOURCE: Grubb & Ellis, 2000 and ESA, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 3-2
Aerial Photograph of Project Vicinity



SOURCE: El Dorado Union High School District, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 3.3
 Project Site Plan

3.0 *Project Description*

Opening day for the project is anticipated in the year 2018. Background Opening Day traffic conditions will reflect continuing commercial development in the Latrobe Road area as well as residential development of approved projects such as Valley View. Background conditions will address plans for the continuing operation of the adjoining mill site. Circulation system improvements that are expected to be completed by the year 2018 will be addressed in the analysis. The number of automobile and bus trips generated by the new high school will be determined using approved trip generation rates and District bussing policies. The directional distribution of school trips will reflect the locations of anticipated residential neighborhoods, as well as destinations of parents dropping off students as part of their commute trip. On site parking will be provided, with approximately 800 parking spaces available (650 student and 150 staff).

Project impacts will be evaluated in terms of El Dorado County standards for operating Levels of Service at key intersections. Traffic conditions at project access will be addressed during the peak 15 minutes immediately before and after school with the intent of ensuring that overall access capacity is not exceeded during these critical periods. The relationship between school traffic and trucks continuing to travel to the mill will be determined. Cumulative impacts will be assessed using available information from El Dorado County Dept. of Transportation regarding future background traffic conditions under the County General Plan. A complete description of traffic and circulation impacts is presented in *Section 4.3* of this EIR.

3.4 PROJECT PROPONENTS

The project applicant, as well as current property owner and representatives are listed below.

Applicant:

El Dorado Union High School District
P.O. Box 1450
4675 Missouri Flat Road
Diamond Springs, CA 95619

Property Owners:

Gerald & Ellis L. Sullivan
1015 I Street
P.O. Box 423
Petaluma, CA 94953

3.5 REGULATORY REQUIREMENTS, PERMITS AND APPROVALS

This EIR will be used for the following direct and indirect actions regarding the EDUHSD's Sixth High School:

EL DORADO UNION HIGH SCHOOL DISTRICT

The EDUHSD Board of Trustees will be the approval authority for site acquisition for the Proposed Project. The information contained in the Sixth High School EIR will be utilized by the EDUHSD during the decision-making process. The project will then be presented to the California Department of Education for approval of the site and the project. Following those approvals the project will be

3.0 Project Description

presented to the State Allocation Board for approval of funding for site acquisition and construction. As part of approval, the EDUHSD Board of Trustees will be required to take the following actions:

- Certification of a final Environmental Impact Report for the project under the requirements of the CEQA, as amended.
- Approval of site acquisition.

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies are identified below.

Local and State approvals would include:

- El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water and sewer service), El Dorado County Planning Commission (Finding of Consistency with General Plan).
- Because the project involves the construction of classroom facilities, the California Division of the State Architect, California Department of Education and Department of Toxic Substances Control will use this EIR in a review capacity.
- El Dorado County Local Agency Formation Commission (LAFCo). The El Dorado Union High School District will be required to file an application for the annexation of subject property into it's and the El Dorado Irrigation District's service areas. These applications will be subject to LAFCo's approval.
- Issuance of RWQCB, Central Valley Region Section 401 Water Quality Certification or waiver.

The following direct and indirect federal approvals and actions may occur as a result of the Proposed Project:

- Issuance of RWQCB, Central Valley Region, National Pollutant Discharge Elimination System (NPDES) general permit under Section 402 of the CWA for storm water drainage.
- Should wetlands be discovered, issuance by the U. S. Army Corps of Engineers (Corps) of a Nationwide Permit (NWP) 26 for filling wetlands located on the school site will be needed.

REFERENCES

EDUHSD Facilities Plan, 1999. El Dorado Union High School District Facilities Master Plan, Adopted August 1999.

CHAPTER 4.0

ENVIRONMENTAL ANALYSIS

CHAPTER 4.0

ENVIRONMENTAL ANALYSIS

4.1 INTRODUCTION

Sections 4.1 through 4.11 in this EIR provide an integrated presentation of the environmental setting, environmental impacts, and proposed mitigation measures for the issue areas identified in **Section 2.0**. Potential effects of implementing the Proposed Project, including cumulative effects, are identified, along with mitigation measures recommended to lessen or reduce identified impacts. In cases where no mitigation is available, this fact is noted.

4.1.1 SETTING, IMPACT, AND MITIGATION MEASURE SECTIONS

As required by the CEQA Guidelines, the setting section describes the environment in the project and study areas "as it exists before the commencement of the project." The setting is presented from site, local, sub-regional and/or regional perspectives, as appropriate to each environmental topic. As required by the CEQA Guidelines, the effects of the project are defined, as changes to the environmental setting that are attributable to the project.

Impacts are identified and determined to be potentially significant, significant, cumulatively significant, significant unavoidable, less than significant, or beneficial. The cumulative impact analysis in this EIR is based on the implementation of the Proposed Project as well as approved and anticipated urban development in nearby unincorporated areas of El Dorado County, as identified in the County General Plan. A summary of cumulative impacts is provided in **Chapter 6.0**.

According to the CEQA Guidelines Section 15382, a significant impact is "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project..." For each category of physical condition evaluated in this EIR, criteria for significance have been developed using the criteria discussed in the CEQA Guidelines **Appendix G**; criteria based on factual or scientific information; criteria based on regulatory standards of local, state, and federal agencies; criteria based on goals, objectives, and policies identified in the El Dorado County General Plan; and criteria based on CEQA Guidelines Section 15186 regarding the development of school facilities.

Mitigation measures identified in this report are characterized in one of three categories: 1) measures necessary to reduce the identified impact below a level of significance; 2) measures recommended to reduce the magnitude of a significant impact, but not below a level of significance; and 3) measures recommended to reduce the magnitude of a less than significant impact. Where implementation of more

4.0 Environmental Analysis
INTRODUCTION

than one mitigation measure is needed to reduce an impact below a level of significance, this fact is noted.

4.2 Land Use

4.2 LAND USE

4.2.1 SETTING

EXISTING LAND USE

Subject Site

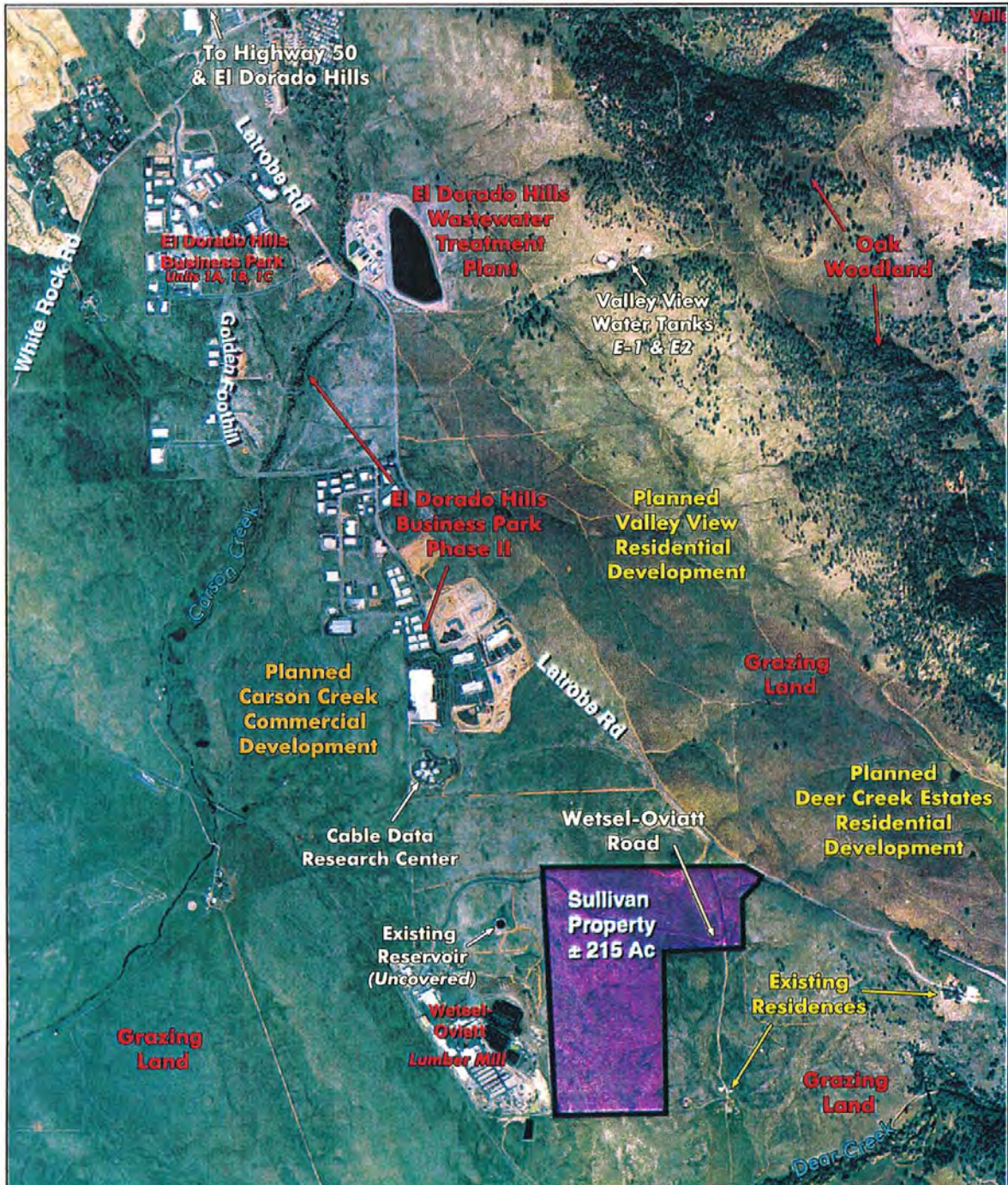
The Proposed Project site is located approximately 4 miles south of Highway 50 in the western portion of El Dorado County in an area bounded by Wetsel-Oviatt Road to the north, Latrobe Road to the east, the Wetsel-Oviatt Lumber Mill to the west, and an agricultural property to the south. Land uses in the immediate vicinity consist of predominantly rural-residential, industrial, and agricultural. As depicted in **Figure 4.2-1**, the encroachment of urban development from the El Dorado Hills area is preceding in a southerly direction away from Highway 50 towards the subject property.

The subject property is one parcel totaling approximately 215-acres. Of this total, the proposed high school and related facilities will utilize 65 acres (**Figure 3.3**). At this time, no use is proposed for the remaining 150 acres and, therefore, for the purpose of this analysis will remain in its open space condition. The subject parcel is designated under the El Dorado County General Plan for Rural Residential uses with 25% of the acreage zoned RE-10 and the remaining 75% zoned RA-80.

Currently, the project site is utilized for annual grazing cattle and open space purposes. A small ephemeral drainage feature traverses the property in a dendritic pattern from Wetsel-Oviatt Road to the south towards Deer Creek. Several smaller, lower order drainage ways enter into this main drainage feature from the north and western portions of the site (**Figure 4.2-2**). The project site is topographically complex. The northern portion of the site, north of Wetsel-Oviatt Road, contains a dome-shaped feature that slopes down, at grades between 10 and 18 %, to the south-southwest into the proposed high school footprint. The western portion of the property is dominated by a ridgeline that extends in a north-south direction. Several small-sized rock outcroppings are located along the top of this ridgeline. This topographical feature contains slopes that extend in an east-northeast orientation into the high school footprint with grades varying between 8 and 15 % (**Figure 4.2-2**). The remaining portions of the site are located within the western-side of the valley that downslopes in a south-southeast direction towards Upper Deer Creek.

ADJACENT LAND USES

Areas adjacent to the project site currently consist of mainly industrial, open space, and agricultural uses. The Wetsel-Oviatt Lumber Mill is located adjacent and to the west of the project site. During the initial site investigation, several logging trucks were observed traveling to and from the mill along Wetsel-Oviatt Road. The mill site is only directly visible from the subject property at the top of the ridgeline that



SOURCE: Grubb & Ellis, 2000 and Environmental Science Associates, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.2-1
Existing Land Uses in the Project Vicinity



West facing view from Wetsel-Oviatt Road with ridgeline located in the background.

Photograph 1



South facing view from Wetsel-Oviatt Road. Drainage swale and adjacent residence located south of the fence line.

Photograph 2

extends along the property's western edge. An existing residence is also located adjacent to the southeastern corner of the property (**Figure 4.2-1**).

As previously discussed, areas to the north of the project area are characterized by a general transition from rural-residential and agricultural uses to urban and planned use developments. Anticipated future developments as depicted in **Figure 4.2-1**, within the vicinity of the project area include the Deer Creek Estates to the east, Valley View and El Dorado Hills Business Park to the north, and Carson Creek Development to the northwest.

EXISTING AGRICULTURAL ACTIVITIES

No grazing operations were recognized during the initial site investigation. Consultation with the current landowner, the El Dorado County Assessor's Office and the El Dorado Hills Business Park developer (CEMO), confirms that no grazing activity has occurred on the property since 1985. According to Ms. Greta Shutler of the El Dorado County Agricultural Commissioner's Office the project site is most likely free of any form of pesticide, herbicide, or fertilizer residues. This assumption is supported by the fact that the site was used as primarily irrigated pasture and therefore few amendments were used during the agricultural life of the site (Greta Shutler, 2001).

4.2.2 REGULATORY SETTING

EL DORADO COUNTY GENERAL PLAN

The El Dorado County General Plan, adopted in January 23, 1996, provides for long-range direction and policy for the use of land within El Dorado County. It provides a mechanism through which the County can focus on the issues of greatest local concern as well as a basis for decision making regarding long-term physical development. The General Plan-designated land uses are described below for the site and adjacent land areas.

On July 19, 1999, the Sacramento Superior Court determined that the El Dorado County General Plan is invalid. The court order prohibits the County from approving most discretionary residential and some types of non-residential projects. This applies to tentative maps, parcel maps, certain zone changes, and General Plan amendments. However, for the purposes of this project and until a new General Plan is adopted, existing General Plan policies and designations are considered in effect and applicable to the Proposed Project.

The project site and surrounding area is designated as Rural Residential (RR), which establishes areas for residential and agricultural development. The General Plan states that "these lands will typically have limited infrastructure and public services and will remain for the most part in their natural state." This

4.0 Environmental Analysis
LAND USE

category is typically used for lands that are characterized by steeper topography, high fire hazards, and limited or substandard access as well as "choice" agricultural soils (El Dorado, 1996). In some cases, the RR designation is used as a transition between Low Density Residential (LDR) and the Natural Resource (NR) designations. Within the land use designation, clustering of residential units under allowable densities is encouraged as a means of preserving large areas in their natural state or for agricultural production. Typical uses include single-family residences, agricultural support structures, a full range of agricultural production uses, recreation, and mineral development activities. The allowable density for this designation is one dwelling unit per 10 to 160 acres.

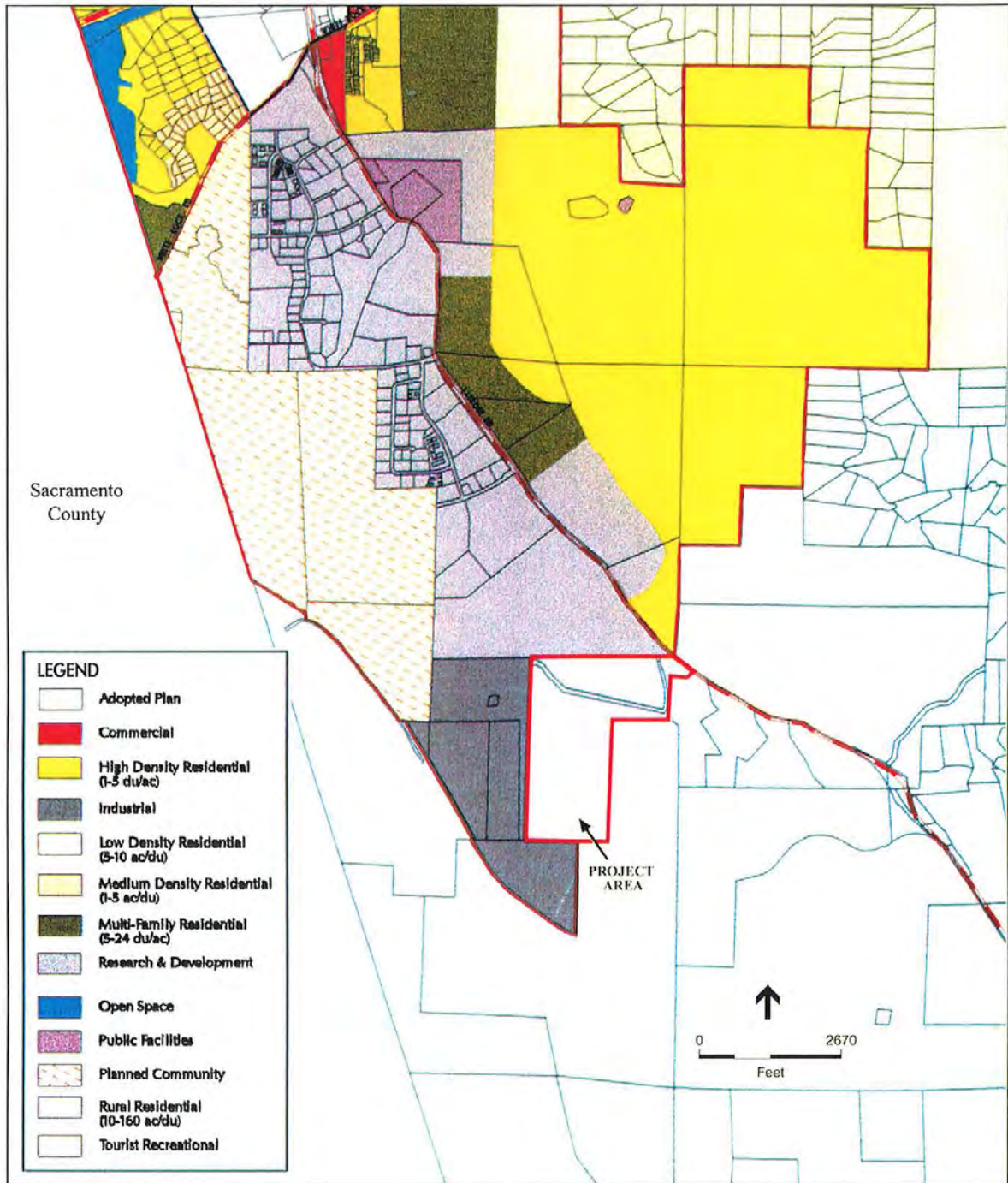
As illustrated in **Figure 4.2-3**, areas adjacent to the west are designated for industrial uses. Additionally, the El Dorado County line is located approximately three-quarters of a mile west of the site. Areas within Sacramento County adjacent to the county line are primarily designated for agricultural uses. Lands lying to the south and east of the property are exclusively designated for rural residential uses. As shown in **Figure 4.2-3**, areas to the north of the project site are designated for several uses including research and development, high-density, low-density, and multi-family residential and public facilities. **Figure 4.2.4** shows the various zoning districts in the project area and vicinity. These zones are taken into account as land uses are decided. The Carson Creek area to the northwest of the project site is designated as a planned community. Specific land use policies and building standards for each of these designations are provided in the Land Use Element of the El Dorado County General Plan.

The Public Facilities Element of the County General Plan includes a section, which specifically addresses the provision of public school facilities and services within the unincorporated areas. Objective 5.1.2 of the Public Facilities Element requires that the County through consultation with responsible service providers ensure that adequate school facilities are provided concurrent with discretionary development to the maximum extent permitted by State law. As indicated in Goal 5.8: School Services, it is the goal of the County to provide an adequate, high-quality school system consistent with the needs of current and future residents. The following policies contained in the Public Facilities Element relate to the development of the Proposed Project:

Objective 5.8.1: School Capacity

Require that adequate school capacity exist and/or appropriate mitigation consistent with State law to serve new residents concurrent with development.

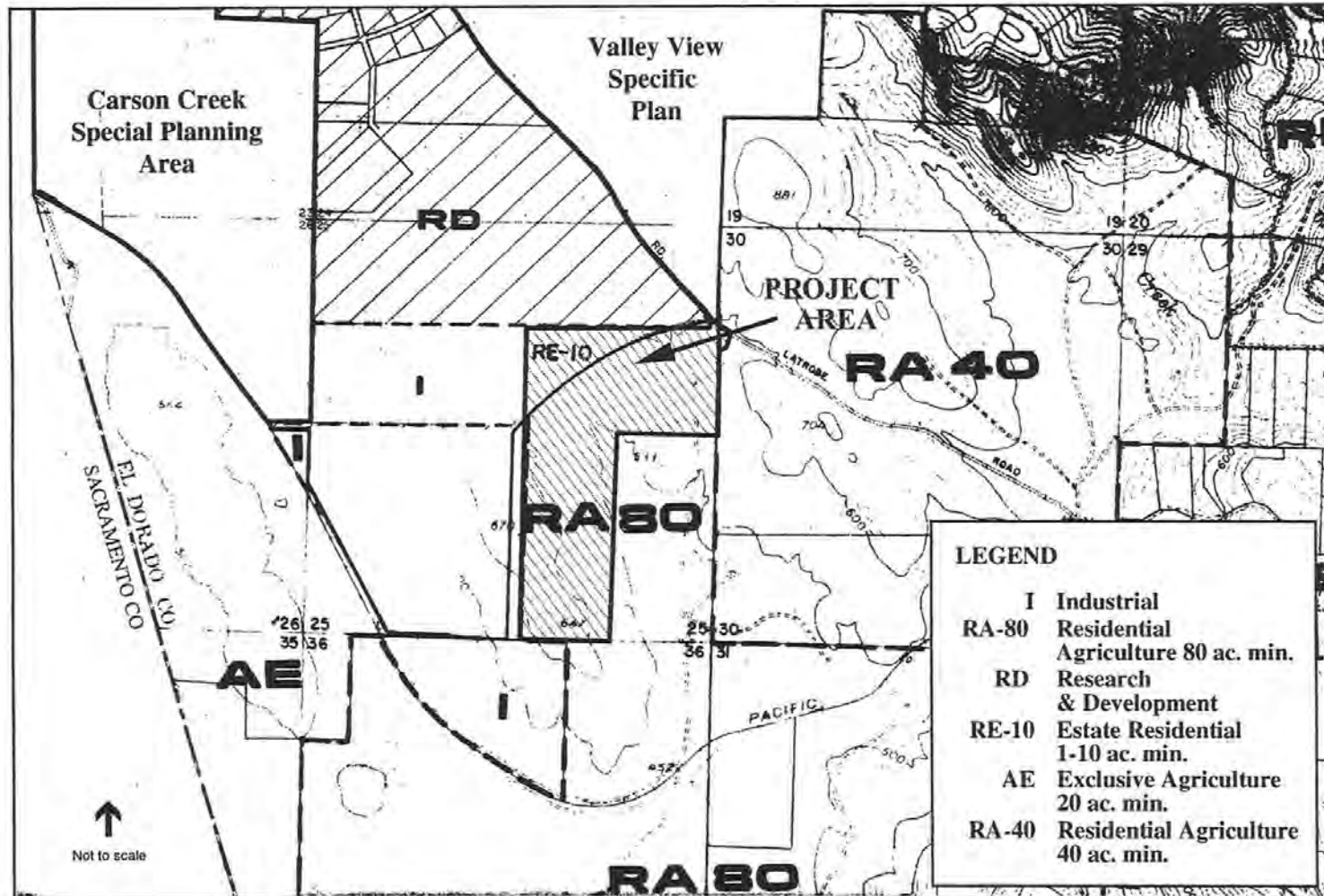
Policy 5.8.1.2: Collaborate with County school districts for the exchange of data and the preparation of coordinated student enrollment projections.



SOURCE: El Dorado County, 1996 and Environmental Science Associates, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.2-3
General Plan Designations



SOURCE: El Dorado County and Environmental Science Associates, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.2-4
 Local Zoning Districts

Policy 5.8.1.3: Whenever feasible, develop joint (shared) school facilities, recreational facilities, and educational and service programs between school districts and other public agencies.

The following policies are among those contained in the Public Facilities Element of the General Plan which relate to school siting:

Objective 5.8.2: Land For School Facilities

Support the identification and acquisition of land for the purpose of siting new school facilities to serve existing and future residents.

Policy 5.8.2.2: The affected school district shall be relied upon to review development applications to determine the ability of the district to serve the new development. The level of educational services shall not be reduced below acceptable levels as a consequence of new development to the extent permitted by State law.

Policy 5.8.2.5: The County shall cooperate with the school districts in identifying the potential location of new school sites. All new public school sites shall be reviewed for General Plan consistency.

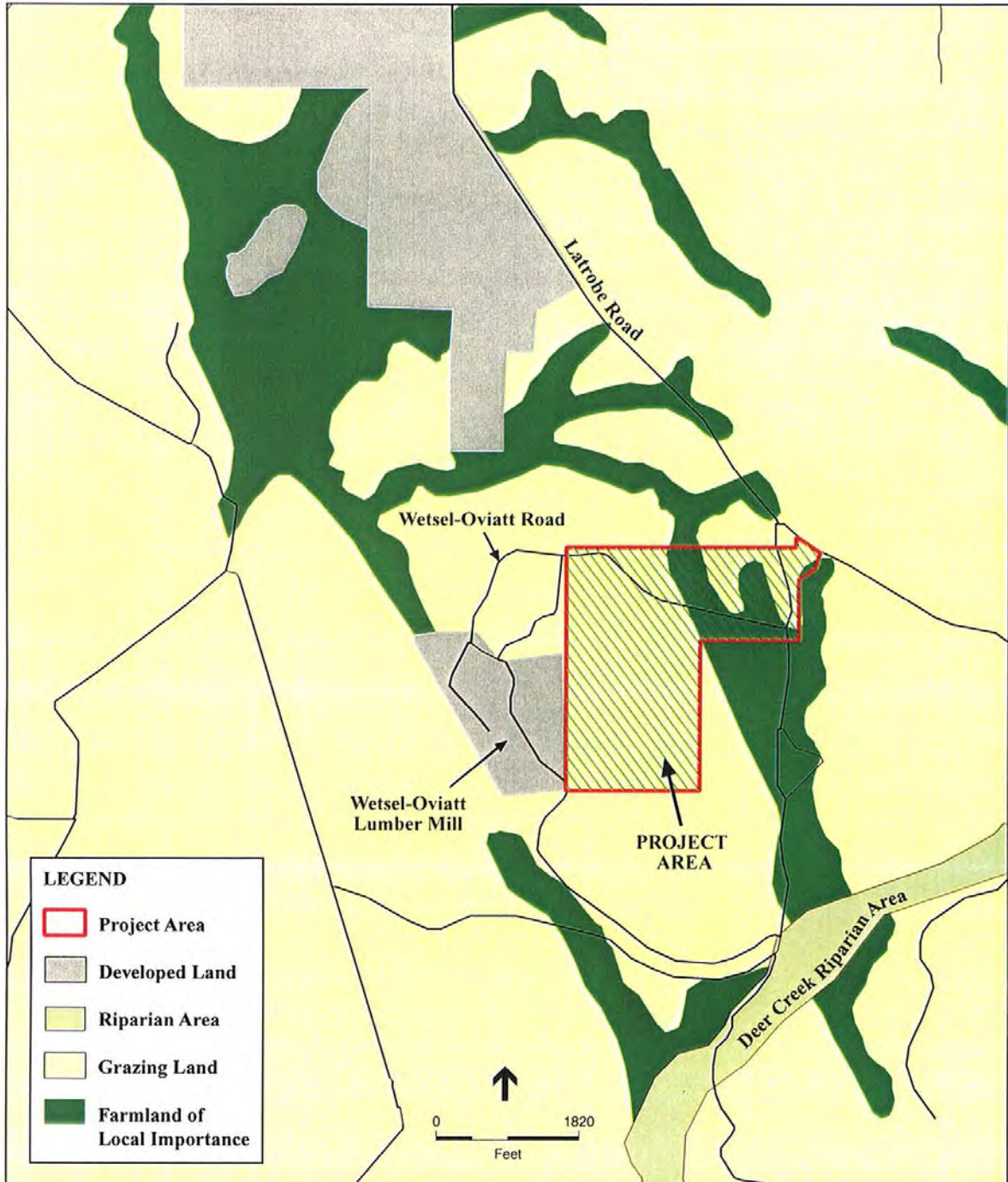
FARMLAND MAPPING AND MONITORING PROGRAM

A recent trend in land use in California has been the concern over loss of farmland and productive agricultural soils. The U.S. Department of Agriculture (USDA) and the California Department of Conservation (CDC) are involved with analyzing farmland losses. In 1975, the USDA-Soil Conservation Service, now the Natural Resource Conservation Service (NRCS), began a mapping program to produce agricultural resource maps based on soil quality and land use across the nation. In 1982, the State of California created the Farmland Mapping and Monitoring Program (FMMP) within the CDC to carry on the mapping activity from the USDA-NRCS on a continuing basis (State of California, 1994).

The CDC's FMMP categorizes land uses into eight categories. The farmlands in the western portion of El Dorado County have been categorized. According to **Figure 4.2-5**, nearly the entire project site is categorized as *Grazing Land* with a few acres along the eastern portion of the site as *Farmland of Local Importance*. The CDC's description of these categories is summarized below.

Farmland of Local Importance:

Farmland of Local Importance are lands which do not qualify for the Prime, Statewide, or Unique designation but are currently irrigated crops or pasture or nonirrigated crops; lands that would be Prime or Statewide designation and have been improved for irrigation but are now idle; and lands which currently support confined livestock, poultry operations and aquaculture.



El Dorado Union High School District Sixth High School/201266 ■
SOURCE: California Department of Conservation, 1998 and Environmental Science Associates, 2001.

Figure 4.2-5
Farmland Classifications

Grazing Land:	Land on which existing vegetation is suitable for grazing or browsing of livestock.
Developed Land:	Land used for residential, industrial, commercial, public, and other urban uses.
Other Land:	Land which is not included in any of the other mapping categories. (State of California, 1994)

CALIFORNIA LAND CONSERVATION ACT

The California Land Conservation Act (LCA) of 1965, also known as the Williamson Act, is designed to preserve agricultural and open space lands by discouraging their premature and unnecessary conversion to urban uses. In addition, the LCA provides protection for wildlife habitats, marsh lands, salt flats and scenic highway corridors. Currently the subject parcel is not under an existing Williamson Act contract.

CALIFORNIA DEPARTMENT OF EDUCATION

Minimum Criteria for Siting of New Schools

The EDUHSD utilizes the Minimum Site Criteria for locating new schools as set by the California Department of Education. These criteria include the requirement of an analysis of the following environmental constraints and land use concerns:

Airports

Site must not be located within any aircraft accident exposure or airport safety areas, nor conflicts with any ALUC, FAA, AICUZ, or California Division of Aeronautics policies or regulations. The site is not within 2 miles of an airport runway or heliport, and does not require California Division of Aeronautics review.

Powerlines

The Department's criteria for siting schools near electrical transmission lines dictate that a new school should be located at least 100 feet from easement for existing or planned 50-133 kV powerlines, 150 feet from easement for existing or planned 220-230 kV powerlines, 350 feet from easement for existing or planned 500-550 kV powerlines. This minimum distances for separation are based on a graph of electric field strengths. No transmission line easements are currently located within specified distances from the proposed site. The only transmission lines located near the site are of 12kV voltages. As part of the Proposed Project, a distribution line will need to be extended from the existing transmission line to the site. The distribution voltage of the new line is expected to be less than 50 kV.

Presence of Potentially Toxic or Hazardous Substances

The Department of Education reviews potential school sites for the presence of potentially toxic and hazardous substances on or in the site vicinity, with special consideration given to landfill areas, dump sites, chemical plants, refineries, fuel storage facilities, agricultural areas in which pesticides and fertilizers have been heavily used. Siting downwind of stockyards, fertilizer plants, or sewage treatment facilities is strongly discouraged.

A phase I level environmental site assessment was conducted for the Proposed Project site. This analysis concluded that the site does not contain the potential for significant environmental hazards or risks. Refer to Section 4.11, Hazards and Human Health for further information.

Results of Geological Studies and Soils Analyses

Education Code Section 39002 requires that a geological study and a soils analysis be conducted to provide an assessment of the nature of the site and potential for earthquake or other geologic hazard if the perspective school site is located within (1) the boundaries of any special study zone or (2) an area designated as geologically hazardous in the safety element of the local General Plan.

Refer to 4.6 Geology and Soils for further information.

Railroad Tracks

Site shall be a sufficient distance from a railroad track easement, as ascertained by an analysis of the cargo, speed, grade, curves, and/or type of track (mainline or spur) to determine that it poses no personal injury or property damage risk on the school site in the event of a derailment or other disaster. The Southern Pacific Railroad line is located just under one-fourth of a mile to the south of the proposed school site. However, this stretch of track has not been utilized for several years and the likelihood of its use again is considered low.

Noise

Department criteria state that proposed school sites should not be located within an existing or proposed noise contour line of CNEL/Ldn 65 or greater. Noise within all portions of the site must be attenuated to 60 Ldn. The project is not located within a CNEL Ldn 65 noise contour. Section 4.5, Noise discusses the noise variables associated with the site in more detail.

Flooding

Proposed sites should not be located within the 100-year Floodplain as indicated on the most recent FEMA Flood Insurance Rate Maps (FIRM) or within flood areas as indicated on local flood maps.

According to local FIRM maps, the site is not located in a 100-year flood plain. See Section 4.5 Hydrology and Water Quality for additional flood information.

Access/Streets

Department guidelines indicate the site should be safely and easily accessible to residential neighborhoods by pedestrian, bus, and private automobile traffic on publicly maintained roadways or walkways. Sites adjacent to streets with relatively high traffic volumes are typically not considered acceptable unless other safe access is available for the neighborhood. Street accessibility on only two adjacent sides of the schools is preferred.

As exhibited in the Proposed Project's site plan, only one access point is provided for the school from Latrobe Road. The consequences of this site plan's circulation pattern are discussed in Section 4.3, Traffic and Circulation.

Environmental Constraints/Hazards

Site, and adjacent lands affecting the use of the site, are free of any significant environmental constraints, including but not limited to protected habitats or species, watercourses, wetlands or vernal pools, potentially toxic and hazardous substances, and geologic, seismic, topographic, or soil restrictions. Application of agricultural chemicals on farmlands adjacent to the proposed school site may be considered a constraint.

- Site is not significantly affected by any nuisance factors such as odors associated with farms operations, landfills, or sewage treatment plants.
- Site is not traversed by or immediately adjacent to major fuel, natural gas, or hazardous materials/waste pipelines or storage tanks.
- Site is not a current or previous hazardous or solid waste disposal site, or a hazardous substance release site.
- Site should not be within ¼ mile of any facility that might reasonably be anticipated to emit hazardous or acutely hazardous air emissions.

Sections 4.6, 4.8 and 4.11 will address the above concerns.

Land Use Plans

The site is adjacent to compatible existing uses, general plan designations and zones. Industrial and commercial uses are typically not considered compatible adjacent uses for elementary schools. Site is not

on land under a Williamson Act Contract. In addition, the site should be designated on the general plan and community plan land use maps as a proposed and eventually as an existing school site. Site should have a minimum of existing structures to be destroyed or removed and households to be relocated.

The high school site is located within close proximity to a number of proposed and approved residential developments to the north, and east of the project site. The site is not under an existing Williamson Act Contract and contains no existing structures.

The site is located adjacent to industrial zoned land. According to typical school siting criteria, such an adjacent land use is often discouraged. However, the ridgeline along the western portion of the property, if kept in its undeveloped state, would provide an effective noise barrier. See **Impact 4.2.3** for a more detailed discussion.

Utilities

Site has or will have on a timely basis access to all utilities and services, including sewer, water, gas, electric, and drainage. Utility easements on the site should be avoided.

According to current development patterns within the El Dorado Hills and areas south, it is anticipated that the high school will have all necessary utilities and services available prior to the Proposed Project's construction date.

4.2.3 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

The land use analysis presented below evaluates the consistency of the Proposed Project with the type and intensities of the existing and planned land uses surrounding the project site. Potential land use conflicts or incompatibility with adjacent areas are usually the result of other environmental effects, such as the generation of noise or objectionable odors. Potential land use conflicts to adjacent areas resulting from the effects of project operation are discussed below. Noise, traffic, and public service-related effects of the Proposed Project to nearby areas in El Dorado County are discussed in detail in other relevant Sections of the EIR.

The following significance criteria were used to assess the magnitude of the expected impacts to present land use designations:

- Physically divide an established community;

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LAND USE

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

The following significance criteria were used to assess the magnitude of the expected impacts to existing agricultural resources. Impacts were considered significant if the Proposed Project would:

- Convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses; and
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact

- 4.2.1 The development of a school site may be considered inconsistent with the existing RE-10 and RA-80 zoning classifications and with the adjacent industrial and commercial land uses. This is considered a potentially significant impact.**

Under Government Code Section 65402 the District is required to submit the proposed acquisition to the County Planning Commission for a finding of consistency with the General Plan. The Planning Commission has forty (40) days to act on the consistency finding request. The District submitted a request for a finding of consistency on September 20, 2001. Under Government Code Sections 53094 and 53095 a school district has the ability under certain circumstances to render the zoning ordinance of a county inapplicable to its proposed use of property if it does not receive favorable finding under Section 65402.

Mitigation Measures

- 4.2.1 Prior to acquisition of the subject property, the District shall complete the General Plan Consistency finding process required under Government Code Section 65402 with the County of El Dorado. In the event the County does not find the acquisition consistent with the General Plan, the District shall consider holding a hearing pursuant to Government Code Section 53094 prior to the acquisition of the site.**

Significance After Mitigation

Less than significant.

Impact

- 4.2.2 As indicated in Figure 4.2-5, the project site is dominated by area classifications of Farmland of Local Importance and Grazing Land. The Proposed Project would**

effectively remove a portion of the subject property from agricultural production, thereby resulting in a net decrease in such lands. This is considered a significant impact.

As with the general trend of decreasing agricultural land acreage's in California, the Proposed Project would result in a net deficit of agricultural land in El Dorado County. This considered in conjunction with the substantial growth currently being experienced in areas to the north of the property, the Proposed Project would contribute to the loss of local agricultural lands. As depicted in **Figure 4.2-5**, a significant proportion of the land base on the eastern portion of the property is designated as Farmland of Local Importance. The Farmland of Local Importance designation is provided for lands that would be considered Prime or of Statewide Importance, but are now idle. Consequently, even though the property has not been utilized since 1985 for this purpose, it still contains specific characteristics that are considered advantageous for agricultural production. These characteristics include fertile soils (especially along the eastern portion of the property), long growing season, nearby irrigation sources, large land base, and adjacent land uses considered to be compatible with certain agricultural operations. This area is currently slated for future development, however, because the development of a high school on the subject property would permanently remove this land from potential future agricultural production this impact is considered **significant and unavoidable**.

Mitigation Measures

4.2.2 No mitigation available.

Significance After Mitigation

The development of the Proposed Project would preclude any future agricultural use of the Project Area and therefore, the impact to local agricultural resources is considered **significant and unavoidable**.

Impact

4.2.3 The Proposed Project would introduce a land use (education) that differs from what is considered in the existing El Dorado County General Plan. Currently, the land adjacent to the property has an industrial designation. This is considered a potentially significant land use impact.

Though the proposed high school would be located adjacent to an industrial-zoned parcel currently occupied by an operational lumber mill (**Figure 4.2-4**) the geography of the site allows for a separation of the Wetsel-Oviatt Lumber Mill from the site. The site's topography consists of a northwest trending ridge along the properties western border, which currently separates the two properties. The existing site plan (**Figure 3.3**) calls for the siting of the school approximately 150 feet below the ridgeline between its lower backslope and the unnamed creek's drainage basin along the eastern border of the property. As a result, the topographical setting significantly alters the acoustical setting of the site. During the initial site investigation, several trucks were observed utilizing the mill's access roads, however, after their passage no noise was observed from the mill.

Currently, truck traffic along Wetsel-Oviatt Road from the transporting of raw lumber and secondary goods contributes safety hazards for school related access (**Section 4.3 Traffic and Section 4.11 Hazards**). However, the relocation of Wetsel-Oviatt Road will minimize the hazard prior to school opening.

California Department of Education (CDE) representative, Fred Yeager, has reviewed the school site and gave the school site the highest-ranking possible. Therefore, this site has been granted a preliminary approval and the lumber mill was not viewed as problematic.

Given the topography of the site and the relocation of Wetsel-Oviatt Road these impacts are **less than significant**.

See **Section 4.4 Noise**, for a complete discussion of potential noise impacts from the adjacent land use and options for mitigating any significant impacts. **Section 4.3 Traffic** provides a detailed discussion of traffic impacts from mill operations and associated mitigation.

Mitigation Measures

4.2.3 No mitigation necessary.

Impact

4.2.4 **Though the school is being constructed to serve new residents, the proposed sports stadium is potentially incompatible with planned adjacent residential areas. The potential glare and lighting impacts associated with stadium facilities coupled with the crowd and audio noise impacts attributable to stadium use may adversely affect future nearby residential areas, potentially resulting in a land use impact. This is considered a potentially significant impact. A complete description of potential noise impacts and mitigation measures is provided in Section 4.4 - Noise.**

Mitigation Measures

4.2.4 Two primary factors are typically identified as effective mitigation measures to reduce light and glare impacts. These measures include increasing the height of lighting standards to allow directional lighting downward toward the playing field, thereby reducing spill light away from off-site uses. The second measure is to use specially designed lighting facilities with directional visors to direct and shield light. With these measures, combined with the planting of perimeter screening vegetation and siting the stadium away from the primary residential areas that it is located in the center of the site, light and glare impacts can be mitigated to a less-than-significant level.

Significance After Mitigation

Less than significant.

REFERENCES-LAND USE

El Dorado County Planning Department, 1996. El Dorado County General Plan Land Use Element.

Land Use Survey, Conducted by ESA Staff, *El Dorado Sixth High School Site Observation*, Latrobe, California. June, 2001

Department of Education, 1989. California Department of Education. *School Site Selection and Approval Guide. Sacramento, California. 1989*

El Dorado Zoning Code, 1996. Title 17 Zoning Code.

Greta Shutler, 2001. El Dorado County Agricultural Commissioners Office, Personal Correspondence on July 24, 2001.

Elk Grove Unified School District, 1993. Elk Grove High School Lighting and Bleacher Project. February 1993. (SCH # 92062098)

4.3 Transportation and Circulation

4.3 TRANSPORTATION AND CIRCULATION

4.3.1 SETTING

EXISTING CONDITIONS

The Proposed Project site is located to the south of the urbanizing town of El Dorado Hills on lands currently vacant. The land immediately to the south, and east of the project site is predominantly vacant or used for rural purposes. The land immediately to the north of the project is developing with commercial and light industrial uses and includes the El Dorado Hills Business Park. The land immediately to the west of the project site is used for industrial uses (lumber mill operations). The existing roadway network serving land in the vicinity of the proposed site has been constructed to mainly accommodate the rural land uses that comprise the project area (**Figure 4.3-1**). Latrobe Road and Wetsel-Oviatt Road have the ability to accommodate large lumber trucks, however, Wetsel-Oviatt Road would need to be relocated to accommodate the Proposed Project.

Currently, Wetsel-Oviatt Road runs through the proposed school site. Prior to construction of the school Wetsel-Oviatt Road will be relocated. The widening of Latrobe Road and the relocation of Wetsel-Oviatt Road will work to accommodate truck and future traffic.

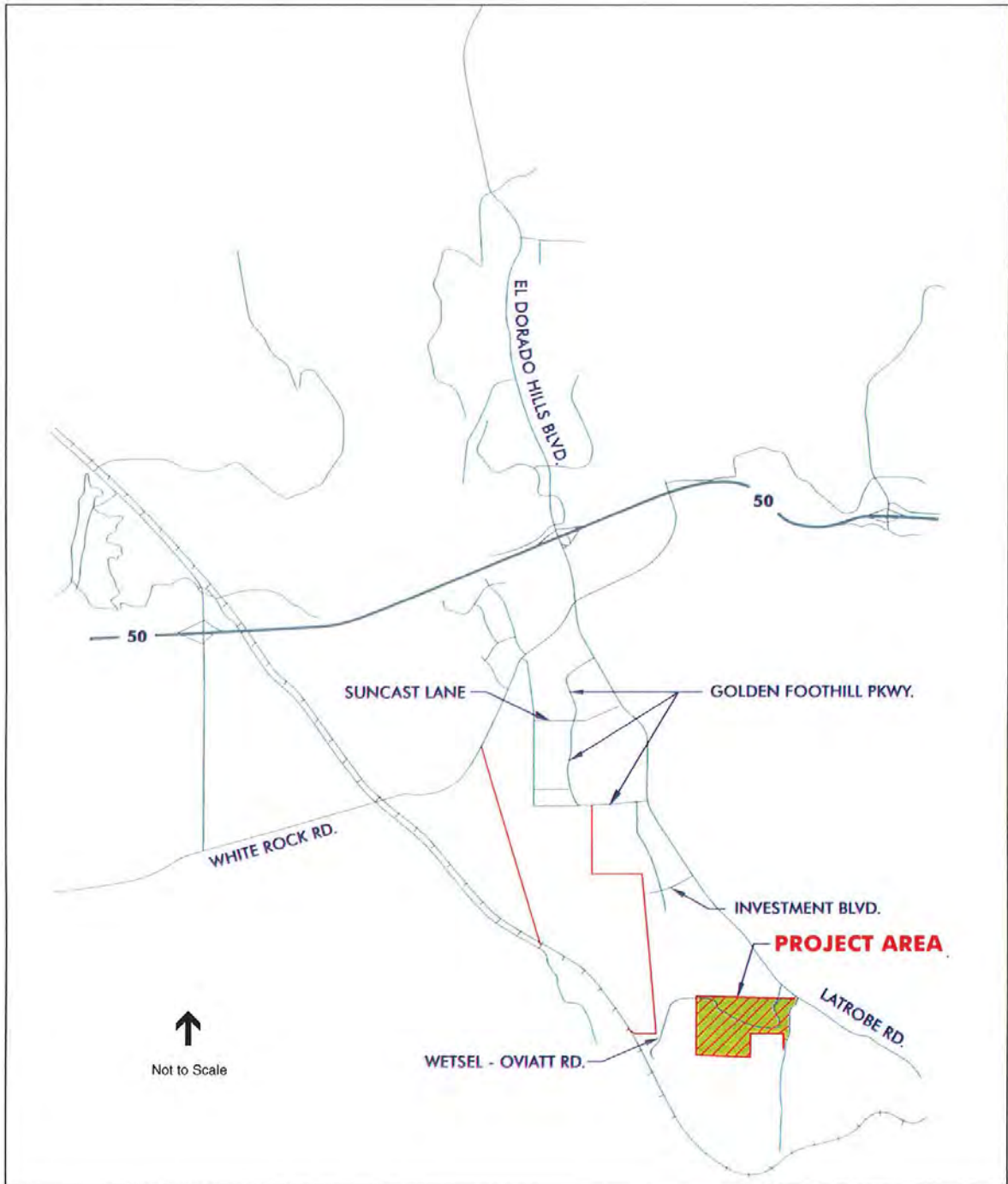
EXISTING ROADWAY SYSTEM

After a preliminary investigation of the existing traffic circulation patterns and discussions with El Dorado County staff, it was determined that the traffic analysis should investigate the operational characteristics of the following intersections on the streets serving the Proposed Project:

1. Latrobe Road / White Rock Road
2. Latrobe Road / Golden Foothill Pkwy (North)
3. Latrobe Road / Suncast Lane
4. Latrobe Road / Golden Foothill Parkway (South)
5. Latrobe Road / Investment Blvd.
6. Latrobe Road / Wetsel-Oviatt Road

The locations of these intersections along with the existing road network are shown on **Figure 4.3-2**.

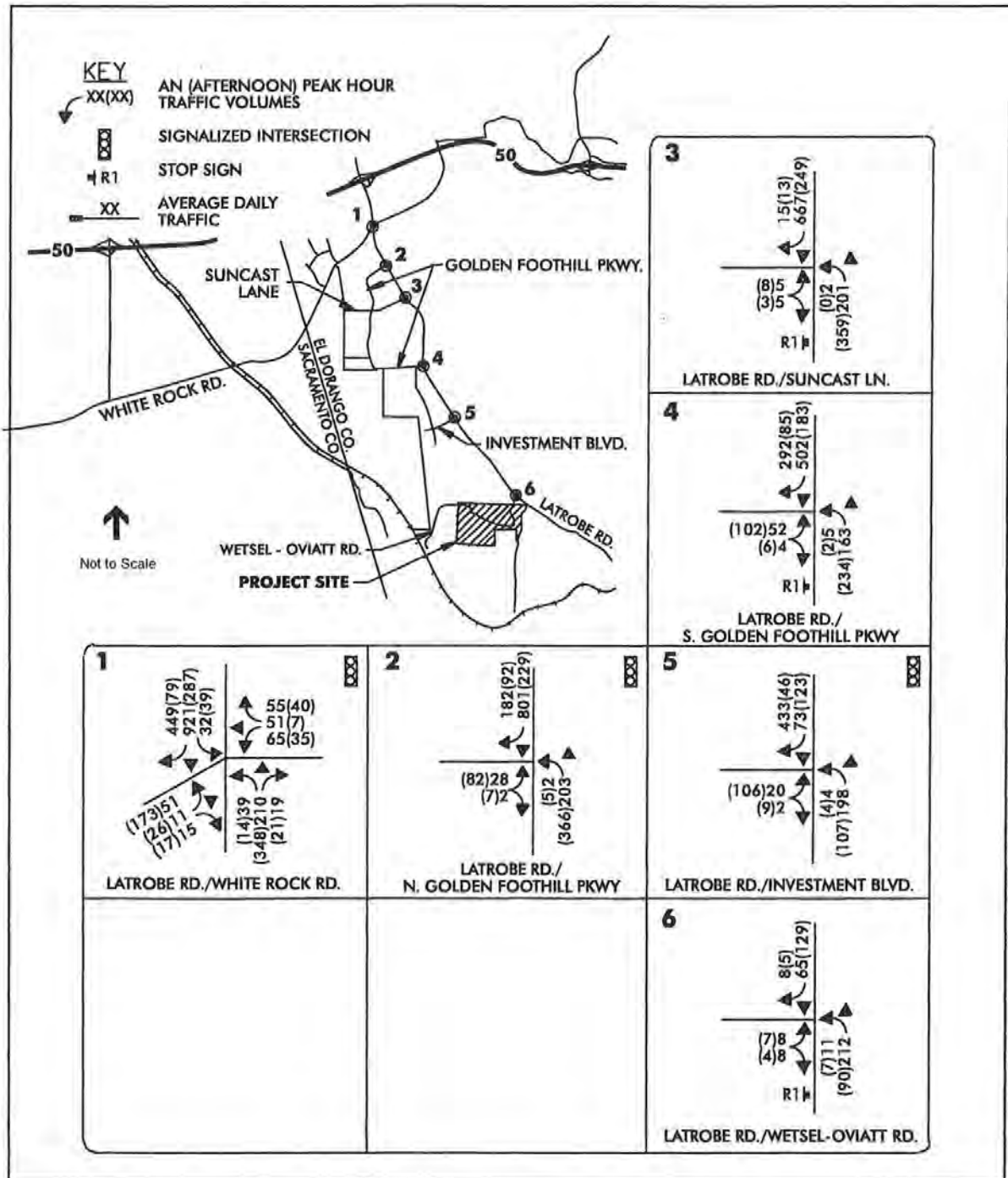
Latrobe Road. Latrobe Road is a Rural Minor Arterial in the area south of Investment Blvd. and a Rural Major Collector to the north. Latrobe Road provides access in a north-south direction between US 50 and Highway 16. Latrobe Road is a two lane undivided rural road in the area south of White Rock Road, although a divided four lane section exists between White Rock Road and US 50. The most recent daily traffic counts available from El Dorado County suggest that Latrobe Road carries about 16,000 vehicles per day in the area immediately south of White Rock Road with the volume dropping to about 3,600 ADT north of the Wetsel-Oviatt Road intersection.



SOURCE: KD Anderson Transportation Engineers, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.3-1
Existing Roadway Network



SOURCE: KD Anderson Transportation Engineers, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.3-2
Existing Traffic Volumes
and Lane Configurations

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El Dorado County is currently pursuing an improvement project that will widen Latrobe Road to a four-lane section south of White Rock Road. The project is part of the County's Capital Improvement Program (CIP). Although construction plans have not been prepared, the current concept carries the four-lane section southerly from White Rock Road to a location approximately 400 feet north of the proposed school access. Construction is scheduled for the Spring and Summer of 2002.

White Rock Road. White Rock Road is an existing two lane east-west arterial, which runs roughly parallel to US 50 in the area between Rancho Cordova and western El Dorado County. White Rock Road carries about 5,450 vehicles per day west of Latrobe Road and 3,100 vehicles per day east of Latrobe Road.

Improvements to White Rock Road are also planned. The Latrobe Road widening project described above will also widen White Rock Road to a four-lane section. Ultimately White Rock Road is to be connected to US 50 at the future Silva Valley Road interchange.

Wetsel-Oviatt Road. Wetsel-Oviatt Road is a private minor rural road, which traverses the school site and provides access to the Wetsel-Oviatt Lumber Company Mill.

Golden Foothill Parkway. Golden Foothill Parkway is a collector street that loops through the employment center west of Latrobe Road. This two-lane road intersects Latrobe Road at two locations north of the school site, and the northern intersection is signalized.

Investment Drive and Suncastr Drive are two lane collector streets that serve the Business Park west of Latrobe Road. The Latrobe Road / Investment Drive intersection is controlled by a traffic signal.

EXISTING LEVEL OF SERVICE

Methodology

To determine existing traffic volumes and obtain more information about traffic conditions in the study area, a.m. and afternoon (2:30 to 3:30 p.m.) peak hour counts were taken at the six existing study intersections. These counts were made during the summer of 2001. These peak hour volumes are shown on **Figure 4.3-2**.

Existing intersection Levels of Service are shown on **Table 4.3-1**. As shown, because existing traffic volumes are light, the Levels of Service at most study intersections are good. Current traffic volumes do not meet Caltrans warrants for signalization at any of the unsignalized study intersections.

TABLE 4.3-1
EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE

INTERSECTION	Control	AM Peak Hour		Afternoon	
		Average Delay	LOS	Average Delay	LOS
1. Latrobe Road / White Rock Road	Signal	28.5 sec	C	18.3 sec	B
2. Latrobe Road / Golden Foothill Parkway (N)	Signal	8.9 sec	A	8.9 sec	A
3. Latrobe Road / Suncastr Lane	EB Stop	9.6 sec	A	8.1 sec	A
4. Latrobe Road / Golden Foothill Parkway (S)	EB Stop	10.9 sec	B	8.0 sec	A
5. Latrobe Road / Investment Drive	Signal	3.3 sec	A	13.6 sec	B
6. Latrobe Road / Wetsel-Oviatt Road	NB Stop	9.7 sec	A	9.7 sec	A

Source: kd ANDERSON Transportation Engineers, 2001

ISSUES ASSOCIATED WITH SAFETY

The school site is located in a rolling rural area. In this location issues associated with safety include the availability of sight distance at various locations along Latrobe Road and the presence of large trucks, both on Latrobe Road and, more particularly, on Wetsel-Oviatt Road.

Sight Distance. Today the alignment of Latrobe Road generally follows the rolling terrain of the western El Dorado County foothills. While the road is generally level through the business park area north of the school site, the alignment becomes more abrupt immediately north of the Wetsel-Oviatt Road intersection and winds its way through the proposed access intersection. As a result, there are locations where the available sight distance is less than the speed limit of the road. One such location is the proposed access intersection, as the view looking north at southbound traffic is obscured by the curve in the road. Improving sight distance at this location will likely necessitate realigning the road.

Truck Traffic. The second safety issue is the presence of trucks. Currently the Wetsel-Oviatt Lumber Company mill is in operation at the end of Wetsel-Oviatt Road. This business processes raw lumber, and as a result lumber trucks regularly use Latrobe Road and Wetsel-Oviatt Road. Mill representatives were contacted to discuss current operation and long term plans for the mill. Generally, about 100 lumber trucks make trips to and from the mill each day. These trips occur on a 24-hour basis. The route into the mill is generally uphill, with empty trucks leaving the site on the downhill route. However, because the mill exchanges materials with other northern California mills, loaded trucks sometimes leave the site as well. Mill representatives indicate that there is no plan to discontinue operations in the immediate future.

In rural areas trucks can exacerbate safety problems due to their limited acceleration and deceleration rates. Trucks take longer to reach the prevailing speed on a road and require a longer distance to stop.

ALTERNATIVE TRANSPORTATION MODES

Bicycles / Pedestrians. There are currently no dedicated bicycle trails in the immediate vicinity of the project site. Local pedestrian path or sidewalk provisions are limited to recent development in the business park to the north.

Transit Service. The El Dorado County Transit Authority (EDCTA) provides public transit in El Dorado County. EDCTA provides scheduled and dial-a-ride routes as well as daily commute service between the project vicinity and Sacramento.

A multi-modal station on the northeast corner of the Latrobe Road / White Rock Road intersection provides for the transfer needs of existing commuter transit route patrons. The station serves as a park-and-ride lot for car pools, vanpools, bicycles and El Dorado Transit. A planned second construction phase will allow the facility to also serve as a light rail station. The General Plan calls for exploration of funding sources and the overall feasibility of constructing a future light rail system to the El Dorado Hills area, or extension of the existing Sacramento Regional Transit light rail system to the area. However, no specific plans for or time frames have been established for either program.

4.3.2 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

To evaluate the impacts of the proposed high school on traffic conditions in the project area at the time the school opens two scenarios were created and compared: Opening Day Without Project and Opening Day With High School (1,600 students). Year 2020 and year 2020 conditions with High School (2,200 students and faculty) are addressed under cumulative impacts.

The Opening Day With Project Scenarios was developed as follows. Year 2015 background traffic conditions were developed in consultation with El Dorado County Transportation Department staff based on traffic projections contained in other recent traffic studies completed in this area of the county. The *ITE Trip Generation Handbook* was used to derive the a.m. peak hour and afternoon peak hour trips for the opening day student populations. The trips were then assigned to the study area road network based on the location of residences within the probable school service area in the year 2015.

To evaluate the significance of impacts not associated with the operation of intersections or roadways, this EIR applies criteria described in the State CEQA Guidelines *Environmental Checklist Form*. The

criteria, which can be used to determine the potential for significant impacts, pose a series of questions related to transportation and traffic:

- Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Would the project result in inadequate emergency access?
- Would the project result in inadequate parking capacity?

LEVEL OF SIGNIFICANCE

A traffic impact is considered significant if it renders an unacceptable Level of Service on a street segment or at a signalized intersection or if it worsens already unacceptable conditions on a street segment or at a signalized intersection. The Level of Service (LOS) standard for the County of El Dorado is LOS "D".

At unsignalized intersections, a traffic impact would be considered "adverse but not significant" if the County LOS standard is exceeded but the projected traffic does not satisfy traffic signal warrants. Under these conditions, the only means to completely alleviate delays to stop controlled vehicles would be to install a traffic signal. However, the unmet signal warrants would imply that the reduction in delay for the stop-controlled vehicles may not justify the new delays that would be incurred by the major street traffic (which is currently not stopped). Under these circumstances, installation of a signal would not be recommended and the substandard LOS for stop-controlled vehicles would be considered an "adverse but not significant" impact.

METHODOLOGY

Background Year 2015 Traffic Volumes

As part of their review of the DEIR Notice of Preparation, El Dorado County Transportation Department staff noted that the high school's Opening Day scenario coincides with the current General Plan's year 2015 horizon. Thus, the use of year 2015 data based on the General Plan would be applicable. Staff recommended that the year 2015 plus project traffic volume conditions contained in the *Valley View Specific Plan EIR* be employed as the baseline condition for this study. Completion of the pending Latrobe Road widening project is also to be assumed.

Project Characteristics

Trip Generation. The trip generation rates presented in **Table 4.3-2** and the estimates presented in **Table 4.3-3** were determined to be applicable for this use. As shown, the high school will initially generate 2,864 trips with 736 trips occurring during the a.m. peak hour and 480 trips occurring during the afternoon peak. This represents the traffic volume level with 1,600 students. Ultimately, with the use of portables the campus could ultimately house 2,200 students and staff, with a student population at the

4.0 Environmental Analysis
TRANSPORTATION AND CIRCULATION

new high school of perhaps 1,980. In the future at "worst case" occupancy the school could generate 3,544 daily trips with 911 trips occurring during the a.m. peak hour.

TABLE 4.3-2
TRIP GENERATION RATES

Land Use (ITE Code)	Daily Rate (per student)	AM Peak	HOURLY RATES (per student)	
			Afternoon	PM Peak
High School (530)	1.79	0.46	0.30	0.15

Source: kd ANDERSON Transportation Engineers, 2001

TABLE 4.3-3
TRIP GENERATION ESTIMATES

LAND USE	DAILY	AM Peak Hour			Afternoon			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Opening Day Year 2015 1,600 Students	2,864	515	221	736	149	331	480	108	132	240
Maximum Capacity at 1,980 Student High School	3,544	638	273	911	184	400	594	134	163	297

Source: kd ANDERSON Transportation Engineers, 2001

Trip Distribution / Assignment. The next task in the evaluation is to determine the distribution of project trips. The regional distribution of trips generated by the High School will be dependent on such factors as school attendance boundaries, district bussing policies and opportunities for walking and bicycle use, and the locations of regional employment centers.

School district personnel have identified the geographical limits of the probable attendance boundaries for the new high school. The District anticipates that this school would serve students living south of US 50. Over the next twelve years development in the Carson Creek and Valley View areas would be the primary source of students, although some students could arrive from outlying areas due to intra-district transfers.

The District currently busses those students living more than two miles from school. In this case, bussing would be available for students living about halfway between the school site and US 50.

Having identified the distribution of students, it is necessary to use this data to suggest the relative proportion of project trips originating in the areas that are tributary to Latrobe Road. Because the Valley View and Carson Creek projects are similar in size, we have assumed that about 90% of the project's trips will be split between these two areas. Under year 2015 conditions, most of the traffic associated with

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Valley View will use the southern Golden Foothills Parkway intersection to reach Latrobe Road, although Valley View will include a new access intersection between Investment Drive and Wetsel-Oviatt Road. Access to residences in Carson Creek Ranch will initially be via the southern Golden Foothills Parkway and Investment Drive intersections. Eventually the Carson Creek Ranch project includes the development of a new road (Payen Road) easterly to Latrobe Road at the new access to Valley View.

The year 2015-background condition already includes trips generated by residences that will be served by the new high school. Thus some of the trips between school and residences will simply be "diverted" to the project. For this analysis we have assumed that in the morning peak hour parents who continue will make half of the trips leaving the high school north on Latrobe Road as part of a commute trip. The net effect of the re-assignment of these diverted trips has been reflected in the project trip assignment. As shown in **Table 4.3-4**, in the morning about 41% of the trips leaving the school will eventually use Latrobe Road north of White Rock Road. However, less than 7% would be considered to be "new" trips and the balance would be "trips" that were diverted to the high school as part of commute trips originally destined for US 50.

**TABLE 4.3-4
YEAR 2015 REGIONAL TRIP DISTRIBUTION**

<i>ROUTE</i>	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
Latrobe Road north of White Rock Road	5.00%	41.63% (6.75% new)	5.00%	28.71%
White Rock Road east of Latrobe Road	2.25%	1.36%	2.25%	9.06%
Golden Foothill Parkway (N)	0%	1.36%	0%	0%
Suncast Drive	0%	1.36%	0%	0%
Golden Foothill Parkway (S)	11.25%	8.14%	11.25%	7.55%
North Valley View Access	38.25%	19.00%	38.25%	25.68%
Investment Drive	33.75%	19.46%	33.75%	22.66%
South Valley View Access	4.50%	2.26%	4.50%	3.02%
Latrobe Road south of access	5.00%	5.43%	5.00%	3.32%
Total	100%	100%	100%	100%

Source: kd ANDERSON Transportation Engineers, 2001

In the afternoon we have assumed that trips to the school will originate at area residences. About 2/3 of the trips exiting the school will be directed back to area homes, but 1/3 will travel on Latrobe Road to after school activities, after school employment, etc. Thus, slightly less than 29% of the trips leaving the site will be on Latrobe Road north of White Rock Road.

Opening Day Year 2015 Levels of Service

Opening Day Without Project traffic conditions are shown on **Figure 4.3-3**, while Opening Day With High School traffic conditions are shown on **Figure 4.3-4**. Both figures present the area circulation system assumed to be in place by the year 2015, including the pending four lane project on Latrobe Road and the mitigations identified for area intersections in the Valley View DEIR. The results of the Level of Service analysis for both scenarios are shown in Table 5 and are further described in the following text.

As indicated in Table 5, satisfactory traffic conditions are projected at the intersections on Latrobe Road north of the project when the school opens in the year 2015. The addition of school traffic does not result in condition in excess of El Dorado County standards during the morning or afternoon peak hours.

However, if no improvements were made at the Proposed Project access onto Latrobe Road, extremely long delays can be expected during the periods before and after school. The delays forecast are characteristic of LOS F. Necessary mitigations at the project access will include widening Latrobe Road to a four-lane section and development of auxiliary lanes on the access road approach to the highway.

IMPACTS AND MITIGATION MEASURES

4.3.1 Generation of vehicle trips by normal school operations will increase traffic on the adjacent street system. This is considered a potentially significant impact.

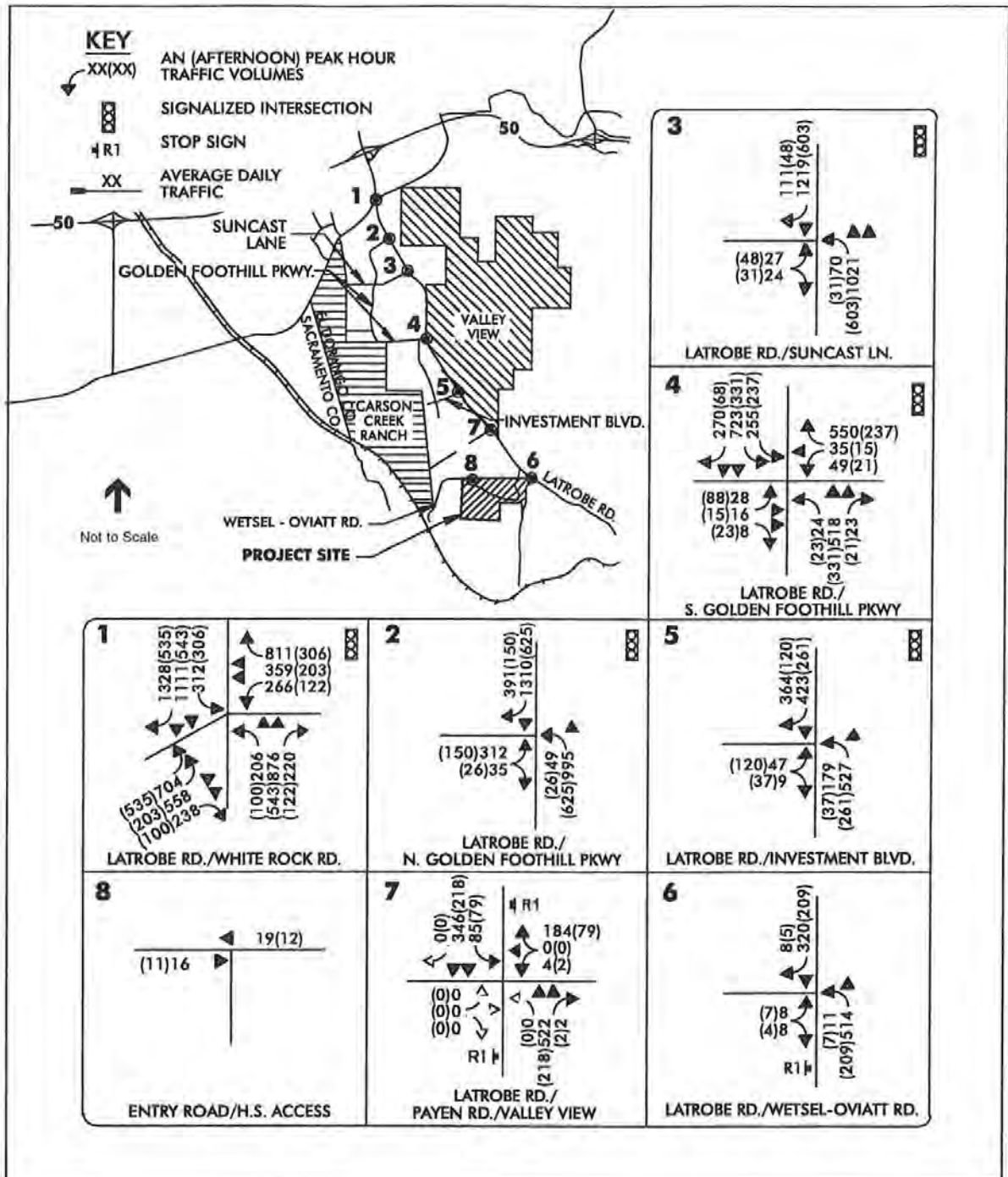
The street system as is anticipated in the year 2015 has the capacity to absorb the traffic generated by increased growth in western El Dorado County and by the high school on Opening Day.

During peak traffic hours, traffic traveling to and from the school will access Latrobe Road at the new school access. Without additional improvements, very long delays will occur at this access.

Mitigation Measures

4.3.1 The District's participation in the following mitigation measures shall be proportionate to the impact of the high school.

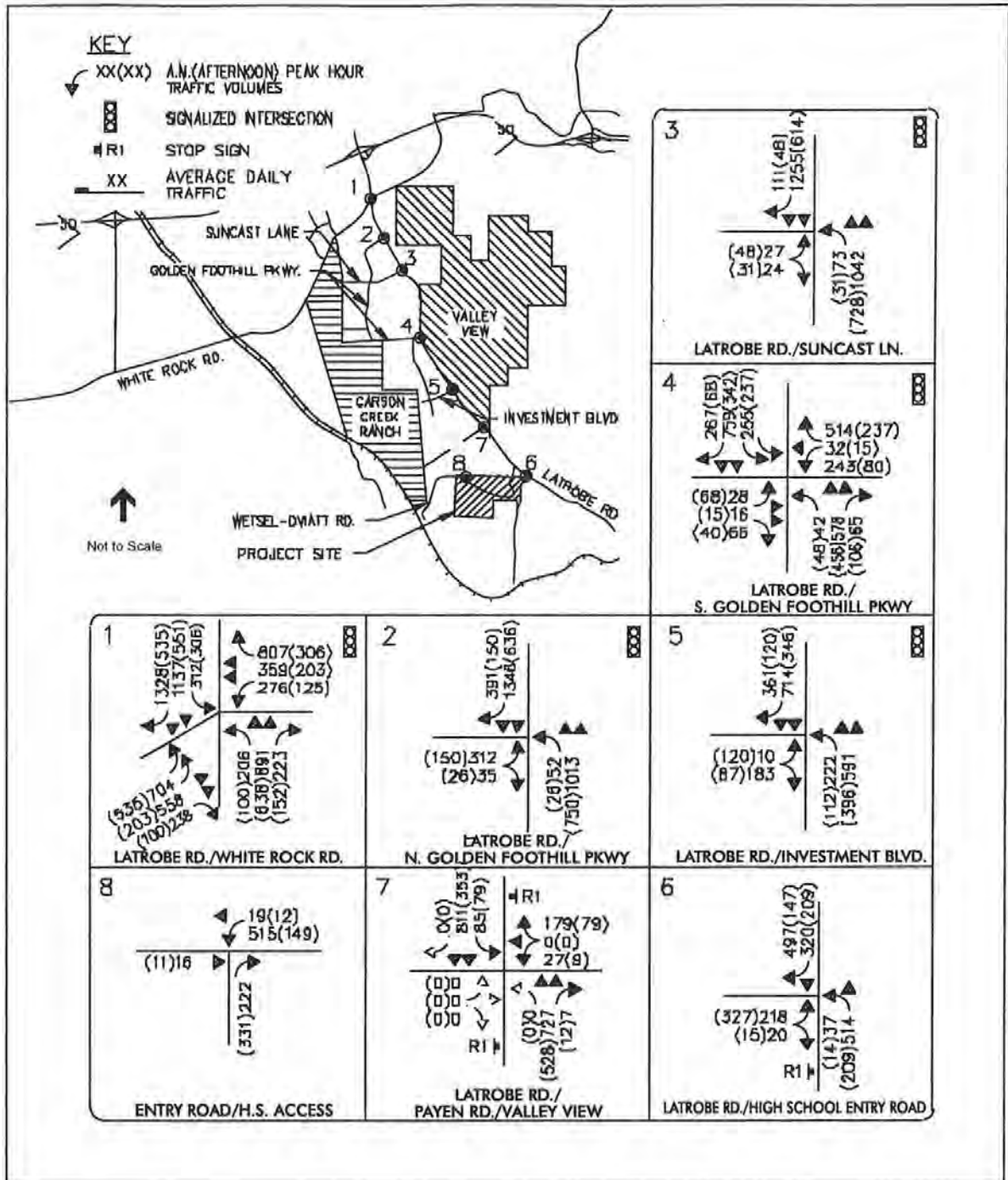
- (1) The District shall cooperate with DOT to proportionately provide an adequate new entrance to the school. The length of improvements beyond the intersection will need to be engineered based on the alignment of the road, but it is reasonable to assume that the second northbound lane will originate at a point at least 500 feet south of the intersection. The second southbound lane can drop into the new access road and does not need to continue beyond the intersection.
- (2) The eastbound school access road approach to Latrobe Road should be widened to accommodate two exiting lanes. One lane will accommodate left turns and the second lane will accommodate left and right turns.



SOURCE: KD Anderson Transportation Engineers, 2001

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.3-3
Base Year 2013 Traffic Volumes
And Lane Configurations



SOURCE: KD Anderson Transportation Engineers, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.3-4
Year 2013 Plus High School
Traffic Volumes and
Lane Configurations

- (3) A northbound left turn lane should be developed on Latrobe Road at the new access.
- (4) The Latrobe Road / High School Entrance intersection should be signalized when the new school opens.

Significance After Mitigation

Less than Significant.

TABLE 4.3-5
PEAK HOUR INTERSECTION LEVELS OF SERVICE
FOR HIGH SCHOOL OPENING DAY SCENARIOS

INTERSECTION	CONTROL	AM PEAK HOUR				AFTERNOON			
		Year 2015		Plus High School		Year 2015		Plus High School	
		Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
1. Latrobe Road / White Rock Road	Signal	47.9 sec	D	49.0 sec	D	33.1 sec	C	33.3 sec	C
2. Latrobe Road / Golden Foothill Parkway (N)	Signal	28.0 sec	C	30.4 sec	C	10.8 sec	B	10.7 sec	B
3. Latrobe Road / Suncastr Lane	Signal	6.7 sec	A	6.9 sec	A	9.4 sec	A	9.1 sec	A
4. Latrobe Road / Golden Foothill Parkway (S)	Signal	30.0 sec	C	32.7 sec	C	25.4 sec	C	25.0 sec	C
5. Latrobe Road / Investment Drive	Signal	10.6 sec	B	17.6 sec	B	18.2 sec	B	19.9 sec	B
6. Latrobe Road / High School Entrance	EB Stop	12.3 sec	B	7,596.1	F	9.8 sec	A	943.8 sec	F
With Mitigation (signal and auxiliary lanes)	Signal			24.0 sec	C			18.4 sec	B
7. Latrobe Road / Valley View Access (S)	WB Stop	10.8 sec	B	16.1 sec	C	8.8 sec	A	10.8 sec	B
8. High School Entrance Road / High School Access	NB Stop		n.a.	53.5 sec	F		n.a.	40.0 sec	E

Source: kd ANDERSON Transportation Engineers, 2001

Impact

- 4.3.2 Generation of vehicle trips by normal school activities could produce safety conflicts due to background truck activity. This is considered a **potentially significant impact**.

Motor Vehicles. With any high school there could be localized traffic safety problems and possible traffic congestion involving local automobiles, buses, and through traffic on the streets adjacent to the high school, unless appropriate traffic design criteria are incorporated into the site plan for the school. The high school will also have localized access needs such as ingress, egress, drop-offs/ pick-ups, and school bus loading and unloading areas. In this case these issues are complicated by the presence of truck traffic on the new high school access road.

The possibility exists that the combination of school traffic and trucks on the entry road could result in a safety problem unless steps are taken to separate school traffic from mill traffic. Conflicts could occur at three locations:

1. The entry lanes themselves
2. The Latrobe Road / High School Entry intersection
3. The Entry Road / High School Access intersection

Separating truck and automobile traffic on the entry lanes themselves is possible by constructing a wide road. Adding a second inbound and a second outbound lane to the entry road could provide this separation. Trucks would normally use the outside lane. However, as noted in the text that follows, merging trucks into and out of the outside lanes could be problematic.

At the Latrobe Road intersection trucks could be arriving from the north or the south at a time when peak student and parent traffic is turning right into the site. Normally the intersection would be designed so that southbound traffic turning right towards the school would not be stopped by the traffic signal. However, this type of control eventually requires northbound traffic turning left to merge with southbound traffic turning right. Trucks will eventually need to merge into the outside lane described above, and this maneuver could be difficult during the morning peak hour.

Another conflict could occur at the high school entrance from the access road where school traffic is to turn left across the path of vehicles leaving the mill. With the access design presented in the NOP, the normal convention would give the right of way to traffic exiting the mill. Since the number of vehicles leaving the mill is relatively small, this configuration could be acceptable from an operational standpoint. However, the extent to which students may fail to yield the right of way to exiting trucks traveling downhill is a concern.

Conflicts could occur east of the high school exit. Automobiles leaving the site would initially be in the outside lane on the entry road, while traffic leaving the mill would be in the inside lane. Portions of both streams may eventually weave to the other lane.

Pedestrians / Bicycles. The high school's rural location and the distance to residences within the school's service area may result in limited bicycle and pedestrian activity. The school is about ½ mile from Latrobe Road and another ½ mile to the closest future residences in the Valley View area. However, if bicycle and pedestrian facilities are created on adjoining streets in new development, then some level of activity is likely. As no bicycle and pedestrian routes exist between the site and planned residential areas, safety problems could result.

Mitigation Measures

4.3.2 Pedestrian and Bicycle Access:

- (1) The District in the design of the project shall apply standard traffic-control measures and practices.
- (2) El Dorado County on adjoining streets should also apply the standard practices described in Measure (1).
- (3) All street frontage improvements necessary to serve the high school shall be constructed in conjunction with the high school.
- (4) An all weather bicycle / pedestrian route should be developed between the high school and residential areas within the Districts busing policy limit (i.e., 1 to 2 miles).

On-Campus School Bus Operations:

- (5) The District shall provide on-campus loading and unloading areas for all daily-operated school buses.
- (6) Passenger drop-off and pick-up areas shall be provided on campus.
- (7) The District shall request parking be prohibited on the Entry Road by El Dorado County.

Truck / Automobile Conflicts:

- (8) The new High School Entry Road should be widened to a four-lane section from Latrobe Road to the school access.
- (9) A westbound auxiliary lane should be installed on the entry road to provide acceleration for trucks turning right from southbound Latrobe Road

Significance After Mitigation

These mitigation measures will help reduce this impact, and potential truck conflicts will be minimized. Therefore, there will be a less than significant impact.

Impact

4.3.3 Extracurricular activities will generate vehicle trips and parked cars. This is considered a potentially significant impact.

A football/track stadium, gymnasium, baseball/softball diamonds and soccer fields are planned to be developed on the high school site. Because of its seating capacity, the football stadium would be the high school's most significant extracurricular traffic generator.

The stadium will seat approximately 1,500 persons, although larger "standing room only" crowds are possible. The maximum traffic would be generated by an activity held in the

stadium that did not utilize bus transportation and did not generate significant bicycle or pedestrian trips. Assuming a SRO crowd of 2,500, an event could generate up to 1,000 arriving trips and 1,000 exiting trips, assuming 2.5 persons per vehicle.

The greatest traffic impact would typically be from traffic exiting an event at the complex since arriving traffic is spread out over a longer period of time than traffic leaving an event. Not all spectators can be expected to leave immediately, although it is not unusual for up to 80 percent to desire to exit at the event's conclusion. Therefore, under the worst-case scenario, approximately 800 vehicles would desire to leave immediately following an event.

A single traffic lane has the capacity to carry about 1,375 vehicles per hour of uninterrupted flow. If two exit lanes were available as possible exit routes, two parking area exit lanes would allow a sell-out crowd to exit the area in approximately 20 minutes. This assumes that the traffic volumes on the adjacent streets are light at the time that the event ended. If traffic volumes are heavy, the crowd could take closer to 30 minutes to clear. It is unlikely, however, those events will conclude during peak traffic hours of the adjoining street system.

The trip generation potential of the football stadium is limited to special occasions, not everyday use. It is likely that the stadium may be used 10 to 20 evenings per year. It is anticipated that the gymnasium will hold evening events approximately 80 to 100 nights per year. This includes school and non-school related events. Maximum attendance would likely occur less frequently.

The preliminary site plan suggests that approximately 800 parking spaces will exist on site. This is approximately 133 % of the parking demand for the football field at capacity and 80 % of the demand for an event with a crowd of 2,500, with a deficiency of approximately 200 spaces. Additional parking areas will be required to adequately serve the football stadium either through temporary on-site areas or development of satellite parking. Without other designated parking, the overflow parking demand will likely spill over onto the shoulders of internal streets and the access road.

As the school may initially open with only freshmen and sophomores, this parking problem is not expected to occur when the school opens. In a few years, a successful varsity sports program could occasionally generate at-capacity attendance and the associated parking problem.

Mitigation Measures

- 4.3.3** When the football stadium is constructed, the on-site parking supply should be considered and a parking management plan should be created. The plan will delineate the location of and access to the on-site and off-site parking supply that will be made available when events are held at the stadium. If appropriate, the plan should link maximum ticket sales or the number of seats constructed to the number of parking spaces available near the stadium. If necessary, the parking management plan could incorporate other features to help reduce the demand for on site parking, including shuttle busses from satellite parking locations, etc.

Significance After Mitigation

Less than significant.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Analysis of Cumulative Scenarios

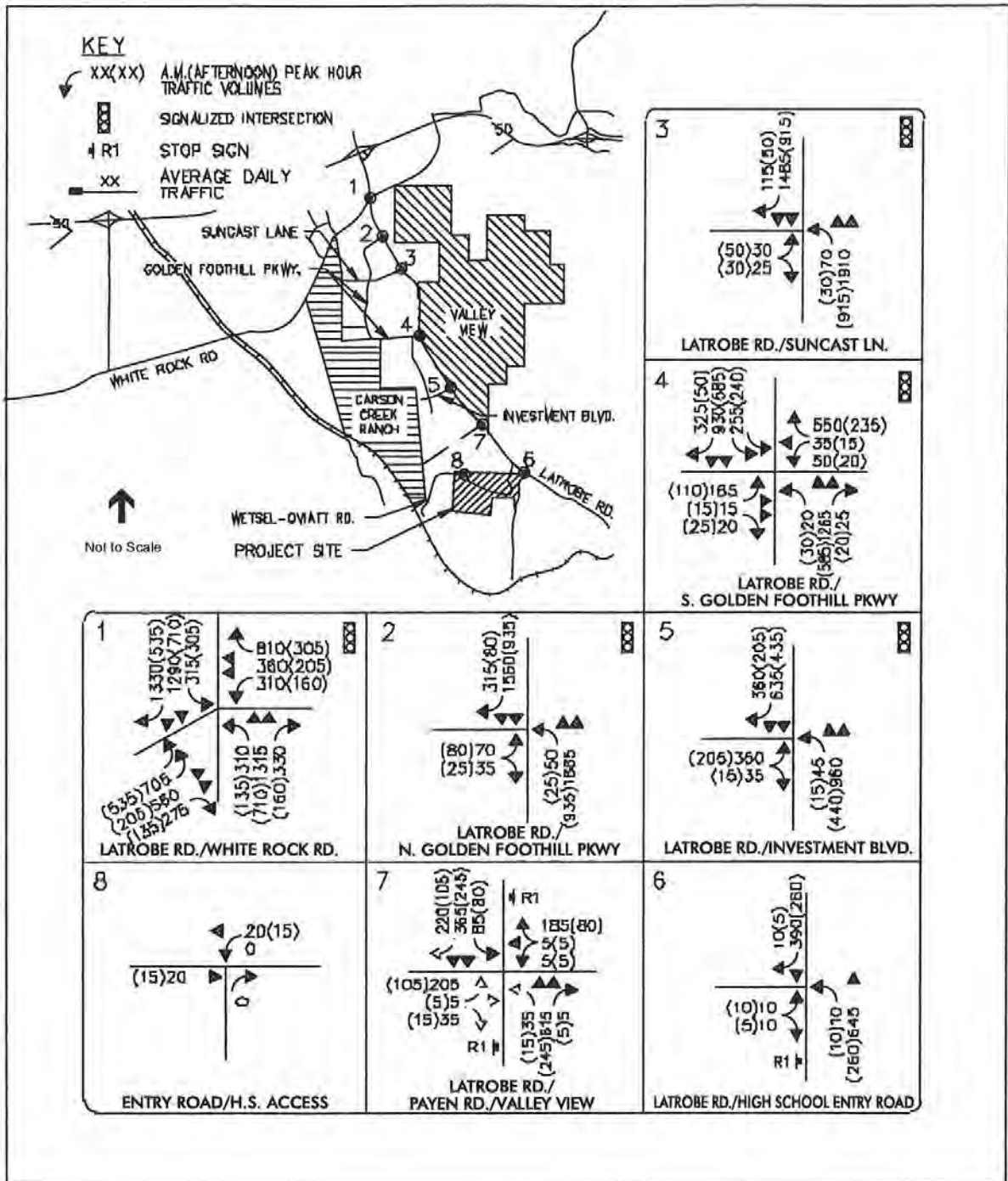
To evaluate the impacts of the proposed high school on traffic conditions in the project area in the future two additional scenarios were created and compared: Year 2020 With and Without Project. Based on direction from El Dorado County staff these scenarios assume buildout of all of the residential areas within the school's service area, as well as completion of the circulation system inherent to area development. These scenarios assume that the improvements recommended for the Opening Day (Year 2018) scenario will have been completed.

El Dorado County is in the process of updating the General Plan traffic model, and new long-term traffic volume forecasts for the future will be available towards the end of 2001. In lieu of this unavailable information, County staff suggested that preliminary information available from the County's consultant and project specific information from the Carson Creek ranch EIR be used to approximate the build out condition.

Consultation with the consultant responsible for the General Plan model revealed that a relationship had been determined between traffic volumes on southern Latrobe Road under year 2015 and buildout conditions. South of the school site, build out traffic volumes is roughly 25% higher than year 2015 conditions. This information forms the basis for year 2020 conditions at the school entrance. Additional adjustments to other intersections were made based on the traffic volume forecasts contained in the Carson Creek Ranch traffic study, including development of traffic volumes at the new Payen Road connection to Latrobe Road. These new roadways on the west side of Latrobe Road would redistribute some of the traffic previously assumed from Carson Creek Ranch, and as a result, traffic volumes at some intersection are lower under year 2020 conditions. Resulting year 2020 traffic volumes are presented in **Figures 4.3-5 and 4.3-6**.

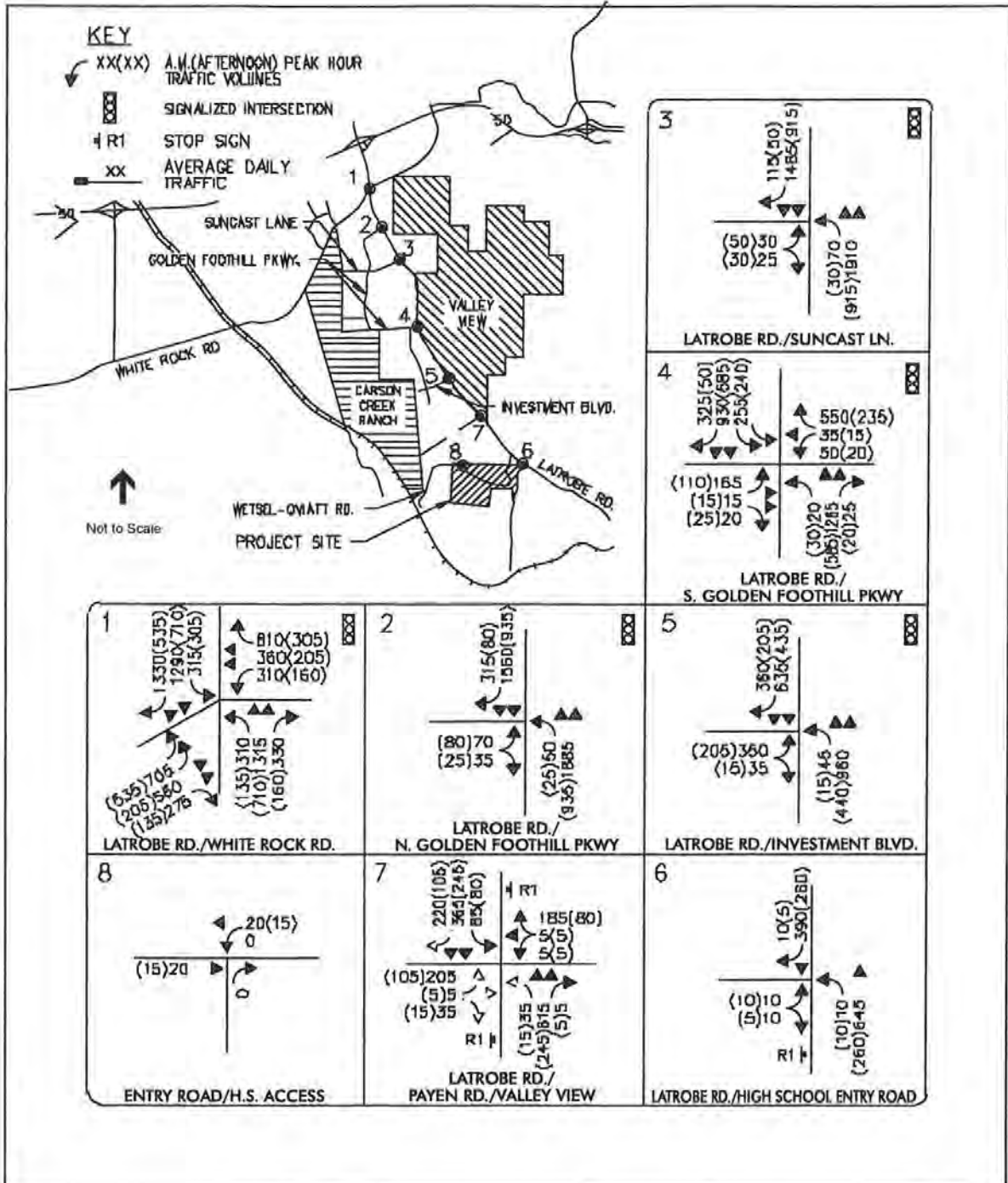
Cumulative (Year 2010 / Year 2020) Levels of Service

Year 2020 peak hour Levels of Service Without and with the new high school project are shown in **Table 4.3-6** and are further described in the following text. Under the year 2020 base condition, traffic volumes through local study area intersections will generally be good if the proposed high school is not developed, with three exceptions. First, the intersection of Latrobe Road / White Rock Road is projected to operate at LOS F. Additional improvements beyond those noted in the Valley View Specific Plan EIR would be needed to meet the LOS D standard. Such improvements would include dual left turn lanes on the northbound and southbound approaches.



SOURCE: KD Anderson Transportation Engineers, 2001. El Dorado Union High School District Sixth High School/201266 ■

Figure 4.3-5
Cumulative Traffic Volumes
and Lane Configurations



SOURCE: KD Anderson Transportation Engineers, 2001. El Dorado Union High School District Sixth High School/201266 ■

Figure 4.3-6
Cumulative Plus Project
Traffic Volumes and
Lane Configurations

TABLE 4.3-6
YEAR 2020 PEAK HOUR INTERSECTION LEVELS OF SERVICE

INTERSECTION	CONTROL	AM PEAK HOUR				AFTERNOON			
		Year 2020 Average Delay	LOS	Plus High School Average Delay	LOS	Year 2020 Average Delay	LOS	Plus High School Average Delay	LOS
1. Latrobe Road / White Rock Road	Signal	80.2 sec	F	83.6 sec	F	33.6 sec	C	34.1 sec	C
Mitigated: Add dual left turn lanes NB/SB		45.9 sec	D	48.0 sec	D				
2. Latrobe Road / Golden Foothill Parkway (N)	Signal	8.6 sec	A	9.1 sec	A	6.2 sec	A	6.2 sec	A
3. Latrobe Road / Suncastr Lane	Signal	7.7 sec	A	8.0 sec	A	7.5 sec	A	7.4 sec	A
4. Latrobe Road / Golden Foothill Parkway (S)	Signal	74.1 sec	E	70.9 sec	E	25.2 sec	C	24.9 sec	C
Mitigated: Add NB acceptance lane from WB Valley View		23.8 sec	C	51.4 sec	D				
5. Latrobe Road / Investment Drive	Signal	23.9 sec	C	31.6 sec	C	17.8 sec	B	17.7 sec	B
6. Latrobe Road / High School Entrance	Signal	2.2 sec	A	28.0 sec	C	3.4 sec	A	22.8 sec	C
7. Latrobe Road / Valley View Access (S)	WB Stop	431.3 sec	F	1613.7 sec	F	15.7 sec	C	55.1 sec	F
Mitigated: traffic signal	Signal	24.8 sec	C	24.6 sec	C	21.3 sec	C	20.8 sec	C
8. High School Entrance Road / High School Access	NB Stop	n.a.		146.6 sec	F	n.a.		95.2 sec	E

Source: k d ANDERSON Transportation Engineers

The second deficient location is the Latrobe Road / Golden Foothills Parkway (S) / Valley View intersection. The location is projected to operate at LOS E in the a.m. peak hour with or without the proposed high school as County approved development has created the need for additional improvements. Development of a northbound acceptance lane on Latrobe Road, which will permit westbound traffic to turn right without being controlled by the traffic signal, is required to provide LOS D or better conditions. This work will need to be coordinated with the County. The school district will update the County regarding any changes within their construction schedule, so that the County can work to have these improvements completed prior to school opening.

At the Latrobe Road / Payen Road / Valley View access intersection development of a traffic signal will be warranted whether the high school is developed or not as County approved development in the area has created that need. The development of a signalized intersection will need to be coordinated with the County that they may provide this improvement prior to school opening.

Development of the new high school will contribute to the impacts already identified for the cumulative base condition, but no additional impact locations are projected.

Impact

4.3.4 Cumulative development in the study area by the year 2020 will generate traffic on the planned street system. This is considered a potentially significant impact.

Due to County approved development the operational characteristics of three study intersections will be unsatisfactory in the future whether the high school is developed at the proposed site or not. The intersection of Latrobe Road / White Rock Road is projected to operate at LOS F. The development of northbound dual left turn lanes will be required to provide LOS D whether the high school is developed or not. At the Latrobe Road / Golden Foothill Parkway (S) / Valley View intersection LOS E conditions are projected during the a.m. peak hour. Creation of an auxiliary northbound lane to accept westbound right turns would be needed to provide LOS D or better conditions. At the Latrobe Road / Payen Road / Valley View Access intersection long delays are anticipated, and a traffic signal will be required.

Mitigation Measures

4.3.4 The school district will keep the County apprised of the timeline for school construction and opening, so that the County can work to plan and construct improvements prior to school opening. The school district will provide for adequate entrances and improvements at the school site. Recommendations for improvements are as follows:

- (1) In addition to the intersection improvements prescribed in the Valley View EIR, construct northbound and southbound dual left turn lanes;
- (2) In addition to the pending Latrobe Road widening project, at the Latrobe Road / Golden Foothill parkway (S) / Valley View intersection add a northbound acceptance lane for westbound right turns;

- (3) Install a traffic signal at the Latrobe Road / Payen Road / Valley View Access intersection.

Significance After Mitigation

Less than significant.

REFERENCES - TRANSPORTATION AND CIRCULATION

Latrobe Road Realignment, Widening, and Bridge Project, 2001. Mitigated Negative Declaration, PMC March 2001.

Carson Creek Specific Plan EIR, 1996. Michael Brandon Associates, May 1996.

Valley View Specific Plan EIR, 1998

1997 Highway Capacity Manual

Trip Generation, 67th Edition, ITE 1997.

Mr. Craig McKibben, El Dorado County Department of Transportation, Personal Correspondence on July 31, 2001.

kd ANDERSON Transportation Engineers, 2001. Traffic Report for the El Dorado Sixth High School. September 2001.

4.4 Noise

4.4 NOISE

4.4.1 SETTING

NOISE PRINCIPLES AND DESCRIPTORS

Introduction

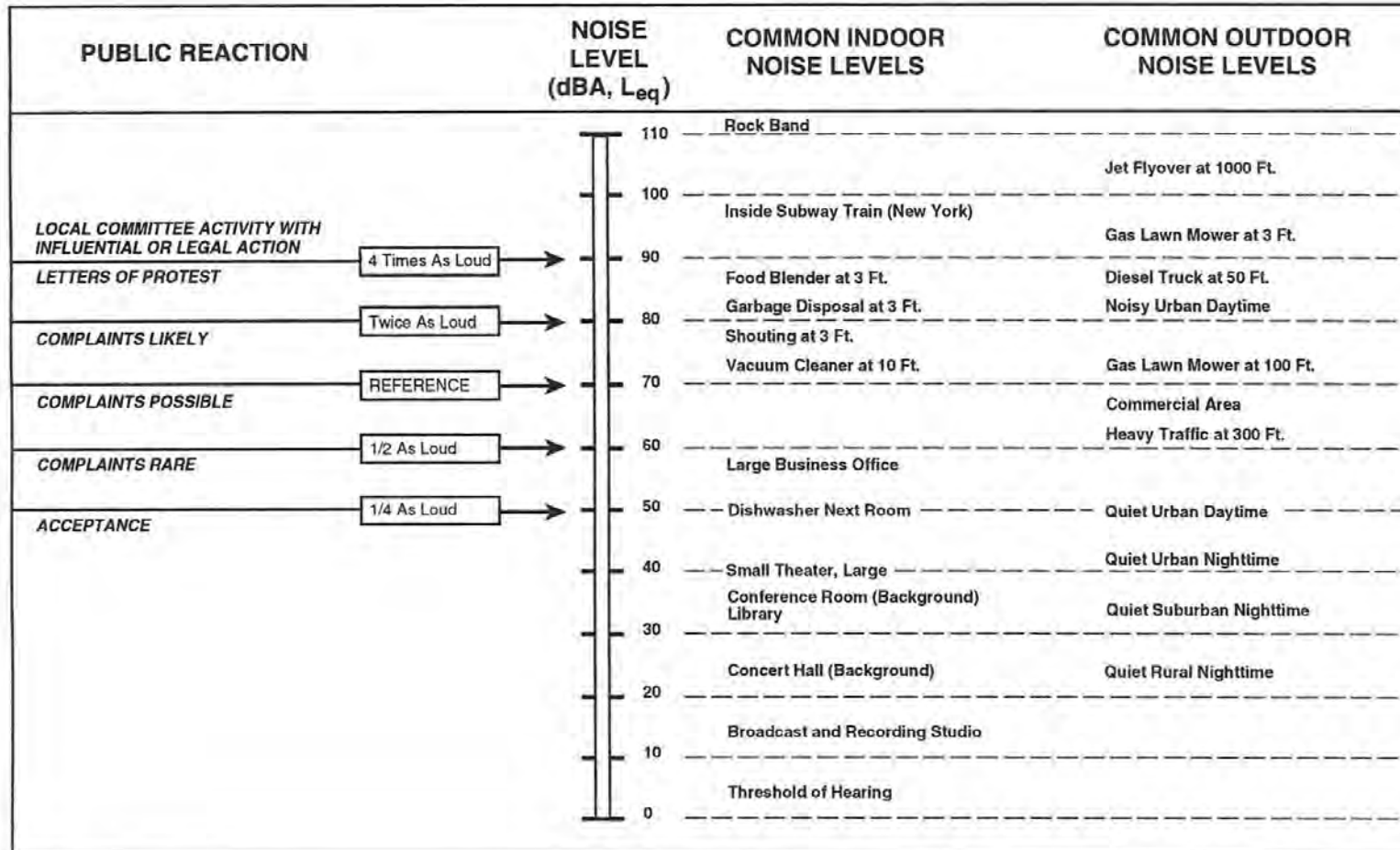
Noise is defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound. Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ears decreased sensitivity to low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA).¹ Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time. A noise level is a measure of noise at a given instant in time. The noise levels presented in **Figure 4.4-1** are representative of measured noise at a given instant in time, however, they rarely persist consistently over a long period of time. Rather, community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the

¹ All noise levels reported herein reflect A-weighted decibels unless otherwise stated.



SOURCE: Caltrans Transportation Laboratory Noise Manual, 1982; and Modification by Environmental Science Associates, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.4-1

Effect of Noise on People

slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{eq} : the equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The L_{eq} is the constant sound level which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

L_{max} : the instantaneous maximum noise level for a specified period of time.

L_{50} : the noise level that is equaled or exceeded 50 percent of the specified time period. The L_{50} represents the median sound level.

DNL: 24-hour day and night A-weighted noise exposure level which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: similar to the DNL the Community Noise Equivalent Level (CNEL) adds a 5-dBA "penalty" for the evening hours between 7:00 p.m. and 10:00 p.m. in addition to a 10-dBA penalty between the hours of 10:00 p.m. and 7:00 a.m.

As a general rule, in areas where the noise environment is dominated by traffic, the L_{eq} during the peak-hour is generally equivalent to the DNL at that location.

Effects of Noise on People

The effects of noise on people can be placed into three categories:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, learning; and
- physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no complete satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so called "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur (Caltrans, 1998):

- under controlled conditions in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dBA;
- outside of such controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise;
- It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dBA;
- a change in level of 5 dBA is a readily perceptible increase in noise level; and
- a 10 dBA change is recognized as twice as loud as the original source.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. Sound level is measured in decibels. Because the decibel scale is based on logarithms two noise sources do not combine in a simple linear fashion, but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise Attenuation

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 7.5 dBA per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and noise barriers, either vegetative or manufactured, etc.). Widely distributed noise, such as a large industrial facility spread over many acres would typically attenuate at a rate of 4 to 6 dBA. Noise from a street with moving vehicles would typically attenuate at a rate of 3 to 5 dBA.

4.4.2 REGULATORY SETTING

The project site lies within El Dorado County, where a noise control ordinance has not been developed. The El Dorado County's General Plan Public Health, Safety and Noise Element therefore acts as the policy document and outlines guidelines for noise/land use compatibility for development planning purposes.

Noise Element

The Public Health, Safety, and Noise Element of the General Plan identifies compatible noise environments for different types of land uses in El Dorado County. **Table 4.4-1** and **Table 4.4-2** contain the noise/land use compatibility guidelines for those types of land uses proposed as part of the project and the existing land uses that could be affected by project-related noise. These guidelines are to be used when evaluating the noise effects of a Proposed Project.

**TABLE 4.4-1
MAXIMUM ALLOWABLE NOISE EXPOSURE
FOR TRANSPORTATION NOISE SOURCES**

Land Use Category	Outdoor Activity Areas DNL/CNEL, dB	-----Interior Spaces-----	
		DNL/CNEL, dB	Leq*, dB
Residential	60	45	--
Transient Lodging	60	45	--
Hospitals, Nursing Homes	60	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls, Schools	60	--	40
Office Buildings	--	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

*As determined for a typical worst-case hour during periods of use.

In communities and rural centers, where the location of outdoor activity areas is not clearly defined, the exterior noise level standard shall be applied to the property line of the receiving land use. In rural regions, an exterior noise level criterion of 60 dB DNL shall be applied at a 100 foot radius from the residence.

Where it is not possible to reduce noise in outdoor activity areas for residential, transient lodging, hospitals, nursing homes, churches, meeting halls, and schools to 60 dB DNL/CNEL or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB DNL/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations.

SOURCE: El Dorado County General Plan, Public Health, Safety, and Noise Element, 1996.

**TABLE 4.4-2
NOISE LEVEL PERFORMANCE PROTECTION STANDARDS
FOR NOISE SENSITIVE LAND USES
AFFECTED BY NON-TRANSPORTATION SOURCES**

Noise Level Descriptor	Daytime 7 a.m. - 7 p.m. Community/Rural	Evening 7 p.m. - 10 p.m. Community/Rural	Night 10 p.m. - 7 a.m. Community/Rural
Hourly Leq, dB	55/60	50/45	45/40
Maximum level, dB	70/60	60/55	55/50

Each of the noise levels specified shall be lowered by five dB for simple noises, noises consisting primarily of speech or music, or for recurring impulsive noises. The County may impose noise level standards which are up to 5 dB less than those specified above based upon determination of existing low ambient noise levels in the vicinity of the project site. In community areas the exterior noise level standard shall be applied to the property line of the receiving property. In rural areas, the exterior noise level shall be applied at a point 100 feet away from the residence.

Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, schools, hospitals, commercial land uses, other outdoor land use, etc.

SOURCE: El Dorado County General Plan, Public Health, Safety, and Noise Element, 1996.

The Public Health, Safety, and Noise Element establishes specific policies for transportation and non-transportation noise sources. Applicable policies include the following:

- Policy 6.5.1.1:** Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in **Table 4.4-1** or the performance standards of **Table 4.4-2**, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.
- Policy 6.5.1.2:** Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of **Table 4.4-2** at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.
- Policy 6.5.1.3:** Where noise mitigation measures are required to achieve the standards of **Tables 4.4-1** and **4.4-2**, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a

means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project and the noise barriers are not incompatible with the surroundings.

- Policy 6.5.1.6:** New noise-sensitive uses shall not be allowed where the noise level, due to non-transportation noise sources, will exceed the noise level standards of **Table 4.4-2** unless effective noise mitigation measures have been incorporated into the development design to achieve those standards.
- Policy 6.5.1.7:** Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of **Table 4.4-2** for noise-sensitive land uses.
- Policy 6.5.1.8:** New development of noise sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources, which exceed the levels specified in **Table 4.4-1** unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in **Table 4.4-1**.
- Policy 6.5.1.9:** Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in **Table 4.4-1** at existing noise-sensitive land uses.

NOISE ENVIRONMENT

The noise environment surrounding the project site is influenced primarily by automobile and truck traffic on Latrobe Road, and on Wetsel-Oviatt Road, primarily the truck traffic to and from the Wetsel-Oviatt Lumber Company. A portion of Latrobe Road is adjacent to the northeast side of the site. Wetsel-Oviatt Road runs through the site and trucks hauling logs from the Lumber Company travel along this road on a daily basis. The project site is not located within any noise contours of an existing airport. The closest airport to the project site is the Cameron Airpark Airport located approximately seven miles northeast.

Three instantaneous noise measurements were taken as trucks passed with logs on their way to and from the Wetsel-Oviatt Lumber Company. Measurements were taken at a location approximately 50 feet from the edge of Wetsel-Oviatt Road. Noise levels generated during truck passby events were monitored to range between 64 and 70 dBA L_{max} .

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NOISE

In order to characterize the existing noise environment at the project site, a long-term noise measurement was conducted for this report. Noise measurement results are presented in **Table 4.4-3**. The noise measurement was taken in the eastern portion of the site approximately 158 feet south of the edge of Wetsel-Oviatt Road. Data was collected over a 24-hour period in hourly averages, which was then used to calculate the existing ambient DNL. Between the hours of midnight and 11:00 p.m. hourly noise levels ranged from 42 to 53 dBA. The highest hourly measurement was at 5:00 a.m. and measured 53 dBA Leq. This measurement could be related to a large number of logging trucks driving by the site on their way to the lumber company to drop off or pick up lumber. The remainder of the day the trucks most likely arrive and leave the lumber company at different times.

**TABLE 4.4-3
LONG-TERM NOISE MONITORING DATA**

Location / Statistical Descriptor	Noise Level (dBA)
<i>Eastern portion of Project Site, approximately 158 feet south of Wetsel-Oviatt Road^a</i>	
L _{ni} Nighttime 10:00 p.m. – 7:00 a.m. (not penalized)	46
L _{dn} Daytime 7:00 a.m. – 10:00 p.m.	44
L _{eq} 24-Hour	45
DNL: 10 dBA penalty for noise between 10:00 p.m. and 7:00 a.m.	52
CNEL: 5 dBA penalty for noise between 7:00 p.m. and 10:00 p.m. and 10 dBA penalty for noise between 10:00 p.m. and 7:00 a.m.	53

^a Noise measurement data presented here reflects hourly averages collected at this location on June 14, 2001, using a Metrosonics dB-308 sound level meter, calibrated prior to use.

SOURCE: Environmental Science Associates, 2001

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses. The El Dorado County General Plan land use designations show commercial land to the north, industrial land to the west, and rural residential land to the south and east.

There are sensitive receptors, rural single family residences, located in close proximity to the project site. The residences are located approximately 400 feet and 1,000 feet to the east of the southern portion of

project site, and approximately 1,600 feet to the southeast of the northern portion of the project site property line.

Other sensitive receptors could move into the area prior to planned construction of the Proposed Project in the year 2015. Anticipated future residential developments within the vicinity of the project area include the Deer Creek Estates residential development to the east, and Valley View residential development to the north. It is estimated that the southern edge of the Valley View residential development will be located approximately 3000 feet from the project site. It is estimated that the western edge of the Deer Creek Estates residential development will be located just east of Latrobe Road, within approximately 300 feet of the portion of the project site that is adjacent to Latrobe Road.

4.4.3 IMPACTS AND MITIGATION MEASURES

The potential noise effects of the Proposed Project to the surrounding areas can be divided into short-term and long-term impacts. Short-term impacts would be due to noise generated by equipment during construction of the project. Long-term impacts would be associated with future project-related traffic noise and noise from operation of the project.

SIGNIFICANCE CRITERIA

For the purposes of this EIR, a project would normally result in a significant noise impact if it would:

- Expose persons to or generate noise levels in excess of standards established in the local General Plan summarized in **Table 4.4-1** and **Table 4.4-2** (70 dBA was used for construction activities and operational activities as the maximum community noise level because a high school is a community use, and 60 dBA was used for traffic as the maximum transportation noise source level for schools);
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact

- 4.4.1 Grading and construction associated with the proposed high school complex would intermittently and temporarily generate noise levels above ambient background levels. Noise levels in the vicinity of the construction site could be increased substantially.**

Construction activity noise levels at and near the project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. In addition, certain

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types of construction equipment generate impulsive noises (such as pile driving), which can be particularly annoying. **Table 4.4-4** shows typical noise levels produced by various types of construction equipment. **Table 4.4-5** shows typical noise levels during different construction stages. Construction of the Proposed Project would generate noise corresponding to the appropriate phase of building construction and the noise generating equipment used during those phases.

**TABLE 4.4-4
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT**

Construction Equipment	Noise Level (dBA at 50 feet)
Dump Truck	88
Portable Air Compressor	81
Concrete Mixer (Truck)	85
Scraper	88
Jack Hammer	88
Dozer	87
Paver	89
Generator	76
Pile Driver	101
Backhoe	85

SOURCE: Cunniff, Environmental Noise Pollution, 1977.

**TABLE 4.4-5
TYPICAL CONSTRUCTION NOISE LEVELS**

Construction Phase	Noise Level (dBA) ^a
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

a Average noise levels at a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

SOURCE: Bolt, Baranek, and Newman, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

Noise from construction activities would generally attenuate at a rate of 6 to 7.5 dBA per doubling of distance. It should be noted that the southern portion of the site (approximately 150 acres) is not planned for development. Therefore, the existing residences that are located 600 to 1,000 feet from this portion of the site would be located at least 1,800 feet from any construction activities.

The closest existing rural residences to the construction areas are located from 1,600 to 1,800 feet southeast of the site. Hourly noise levels measured at the site ranged from 42 to 53 dBA Leq. Construction noise levels could be up to 101 dBA at a distance of 50 feet, depending on whether a pile driver was to be used.

Assuming a worst-case scenario of 101 dBA for the noisiest piece of construction equipment (pile driver), and an attenuation rate of 6 dBA per doubling of distance, the existing closest residences would experience noise levels of up to 71 dBA during excavation and finishing activities, the loudest of the non-impact construction phases that would occur within close proximity of residences. If a pile driver is not used the noisiest piece of construction equipment would be a paver at a noise level of 89 dBA. At an attenuation rate of 6 dBA per doubling of distance, the existing closest residences would experience noise levels of up to 59 dBA.

Anticipated future residential developments within the vicinity of the project area include the Deer Creek Estates residential development to the east, and Valley View residential development to the north. It is estimated that the southern edge of the Valley View residential development will be located approximately 3,000 feet from the project site, which would be of sufficient distance to not be impacted by construction noise. It is estimated that the western edge of the Deer Creek Estates residential development will be located approximately 900 feet from the proposed construction activities. Assuming a worst-case scenario of 101 dBA for the noisiest piece of construction equipment (pile driver), and an attenuation rate of 6 dBA per doubling of distance, the closest residences would experience noise levels of up to 77 dBA during excavation and finishing activities, the loudest of the non-impact construction phases that would occur within close proximity of residences. If a pile driver is not used the noisiest piece of construction equipment would be a paver at a noise level of 89 dBA. At an attenuation rate of 6 dBA per doubling of distance, the existing closest residences would experience noise levels of up to 62 dBA.

Construction noise at these levels would be greater than existing noise levels at nearby sensitive receptor locations and would increase day-night levels in close proximity to the construction site. In addition, construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used.

If a pile driver were to be used, noise from construction activities would cause short-term significant impacts to the closest residences, because construction noise could exceed the County's 70 dB Lmax standard for non-transportation noise during daytime hours. However, if a pile driver is not used the noise from construction activities would be less than the County's 70 dB Lmax and would not be a significant impact on the closest residences to the project site.

Mitigation Measures

- 4.4.1 Construction noise levels will be temporary, but could be reduced by limiting the hours of construction activities, and by muffling and shielding construction equipment. The El Dorado Union High School District shall limit the hours of construction to between 7:00 a.m. and 7:00

p.m. on Monday through Friday. In addition, construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturers' specifications) and by shrouding or shielding impact tools.

Significance After Mitigation

If a pile driver is to be used, construction noise would be significant and unavoidable. However, construction noise impacts will be short term and will end once construction is completed. If a pile driver is not used, construction noise impacts would be less than significant.

Impact

4.4.2 Noise from operational activities (non-transportation) associated with the proposed high school complex could increase ambient noise levels at nearby sensitive receptors.

Operational activities (non-transportation) of the Proposed Project that would generate noise that could affect the noise environment of nearby sensitive receptors would primarily be related to the use of the proposed sports fields, hard courts, and football stadium at the project site.

The proposed sports fields and hard courts would be utilized during the day for physical education classes and in the afternoons and early evenings for high school related sporting events. For these events, audible noise sources would primarily include voices and applause of the players and spectators along with noise generated by referees (including whistles) and sports equipment (e.g., air horns). Noise from these activities may be audible at nearby residences, but would not be expected to affect the overall DNL due to their short duration and occurrence during daytime hours (non-noise sensitive hours of the day).

The proposed football stadium would have a seating capacity of 1,500 spectators. Like other high school stadiums, the stadium would be used for a variety of activities including football, track and field, and other community events. The stadium would generate noise at levels that could be audible at off-site sensitive receptor locations. Noise measurements and observations were made during a homecoming football game at a slightly larger stadium (roughly 2,000-seat capacity) in the City of San Mateo to collect representative noise data. Noise measurements were taken roughly 300 feet from the end of the stands. Audible noise at this location included the public address system, fans, band music, referee whistles, and cheerleaders. Band music and crowd cheering were the most pervasive of these noise sources. The average noise level over the one-hour noise measurement period was 59 dBA. The maximum noise level was 72 dBA.

The closest residences to the proposed football stadium are located approximately 1,600 to 1,800 feet to the southeast. Taking the maximum noise level of 72 dBA at 300 feet, and assuming an attenuation rate of 6 dBA per doubling of distance, the closest residences could experience noise levels on the order of 45 L_{max} and up to 58 L_{max} during stadium activities.

Anticipated future residential developments within the vicinity of the project area include the Deer Creek Estates residential development to the east, and Valley View residential development to the north. It is estimated that the southern edge of the Valley View residential development will be located approximately 3,000 feet from the project site, which would be of sufficient distance to not be impacted by operational noise. It is estimated that the western edge of the Deer Creek Estates residential development will be located approximately 1,200 feet

from the proposed stadium location. Taking the maximum noise level of 72 dBA at 300 feet, and assuming an attenuation rate of 6 dBA per doubling of distance, the closest residences could experience noise levels on the order of 60 L_{max} during stadium activities.

Noise at these levels would generally not be noticeable by nearby residences, and the maximum noise level would not conflict with the noise level performance standards shown in Table 4.4-2. In addition, noise from the football stadium would not be expected to affect the overall DNL due to their short duration and occurrence during primarily non-noise sensitive hours of the day. Noise associated with the sports fields and courts would be expected to be quieter than that of the stadium.

Mitigation Measures

No mitigation necessary.

Impact

4.4.3 Project generated vehicle traffic associated with the high school complex would result in an increase in ambient noise levels on local roadways.

Project related vehicle traffic would result in 3,544 additional daily vehicle trips generated by the project, of which 911 of the trips would occur during the a.m. peak hour (7:00 to 9:00 a.m.), 594 of the trips would occur during the afternoon peak hour (2:30 to 3:30 p.m.), and 297 would occur during the p.m. peak hour (4:00 to 6:00 p.m.). The remaining 1,742 trips would be distributed throughout the remaining daytime hours. Project trips would be distributed over the local roadway network and could affect roadside noise levels at sensitive receptor locations.

In areas where the noise environment is dominated by traffic, the hourly L_{eq} during the peak-hour is generally equivalent to the DNL at that location. Current traffic volumes available from El Dorado County along Latrobe Road north of the intersection of Wetsel-Oviatt Road is 3,600 average daily traffic (ADT). Generally, about 100 lumber trucks make trips to and from the mill each day. These trips occur on a 24 hour basis (KDA, 2001).

When evaluating the noise impact of a project, the increase in traffic-related noise is typically judged by the increase in p.m. peak-hour traffic volumes on arterial streets versus existing p.m. peak-hour traffic volumes. Generally, transportation noise levels increase by 3 to 5 dBA with a doubling of traffic volume. Hourly noise level measurements in the early morning hours at the site indicate that truck traffic peaks in the a.m. hours and then is distributed more evenly throughout the remainder of the day.

In order to characterize the project's potential to affect roadside noise levels, an analysis of the change in a.m. peak-hour noise levels was evaluated rather than the p.m. peak hour, due to the greater increase in project traffic during this period. Noise level projections were made using the FHWA Noise Prediction Model for those road segments that would experience the greatest increase in traffic volumes due to the project. The results of the modeling effort are shown in **Table 4.4-6**. Other sensitive receptors would be affected to a less extent by project-related traffic noise. For the modeling effort, a.m. peak-hour traffic volumes during weekdays were used. Estimated noise levels shown in **Table 4.4-6** corresponds to a distance of approximately 90 feet from the centerline of the applicable road segment. This reflects the approximate distance to the closest residences to the modeled roadway segments.

**TABLE 4.4-6
EXISTING AND PROJECTED WEEKDAY AM PEAK-HOUR
TRAFFIC NOISE LEVELS ALONG PROJECT ROADWAYS ^{a,b}**

Roadway Segment	Noise Level (Leq)			Cumulative Plus Project (2010)
	Existing	Existing Plus Project	Cumulative No Project (2010)	
Latrobe Rd./Wetsel Oviatt Rd.	64.6	68.7	67.0	69.6
Latrobe Rd./Investment Blvd.	66.2	70.3	70.9	71.9
Latrobe Rd./S. Golden Foothill Pky.	67.4	71.7	72.8	73.2

^a Noise levels were calculated using the FHWA traffic noise prediction model for weekday a.m. peak-hour conditions.
^b The analysis assumes the average vehicle speed on local roadways to be 40 to 50 mph and a vehicle mix consisting of 80 percent automobiles, 10 percent medium trucks, and 10 percent heavy trucks. The analysis also assumes the receptor distance from the center of the roadway is 90 feet.

SOURCE: KAnderson Transportation Engineers, 2001 and Environmental Science Associates, 2001
As provided in **Table 4.4-6**, the project alone would increase a.m. peak-hour noise levels from existing conditions by less than 5 dBA along the three most impacted roadway segments. These increases in noise levels could be noticeable to those residences located along these roadways. The p.m. peak hour noise levels would not be significantly affected by the Proposed Project because school hours typically end before the p.m. hour traffic begins. Traffic noise at nearby existing residences would be incrementally lower than the project site because they are located farther away from the roadways used to access the project site.

Wetsel-Oviatt Road currently transects the project site from east to west. However, Wetsel-Oviatt Road will be relocated as a part of the Proposed Project to a location along the northern site boundary. This road will become the access to the proposed school complex. The change in the existing noise environment with the addition of the project-related traffic would increase noise levels along the access road to a level above the County allowable outdoor noise of 60 dBA for schools and residences. In addition, the Proposed Project design could lead to noise levels in excess of the interior noise standards contained in the El Dorado County General Plan.

Mitigation Measures

The following mitigation measures would serve to reduce impacts to the Proposed Project site from traffic noise.

- 4.4.3a** Building construction shall include mechanical ventilation to allow classroom/library windows and doors to be closed for acoustical isolation.
- 4.4.3b** Project buildings shall be designed and constructed so that interior noise levels are reduced to the greatest extent possible for classrooms and school libraries.

- 4.4.3c Noise abatement features, such as landscaping and appropriate school buildings, should be included along Wetsel-Oviatt Road in order to reduce the exterior noise levels from the truck and automobile traffic traveling along the site access road.

Significance After Mitigation

The project-related traffic impacts are less than significant on residences located along the roadways that would be used to travel to and from the project site.

Impact

- 4.4.4 **Project-related traffic in combination with traffic associated with other foreseeable development in the project vicinity would result in an increase in ambient noise levels on local roadways.**

Given the projected growth in the project area, it is expected that the noise environment would change substantially over the planning period from its current condition. Cumulative development in the area may require the expansion of a number of roadways within the immediate project vicinity to provide adequate roadway capacity. Extended roadways would redistribute traffic over the local roadway network. While it is expected that the growth in the area would substantially increase noise levels at sensitive receptor locations, the project's contribution to substantial increases in noise levels are expected to be minor due to the fact that project trips would be limited to daytime hours, the least noise-sensitive hours of the day. As shown in Table 4.4-6, cumulative development alone would result in an increase in noise levels along modeled roadway segments by the year 2010. Under the Cumulative Plus Project scenario, the net increase in roadside noise levels above the Cumulative No Project scenario would be less than 3 dBA along each of the modeled roadway segments. A change of 3 dBA is considered a just-perceivable difference, but a noticeable change in human response is not expected. On this basis, the Proposed Project would not result in any cumulatively considerable increases in noise levels for sensitive receptors along the roadways, since the project itself would not have a substantial incremental effect on roadside noise levels. For these reasons, this impact would be considered less than significant.

Mitigation Measures

No mitigation necessary.

Impact

- 4.4.5 **Under the Proposed Project, new noise-sensitive land uses could be developed in areas where noise levels are incompatible with the Proposed Project, both noise from the project site and noise impacting the site.**

The site is currently compatible for use as a high school complex. However, in the future when actual construction is proposed to take place in 2015, the uses of surrounding properties could be much different than they are now. Anticipated future residential developments within the vicinity of the project area include the Deer Creek Estates residential development to the east, and Valley View residential development to the north. It is estimated that the southern edge of the Valley View residential development will be located approximately 3,000 feet from the

4.0 Environmental Analysis
NOISE

project site, which would be of sufficient distance to not be impacted by operational noise. It is estimated that the western edge of the Deer Creek Estates residential development will be located approximately 300 feet from the northeastern edge of the project site along Latrobe Road. These uses are compatible with a school site. However, it is not known if other development will occur in the area in the future.

Noise from current mill activities at the Wetsel-Oviatt Lumber Company property are effectively blocked by a change in elevation. The lumber company is not visible from the school site and the hillside effectively reduces noise from the lumber company to a level that is not noticeable at the school site. The road that currently bisects the site and is used by trucks to haul logs to and from the lumber company will be abandoned. A new road will be constructed along the northern edge of the project site and will provide access to the site as well as the lumber company.

Measurements taken along Wetsel-Oviatt Road while trucks were driving by indicate that noise levels average 66 dBA at a location approximately 50 feet from the roadway when the trucks are traveling along Wetsel-Oviatt Road. This would exceed the exterior noise levels allowed under the El Dorado County General Plan Noise Element. As provided in Mitigation Measures 4.4.3 a, b and c above, noise abatement features would need to be provided as a part of the project in order to reduce the exterior noise levels at the project site and the interior noise levels of the classrooms and libraries.

The Noise Element of the County General Plan establishes a noise/land use compatibility criterion of 60 DNL for exterior noise levels in the outdoor activity areas of schools. An exterior noise level of 65 DNL may be allowed after completion of a detailed acoustical analysis and the inclusion of needed noise abatement features into the project design.

Future traffic volumes on the relocated Wetsel-Oviatt Road could create a noise environment that would be incompatible with the proposed high school complex. The conceptual site utilization plan shows high school classrooms located in close proximity to the relocated Wetsel-Oviatt Road. High school classrooms are shown to be setback from the intersection of the relocated Wetsel-Oviatt Road and an access road to the complex, with a buffer of staff and visitor parking lots, which would reduce vehicle noise. As shown in Table 4.4-6, future noise levels along Wetsel-Oviatt Road could be as high as 67.3 dBA under Cumulative Plus Project conditions. These noise levels represent the noise environment at a distance of roughly 30 feet from the centerline of these roadways.

Noise levels on the project site would be incrementally lower as the distance from these roadways increased. The siting of the project could also lead to noise levels in excess of the interior noise standards contained in the Noise Element (see Table 4.4-1). Typical façade design and construction in accordance with standard industry practices would result in an exterior to interior noise attenuation rate of 20 to 25 dBA with windows closed, depending upon the materials used for the façade construction. Noise attenuation of 12 to 15 dBA would be expected with windows partially open. Assuming a minimum of a 12 dBA attenuation would be achieved by the building façade and windows and that the a.m. peak hour noise levels shown in Table 4.4-6 reflect the worst-case hour during the period in which classrooms are used, the County's maximum interior noise level criteria of 40 L_{eq} for classrooms would be violated. Unless mitigated, this violation of the County's interior noise standards would be considered a significant impact.

Mitigation Measure

- 4.4.5 Prior to planned construction of the site in the year 2015, the compatibility of the site with surrounding land uses should be revisited and noise measurements taken to obtain noise levels at the site and adjacent roadways at that time. Additional noise insulation features may need to be included in the site design depending on future uses of the lands surrounding the project site.

Significance After Mitigation

Less than Significant.

REFERENCES - NOISE

Bolt, Baranek, and Newman, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.

Cunniff, *Environmental Noise Pollution*, 1977.

El Dorado County, 1996. *El Dorado County General Plan, Public Health and Safety Element*. January 23, 1996.

El Dorado County, 1994. *El Dorado County General Plan Update Draft Environmental Impact Report*. December 1994.

4.5 Hydrology And Water Quality

4.5 HYDROLOGY AND WATER QUALITY

4.5.1 SETTING

The following discussion describes the existing surface and groundwater hydrology, drainage, water quality, and potential flooding conditions of the project site and surrounding area. The proposed high school and related facilities will be located on approximately 65 acres of a 215-acre parcel. For the purposes of this analysis, only the area currently undergoing development is considered; the remainder of the parcel is assumed to remain open space.

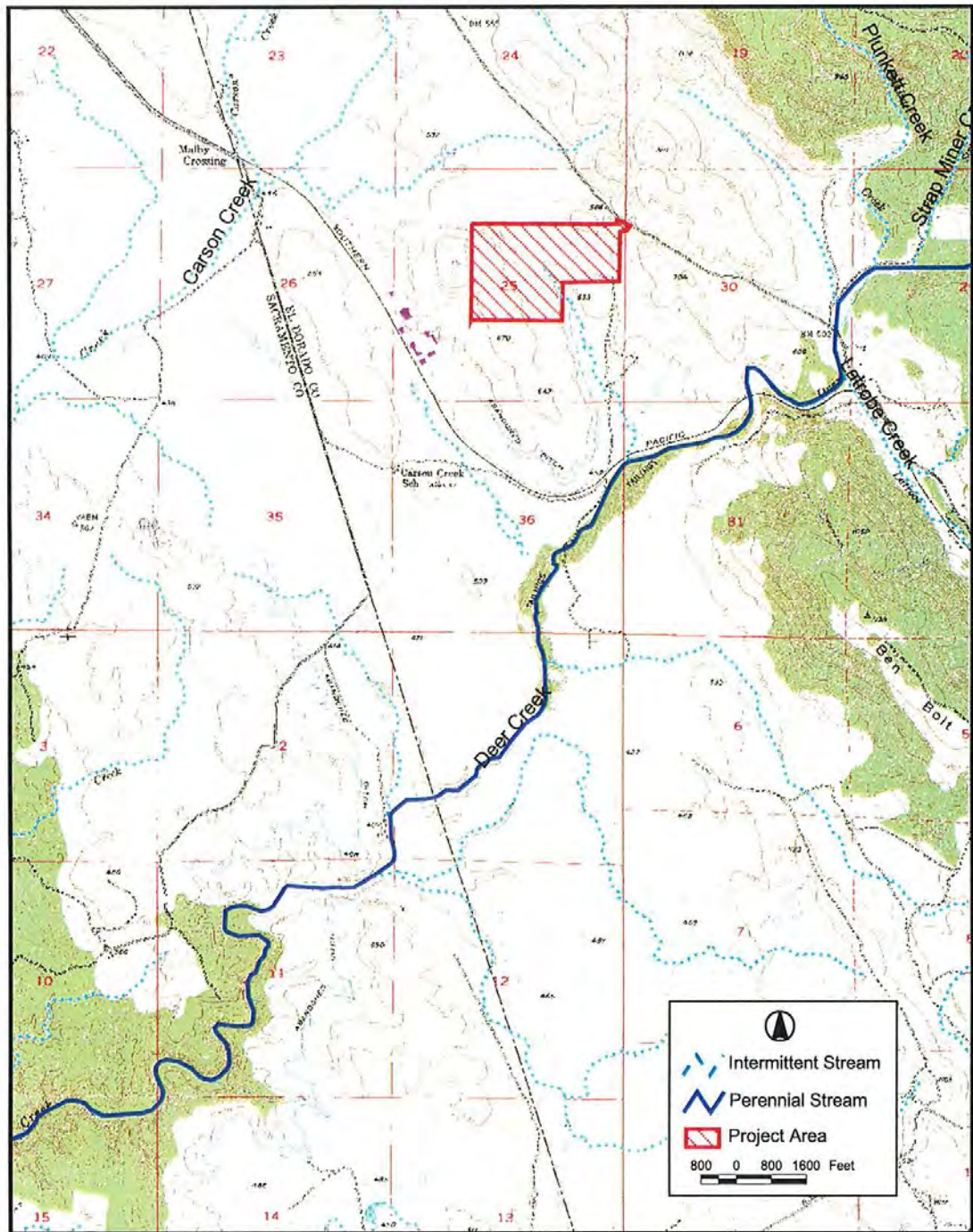
The project site is located in Section 25 of Township 9 North, Range 8 East, in the foothills of the Sierra Nevada Mountains, which have cool, wet winters and dry, warm summers. The majority of the annual precipitation falls as rain during the period of November through April. The 10-year, 24-hour estimated precipitation amount is 3.75 inches and the 100-year, 24-hour precipitation amount is 5.5 inches for the project site (Western Regional Climate Center, 1973).

HYDROLOGY

Surface Water

The project area is located within the Upper Deer Creek watershed (Hydrologic Subarea 532.22), part of the Cosumnes River Basin. The Cosumnes River Basin encompasses the southern region of El Dorado County, extending from the headwaters at the Iron Mountain Ridge, west to the terminus where the Cosumnes River flows into the Sacramento River in Sacramento County. Major tributaries flowing directly into the Cosumnes River include the South Fork of the Cosumnes River, Middle Fork of the Cosumnes River, North Fork of the Cosumnes River, Carson Creek, Canyon Creek, and Deer Creek. Deer Creek drains a significant portion of western El Dorado County in the Cameron Park area. Deer Creek flows south of the project site, and all runoff from the project site ultimately drains to this water body.

The project site is undeveloped and consists of rolling hills, with elevations higher on the east and west, and the center of the site gently sloping southward. Elevations range from 500 to 640 feet. Past uses have included ranching and open space. The proposed school location drains from the edges toward the center of the site and then south to an unnamed intermittent tributary. This tributary begins in the southcentral portion of the site and flows approximately one mile south into Deer Creek. Currently, no drainage facilities have been installed on the site. **Figure 4.5-1** shows the surface hydrology of the site and surrounding environs.



SOURCE: Environmental Science Associates, and USGS 7.5 Minute Quadrangles, 2001.

El Dorado Sixth High School / 201266

Figure 4.5-1
Surface Hydrology

Ground Water

No defined groundwater basins are located in El Dorado County. The County lies within the Central Sierra Nevada geomorphic province with groundwater located primarily in hard rock aquifers. Water can be found in stress fractures, joints, faults, and fractures caused by heating and cooling in volcanic rock. The highest groundwater yields occur at shallow depths where fracturing is greatest. Groundwater movement is influenced by characteristics of the fracture system including the size and location of fractures, interconnection between fractures, and existing materials within the fracture (El Dorado County, 1994).

Perched groundwater may exist locally or onsite at shallow depths. True groundwater within the project vicinity is generally found from 150 feet to 300 feet below ground surface. However, because of the anomalous nature of fractured bedrock media, groundwater may also be found within 50 feet of the ground surface. Local seasonal line and point recharge areas occur beneath Deer Creek and its tributaries and ponds. Groundwater depth can be expected to be shallower near these recharge sources. Groundwater barriers such as faults and other factors may also influence groundwater depth. In general, the groundwater gradient within the project vicinity conforms to the slope of the foothills. Locally, however, the groundwater gradient can change dramatically due to the influence from fractures, foliation, faults, or man-made structures such as wells.

Based on this information, the prediction of groundwater depth and characteristics at the project site is difficult without onsite drilling. No data was available regarding nearby wells. Further, unlike alluvial aquifers located on valley floors, hard rock aquifers can vary considerably over short distances, minimizing the usefulness of adjacent well data.

Soil Conditions

The Soil Survey of El Dorado Area, California prepared by the U.S. Soil Conservation Service in 1974 indicates that soils across the site consist of three series: Auburn very rocky silt loam with 2 to 30 percent slopes, Argonaut very rocky loam with 3 to 30 percent slopes, and Perkins gravelly loam, moderately deep variant, with 2 to 5 percent slopes. The Auburn and Argonaut series have been classified within the Hydrologic Group "D", typified by very low infiltration rates and high runoff rates, while the Perkins moderately deep variant has been classified within the Hydrologic Group "C," typified by low infiltration rates and slightly lower runoff rates.

Flooding

The project site is not located within a designated 100-year floodplain. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for El Dorado County, California (Community-

Panel Number 060040 0925 B, revised October 18, 1983), designates the project site as Zone C, defined as "areas of minimal flooding."

Surface Runoff

The Natural Resource Conservation Service's TR55 precipitation/runoff model¹ was used to establish current conditions and estimate pre-construction peak discharges exclusively from the project area. Modeling was performed only for the immediate project area without inclusion of any surrounding runoff. **Table 4.5-1** summarizes the results of the model. The model results indicate that the project area contributes 40 cfs to Deer Creek during a 100-year storm event under current conditions.

**TABLE 4.5-1
ESTIMATED PEAK DISCHARGES OF PROJECT AREA
UNDER CURRENT CONDITIONS**

Storm Event	Overall Discharge
10-year peak discharge (cfs)	19
100-year peak discharge (cfs)	40

SOURCE: Environmental Science Associates, 2001.

WATER QUALITY

Surface Water Quality

Surrounding land uses largely affect surface water quality, with both point source and non-point source discharges contributing contaminants to surface waters. The project site is currently used for annual grazing; under moderate grazing intensity, runoff is generally low in contaminants, but can contain problematic levels of nutrients and fecal coliform. The proposed land use, a high school, will generate contaminants more characteristic of urban runoff. Typical contaminants that may be found in urban runoff include sediment, hydrocarbons and metals from road surfaces, pesticides, nutrients, bacteria, and trash. Pollutant sources include parking lots and streets, roof tops, exposed earth at construction sites, and landscaped areas. Water quality impacts from construction are of particular concern. Grading for construction activity removes vegetation and exposes soil to wind and water erosion. The erosion can result in sedimentation, which ultimately flows into surface waters.

Flows into waterways during the dry season may be entirely comprised of such runoff. In addition, storm water discharge conveys precipitation from areas of saturation or impermeable surfaces to low lying

¹ The Natural Resource Conservation Service's TR55 precipitation/runoff model, Version 2.10, Urban Hydrology for Small Watersheds, was used to quantify potential significant changes in surface runoff to evaluate flood impacts. TR55 is an appropriate model for this use since it was developed to aid in the evaluation of hydrologic changes that normally occur in the land development process, and is approved for use in the County of El Dorado Drainage Manual (El Dorado County, 1995). The results presented in this document should not be used for design purposes. Further quantification of runoff changes is needed to properly design a stormwater system for the project.

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collection areas and creeks. "First flush" storm events, during which pollutants that have accumulated throughout the dry season are concentrated with little dilution by the initial storm of the season, may have the largest impact on receiving waters. Local drainage ways such as the ephemeral on-site drainage serve as the first line of non-point source pollution treatment.

The impacts of non-point source pollutants on aquatic systems are many and varied. Polluted runoff can result in significant adverse impacts to aquatic ecosystems, public use, human health from ground and surface water contamination, damage to and destruction of wildlife habitat, decline in fisheries, and loss of recreational opportunities. Small soil particles washed into streams can smother spawning grounds and marsh habitat. Suspended particulates can restrict light penetration into water and limit photosynthesis of aquatic biota. Metals and petroleum hydrocarbons washed off from roadways and parking lots, and fertilizers, pesticides and herbicides from landscaped areas, may cause toxic responses in aquatic life or contaminate possible water supply sources such as reservoirs or aquifers.

Water Bodies Currently Impacted

No water quality data is available for the intermittent and ephemeral drainages on the project site, or for Deer Creek. The State Water Resources Control Board in compliance with the Clean Water Act, Section 303 has prepared a list of impaired water bodies in the State of California. The list includes a priority schedule for the development of total maximum daily loads (TMDLs) for each contaminant or "stressor" impacting the water body. No impacted waterbodies are located in the Upper Deer Creek Watershed as identified in the 1998 California Section 303(d) List and TMDL Priority Schedule (EPA, 2000).

Groundwater Quality

As mentioned in the Hazards and Hazardous Materials Section 4.11 of this report, no groundwater contamination is known or suspected on the site.

4.5.2 REGULATORY SETTING

A variety of federal, state, and local agencies have jurisdiction over the project site. Important agencies and statutory authorities relevant to water quality as it relates to the Proposed Project are outlined below.

Clean Water Act

The Clean Water Act (33 USC 1251-1376), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Important sections of the Act are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.

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- Section 401 requires an applicant for any federal permit that proposes an activity which may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the Act.
- Section 402 establishes the NPDES, a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. This permit program is administered by the RWQCB, and the stormwater aspects are discussed in detail below.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by USACE.

Porter-Cologne Water Quality Act

The State of California's Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.) provides the basis for water quality regulation within California. The Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. Waste discharge requirements resulting from the report are issued by the RWQCB.

State Water Resources Control Board and Regional Water Quality Control Board

The State Water Resources Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the state, while the Regional Water Quality Control Boards conduct planning, permitting, and enforcement activities. The project area lies within the jurisdiction of the Central Valley RWQCB.

Beneficial Uses and Water Quality Objectives

The RWQCB is responsible for the protection of beneficial uses of water resources within the Central Valley Region. Beneficial uses are the desired resources, services, and qualities of the aquatic system that are supported by achieving and protecting high water quality. The Regional Board uses planning, permitting, and enforcement authorities to meet this responsibility, and has adopted the Fourth Edition of the Water Quality Control Plan (Basin Plan) for the Sacramento River and San Joaquin River Basins (RWQCB, 1998) to implement plans, policies, and provision for water quality management. The Basin Plan was prepared in compliance with the federal CWA and the State Porter-Cologne Water Quality Control Act. The Basin Plan establishes beneficial uses for major surface waters and their tributaries, water quality objectives that are intended to protect the beneficial uses of the Basin, and implementation programs to meet stated objectives and to protect the beneficial uses of water in the Basin.

Beneficial uses for surface waters in the Upper Deer Creek watershed have not been established. However, beneficial uses have been designated for the Cosumnes River, into which waters from the project site ultimately drain. These uses include municipal, agricultural, industrial, and recreational uses.

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freshwater and migration habitat, and wildlife habitat. Discharges from the project site are required to avoid contributing to interference with these downstream beneficial uses.

Additionally, water quality objectives for all surface waters in the region have been set concerning bacteria, bioaccumulation, biostimulatory substances, color, dissolved oxygen, floating material, oil and grease, population and community ecology, pH, salinity, sediment, settleable material, suspended material, sulfide, tastes and odors, temperature, toxicity, turbidity, and ammonia. Objectives for specific chemical constituents are additionally regulated dependent upon the beneficial use of the water body. Specific water quality objectives and standards for surface waters are outlined in the Basin Plan (RWQCB, 1998).

Construction Activity Permitting

As mentioned above, the Regional Board administers the NPDES stormwater-permitting program in the Central Valley Region. Construction activities of one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). The project applicant must submit a Notice of Intent to the Regional Board to be covered by the General Permit prior to the beginning of construction. The General Construction Permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which must be prepared before construction begins. Implementation of the plan starts with the commencement of construction and continues through the completion of the project. Upon completion of the project, the applicant must submit a Notice of Termination to the Regional Board to indicate that construction is completed.

El Dorado County Department of Transportation

The El Dorado County Department of Transportation (DOT) is responsible for oversight and permitting related to drainage and water quality in the unincorporated areas of El Dorado County. Of particular importance are DOT's administration of the El Dorado County Grading Ordinance, and their County of El Dorado Drainage Manual (Drainage Manual). For on-site projects the EDUHSD is not required to seek permits from the DOT.

El Dorado County Grading Ordinance

The El Dorado County Grading Ordinance (Section 15.14 of the El Dorado County Code) requires a permit for all grading activities within the county. This includes the preparation of a grading plan, which incorporates practices and mitigation measures to minimize adverse impacts to water quality. On-site grading work is not subject to County approvals though County ordinances are taken into consideration when the grading plan is designed.

County of El Dorado Drainage Manual

The Drainage Manual outlines drainage guidelines, techniques and criteria for determining runoff hydrology and surface drainage design. It also discusses methods for minimizing impacts from drainage improvements. The Drainage Manual requires the preparation and submittal to DOT of a hydrologic and hydraulic analysis for all proposed drainage facilities.

RELEVANT GENERAL PLAN GOALS, OBJECTIVES, AND POLICIES

The El Dorado County General Plan, as adopted January 1996, provides the following objectives and policies relative to hydrology and water quality:

- Policy 5.2.1.2:** An adequate quantity and quality of water for all uses, including fire protection, shall be provided for with discretionary development.
- Policy 5.4.1.1:** Require storm drainage systems for discretionary development that protect public health and safety, preserve natural resources, prevent erosion of adjacent and downstream lands, prevent the increase in potential for flood hazard or damage on either adjacent, upstream or downstream properties, minimize impacts to existing facilities, meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian areas.
- Policy 5.4.1.2:** Discretionary development shall protect natural drainage patterns, minimize erosion, and ensure existing facilities are not adversely impacted while retaining the aesthetic qualities of the drainage way.
- Policy 6.4.1.1:** The County shall continue participation in the National Flood Insurance Program and application of flood plain zoning regulations.
- Policy 6.4.1.2:** The County shall identify and delineate flood prone study areas discovered during the completion of the master drainage studies or plans.
- Policy 6.4.1.3:** No new critical or high occupancy structures (e.g., schools, hospitals) shall be located in the 100-year floodplain of any river, stream, or other body of water.
- Policy 6.4.1.4:** Creation of new parcels which lie entirely within the 100-year floodplain as identified on the most current version of the flood insurance rate maps provided by FEMA shall be prohibited.
- Policy 6.4.1.5:** New parcels which are partially within the 100-year floodplain must have sufficient land available outside the FEMA or County designated 100-year floodplain for construction of dwelling units, accessory structures, and septic systems. Discretionary applications shall be required to determine the location of the designated 100-year floodplain on the subject property.

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- Policy 7.1.2.2:** Discretionary projects that require earthwork and grading, including cut and fill for roads, shall be required to minimize erosion and sedimentation, conform to natural contours, maintain natural drainage patterns, minimize impervious surfaces, and maximize the retention of natural vegetation.
- Policy 7.1.2.3:** Enforce Grading Ordinance provisions for erosion control on all development projects and adopt provisions for ongoing, applicant-funded monitoring of project grading.
- Policy 7.3.1.1:** Encourage the use of *Best Management Practices*, as identified by the Soil Conservation Service, in watershed lands as a means to prevent erosion, siltation, and flooding.
- Policy 7.3.2.1:** Stream and lake embankments shall be protected from erosion, and streams and lakes shall be protected from excessive turbidity.
- Policy 7.3.2.2:** Projects requiring a grading permit shall have an erosion control program approved, where necessary.
- Policy 7.3.2.3:** Where practical and when warranted by the size of the project, parking lot storm drainage shall include facilities to separate oils and salts from storm water in accordance with the recommendations of the Storm Water Quality Task Force's California Storm Water Best Management Practices Handbooks (1993).
- Policy 7.3.4.1:** Natural watercourses shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site without disturbance.
- Policy 7.3.4.2:** Modification of natural streambeds and flow shall be regulated to ensure that adequate mitigation measures are utilized.
- Policy 7.3.5.4:** Require efficient water conveyance systems in new construction. Establish a program of ongoing conversion of open ditch systems shall be considered for conversion to closed conduits, reclaimed water supplies, or both, as circumstances permit.
- Policy 7.3.5.5:** Encourage water reuse programs to conserve raw or potable water supplies consistent with State Law.

4.5.3 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

A hydrologic, flooding, or water quality impact of the project would be considered significant if it met any of the following criteria, adapted from CEQA guidelines.

- Violate any water quality standards, waste discharge requirements, or otherwise substantially degrade water quality.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

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- Substantially alter the existing drainage pattern of the site or area, which would result in substantial erosion or siltation on or off site.
- Substantially alter the existing drainage pattern of the site or area, which would result in flooding on or off site.
- 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.
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury or death from flooding.

Impact

4.5.1 Development of the site could increase drainage flows as a result of the introduction of impervious surfaces, which could create localized flooding and contribute to a cumulative flooding impact downstream. This would be a significant impact.

The project site currently consists of nearly 100 percent pervious surfaces. Construction of the project would create impervious surfaces (roofs, concrete, and asphalt) over more than 50 percent of the project site, thereby preventing precipitation from infiltrating and causing it to pond or runoff. Although the project site is not located within a FEMA designated 100-year flood zone, development would increase runoff, potentially causing flooding on site and near the local drainage facilities to Deer Creek. In addition, the site runoff could be discharged more efficiently, decreasing the time it takes to reach downstream facilities and altering the existing peak flood timing.

The Natural Resource Conservation Service’s TR55 precipitation/runoff model was used to estimate post-construction peak discharges for the project area. **Table 4.5-2** summarizes the results of this model for the post-construction conditions of the site. The modeling estimates do not take into account mitigation measures to reduce the potential increase in stormwater runoff. NRCS TR-55 output calculations are provided in **Appendix B**.

**TABLE 4.5-2
ESTIMATED PEAK DISCHARGES OF PROJECT AREA
UNDER POST-CONSTRUCTION CONDITIONS**

Storm Event	Overall Discharge	Increase from Existing Conditions
10-year peak discharge (cfs)	30	11
100-year peak discharge (cfs)	52	12

Source: Environmental Science Associates, 2001.

During a 100-year storm event, the proposed development would contribute an additional 12 cfs from current conditions. Although this amount is relatively small compared with the volume flowing within Deer Creek, cumulative impacts could occur downstream. In addition, higher floodwaters could induce quicker discharges to the creek. Flood elevations could increase as higher runoff volumes elevate flood levels on site and downstream.

Based on the TR55 detention basin modeling feature, a 4.0 acre-foot detention basin would be required to attenuate the peak flows caused by increased runoff from the entire site (12 cfs for a

100-year storm). This volume does not take mitigation measures to reduce increased runoff, such as grassy strips and parking lot filter basins, into consideration. These initial estimates are for planning purposes only and should not be used for design purposes.

Mitigation measures described below would reduce the increased peak discharge flows. The overall objective of the mitigation measures is to design an effective drainage plan and to reduce post-construction peak discharge levels to pre-construction levels to minimize any potential flooding impacts associated with the project.

Mitigation Measures

- 4.5.1 Consistent with the County of El Dorado Drainage Manual, the applicant will prepare a Hydrologic and Hydraulic Analysis Report (Report) for the proposed development. The Report will incorporate measures to maintain runoff to pre-construction levels where feasible. The EDUHSD will implement measures provided in the Report. Primary components of the Report are provided below:**

Design of the drainage system on the project site will coordinate with the objectives of the Drainage Manual. In order to conform with these objectives, a detailed hydrologic and hydraulic analysis report shall be prepared by a registered civil engineer prior to site development. The report shall include the following items:

- An accurate calculation of pre-development and post-development runoff conditions using methods outlined in the county drainage manual. This modeling will more accurately evaluate potential changes to runoff by modeling specific design criteria which have yet to be determined. The model will account for increased surface runoff.
- Location and size of detention basins and other best management practices needed to attenuate peak flows.
- A description of the proposed maintenance program for the on-site drainage system.

Significance After Mitigation

Less than significant.

Impact

- 4.5.2 The Proposed Project would increase urban and stormwater runoff, transporting contaminants to local receiving waters. This would be a significant impact.**

As the Latrobe Road area urbanizes, the ability of local drainage ways to convey and/or treat surface runoff decreases, and the loading rates of potential contaminants may increase. Channelization and decreased surface permeability concentrate pollutants generated by urban runoff. Urban runoff contaminants may include sediment, pesticides, oil and grease, metals, bacteria, and trash. These pollutants are quickly transported downstream, affecting riparian habitats of receiving waters. Since the permeability of the soil group in the area is very low, stormwater tends to perch on the hardpan layers two to three feet below the surface. This process tends to minimize the storm water treatment generally provided in permeable surface areas once the surface layers are saturated. As a result, detention basins required to attenuate flooding should be equipped with treatment features as discussed in the mitigation measures provided below.

Mitigation Measures

- 4.5.2a To help minimize the amount of pollutants entering the storm drain system, project roadways and parking areas will be cleaned regularly while school is in session using street sweeping equipment. Additionally, litter and debris that may accumulate across school grounds will be regularly collected and properly disposed. This would constitute a source control BMP.
- 4.5.2b A pesticide and fertilizer management plan will be developed and implemented for landscape and recreational areas with the goal of reducing potential discharge of such chemicals, diazinon in particular, to local waterways. This constitutes a source control BMP.
- 4.5.2c The project design will include best management practices (BMPs) to minimize stormwater runoff in compliance with the County stormwater regulations. The BMPs will include a combination of source control, structural improvements, and treatment systems.

Structural and treatment BMPs could include but not be limited to the following:

- Grass strips, high infiltration substrates, and grassy swales shall be used where feasible throughout the development to reduce runoff and provide initial storm water treatment.
- Since the natural soils have low permeability due to underlying hardpan layers, grassy strips for infiltration may be less effective than with other more permeable soils. As a result, any on-site detention basins shall be equipped with treatment capabilities such as filters.
- Permanent energy dissipaters will be included for drainage outlets.
- Any water quality detention basins will be designed to provide effective water quality control measures including the following:
 1. Maximize detention time for settling of fine particles
 2. Establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets
 3. Maximize the elevation of any detention basin elevation to allow the highest amount of infiltration and settling prior to discharge.

Significance After Mitigation

Less than significant.

Impact

- 4.5.3 Construction of the project facilities could result in increased erosion and sedimentation, with subsequent impacts to water quality and/or storm drain capacity during construction. Additionally, release of fuels or other hazardous materials associated with construction equipment could impact water quality. This would be a significant impact.

During the site grading and construction phases, large areas of bare soil would be exposed to erosive forces for long periods of time. Bare soils are much more likely to erode than vegetated areas due to the lack of dispersion, infiltration, and retention created by covering vegetation. Construction activities involving soil disturbance, excavation, cutting/filling, stockpiling, and grading activities could result in increased erosion and sedimentation to surface waters. If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a major contributor to the degradation of water quality. In addition, hazardous materials associated with construction equipment could adversely affect water quality if spilled or stored improperly.

Mitigation Measures

4.5.3 Since the project construction will cover an area greater than five acres, a Storm Water Pollution Prevention Plan (SWPPP) would be developed as required by the Regional Board under the State-wide NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Prior to the start of construction, a SWPPP shall be prepared that will address water quality impacts associated with construction and operation of the project site. The EDUHSD would incorporate into contract specifications the requirement that the contractor complies with and implements the provisions of the SWPPP. The objectives of the SWPPP are to identify pollutant sources that could affect the quality of stormwater discharges, to implement control practices to reduce pollutants in stormwater discharges and to protect receiving water quality. The SWPPP could include, but is not limited to, the following elements:

- Temporary erosion control measures (such as silt fences, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment will be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor will prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- Protect storm drains from sediment intrusion with the use of straw bales or silt fence.
- Sweep dirt and debris from streets in the construction zone before rainfall.
- Establish grass or other vegetative cover on the construction site as soon as possible after disturbance.

Significance After Mitigation

Less than significant.

Impact

4.5.4 Development of the high school could result in reductions in groundwater recharge by redirecting surface flows and increasing impervious surfaces on the project site. However,

because existing creek channels are not affected by the proposed project, groundwater recharge would not be substantially impaired by development of the project. This would be considered a less-than-significant impact.

As discussed previously, groundwater recharge tends to be the highest beneath Deer Creek and its tributaries. Because the project site is not located directly along Deer Creek, and the project does not propose to alter a substantial portion of the intermittent stream which is a tributary of Deer Creek, groundwater recharge would not be substantially impaired by development of the proposed project. Groundwater recharge with the Proposed Project will likely occur at or near existing levels.

Mitigation Measures

4.5.4 No mitigation necessary.

REFERENCES

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- Federal Emergency Management Agency. 1983. *Flood Insurance Rate Maps for El Dorado County, California*. Community-Panel Number 060040 0925 B, revised October 18, 1983.
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4.6 Geology And Soils

4.6 GEOLOGY AND SOILS

4.6.1 SETTING

REGIONAL GEOLOGIC CONDITIONS

The Proposed Project site is situated within the foothills of the Sierra Nevada geomorphic province of California. This province consists mostly of the Sierra Nevada Mountain Range, which includes the foothill area and is bounded on the west by the Great Valley geomorphic province. Tectonic uplift of the range has occurred since the late Triassic period with the onset of active plate subduction along the continental margin. Continuing during much of the Jurassic period, island arcs, atolls, and other remnants of land, collided with the continental landmass and resulted in the uplift of the Sierra Nevada Mountain Range. Mountain formation related to subduction, granite intrusive activity and uplift continued on into the Cretaceous period. Concurrently, large volumes of material were eroded from the mountain terrain and deposited in deep marine basins, which comprise the Great Valley sedimentary beds to the west. During the late Tertiary period, the marine sediments were buried by volcanic flows in the Sierra Nevada. The volcanic deposits were resistant over long periods to erosion and exist presently as ridge forming outcrops in the foothills. (Youngdahl Consulting Group, Inc., 2001)

SITE GEOLOGY

According to the "Generalized Geology of the Folsom 15-Minute Quadrangle" (California Division of Mines and Geology, 1984) and confirmed by a subsurface exploration conducted by Youngdahl Consulting Group, Inc. on May 22, 2001, the site is underlain by undifferentiated metavolcanic rocks of the Copper Hill Formation, formed during the Jurassic Period. The Metavolcanic bedrock is characterized by greenish gray meta-andesite flows, tuff beds, and volcanic agglomerates, sometimes altered to amphibolite schist, with various degrees of fracturing and weathering. The degree of weathering typically decreases with depth. The geologic structure indicates joint sets trending northeast and dipping moderately westerly or steeply easterly. Foliations were crude and scattered, with a northerly trend and steep dip to the east. The onsite soils are derived mainly from the weathering of the underlying bedrock and consists of sandy silts and silty sands with abundant outcrops of "flagstones," boulders and cobbles. (Youngdahl Consulting Group, Inc., 2001)

FAULTS AND SEISMICITY

A fault is defined as a "fracture or fracture zone in the earth's crust along which there has been displacement of the sides relative to one another". For the purpose of planning there are two types of faults, active and inactive. Active faults have experienced displacement in historic time, suggesting that future displacement may be expected. Inactive faults show no evidence of movement in recent geologic time, suggesting that these faults are dormant. Groundshaking is motion that occurs as a result of energy

released during faulting. The damage or collapse of buildings and other structures caused by groundshaking is among the most serious seismic hazards.

According to the Fault Activity Map of California and Adjacent Areas (Jennings, 1994) and the "Maps of Known Active Fault Near-Source Zones in California and Adjacent Portion of Nevada" (California Division of Mines and Geology, 1990), no active faults or Earthquake Fault Zones (Special Studies Zones) are located on the project site. No evidence of recent or active faulting was observed during the May 2001 field visit. The nearest major faults include the Dunnigan Hills Fault, Bear Mountain Fault Zone and the Foothill-Melones Fault Zone. The Dunnigan Hills Fault is considered active. The Bear Mountain and Foothill-Melones Fault Zones are considered potentially active, with last estimated activity occurring approximately 1.6 million years ago. The Dunnigan Hills Fault is located 74 kilometers to the northwest of the west edge of the Sacramento Valley. The west and east branches of the Bear Mountain Fault are located 1.1 and 9.2 kilometers east, respectively, in the El Dorado/Shingle Springs area; the Melones fault is located 19 kilometers east in the Placerville area. (Youngdahl Consulting Group, Inc., 2001)

According to the California Division of Mines and Geology (CDMG) (Jennings, 1994), the site can probabilistically be expected to experience 0.2g (percent of gravity) horizontal ground acceleration from a seismic event during its design life, with a ten percent chance of exceedance in 50 years (the Maximum Probable Earthquake (MPE)). The MPE is defined in Section 1631A.2 of the 1998 edition of the California Building Code (CBC) as "having a 10-percent probability of being exceeded in 50 years." However, school sites require an analysis based on a 10 percent chance of exceedance in 100 years, or the Upper Bound Earthquake (UBE). (Youngdahl Consulting Group, Inc., 2001)

The UBE is defined in CBC Section 1631A.2.6 "...as the motion having a 10 percent probability of being exceeded in a 100-year period or maximum level of motion, which may ever be expected at the building site within the known geologic framework." The probability of earthquake activity affecting the site indicates that the site has a 10 percent probability of exceeding 0.05g horizontal ground acceleration in 100 years from a maximum credible seismic event during its design life. (Youngdahl Consulting Group, Inc., 2001)

LIQUEFACTION POTENTIAL

Liquefaction is a type of ground failure most likely to occur in water-saturated silts, sands, and gravels, having low to medium density. When a soil of this type is subjected to vibration, it tends to compact and decrease in volume. If the groundwater is unable to drain during the vibration, the tendency of the soil to decrease in volume results in an increase in pore-water pressure. When the pore-water pressure builds up to the point where it is equal to the over-burden pressure (effective weight of overlying soil), the effective

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stress becomes zero. In this condition, the soil loses its shear strength and assumes the properties of a heavy liquid (El Dorado County, 1994).

Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent located within the top 40 feet are most susceptible to liquefaction. Based on relatively shallow depth to bedrock and the lack of published historic evidence of liquefaction in the area, the liquefaction potential of the site soils is considered low. (Youngdahl Consulting Group, Inc., 2001)

Tsunami, Seiche, and Volcanic Hazards

Tsunamis and seiches are earthquake-generated waves within enclosed or restricted bodies of water, such as lakes, channels, and reservoirs. There are no significant bodies of standing water or sources of vulcanism in proximity to the project site; therefore, there is no reasonable danger from seiches, tsunamis, and volcanic eruption hazards at the project site. (Youngdahl Consulting Group, Inc., 2001)

Subsidence

Subsidence is the gradual settling or sinking of the earth's surface with little or no horizontal motion. Subsidence is caused by groundwater withdrawal, gas withdrawal, hydrocompaction or peat oxidation. None of these types of subsidence is evident in El Dorado County. (El Dorado County, 1994)

Slope Instability and Landslides

Slope instability or landslides are general terms used for a falling mass of soil and/or rock. In El Dorado County, landslides are most likely to occur in the steeper areas of the County with the highest expectable earthquake intensity, namely the higher elevations of the Sierra Nevadas, both on the western slope and in the Tahoe Basin. The likelihood of these events is increased during times of high precipitation. The project site is located in an area with low potential for landslides. (El Dorado County, 1994)

Cuts and fills associated with road building activity are a major cause of slope instability. The project site is proposed to have cuts and fills with a maximum slope orientation of 2H:1V (horizontal:vertical) or flatter. Generally a cut slope orientation of 2H:1V is considered stable with the material types encountered on the site. Steeper cuts in bedrock material may be feasible dependant on jointing character, and should be assessed once grading plans are developed. (Youngdahl Consulting Group, Inc., 2001)

Expansive Soils

Expansive soils are largely comprised of clays, which greatly increase in volume when water is absorbed and shrink when dried. When buildings are placed on expansive soils, foundations may rise each wet season and fall each dry season. This movement may result in cracking foundations, distortion of structures and warping of doors and windows. The central half of El Dorado County has been identified

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by the California Division of Mines and Geology as having a moderate expansiveness rating, while the eastern and western portions are rated low (El Dorado County, 1994).

The project site contains potentially expansive clays at depths of 1 to 4 feet. These soils exhibit moderate to very high expansion indexes. Generally, these soils can be properly mixed and blended into engineered fills, if not sufficiently blended, such clays could cause distress to concrete slab-on-grade floors and foundations if present in the top three feet of building pad and pavement support areas. (Youngdahl Consulting Group, Inc., 2001)

EROSION

Erosion is a natural geological process by which landforms are worn down or reshaped by wind and water and the eroded material is deposited elsewhere. Erosion potential in El Dorado County is rated by the U.S. Department of Agriculture, Soil Conservation Service (SCS) as low to moderate on most land with slopes less than 15%. While erosion occurs in El Dorado County, it does not appear to pose a significant hazard to property. The highest potential for erosion to occur is as a result of construction activity where soils may be exposed for some length of time. (El Dorado County, 1994)

FLOOD HAZARDS

The project site is not located within the Federal Emergency Management Agency (FEMA) "100-year" flood zone. Carson Creek and Deer Creek run approximately 0.5 kilometers to the north and south of the site respectively, are roughly 20 meters lower in elevation, and do not pose a reasonable inundation hazard to the site. The project site is not in any reasonable danger from dam inundation or breached levees according to the U.S. Department of Interior-Bureau of Reclamation Inundation Map of Folsom and Nimbus Dams (1975). (Youngdahl Consulting Group, Inc., 2001)

ASBESTOS

Naturally occurring asbestos has been identified in proximity to the Bear Mountain Fault Zone within El Dorado County. No visibly occurring asbestos was identified in any of the 33 test pits excavated at the site by Youngdahl Consulting Group, Inc. A sample collected from test pit 6 was analyzed for asbestos using the Environmental Protection Agency (EPA) Bulk Method, and none was detected. Based on the site exploration and laboratory tests conducted by Youngdahl Consulting Group, Inc., it was concluded that no asbestos is present around the project site and should not effect proposed site development. (Youngdahl Consulting Group, Inc., 2001)

4.6.2 REGULATORY SETTING

CODES AND REGULATIONS

El Dorado County General Plan Public Health, Safety, and Noise Element

Volume I of the El Dorado County General Plan, Public Health, Safety, and Noise Element, adopted December 21, 1995 contains a number of goals, objectives and policies related to seismic and other geologic hazards. These goals, objectives, and policies are presented below:

Volume I– Goals, Objectives, and Policies

General

GOAL 6.1: Coordination

Objective 6.1.1: El Dorado County Operational Area Multi-Hazard Emergency Operations Functional Plan

The *El Dorado County Operational Area Multi-Hazard Emergency Operations Functional Plan* shall serve as the implementation program for this Goal.

Policy 6.1.1.1: The *El Dorado County Area Multi-Hazard Emergency Operations Functional Plan* shall serve as the implementation program for the coordination of hazard planning and disaster response efforts within the County. The County will ensure that the *El Dorado County Operational Area Multi-Hazard Emergency Operations Functional Plan* is updated on a regular basis to keep pace with the growing population.

Seismic and Geologic Hazards

GOAL 6.3: Minimize the threat to life and property damage from seismic and geologic hazards.

Objective 6.3.1: Building and Site Standards

Adopt and enforce development regulations, including building and site standards, to protect against seismic and geologic hazards.

Objective 6.3.2: County-Wide Seismic Hazards

Continue to evaluate seismic related hazards such as liquefaction, landslides, and avalanche, particularly in the Tahoe Basin.

Policy 6.3.2.1: The County shall maintain updated geologic, seismic and avalanche hazard maps, and other hazard inventory information in cooperation with

the State Office of Emergency Services, California Department of Conservation – Division of Mines and Geology, U.S. Forest Service, Caltrans, Tahoe Regional Planning Agency, and other agencies as this information is made available. This information shall be incorporated into the *El Dorado County Operational Area Multi-Hazard Functional Emergency Operation Plans*.

Policy 6.3.2.4: The latest revisions of the Uniform Building Code concerning seismic safety and liquefaction shall be promptly adopted by the County.

Alquist-Priolo Geologic Hazards Zone Act

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act), signed into law December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazard of fault rupture and to prohibit the location of most structures for human occupancy across these traces.¹ Cities and counties must regulate certain development projects within the zones, which includes withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement (Hart, 1997). Surface fault rupture is not necessarily restricted to the area within an Alquist-Priolo Zone. The project site does reside within an Alquist-Priolo Fault Rupture Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong groundshaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site has to be conducted and appropriate mitigation measures incorporated into the project design.

California Building Code

The California Building Code is another name for the body of regulations known as the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code (California Building Standards Commission, 1995). Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable. (Bolt, 1988)

¹ A "structure for human occupancy" is defined by the Alquist-Priolo Act as any structure used or intended for supporting or sheltering any use or occupancy that has an occupancy rate of more than 2,000 person-hours per year.

Published by the International Conference of Building Officials, the Uniform Building Code is a widely adopted model building code in the United States. The California Building Code incorporates by reference the Uniform Building Code (UBC) with necessary California amendments. About one-third of the text within the California Building Code has been tailored for California earthquake conditions. (International Conference of Building Officials, 1997)

California Department of Transportation

The California Department of Transportation (Caltrans) has developed roadway design standards including those for seismic safety. Considerations of earthquake hazards in roadway design are detailed in the Highway Design Manual published by Caltrans (1995). Modifications to local highways and roads would be required to adhere to Caltrans engineering standards to minimize settlement.

4.6.3 IMPACTS AND MITIGATION MEASURES

Significance Criteria

For the purposes of this EIR, a project may be deemed to have a significant impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, and landslides (addressed in impact 4.6.1);
- Result in substantial soil erosion or the loss of topsoil (addressed in impact 4.6.2);
- 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 (addressed in impact 4.6.3);
- Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property (addressed in impact 4.6.4); or
- 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 (not applicable to the proposed project).

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact

4.6.1 Seismic Activity Impact

The Proposed Project site, as with virtually all sites within the State of California, will be subjected to ground shaking from earthquakes.

Mitigation Measures

- 4.6.1 Design of the school structures in conformance with the 1998 edition of the California Building Code, Chapter 16A, Division IV, and the seismic parameters presented in **Table 4.6-1**, should be sufficient to prevent significant damage from ground shaking during seismic events resulting from movement on any of the faults or fault systems within the vicinity of the project site.

**TABLE 4.6-1
SEISMIC DESIGN CRITERIA**

Uniform Building Code – Chapter 16 Table No.	Seismic Parameter	Recommended Value
16A-I	Seismic Zone Factor Z	0.30
16A-J	Soil Profile Type	S _B
16A-Q	Seismic Coefficient (C _s)	0.30 N _v
16A-R	Seismic Coefficient (C _v)	0.30 N _h
16A-S,T	Near Source Factors (N _v , N _h)	1.0
16A-U	Seismic Source Type	C

SOURCE: Youngdahl Consulting Group, Inc., 2001

The potential for ground lurching, differential settlement or lateral spreading occurring during or following seismic events near the site are considered to be very low, provided prudent geotechnical engineering recommendations are followed during site preparation (Youngdahl Consulting Group, Inc., 2001). In addition, design and construction shall be consistent with applicable goals, objectives, and policies of the El Dorado County General Plan Public Health, Safety, and Noise Element.

Significance after Mitigation

Although the hazard of groundshaking and subsequent seismically induced ground failure cannot be eliminated, implementation of the mitigation measure listed above would reduce the impact and lead to a more acceptable level of risk. As a result, the impact would be reduced to a less-than-significant level.

Impact

4.6.2 Soil Erosion Impact

Site preparation and grading associated with project construction activities has the potential to increase erosion on the project site. Erosion potential at the Proposed Project site is rated by the U.S. Department of Agriculture, Soil Conservation Service (SCS) as low to moderate.

Mitigation Measures

- 4.6.2 El Dorado County, through its Grading and Fugitive Dust Prevention and Control Plan, provides measures to limit or restrict construction practices which might cause erosion, create a nuisance, or constitute a hazard. Construction activities should be performed in a manner consistent with County guidelines.

Significance after Mitigation

With implementation of the mitigation measure listed above, erosion from construction activities would be reduced to a less-than-significant level.

Impact

4.6.3 Impacts from geologic hazards, including landslide, lateral spreading, subsidence, liquefaction or collapse and slope stability.

The Proposed Project site has the potential to be impacted by soils that are unstable, or that would become unstable as a result of the project, and that could potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse, and slope instability.

The soils at the proposed project site are considered to be relatively dense and therefore relatively stable. In addition, based on the relatively shallow depth to bedrock and the lack of published historic evidence of liquefaction in central El Dorado County, the liquefaction potential of the project site soils is considered low.

Mitigation Measures

- 4.6.3 The applicant will follow the recommendations contained within the *Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6*, conducted by Youngdahl Consulting Group, Inc., as they relate to impacts from geologic hazards, including landslide, lateral spreading, subsidence, liquefaction or collapse (Youngdahl Consulting Group, Inc., 2001). In addition, all slopes should have appropriate drainage and vegetation measures to minimize erosion of slopes.

Significance after Mitigation

Based on the relatively dense nature of the soils located at the project site, and provided that the applicant follow the recommendations contained within the *Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6*, conducted by Youngdahl Consulting Group, Inc., the proposed project will have a less-than-significant impact.

Impact

4.6.4 Expansive Soils Activity Impact

The Proposed Project site is subject to potentially expansive clays at depths of 1 to 4 feet. These soils exhibit moderate to very high expansion indexes.

Mitigation Measures

- 4.6.4 The near-surface soils across the site contain potentially expansive clays at depths of 1 to 4 feet. The expansive soil conditions should be fully mitigated provided the applicant follow the recommendations contained within the *Geotechnical Engineering Study for the El Dorado Union High School District High School No. 6*, conducted by Youngdahl Consulting Group, Inc. (Youngdahl Consulting Group, Inc., 2001).

Significance after Mitigation

With implementation of the mitigation measures listed above, hazards from expansive soil conditions from groundshaking and/or subsequent seismically induced ground failure would be reduced to a less-than-significant level.

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4.7 Air Quality

4.7 AIR QUALITY

4.7.1 SETTING

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features that influence pollutant movement dispersal. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, and consequently affect air quality. This setting section provides an overview of the regulatory context followed by region-specific information related to climate and topography; plans, policies, and regulations; and existing air quality conditions. The air pollutants of concern in the project area are ozone and particulate matter. Air quality in the project area is influenced mostly by pollutant transport from upwind areas, such as the Sacramento and San Francisco Bay metropolitan areas, but also by local emissions sources, such as wood burning stoves and fireplaces during the winter months and vehicles using area roadways and Highway 50.

CLIMATE AND METEOROLOGY

The project site is located in western El Dorado County, approximately 4 miles south of Highway 50 and the town of El Dorado Hills. Most of El Dorado County is located within the boundaries of the Mountain Counties Air Basin (MCAB). The eastern part of the county lies within the Lake Tahoe Air Basin (LTAB). MCAB encompasses the nine-county region including all of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne and Mariposa Counties, the central portion of Placer and western portion of El Dorado Counties.

El Dorado County is bordered by the Sacramento Valley to the west and the Nevada State line to the east with the western portion of the County consisting of rolling Sierra Nevada foothills, and the central and eastern portion of the County consisting of granite peaks reaching up to 10,000 feet in elevation. The general climate of the MCAB varies considerably with elevation and proximity to the Sierra ridge. The pattern of mountains and hills causes a wide variation in rainfall, temperature and localized winds throughout the basin. Higher temperatures and lower annual rainfall characterize the western portion of the County, and lower temperatures and higher annual rainfall characterize the central and eastern portions of the County. Precipitation levels are high in the highest mountain elevations but decline rapidly toward the western portion of the basin. Winter temperatures in the mountains can be below freezing for weeks at a time, and substantial depths of snow can accumulate, but in the western foothills, winter temperatures usually dip below freezing only at night and precipitation is mixed as rain or light snow. Summer temperatures in the mountains are mild, with daytime peaks in the 70s to low 80s F, but the western end of the county can exceed 100 degrees F.

The mountains affect regional airflows and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. In

winter, these conditions can lead to CO “hotspots” along heavily traveled roads and busy intersections. During summer, long daylight hours, stagnant air, high temperatures and plentiful sunshine provide the conditions and energy for the photochemical reaction leading to the formation of ozone. During summer, the strong upwind valley air flowing into the basin from the Central Valley to the west is an effective transport route for ozone precursors and ozone generated in the Bay Area and the Sacramento and San Joaquin valleys. Hot dry summers and cool moist winters characterize the climate of El Dorado County. Higher temperatures and lower annual rainfall characterize the western portion of the County, and lower temperatures and higher annual rainfall characterize the central and eastern portions of the County.

4.7.2 REGULATORY SETTING

CRITERIA AIR POLLUTANTS

Regulation of air pollution is achieved through both national and state ambient air quality standards and emissions limits for individual sources of air pollutants. As required by the federal Clean Air Act, the U.S. Environmental Protection Agency has identified criteria pollutants and established National Ambient Air Quality Standards (national standards) to protect public health and welfare. National standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead. These pollutants are called “criteria” air pollutants because standards have been established for each of them to meet specific public health and welfare criteria. California has adopted more stringent ambient air quality standards for most of the criteria air pollutants (referred to as State Ambient Air Quality Standards or State standards). Because of the unique meteorological conditions in California, there is considerable diversity between state and federal air quality standards currently effect in California. **Table 4.7-1** presents both sets of ambient air quality standards (i.e., national and state) and provides a brief discussion of the related health effects and principal sources for each pollutant.

Under amendments to the federal Clean Air Act, U.S. EPA has classified air basins or portions thereof, as either “attainment” or “nonattainment” for each criteria air pollutant, based on whether or not the national standards have been achieved. In 1988, the State Legislature passed the California Clean Air Act, which is patterned after the federal Clean Air Act to the extent that areas are required to be designated as “attainment” or “nonattainment” for the state standards. Thus, areas in California have two sets of attainment / nonattainment designations: one set with respect to the national standards and one set with respect to the state standards.

The federal Clean Air Act also requires nonattainment areas to prepare air quality plans that include strategies for achieving attainment. Air quality plans developed to meet federal requirements are referred to as State Implementation Plans (SIPs). The California Clean Air Act also requires plans for nonattainment areas with respect to the state standards. Thus, just as areas in California have two sets of designations, many also have two sets of air quality plans: one to meet federal requirements relative to the national standards and one to meet state requirements relative to the state standards.

4.0 Environmental Analysis
AIR QUALITY

TABLE 4.7-1
STATE AND NATIONAL CRITERIA AIR POLLUTANT STANDARDS,
EFFECTS, AND SOURCES

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour 8 hours	0.09 ppm ---	0.12 ppm 0.08 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases (ROG) and nitrogen oxides (NO _x) react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide	1 hour 8 hours	20 ppm 9.0 ppm	35 ppm 9 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide	1 hour Annual Avg.	0.25 ppm ---	--- 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide	1 hour 3 hours 24 hours Annual Avg.	0.25 ppm --- 0.04 ppm ---	--- 0.5 ppm 0.14 ppm 0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Respirable Particulate Matter (PM-10)	24 hours Annual Avg.	50 ug/m ³ 30 ug/m ³	150 ug/m ³ 50 ug/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
Fine Particulate Matter (PM-2.5)	24 hours Annual Avg.	--- ---	65 ug/m ³ 15 ug/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
Lead	Monthly Quarterly	1.5 ug/m ³ ---	--- 1.5 ug/m ³	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction.	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.

NOTE: ppm = parts per million; ug/m³ = micrograms per cubic meter.

SOURCES: South Coast Air Quality Management District, 1997 Air Quality Management Plan, November 1996; <http://www.arb.ca.gov/health/health.htm>.

REGULATORY AGENCIES

U.S. EPA is responsible for implementing the myriad of programs established under the federal Clean Air Act, such as establishing and reviewing the national ambient air quality standards and judging the adequacy of State Implementation Plans, but has delegated the authority to implement many of the federal programs to the states while retaining an oversight role to ensure that the programs continue to be implemented. The Air Resources Board, California's State air quality management agency, is responsible for establishing and reviewing the state ambient air quality standards, compiling the California State Implementation Plan and securing approval of that plan from U.S. EPA, and identifying toxic air contaminants. The State Air Resources Board also regulates mobile emissions sources in California, such as construction equipment, trucks, and automobiles, and oversees the activities of air quality management districts, which are organized at the county or regional level.

The county or regional air quality management districts are primarily responsible for regulating stationary emissions sources at industrial and commercial facilities within their geographic area and for preparing the air quality plans that are required under the federal Clean Air Act and California Clean Air Act. The El Dorado County Air Pollution Control District (EDCAPCD) is the regional agency with jurisdiction over all of El Dorado County, including the portion within the Lake Tahoe Air Basin. Local Councils of Governments, County Transportation Agencies, cities and counties, and various non-governmental organizations also join in the efforts to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs.

AIR QUALITY PLANS, POLICIES AND REGULATIONS

PLANS AND POLICIES

The project site is located in the Mountain Counties Air Basin portion of El Dorado County which is currently designated "nonattainment" for state and national ozone standards and for the state PM-10 standard (Air Resources Board, 2000). The Lake Tahoe portion of El Dorado County is either attainment or unclassified with respect to all state and federal air quality standards except the state PM-10 standard, for which it is nonattainment. The MCAB portion of El Dorado County forms part of a sub-region within Sacramento Valley that is designated as a severe nonattainment area with respect to the national one-hour ozone standard; this sub-region includes all or portions of Sacramento, Yolo, Solano, El Dorado, Placer, and Sutter counties. The western most portion of El Dorado County, adjacent to the Sacramento Valley Air Basin is further designated as a serious nonattainment area with respect to the state ozone standard.

The project area is "attainment" or "unclassified" with respect to all other state and federal ambient air quality standards. **Table 4.7-2** shows the attainment status of the project area with respect to the federal and state ambient air quality standards for different criteria pollutants.

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TABLE 4.7-2
ATTAINMENT STATUS OF THE PROJECT AREA FOR THE STATE AND
NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Attainment Status	
		State Standards ¹	National Standards ²
Ozone	8-Hour	---	Unclassified ³
	1-Hour	Nonattainment	Severe Nonattainment
Carbon Monoxide	8-Hour	Unclassified ³	Unclassified ³ /Attainment
	1-Hour	Unclassified ³	Unclassified ³ /Attainment
Nitrogen Dioxide	Annual Average	---	Attainment
	1-Hour	Attainment	---
Sulfur Dioxide	Annual Average	---	Attainment
	24-Hour	Attainment	Attainment
	1-Hour	Attainment	---
Respirable Particulate Matter (PM-10)	Annual Arithmetic mean	---	Attainment
	Annual Geometric Mean 24-Hour	Nonattainment Nonattainment	--- Unclassified ³
Fine Particulate Matter (PM-2.5)	Annual Arithmetic Mean	---	Unclassified ³
	24-Hour	---	Unclassified ³
Lead	Calendar Quarter	---	Attainment
	30 Day Average	Attainment	---

- 1 California Standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and PM-10 are values that are not to be exceeded.
- 2 National standards other than for ozone and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year.
- 3 In 1997, EPA established an 8-hour standard for ozone, and annual and 24-hour standards for very fine particulate matter (PM-2.5). As of August 2001, the EDCAPCD did not have sufficient monitoring data to determine the region's attainment status.

SOURCE: California Air Resources Board, 2000 State and National Area Designation Maps of California; <http://www.arb.ca.gov/desig/desig.htm>.

As noted earlier, the federal Clean Air Act and the state California Clean Air Act require plans to be developed for areas designated as nonattainment (with the exception of areas designated as nonattainment for the state PM-10 standard). Plans are also required under federal law for areas designated as "maintenance" for national standards. Such plans are to include strategies for attaining the standards. The 1994 ozone SIP, the Sacramento Area Regional Ozone Attainment Plan, is the current federal ozone plan for the project area, and it predicts attainment of the national one-hour ozone standard by 2005 (Sacramento Metropolitan Air Quality Management District, 1994). To attain the standard by 2005, the 1994 ozone SIP relies heavily on local air-district-administered, stationary-source control programs and on statewide mobile-source control programs. The plan was developed on a regional basis with the participation of the five air districts in the region, the Air Resources Board, and the Sacramento Area Council of

Governments. U.S. EPA defines the Sacramento ozone nonattainment area to include Sacramento County, Yolo County, Solano County (a portion), Placer and El Dorado Counties (except mountain portions), and part of Sutter County adjacent to Sacramento County.

In compliance with the requirements of the CCAA to assess the progress towards reaching attainment, the 1991 Air Quality Attainment Plan (State Plan) was adopted by the El Dorado County Air Pollution Control Board in 1993 as the El Dorado County California Clean Air Plan. The CCAA requirement for the first triennial progress report and Plan revision of the State Plan was fulfilled with the preparation and adoption of the 1994 Sacramento Area Regional Ozone Attainment Plan (Federal Plan). This document was prepared to fulfill the requirements of the FCAA and construed by the ARB to also fulfill the 1994 requirements of the CCAA with certain appendices attached. The 1994 Federal Plan superseded the 1991 State Plan and predicted attainment of the federal ozone standards by the year 2005. U.S. EPA approved the Federal Plan on September 26, 1996.

The Federal Plan represents substantive progress toward the attainment of the state ozone standard through emission reductions. These reductions occurred from 1995 through 1997 and were primarily derived from statewide regulations such as consumer products, low emission vehicles programs and the regulation of the formulation of gasoline. Additionally, some of the control measures adopted by the District were starting to achieve emission reduction by 1997. The region committed to adopting and implementing all of the control measures by the end of 1999. The most recent, 1997 Triennial Progress Report was prepared and adopted by the El Dorado County Air Pollution Control Board in 1998.

Rules and Regulations

The regional agency primarily responsible for developing air quality plans for all of El Dorado County is the EDCAPCD, the agency with permit authority over most types of stationary emission sources in El Dorado County. EDCAPCD exercises permit authority through its Rules and Regulations. The APCD also takes action to address its part of the regional ozone problem along with the other air districts in the Sacramento Federal Ozone Nonattainment Area.

El Dorado County General Plan

The El Dorado County General Plan contains no provisions specific to air quality.

EXISTING AIR QUALITY

The California Air Resources Board and the local air districts operate a regional monitoring network that measures the ambient concentrations of the six criteria pollutants. Existing and probable future levels of air quality in the project area can generally be inferred from ambient air quality measurements conducted by the District at its monitoring stations. The major pollutants of concern in El Dorado County, ozone and particulate matter, are monitored at two locations in the MCAB portion of El Dorado County. The Placerville - Gold Nugget Way station is located

4.0 Environmental Analysis
AIR QUALITY

northeast of the site and monitors ozone, carbon monoxide and PM-10. The Cool Highway 193 station is located north of the site and monitors ozone. **Table 4.7-3** shows a five-year summary of monitoring data from the Gold Nugget Way station in Placerville. **Table 4.7-3** also compares measured pollutant concentrations with state and national ambient air quality standards.

**TABLE 4.7-3
AIR QUALITY DATA SUMMARY (1996-2000) FOR THE PROJECT AREA**

Pollutant	Standard ^b	Monitoring Data by Year ^a				
		1996	1997	1998	1999	2000
Ozone:						
Highest 1 Hour Average (ppm) ^c		0.13	0.11	0.14	0.13	0.12
Days over State Standard	0.09	31	13	22	21	19
Days over National Standard	0.12	1	0	2	2	0
Highest 8 Hour Average (ppm) ^c	0.08	0.11	0.10	0.14	0.13	0.10
Days over National Standard		27	13	26	18	15
Carbon Monoxide:						
Highest 8 Hour Average (ppm) ^c	9.0	0.94	0.83	0.90	0.88	0.96
Days over State Standard		0	0	0	0	0
Particulate Matter (PM-10):						
Highest 24 Hour Average ($\mu\text{g}/\text{m}^3$) ^c	50	58.0	62.0	41.0	49.0	38.0
Days over State Standard		1	1	0	0	0
Number of samples ^d		58	60	61	54	54
Annual Average ($\mu\text{g}/\text{m}^3$) ^c	30	14.4	15.7	13.0	15.8	14.6

- a Data are from the Gold Nugget Way station in Placerville.
- b Generally, state standards are not to be exceeded and national standards are not to be exceeded more than once per year.
- c ppm = parts per million; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.
- d PM-10 is not measured every day of the year. "Number of samples" refers to the number of days in a given year during which PM-10 was measured at the Gold Nugget Way station in Placerville.

NOTE: Values in **bold** are in excess of applicable standard. NA = Not Available.

SOURCE: California Air Resources Board, *Summaries of Air Quality Data*, 1996, 1997, 1998, 1999, 2000; <http://www.arb.ca.gov/adam>.

Ozone

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NOx). ROG and NOx are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately three hours. Ozone is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources of ROG and NOx under the influence of wind and sunlight. Ozone concentrations tend to be higher in the late spring, summer, and fall,

when the long sunny days combine with regional subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds, like ozone.

Based on the data shown in **Table 4.7-3**, exceedances of the state ozone standard in the project vicinity occur on an average of approximately 21 days per year at the Gold Nugget Way station. Exceedances of the national one-hour ozone standard are more infrequent (average of one day per year over the past five years), but exceedances of the national eight-hour ozone standard are more frequent occurring on an average of approximately 20 days per year. Ozone precursors and ozone transported from the Bay Area and the Sacramento and San Joaquin Valleys predominate as the cause of ozone in the MCAB and are largely responsible for exceedances of the state and federal ozone ambient air quality standards in the MCAB. The California Air Resources Board has officially designated the MCAB as “ozone impacted” by transport from those areas (EDCAPCD, 2001). In 2000, CARB inventory data show that average daily emissions of the principal ozone precursors, ROG and NO_x from all anthropogenic (non-natural) sources in El Dorado County were estimated at 116 and 66 tons respectively, with on and off road mobile sources making up about 72 percent of ROG and 86 percent of NO_x emissions.

Carbon Monoxide

Carbon monoxide is a non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicle traffic. High carbon monoxide concentrations develop primarily during winter when periods of light winds combine with the formation of ground level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased carbon monoxide emission rates at low air temperatures. When inhaled at high concentrations, carbon monoxide combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease or anemia.

Table 4.7-3 shows that there have been no exceedances of state and national ambient carbon monoxide standards in the project vicinity over the last five years. CARB inventory data indicate that average daily anthropogenic carbon monoxide emissions in El Dorado County were estimated at 891 tons per day in 2000, with motor vehicles contributing approximately 70 percent of that total. Residential fuel combustion, utilities and manufacturing contributed the remainder.

Particulate Matter

PM-10 and PM-2.5 consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. (A micron is one-millionth of a meter). PM-10 and PM-2.5 represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion,

and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates also can damage materials and reduce visibility.

PM-10 emissions in the project area are mainly from urban sources, dust suspended by vehicle traffic and secondary aerosols formed by reactions in the atmosphere. Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants. In 2000, CARB inventory data show that average daily anthropogenic emissions of PM-10 in El Dorado County were estimated at 122 tons per day. Of this, about 60 percent came from road dust, 15 percent from residential fuel combustion (such as wood-burning stoves and fireplaces) and 13 percent from construction, demolition and waste burning. Wildfires add another 6 tons per day.

Other Criteria Pollutants

The standards for NO₂, SO₂ and lead are being met in the project area, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. Ambient levels of airborne lead are well below the state and federal standard and are expected to continue to decline. Because no sources of lead emissions exist on the project site or are proposed by the project, lead emissions are not further evaluated in this analysis.

Toxic Air Contaminants

Toxic air contaminants are pollutants that are associated with acute, chronic, or carcinogenic effects but for which no ambient air quality standard has been established or, in the case of carcinogens, is appropriate. Serpentine rock is found in western El Dorado County; some types of serpentine rock contain asbestos fibers, which are considered a toxic air contaminant. As discussed in the Geology and Soils section of this document, no visibly occurring asbestos was identified in any of the 33 test pits excavated at the site. Based on the site exploration and laboratory tests conducted by Youngdahl Consulting Group, Inc., it was concluded that no asbestos is present around the project site and should not effect proposed site development. (Youngdahl Consulting Group, Inc., 2001)

Sensitive Receptors

Some receptors are considered more sensitive than others to air pollutants. The reasons for greater than average sensitivity include pre-existing health problems, proximity to emissions source, or duration of exposure to air pollutants. Schools, hospitals and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people and the infirm are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to

ambient air quality. Recreational uses are also considered sensitive due to the greater exposure to ambient air quality conditions because vigorous exercise associated with recreation places a high demand on the human respiratory system.

Land uses in the immediate vicinity consist of predominantly rural-residential, industrial, open space and agricultural. The Wetsel-Oviatt Lumber Mill is located adjacent and to the west of the project site. An existing residence is also located adjacent to the southeastern corner of the property. Other sensitive receptors mostly include rural single family residences, located approximately 400 feet and 1000 feet to the east of the southern portion of project site, and approximately 1600 feet to the southeast of the northern portion of the project site property line.

Areas to the north of the project area are characterized by a general transition from rural-residential and agricultural uses to urban and planned use developments. Anticipated future developments within the vicinity of the project area include the Deer Creek Estates to the east, Valley View and El Dorado Hills Business Park to the north, and Carson Creek Development to the northwest.

4.7.3 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE THRESHOLDS

According to the CEQA Guidelines, a project would have a significant effect on the environment if it would:

- conflict with or obstruct implementation of the applicable air quality plan;
- violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- result in a cumulatively considerable net increase of any nonattainment pollutant (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- expose sensitive receptors to substantial pollutant concentrations; or
- create objectionable odors affecting a substantial number of people.

The following air quality analysis addresses the first four of these general criteria; the fifth is not discussed since the project would not include development of the types of land uses generally associated with potential odor impacts.

For project-level impact analysis, the El Dorado County APCD's Guide to Air Quality Assessment provides various thresholds and tests of significance. For ROG and NOx emissions, the District has determined that a net increase of 82 pounds per day could affect the District's commitment to attain the ozone standards in the Sacramento region, and thus have a significant

adverse impact on air quality in the Sacramento Region. Therefore, this will be used as the significance threshold for evaluating both the construction and operational impacts of the proposed project. For other criteria pollutants, including CO, PM-10, SO₂, NO₂, sulfates, lead and H₂S, a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable national or state ambient air quality standards(s). As mentioned earlier, as the project area is either attainment or unclassified with respect to SO₂, NO₂, sulfates, lead and H₂S, and as the project would not result in emissions of these pollutants, these pollutants are not required to be evaluated further (EDCAPCD, 2001).

A project would be categorized as not having a significant cumulative air quality impact with respect to ozone, if it can demonstrate consistency with the AQAP for ROG and NO_x emissions. Development projects in the Mountain Counties Air Basin portion of the County are considered consistent with the AQAP if:

The project does not require a change in the existing land use designation (i.e., general plan amendment, rezone), and the projected emissions (ROG, NO_x, CO or PM-10) are not greater than the emissions anticipated for the site if developed under the existing land use designation;

The project does not exceed the "project alone" significance criteria;

For impacts that are determined to be significant, the lead agency for the project requires the project to implement any applicable emission reduction measures contained in/or derived from the Air Quality Attainment Plan (AQAP); and

The project complies with all applicable district rules and regulations.

Methodology

Project-related air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to project operation. First, during project construction, the project would affect local particulate concentrations primarily due to fugitive dust sources. Over the long term, the project would result in an increase in emissions primarily due to related motor vehicle trips. On-site stationary sources and area sources would result in lesser quantities of pollutant emissions.

For construction and operational phase impacts of ROG and NO_x emissions, emissions were estimated using URBEMIS7G developed by the California Air Resources Board and compared to the applicable significance thresholds. Carbon monoxide impacts were evaluated using the screening method recommended by the El Dorado County APCD's Guide to Air Quality Assessment using traffic volume estimates prepared for this report. Lastly, cumulative impacts of the project were evaluated based on the El Dorado County APCD's Guide to Air Quality Assessment as discussed under the significance thresholds.

Impact

4.7.1 Project-related construction impacts.

Construction related emissions would be short term, but may still cause adverse effects on the local air quality. Currently, the project site is undeveloped and is utilized for annual grazing cattle and open space purposes. Project construction would involve acquisition and development of a comprehensive high school containing approximately 160,000 square feet of building area over a 65 acre site area, serving approximately 1,600 students and about 175 staff upon complete build-out of the facility. The school facilities would also have the potential to accommodate additional 200-400 students with an additional 12,000 square feet of portable building space. For project planning and study purposes, it is assumed that 2,200 students and faculty would occupy the school facility. Generally, the school facilities would include classroom buildings, administrative and counseling buildings, a theatre, kitchen /cafeteria/ multi-purpose facilities, a gymnasium, and media/library center. The high school will also contain a number of exterior facilities including a 1500-seat stadium, athletic fields, tennis/basketball hard court areas, pool/pool facilities, student and staff parking lots, bus loading areas, service roads, and maintenance/warehouse facilities.

- A project's most common construction activities include site preparation, earthmoving and general construction. Site preparation includes activities such as general land clearing and grubbing. Earthmoving activities include cut and fill operations, trenching, soil compaction and grading. General construction includes adding improvements such as roadway surfaces, structures and facilities. The emissions generated from these common construction activities include:Evaporative emissions (ROG) from asphalt paving and architectural coating applications.
- Dust (including PM-10 and PM-2.5) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as soil disturbance;
- Combustion emissions of criteria air pollutants (ROG, NOx, CO, Sox, PM-10) primarily from operation of heavy equipment construction machinery (primarily diesel operated), portable auxiliary equipment and construction worker automobile trips (primarily gasoline operated);

Demolition and earth disturbance may also result in airborne entrainment of asbestos, a toxic air contaminant, particularly where structures built prior to 1980 are being demolished or due to soil disturbance in areas of the County where there are naturally occurring surface deposits of ultramafic rock. The project would not involve demolition of any structures as the site is currently vacant and being used as agricultural land. See the discussion under Toxic Air Contaminants above for naturally occurring asbestos at the project site.

4.0 Environmental Analysis
AIR QUALITY

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM-10 concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition, the fugitive dust generated by construction would include not only PM-10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts. The El Dorado County APCD's approach to analyses of fugitive dust emissions from construction is to emphasize implementation of effective and comprehensive dust control measures rather than detailed quantification of emissions. The District considers any project's construction related impacts to be less than significant if complete mitigation is undertaken as part of the project (or made a mandatory condition of the project) to prevent visible dust beyond the boundaries of the project, as specified under the requirements Rule 403 of the South Coast AQMD. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses are located in the project vicinity. In this case, single family homes are located to the east and south of the project site, and thus, without the appropriate dust mitigation, the effect would be significant.

Construction activities would also result in the emission of ROG, NOx, CO, SOx and PM-10 from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NOx from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. **Table 4.7-4** below also shows ROG and NOx emissions calculated using URBEMIS7G during project construction and compares it to the significance threshold of 82 pounds per day. As shown in the Table, both ROG and NOx emissions during construction would exceed the significance thresholds and therefore the associated impact would be significant. Adoption of **Mitigation Measure 4.7.1b** described below would mitigate the impact to a less than significant level.

Table 4.7-4
CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Pollutant	El Dorado County APCD Thresholds	2015 Estimated Project Emissions
ROG	82	98
NO _x	82	526

NOTE: Project construction emissions estimates were made using URBEMIS7G version 3.2.
Emission calculations presented in **Appendix C**.

SOURCE: Environmental Science Associates, 2001.

Based on the project screening guidelines provided by the El Dorado County APCD in its Guide to Air Quality Assessment, if ROG and NOx mass emissions from construction activities are determined to be not significant, it can be assumed that exhaust emissions of other air pollutants (ROG, NOx, CO, SOx and PM-10) from the operation of equipment and worker commute vehicles are also not significant. Compliance with District Rule 224, Cutback Asphalt Paving Material would ensure

that emissions from asphalt paving operations would be less than significant. Compliance with District Rule 215, Architectural Coatings would mitigate any impacts from ROG emissions from architectural coating to a less than significant level.

Mitigation Measures

4.7.1a SCAQMD Rule 403 identifies two sets of specific measures: one for high wind conditions and the other for more normal wind conditions.

When wind gusts exceed 25 miles per hour, the following measures are implemented and appropriately documented:

<u>Source</u>	<u>Control Measure</u>
Earthmoving	Cease all active operations, or apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed Surface Areas	On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days, apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; or Apply chemical stabilizers prior to wind event, or Apply water to all unstabilized disturbed areas 3 times per day. (If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day); or Establish a vegetative ground cover within 21 days after active operations have ceased. (Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter); or Utilize any combination of the three measures immediately preceding such that, in total, these actions apply to all disturbed surface areas.
Unpaved Roads	Apply chemical stabilizers prior to wind event, or apply water twice per hour during active operation, or stop all vehicular traffic.
Open Storage Piles	Apply water twice per hour, or install temporary coverings.
Paved Road Track-out	Cover all haul vehicles, or comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.

4.0 Environmental Analysis
AIR QUALITY

During normal wind conditions (i.e., with wind gusts less than 25 miles per hour), the sampling requirement does not apply so long as the following measures are implemented and appropriately documented:

Source	Control Measure
Earthmoving (not including cut and fill)	Maintain soil moisture content at a minimum of 12 percent, or for earthmoving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earthmoving (construction fill areas)	Maintain soil moisture content at a minimum of 12 percent. For areas which have an optimum moisture content for compaction of less than 12 percent, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content.
Earthmoving (construction cut areas)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed Surface Areas (except completed grading areas)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust, must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed Surface Areas (completed grading areas)	Apply chemical stabilizers within five working days of grading completion; or apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, except any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; or establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter.
Inactive Disturbed Surface Areas	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, except any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; or apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; or establish a vegetative ground cover within 21 days after active operations have ceased (ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90

days of planting, and at all times thereafter); or utilize any combination of the above three measures such that, in total, these actions apply to all inactive disturbed surface areas.

Unpaved Roads	Water all roads used for any vehicular traffic at least once per every two hours or as needed during active operations; or water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour when necessary; or apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open Storage Piles	Apply chemical stabilizers; or apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; or install temporary coverings; or install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile.

- Finally, SCAQMD Rule 403 requires those engaged in hauling operations to take actions necessary to prevent or remove (within one hour) the track-out of bulk material onto public paved roadways. Alternatively, one may implement these specific actions: Pave or apply chemical stabilization at sufficient concentrations and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and a width of at least 20 feet; or
- Pave from the point of intersection with the public paved road surface, and extending for a centerline distance of at least 25 feet and a width of at least 20 feet, and install a track-out control device immediately adjacent to the paved surface such that exiting vehicles do not travel on any unpaved road surface after passing through the track-out control device.

Under either specific alternative course of action, the following additional requirements apply:

- Removal of track-out material at anytime it extends for a cumulative distance of greater than 50 feet onto any paved public paved road during active operations; and
- Remove all visible roadway dust track-out upon public paved roadways as a result of active operations at the conclusion of each workday when active operations cease.

4.7.1b To mitigate the significant impact of ROG and NOx emissions during project construction, the project sponsor may require the prime construction contractor to use aqueous emulsified fuels instead of diesel fuel. The ARB recently certified

Lubrizol Corporation’s “PuriNOx” as an alternative fuel for diesel engines and the fuel is available commercially. Based on data submitted, ARB has determined that use of PuriNOx reduces NOx emissions by 14 percent and PM-10 emissions by 63 percent. This would mitigate the construction impacts to a less than significant level.

Significance After Mitigation

Less than significant.

Impact

4.7.2 Project-related operational impacts.

Over the long-term, the project would result in an increase in emissions primarily due to related motor vehicle trips. Stationary sources and area sources, such as landscaping activities, would result in lesser quantities of pollutant emissions. The project would include some features that would tend to reduce the number of vehicle trips, such as provision of on-site bike storage.

Operational emissions of ROG and NOx from motor vehicle activity and project-related area sources (energy use and landscaping) were estimated for project build-out year (2018) using URBEMIS7G, and the results are summarized in **Table 4.7-5**. The estimates shown in **Table 4.7-5** are based on the traffic study included in this report and reflect a daily trip generation rate of approximately 3,544 vehicle trips, which includes employees, students and deliveries. The estimates reflect an assumed vehicle mix of 70 percent automobiles, 20 percent light duty trucks, 5 percent medium duty trucks, 1 percent light and medium heavy duty trucks, 2 percent buses, and 2 percent motorcycles. The table also compares project emissions to the El Dorado County APCD’s significance thresholds. Project-related emissions would contribute incrementally to regional ozone concentrations. **Appendix C** provides a copy of the URBEMIS input/output file.

**Table 4.7-5
OPERATIONAL EMISSIONS (POUNDS PER DAY)**

Pollutant	El Dorado County APCD Thresholds	2018 Estimated Project Emissions	Significant?
ROG	82	44	No
NO _x	82	34	No

NOTE: Project construction emissions estimates were made using URBEMIS7G version 3.2. Input assumptions include an ambient temperature of 85 degrees and year 2015 EMFAC7G composite emissions factors (conservative) as 2018 is not an option in the project year selection menu of URBEMIS7G. Actual operations emissions of ROG and NOx in 2018 will be lower than shown in the table above.

SOURCE: Environmental Science Associates, 2001.

Based on the estimates shown in **Table 4.7-5**, the project would contribute incrementally to the regional emissions, but would be well below the significance thresholds specified by the El Dorado County APCD for ROG and NOx. Therefore, this impact would be a less than significant.

To determine the project's contribution to CO concentration levels, the procedure outlined in the El Dorado County APCD's Guide to Air Quality Assessment has been used. Using 10 percent of the total daily trips generated by the project (i.e. 354 trips) as the peak period trip generation, the contribution of peak period project traffic to carbon monoxide levels in the project area would be approximately 1.26 parts per million (EDCAPCD, 2001). In the year 2018, the background one-hour carbon monoxide concentration in the project area based on the isopleth maps provided in the El Dorado County APCD's Guide to Air Quality Assessment would be approximately 1.32 ppm and the eight-hour concentration would be 0.92 ppm.

Table 4.7-6 summarizes the project's contribution to carbon monoxide levels in the area. As shown in the table the project would not lead to or contribute to a violation of the carbon monoxide ambient air quality standards and therefore the project's impact on carbon monoxide concentrations in the area would be less than significant.

Table 4.7-6
PROJECT'S CONTRIBUTION TO CARBON MONOXIDE CONCENTRATIONS
(PARTS PER MILLION)

Pollutant	Background CO concentration + Project's contribution		Ambient Air Quality Standards	
	1-hr	8-hr	1-hr	8-hr
CO	2.58	1.8	20	9.0

NOTE: Project concentration estimates were made by interpolating between concentration values provided in the El Dorado County APCD's *Guide to Air Quality Assessment*. 70 percent of the one-hour average carbon monoxide concentration was used as the eight-hour average for estimating both background concentration levels as well as the project's contribution. Background one-hour and eight-hour carbon monoxide concentrations used were those predicted for 2015 as 2018 values were not available. Background CO concentrations in 2018 will be lower.

Source: Environmental Science Associates, 2001.

According to the El Dorado County APCD's Guide to Air Quality Assessment, for land development projects primarily associated with indirect emissions from gasoline powered vehicles, PM-10 emissions may be assumed to be less than significant. This is especially true if the project's ROG and NOx emissions are found to be less than significant as it is assumed that the same reasons that limit vehicular ROG and NOx emissions to levels below significance for such projects will assure that PM-10 emissions are less than significant as well. This approach to analysis of a project's operational emissions of PM-10 can be used if the project would not induce diesel-powered vehicle activity greater than what occurs in the general mix of vehicular activity. The approach is applicable for the proposed project as it would not induce a greater than average activity of diesel powered vehicles.

Mitigation Measures

4.7.2 No mitigation necessary.

Impact

4.7.3 Cumulative Impacts

The District's primary criterion for determining whether a project has significant cumulative impacts is whether the project is consistent with an approved plan or mitigation program of District-wide or regional application in place for the pollutants emitted by the project. This criterion is applicable to both the construction and operational phases of the project.

The project area is nonattainment with respect to both the state and national ozone standards. However, the project would not have significant air quality impact with respect to ozone as it would be consistent with the Sacramento Regional Ozone Attainment Plan based on the criteria specified in the El Dorado County APCD's Guide to Air Quality Assessment (discussed under Significance Thresholds above).

Carbon monoxide is an attainment pollutant in El Dorado County and background concentrations in the project vicinity are well below the standards. The proposed project would not have a significant cumulative impact as the District does not consider the cumulative impacts of a project's CO emissions to be significant as long as the "project alone" impacts are less than significant.

Both the Mountain Counties and Lake Tahoe portions of the county are nonattainment for the state 24-hour PM-10 standard. PM-10 emitted directly from a project can have area-wide impacts and can be cumulatively significant even if it is not significant on a project-alone basis. Even though the County is in attainment for the SO₂ and the NO₂ ambient air quality standards, SO₂ and NO₂ can contribute to area wide PM-10 impacts through their transformation into sulfate and nitrate particulate aerosols. As there is no regional plan for attainment of the PM-10 standards or a readily available model for predicting cumulative PM-10 concentrations, the El Dorado County APCD uses the following criterion:

For development projects where the majority of the emissions of these pollutants is attributable to motor vehicle sources, the project will be considered not significant for cumulative impacts of PM-10 if:

- The project is not significant for "project alone" emissions of these pollutants;
- The project complies with all applicable rules and regulations of the District;

- The project is not cumulatively significant for ROG, NO_x and CO.

Based on these criteria for development projects, the project's cumulative impact of PM-10 emissions would not be significant.

Mitigation Measures

4.7.3 No mitigation necessary.

REFERENCES – AIR QUALITY

California Air Resources Board. 2000. *State and National Area Designations Maps of California*, 2000.

El Dorado County Air Pollution Control District. 2001. *Guide to Air Quality Assessment (Draft) – Determining Significance of Air Quality Impacts under the California Environmental Quality Act*, 2001.

Sacramento Metropolitan Air Quality Management District, El Dorado County Air Pollution Control District, Feather River Air Quality Management District, Placer County Air Pollution Control District, Yolo-Solano Air Quality Management District; *Sacramento Area Regional Ozone Attainment Plan*, November 1994.

Youngdahl, June 2001. *Geotechnical Engineering Study* for El Dorado Union High School District High School No. 6, Latrobe Road and Wetsel-Oviatt Road, El Dorado Hills, El Dorado County, California. Youngdahl Consulting Group, Inc., Project No. No. 01186. June 2001.

4.8 Biological Resources

4.8 BIOLOGICAL RESOURCES

This section describes the biological resources occurring within the proposed EDUHSD project site. The potential for the Proposed Project to result in impacts to sensitive biological resources is assessed and mitigation measures designed to eliminate or reduce potential impacts are identified.

4.8.1 SETTING

The proposed project site is located in a transitional area between the low foothills of the Sierra Nevada mountains and the floor of the Central Valley. The climate of this region is characterized by hot, dry summers and mild, and wet winters. Average annual precipitation is approximately 20 to 40 inches. The general topography of the proposed project site is gently rolling and elevations range from approximately 500 feet to approximately 640 feet.

HABITAT ASSESSMENT

Habitat types are determined based on "biologically cohesive units". These are defined as areas which support a similar and somewhat predictable set of plants and animals. Habitat types occurring on the proposed project site were assessed by an ESA biologist on May 17, 2001. Two habitat types were identified on the proposed project site including annual grassland and wetland swale.

Annual Grassland

The proposed EDUHSD project site consists primarily of annual grassland habitat with a few isolated native trees in the southern portion of the property. The annual grassland plant community is characterized by a dense to sparse cover of non-native annual grasses and forbs. Depending on the level of disturbance, degree of shade, moisture level, and other environmental factors, several species are considered dominants in this plant community including ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), English ryegrass (*Lolium perenne*), wild oat (*Avena fatua*), and Medusa-head (*Taeniatherum caput-medusae*). **Figure 4.8-1, photograph 1** presents a typical view of the annual grassland habitat.

Non-native annual grassland provides habitat for western meadowlark (*Sturnella neglecta*), savannah sparrow (*Passerculus sandwichensis*), lesser goldfinch (*Carduelis psaltria*), mourning dove (*Zenaidura macroura*), and other grassland species. Raptor species including red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), American kestrel (*Falco sparverius*), and great horned owl (*Bubo virginianus*) may utilize the grassland for foraging. Characteristic reptiles of annual grassland include western fence lizard (*Sceloporus occidentalis*), western rattlesnake (*Crotalus viridis*), gopher snake (*Pituophis melanoleucus*), southern alligator lizard (*Gerrhonotus multicarinatus*), and common garter snake (*Thamnophis sirtalis*). Mammals such as black-tailed deer (*Odocoileus hemionus*), striped skunk (*Mephitis mephitis*), Virginia



Photograph 1

Typical view of annual grassland habitat. The proposed EDUHSD project site consists primarily of annual grassland habitat characterized by a dense to sparse cover of non-native annual grasses and forbs. Depending on the level of disturbance, degree of shade, moisture level, and other environmental factors, several species are considered dominants in this plant community including ripgut brome, English ryegrass, wild oat, and Medusa-head.



Photograph 2

Typical view of wetland swale habitat looking southeast from Latrobe Road. This habitat type occurs in the low-lying areas that collect and drain surface flow from the surrounding hilly slopes. Water draining into the wetland swale features ultimately flows to Deer Creek, approximately one mile south of the project site. Common plant species growing in the wetland swale habitat include dallasgrass, tall flatsedge, spikerush, irisleaf rush, and willowherb.

4.0 Environmental Analysis
BIOLOGY RESOURCES

opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), California ground squirrel (*Spermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), broad-footed mole (*Scapanus latimanus*), black-tailed jackrabbit (*Lepus californicus*), California vole (*Microtus californicus*), western harvest mouse (*Reithrodontomys megalotis*), and deer mouse (*Peromyscus maniculatus*) may utilize the annual grassland habitat.

Wetland Swale

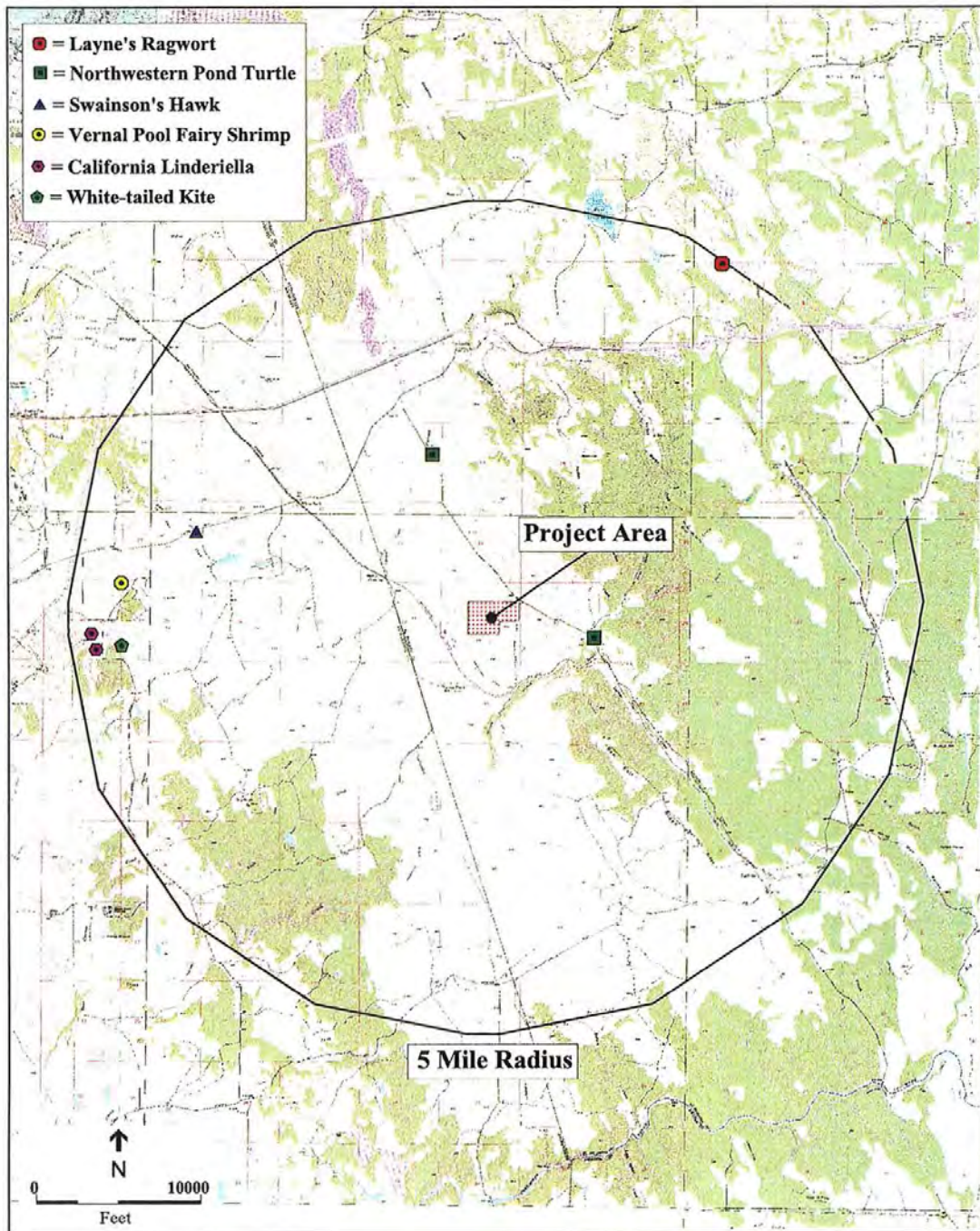
Wetland swale habitat is present on the proposed project site. This habitat type occurs in the low-lying areas that collect and drain surface flow from the surrounding hilly slopes. Water draining into the wetland swale features ultimately flows to Deer Creek, approximately one mile south of the project site. Common plant species growing in the wetland swale habitat include dallasgrass (*Paspalum dilatatum*), tall flatsedge (*Cyperus eragrostis*), spikerush (*Eleocharis* sp.), irisleaf rush (*Juncus xiphioides*), and willowherb (*Epilobium* sp). **Figure 4.8-1, photograph 2** presents a typical view of the wetland swale habitat.

SPECIAL-STATUS SPECIES

For the purposes of this EIR, "special-status" has been defined to include those species that are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (§1901);
- Designated as fully protected, pursuant to California Fish and Game Code (§3511, §4700, or §5050);
- Designated as species of concern by USFWS, or as species of special concern to CDFG;
- Plants or animals that meet the definitions of rare or endangered under CEQA;
- Plants listed as rare under the California Native Plant Protection Act; or
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California" (Lists 1B and 2).

A list of regionally occurring special-status plant and animal species was compiled based on a review of pertinent literature, a reconnaissance-level area assessment, consultation with the U.S. Fish and Wildlife Service (**Appendix D**), and the results of a California Natural Diversity Data Base (CNDDB) query for reported occurrences of special-status species within El Dorado County, California (**Appendix D**). All CNDDB reported occurrences of special-status species within approximately 5 miles of the project site are identified in **Figure 4.8-2**.



SOURCE: California Natural Diversity Data Base, 2001

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Figure 4.8-2
CNDDDB Reported Special-Status Species Occurrences
5 Mile Radius From Project Site

For each regionally occurring special-status species, habitat requirements were assessed and compared to the habitats present within the proposed project site (**Appendix D**). Based on this review of habitat requirements, the proposed project site represents potential habitat for 1 special-status plant species and 5 special-status animal species. These species are identified in **Table 4.8-1**.

WATERS OF THE UNITED STATES AND WETLAND HABITAT

The term “waters of the U.S.” is defined as:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
- All interstate waters including interstate wetlands; or
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use degradation of which could affect interstate or foreign commerce including any such waters.

“Wetlands” are defined as:

- Waters of the U.S. or isolated features that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

The wetland swale habitat occurring on the proposed project site maybe considered a jurisdictional “waters of the U.S.” and maybe subject to U.S. Army Corps of Engineers jurisdiction pursuant to the Clean Water Act. In addition, any impacts to this feature will likely require a Streambed Alteration Agreement from the California Department of Fish and Game. Prior to project construction a wetland delineation will be completed to determine the existence of wetlands.

4.8.2 REGULATORY SETTING

The following section summarizes the federal and state regulation of special-status species, “waters of the U.S.”, and wetland habitats. Also included is a summary of El Dorado County General Plan policies from the Conservation and Open Space Element that relate to the protection and preservation of biological resources.

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TABLE 4.8-1
POTENTIALLY OCCURRING SPECIAL-STATUS SPECIES

Scientific Name Common name	Federal Status	State Status	CNPS Status	Habitat Description	Survey Period
PLANTS					
<i>Balsamorhiza macrolepis</i> var. <i>macrolepis</i> Big-scale balsamroot	--	--	1B	Valley and foothill grassland and cismontane woodland habitats.	March - June
ANIMALS					
Reptiles					
<i>Clemmys marmorata</i> Northwestern pond turtle	FSC	CSC		Occurs throughout California in the quiet waters of ponds, marshes, creeks, and irrigation ditches.	All year
Birds					
<i>Agelaius tricolor</i> Tricolored blackbird	FSC	CSC		Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, and alkali flats.	April - July
<i>Buteo swainsoni</i> Swainson's hawk	--	CT		Breeds in California's Central Valley. Winters primarily in Mexico. Typically nests in scattered trees or along riparian systems adjacent to agricultural fields or pastures.	March - September
<i>Speotyto cunicularia</i> Western burrowing owl	FSC	CSC		Open, dry annual or perennial grasslands characterized by low-growing vegetation.	December - January and April - July
<i>Elanus leucurus</i> White-tailed kite	-	CFP		Nests in shrubs and trees adjacent to grasslands.	February - September

STATUS CODES:

FEDERAL: (U.S. Fish and Wildlife Service)

FSC = Federal Species of Concern

STATE: (California Department of Fish and Game)

CT = Listed as Threatened by the State of California

CSC = California Species of Special Concern

CFP = California Fully Protected Species

CNPS: (California Native Plant Society)

List 1B = Plants Rare, Threatened, or Endangered in California and Elsewhere

List 2 = Plants Rare, Threatened, or Endangered in California but More Common Elsewhere

SPECIAL-STATUS SPECIES PROTECTION

Federal Endangered Species Act

Under the Federal Endangered Species Act (FESA), the Secretary of the Interior and the Secretary of Commerce jointly have the authority to list a species as *threatened* or *endangered* (16 United States Code [USC] 1533[c]). Pursuant to the requirements of the FESA, an agency reviewing a proposed project within its jurisdiction must determine whether any federally listed threatened or endangered species may be present in the project area and determine whether the proposed project will have a potentially significant impact on such species. Under the FESA, habitat loss is considered to be an impact to the species. In addition, the agency is required to determine whether the project is likely to jeopardize the continued existence of any species proposed to be listed under the FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC 1536[3], [4]). Therefore, project-related impacts to these species or their habitats would be considered significant and would require mitigation.

The United States Fish & Wildlife Service (USFWS) also designates *species of concern*. Species of concern receive attention from federal agencies during environmental review, although they are not otherwise protected under the FESA. Project-related impacts to such species would also be considered significant and would require mitigation.

California Endangered Species Act

Under the California Endangered Species Act (CESA), the California Department of Fish and Game (CDFG) has the responsibility for maintaining a list of threatened and endangered species designated under state law (California Fish and Game Code 2070). The CDFG also maintains lists of *species of special concern*, which serve as “watch lists.” Pursuant to the requirements of the CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project area and determine whether the proposed project will have a potentially significant impact on such species. Project-related impacts to species on the CESA endangered or threatened list would be considered significant and would require mitigation. Impacts to *species of special concern* are generally considered significant and require mitigation.

CEQA Guidelines Section 15380

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the FESA and the section of the California Fish and Game Code dealing with rare or endangered plants and animals. Section 15380(d) allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the USFWS or CDFG (e.g., candidate species, species of concern) would occur.

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Thus, CEQA provides an agency with the ability to protect a species from a project's potential impacts until the respective government agencies have an opportunity to designate the species as protected, if warranted.

Other Statutes, Codes, and Policies Affording Limited Species Protection

The federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, bird nests, and eggs.

Raptor species (birds of prey) are protected for "take" according to California Fish and Game Code (Section 3503.5, 1992). Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by CDFG. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

Vascular plants considered rare or endangered by the California Native Plant Society (CNPS), but which may have no designated status or protection under federal or state-endangered species legislation, are defined as follows:

- List 1A Plants Presumed Extinct in California.
- List 1B Plants Rare, Threatened, or Endangered in California and Elsewhere.
- List 2 Plants Rare, Threatened, or Endangered in California, but More Common Elsewhere.
- List 3 Plants For Which More Information is Needed.
- List 4 Plants of Limited Distribution.

In general, plants appearing on CNPS List 1A, List 1B, or List 2 are considered to meet CEQA's Section 15380 criteria and therefore qualify as special-status species.

REGULATION OF ACTIVITIES IN WATERS OF THE UNITED STATES AND WETLAND HABITATS

Federal Regulation

The Corps has primary federal responsibility for administering regulations that concern "waters of the U.S." within the project site. The Corps acts under two statutory authorities, the Rivers and Harbors Act (Sections 9 and 10) which governs specified activities in "navigable waters of the U.S.", and the Clean Water Act (Section 404), which governs specified activities in "other waters of the United States" including many wetland habitats. The Corps requires that a permit be obtained if a project proposes placing structures within, over, or under navigable waters and/or discharging dredged or fill material into "waters of the U.S." below the ordinary high-water mark in non-tidal waters. The Environmental

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Protection Agency (EPA), USFWS, the National Marine Fisheries Services (NMFS), and several other agencies provide comment on the Corps' permit applications.

State Regulation

The state's authority in regulating activities in "waters of the U.S." resides primarily with the CDFG and the SWRCB. CDFG provides comment on Corps' permit actions under the Fish and Wildlife Coordination Act. CDFG is also authorized under the California Fish and Game Code Sections 1600-1607 to develop mitigation measures and enter into Streambed Alteration Agreements with applicants who propose projects that would obstruct the flow of, or alter the bed, channel, or bank of a river or stream in which there is a fish or wildlife resource, including intermittent and ephemeral streams. The SWRCB, acting through the RWQCB, must certify that a Corps permit action meets state water quality objectives.

COUNTY OF EL DORADO ORDINANCES AND POLICIES

El Dorado County General Plan

The Conservation and Open Space Element of the El Dorado County General Plan contains various goals and policies to address the management, preservation, and conservation of natural resources and open space of El Dorado County. This element of the General Plan contain provisions for the conservation and protection of wetlands, drainages, wildlife, fisheries, sensitive plant species, native trees, and open space. Relevant policies contained within the Conservation and Open Space Element are identified below:

- Policy 7.3.3.1:** A site specific wetland investigation shall be required on all development projects within those areas identified as wetlands on the Important Biological Resources Map. If it is determined by the presence of hydrophytic plants and wetland hydrology that a wetland may exist in an area not identified on the map, a site specific investigation shall also be required. This study shall be conducted using the Corps of Engineers Wetland Delineation Program and Manual. The study shall determine the boundaries of all wetland areas that can be classified wetlands under Corps of Engineers' definition.
- Policy 7.3.3.2:** All feasible project modification shall be considered to avoid wetland disturbance. Direct or indirect losses of wetlands and/or riparian vegetation with discretionary application approval shall be compensated by replacement, rehabilitation, or creation of a wetlands habitat on a no-net-loss basis. Compensation may result in provision of wetlands habitat on- or off- site at a minimum of a 1:1 ratio as associated with the disturbed resource. A wetland study and mitigation monitoring program shall be submitted to the County and concerned State and Federal agencies for review prior to permit approval.
- Policy 7.3.4.1:** Natural watercourses shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site

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without disturbance.

- Policy 7.3.4.2:** Modification of natural stream beds and flow shall be regulated to ensure that adequate mitigation measures are utilized.
- Policy 7.4.1.5:** Species, habitat, and natural community preservation/conservation strategies shall be prepared to protect special status plant and animal species and natural communities and habitats when discretionary development is proposed on lands with such resources unless it is determined that those resources exist, and either are or can be protected, on public lands or private Natural Resource lands.
- Policy 7.4.1.6:** Where substantial modification of natural communities and habitats of special-status plant and animal species through grading or other disturbances occur in anticipation of or prior to either the submittal and/or approval of a formal discretionary application, that application shall be accompanied with a comprehensive habitat restoration and/or off-site mitigation plan. The provisions of the plan shall be implemented as part of the project approval.
- Policy 7.4.2.1:** To the extent feasible in light of other General Plan policies and to the extent permitted by State law, the County of El Dorado will protect identified critical fish and wildlife habitat, as identified on the Important Biological Resources Map maintained at the Planning Department, through any of the following techniques: utilization of open space, Natural Resource land use designation, clustering, large lot design, setbacks, etc.
- Policy 7.4.2.2:** Where critical wildlife areas and migration corridors are identified during review of projects, the County shall protect the resources from degradation by requiring all portions of the project site that contain or influence said areas to be retained as non-disturbed natural areas through mandatory clustered development on suitable portions of the project site or other means such as density transfers if clustering cannot be achieved. The setback distance for designated or protected migration corridors shall be determined as part of the project's environmental analysis. The intent and emphasis of the Open Space land use designation and of the non-disturbance policy is to ensure continued viability of contiguous or interdependent habitat areas and the preservation of all movement corridors between related habitats. The intent of mandatory clustering is to provide a mechanism for natural resource protection while allowing appropriate development of private property.

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- Policy 7.4.4.2:** Through the review of discretionary projects, the County, consistent with any limitations imposed by State law, shall encourage the protection, planting, restoration, and regeneration of native trees in new developments and within existing communities.
- Policy 7.4.5.1:** A tree survey, preservation, and replacement plan shall be required to be filed with the County prior to issuance of a grading permit for discretionary permits on all high-density residential, multifamily residential, commercial, and industrial projects. To ensure that proposed replacement trees survive, a mitigation monitoring plan should be incorporated into discretionary projects when applicable and shall include provisions for necessary replacement of trees.
- Policy 7.4.5.2:** The County shall require, as a condition of development approval for commercial, industrial, and multifamily residential uses, that at a minimum 50 percent of the proposed landscaping is consistent with the predominant plant community and fits the natural vegetation native to the area. Exotic or introduced plant species not consistent with the plant community in which the proposed development is located shall be discouraged.

El Dorado County Oak Woodland Assets and Guidelines

El Dorado County has developed a draft document entitled *Oak Woodland Assets and Guidelines for El Dorado County*. This draft document recognizes native oak woodlands and individual trees as an important resource and provides an account of the assets of oak woodlands in each of the General Plan land use designations. In addition, guidelines for the conservation of oak woodlands to be followed in each of the designations are provided.

4.8.3 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

For the purposes of CEQA, the Proposed Project would have a significant effect on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.

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- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

IMPACT STATEMENTS AND MITIGATION MEASURES

The impact analysis provided below is based on potential impacts to sensitive biological resources that may occur as a result of the Proposed Project.

Impact

- 4.8.1 The Proposed Project may result in adverse impacts to big-scale balsamroot, a protected plant species.**

This species is unlikely to occur on the proposed project site and was not observed during the field assessment. However, a floristic survey of the entire project site was not conducted and this species may potentially be present. Impacts to big-scale balsamroot are considered significant and mitigation is required.

Mitigation Measures

- 4.8.1 A qualified biologist shall conduct a pre-project survey for special-status plant species in all areas where construction-related disturbance could occur. The survey shall be conducted during the appropriate survey period (e.g. blooming period). If special-status plants are identified on the proposed project site, the appropriate regulatory agency shall be consulted to develop measures to avoid or minimize “take” of these species prior to the initiation of construction activities.**

Significance After Mitigation

Less than significant.

Impact

- 4.8.2 The Proposed Project will result in the loss of potential Swainson’s hawk foraging habitat.**

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The Swainson's hawk is known from the project region and could potentially utilize the proposed project site for foraging. In addition, this species could potentially nest within ½ mile of the proposed project site. Impacts to Swainson's hawk are considered significant and mitigation is required.

Mitigation Measures

- 4.8.2a** The school district will work with the California Department of Fish and Game regarding appropriate mitigation for loss of Swainson hawk habitat.
- 4.8.2b** If project construction activities are to occur within ¼ mile of potential nesting habitat during the Swainson's hawk nesting season (approximately March – September), pre-construction surveys for active Swainson's hawk nests shall be conducted by a qualified biologist within a ¼ mile radius of construction areas. If active nests are identified within the ¼ mile radius, the California Department of Fish and Game shall be consulted to develop measures to avoid "take" of this species before initiation of any construction activities.

Significance After Mitigation

Less than significant.

Impact

- 4.8.3** The Proposed Project may result in adverse impacts to special-status bird species including western burrowing owl, white-tailed kite, tricolored blackbird, and protected raptor species.

Western burrowing owl, white-tailed kite, and tricolored blackbirds were not observed on the proposed project site during the field assessment. However, targeted surveys were not conducted and these species may potentially nest in the vicinity of the proposed project site. In addition, raptor species may potentially nest within the vicinity of proposed construction areas. Impacts to nesting raptors and special-status bird species are considered significant and mitigation is required.

Mitigation Measures

- 4.8.3a** If construction activities are to occur during the nesting season, a qualified biologist shall conduct a pre-construction survey for nesting raptors and special-status bird species. All areas within a ¼ mile radius shall be surveyed. If active nests are detected within the ¼ mile radius, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.
- 4.8.3b** A pre-construction survey for burrowing owls shall be conducted by a qualified biologist within the 30 days prior to construction activities to establish the status of this species on the project site. If ground-disturbing activities are delayed or suspended for more than 30

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days after the pre-construction survey, the site shall be resurveyed. If burrowing owls are detected within approximately 500 feet of proposed construction areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.

- 4.8.3c If burrowing owls are detected within approximately 500 feet of proposed construction areas, impacts to nesting and foraging habitat shall be mitigated according to the California Department of Fish and Game recommendation following a consultation with the school district.

Significance After Mitigation

Less than significant.

Impact

- 4.8.4 The Proposed Project may result in adverse impacts to northwestern pond turtle.

Northwestern pond turtles are unlikely to occur on the proposed project site. However, this species has been reported from the surrounding vicinity and could potentially utilize the wetland swale habitat as a movement corridor. Impacts to northwestern pond turtle are considered significant and mitigation is required.

Mitigation Measures

- 4.8.4 If the wetland swale habitat or other areas of the proposed project site containing potential habitat for northwestern pond turtle will be disturbed during project development, a survey for this species shall be conducted within 24 hours prior to the start of construction activities. If this species is observed within proposed project areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.

Significance After Mitigation

Less than significant.

Impact

- 4.8.5 Construction activities associated with development of the Proposed Project could potentially result in adverse impacts to jurisdictional "water of the U.S." and/or isolated wetland features.

Wetland habitat is present on the proposed project site and may be impacted as a result of project development. Impacts to wetland habitat are considered significant and mitigation is required.

Mitigation Measures

- 4.8.5a** Prior to construction a formal delineation of “waters of the U.S.” and isolated wetland features shall be conducted by a qualified biologist and submitted to the U.S. Army Corps of Engineers for verification. If necessary, the project applicant shall obtain a permit from the U.S. Army Corps of Engineers, Water Quality Certification from the Regional Water Quality Control Board, and purchase the appropriate credits from an approved wetland mitigation bank.
- 4.8.5b** If construction activities will result in the alteration of the bed or bank of any drainages (e.g. wetland swales) present on the proposed project site, a Streambed Alteration Agreement shall be obtained from the California Department of Fish and Game.
- 4.8.5c** Staging areas shall be located away from wetland habitats that are to be preserved. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion.

Significance After Mitigation

Less than Significant.

Impact

- 4.8.6** Construction activities associated with development of the Proposed Project could potentially result in impacts to native trees.

A few native trees may be located on the proposed project site and may be impacted as a result of project development. Impacts to native trees are considered significant and mitigation is required.

Mitigation Measures

- 4.8.6a** If construction activities will involve encroachment into the dripline or the removal of native trees, an arborist survey of potentially affected trees shall be conducted by an International Society of Arboriculture (ISA) Certified Arborist.
- 4.8.6b** If construction activities are to occur within approximately 50 feet of native trees to be preserved, a 4-foot tall, brightly colored (usually orange or yellow), synthetic mesh material fence (or an approved equivalent) shall be installed a minimum of one foot outside the tree’s dripline. If feasible 1.5 times the dripline radius should be fenced. No

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encroachment into the fenced area will be permitted. The fence shall remain in place until all construction activities in the vicinity have been completed.

- 4.8.6c If construction activities will require the removal of any native trees, a Tree Mitigation Plan shall be developed and implemented.

Significance After Mitigation

Less than Significant.

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4.9 Cultural Resources

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4.9.1 SETTING

PREHISTORIC BACKGROUND

Until relatively recent years, the study of Sierran archeology lagged far behind the Central Valley and coastal areas in terms of developing regional chronologies and other basic aspects of systematic study of the prehistory of the area. The first effective synthesis of Sierran archeology was produced by Heizer and Elsasser (1953), and further refined by Elsasser (1960). Since that time, major archeological projects in the Sierra have proliferated, largely due to work on water projects and other cultural resources management-based research efforts. For the northern Sierra alone, archeological sequences, based on excavation of stratified sites and other data, are available for the Lake Tahoe vicinity (Elston 1979, 1972; Elston and Davis 1972; Elston et al. 1977), the Lake Oroville locality (Jewell 1964; Olsen and Riddell 1963; Ritter 1968, 1970a), and for the proposed Auburn Reservoir area. The latter, being of most relevance to the current project area, will be discussed briefly.

There have been several archeological reconnaissance's conducted in the Auburn Reservoir area, but the great majority of prehistoric sites recorded (i.e., milling stations, surface lithic scatters, small, single-component sites) are relatively uninformative in terms of larger regional research goals. Sites that have been excavated include a chert quarry (Crew 1970) and five midden sites, all reported during Phases II and III of the Auburn Reservoir Project (Ritter, ed. 1970). The most informative of these is the Spring Garden Ravine site (CA-Pla-101), which contained three well-defined strata (Ritter 1970b). The characteristics of the cultural deposit in these strata have been used to define the cultural sequence in the Auburn region.

The lowest stratum (C) has been radiocarbon dated at about 1400 B.C., and contains an assemblage similar to the Martis Complex, as defined at high-elevation sites in the Sierra. The artifacts include large projectile points (mostly of basalt and slate), atlatl (dart-thrower) weights numerous core tools, and several varieties of grinding implements. The collection would not look out of place had it been found in Martis Valley. The next stratum (B) is less easily defined, and appears to represent a transition between cultures represented by the upper and lower strata. Some of this transitional appearance may be attributable to simple physical mixing of deposits, but the basic stratigraphic integrity of the site is indicated by consistency of the two radiocarbon dates from stratum B (A.D. 1039 ± 80 and 976 ± 90). The upper stratum contains small projectile points (arrowheads), hopper mortars, and other artifacts comparable to recent archeological collections elsewhere in the northern foothills. Stratum A is, therefore, probably a manifestation of the ancestral Nisenan, the Indian group inhabiting the area at the time of Euro-American contact.

ETHNOGRAPHY

The project area lies in the territory attributed to the Nisenan -- a branch of the Maidu group of the Penutian language family. Tribes of this family dominated the Central Valley, San Francisco Bay areas, and western Sierra Nevada foothills at the coming of the white man. The Nisenan controlled the drainages of the Yuba, Bear, and American rivers, along with the lower portion of the Feather River. The tribes of this whole region referred to themselves as Nisenan, meaning "people," in contrast to the surrounding tribes, in spite of close linguistic and cultural similarities. For this reason, this term rather than the more technical "Southern Maidu" usually name them. In any event, the local main village was of more importance to the people than the tribal designation, and groups identified themselves by the name of the central village.

The northern boundary has not been clearly established due to similarity in language to neighboring groups. The eastern boundary was the crest of the Sierra Nevada mountains. Probably a few miles south to the confluence of the American and Sacramento rivers on the valley floor was their southern boundary. The western boundary extended from this point upstream to the mouth of the Feather River.

The Valley Maidu settlement pattern was basically oriented to major river drainages, with ancillary villages located on tributary streams and sloughs. Major villages often supported a population exceeding five hundred people. The inhabitants had an intimate knowledge of the environs within their territory.

The Nisenan who occupied the foothills and lower Sierra Nevada mountain elevations selected village sites on ridges and large flats or meadows near the major streams. These villages tended to have smaller populations than those in the great valley, and it was not uncommon for family groups to have their abodes located away from the main village (Wilson and Towne 1978:389).

Both the valley and foothill people lived by hunting and gathering, with the latter being more important. Acorns in the forms of meal, soup or bread provided the staple diet, augmented by a wide variety of seeds and tubers. Hunting and fishing were regularly practiced, but provided less of the diet than vegetable foods. The bedrock mortar and pestle were employed to process the acorn meats into flour, and the mortar cups are frequently found throughout the range of oak trees. Both salmon and eel were caught at nearby Salmon Falls.

Religion was in the form of the "Kuksu Cult," a widespread pattern among the California Indians. Ceremonies congregated in the semi-subterranean dancehouse located at the central village and "cry sites" where the annual mourning ceremony for the dead took place. Later, the religious revival of the ghost dance also affected this area.

In 1833, the great epidemic swept through the Sacramento Valley. This epidemic has been attributed to malaria (Cook 1955:308), and is estimated to have killed seventy-five percent of the native population.

leaving only a shadow of the original Maidu to face the intruding miners and settlers. The Nisenan of the mountain areas felt little of the impact of European settlement in California as compared to the Valley Nisenan, who were subjected to some missionization. The Mountain Nisenan, remote from these early impacts, were overwhelmed by the gold rush. Native ways of life were almost totally abandoned, and today only a few families in Placer, Nevada, Yuba, and El Dorado counties identify themselves as Nisenan and can speak the language (Wilson and Towne 1978).

HISTORIC CONTEXT

As the word of James Marshall's gold discovery spread throughout the world, prospectors began arriving in California. Following Marshall's example, the first place these men searched for gold was along the rivers and streams of the foothills and valleys. When mining claims along the major rivers of the gold country became scarce, prospectors moved to smaller drainages. Many communities grew up during this era to provide goods and services to miners, including the nearby site of Clarksville. Modern White Rock Road to the north of the project area follows an important route utilized for freighting goods to the mines in California and Nevada, prior to the completion of the transcontinental railroad in 1868.

Early placer mining became replaced in importance by hard-rock mining in the region. The agricultural value of the land was soon recognized, and the lands of the area claimed for use by permanent settlers. The region in the low foothills was originally claimed by a number of individuals who attempted to make a living by farming and ranching. It was soon discovered that the long dry period between May and October with no rainfall caused the grasses to dry off, leaving the land useless for grazing livestock except in the winter and spring. Cattle and sheep ranchers were forced to move their herds to the mountains to a summer range. This was not cost-efficient except for landowners who had large tracts of land at the lower elevations to support large herds that could be moved seasonally. As a result, many sold their small tracts to their neighbors and moved on to other pursuits, with some families amassing thousands of acres in the region for their cattle and sheep.

The major portion of the project area lying in Section 25 was owned by Sopary Euer from at least 1895 through 1925, as evidenced by Official County Maps for El Dorado County. Euer's biography appears in the 1883 *Historical Souvenir of El Dorado County*, and describes him as one of the leading dairymen of El Dorado County. He had 1,500 acres in the foothills including the project area, as well as a 1,000 acre range in the mountains (Sioli 1883:241).

The nearby railroad line began as the Placerville and Sacramento Valley Railroad (PSVRC), incorporated in 1862. The goal was to extend from the Sacramento Valley Railroad's line from Sacramento to Folsom into El Dorado County. The company began laying track in 1863. The railroad reached Latrobe in 1865 and Shingle Springs by 1870. The Sacramento Valley Railroad Company and the Folsom & Placerville Railroad merged in 1877 under the name Sacramento & Placerville Railroad Company. The railroad was finally extended to Placerville in 1888. Southern Pacific acquired the line in 1898 (Fickewirth 1992).

RESEARCH

Records Search

A record search was conducted in-person by Melinda A. Peak at the North Central Information Center of the California Historical Resources Information System at California State University, Sacramento. There are no prehistoric or historic cultural resources known to be located within the project area. One prehistoric site, a rock art site (CA-ELD-69), is reported to exist about a quarter mile from the project area. The project area has never been subjected to a systematic survey. Two other surveys have been conducted within a 1/4 mile radius of the project area, (Supernowicz 1994, Windmiller 2001).

Native American Consultation

Jeff Murray, of the Shingle Springs Rancheria, was contacted for information on sites of cultural concern to the local Native American community. Mr. Murray has not identified any sites of concern in the project area (Peak & Associates, Inc. 2001).

FIELD SURVEY

The project site was field surveyed by Melinda Peak and Robert Gerry (resumes, Appendix 1) on July 10, 2001. The entire project site was covered in narrow (5 meter wide) transects. No evidence could be found of prehistoric cultural resources within the project site (Peak & Associates, Inc. 2001).

Two historic rock features of unknown age were discovered within the project area. (EDHS-1 and EDHS-2) The features were recorded using a primary record, and are included in Cultural Resources Report. Both features are of unknown age.

EDHS-1 is a rock wall that appears to have served as a retaining wall for Latrobe Road as it crosses a drainage. The modern roadway is about three meters northeast of the course of the old roadway. The 1925 Official County map shows Latrobe Road following the crest of the hills northeast of the current alignment in sections 24, 13 and 30. The 1953 Clarksville USGS topographic quadrangle shows the roadway in more or less its current alignment. The roadway was moved between 1925 and 1953, and the rock work dates to that time period (Peak & Associates, Inc. 2001).

EDHS-2 is a drainage feature located north of Wetsel-Oviatt Road. The feature could be related to the ranching use of the land or could even be have been constructed in conjunction with the construction of the roadway in the 1970s (Peak & Associates, Inc. 2001).

4.9.2 REGULATORY SETTING

The Conservation and Open Space Element of the El Dorado County General Plan, as adopted in January 1996, provides the following pertinent objectives and policies relating to cultural resources:

Goal 7.5: Cultural Resources

Ensure the preservation of the County's important cultural resources.

Objective 7.5.1: Protection Of Cultural Heritage

Creation of an identification and preservation program for the County's cultural resources.

Policy 7.5.1.1: The County shall include a Cultural Resources section in the Zoning Ordinance to address effective inventory, preservation, protection, and management of prehistoric and historic resources and to establish cultural and historic resource review procedures. Cultural resources include archaeological landscapes, sites, structures, features, artifacts, and/or areas of ethnic and religious importance. The ordinance shall include, but is not limited, to the following components:

- Development of project review guidelines including the requirement for consultation with local Native American groups;
- Invitation to volunteer Native American monitors on all field surveys, test and salvage excavations, and site grading work;
- Development of guidelines and methods for treatment of cultural resources (including preservation methods such as establishment of setbacks from identified sites, use of conservation easements, etc.); and
- Utilization of National Register Criteria for Evaluation to aid in determining the significance of historic and prehistoric resources in the County.

Policy 7.5.1.2: Reports and/or maps identifying specific locations of archaeological or historical sites shall be kept confidential in the Planning Department but shall be disclosed where applicable.

Policy 7.5.1.3: Cultural resource studies shall be conducted prior to approval of discretionary projects. Studies may include, but are not limited to, record searches through the North Central Information Center at California State University, Sacramento, field surveys, subsurface testing, and/or salvage excavations. The avoidance and protection of sites shall be encouraged.

Policy 7.5.1.4: Promote the registration of historic districts, sites, buildings, structures, and objects in the National Register of Historic Places and inclusion in the California State Office of Historic Preservation's California Points of Historic Interest and California Inventory of Historic Resources.

Policy 7.5.1.5: A Cultural Resources Preservation Commission shall be formed to aid in the protection and preservation of the County's important cultural resources. The Commission's duties shall include, but are not limited to:

- Assisting in the formulation of policies for the identification, treatment, and protection of cultural resources (including historic cemeteries) and the curation of any artifacts collected during field collection/excavation;
- Assisting in preparation of a cultural resources inventory (to include prehistoric sites and historic sites and structures of local importance);

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- Reviewing all projects with identified cultural resources and making recommendations on appropriate forms of protection and mitigation; and
- Reviewing sites for possible inclusion in the National Register of Historic Places, California Register, and other State and local lists of cultural properties;
- The County shall request to become a Certified Local Government (CLG) through the State Office of Historic Preservation. Certification would qualify the County for grants to aid in historic preservation projects. The Cultural Resources Preservation Commission could serve as the Commission required for the CLG program.

Objective 7.5.2: Visual Integrity

Maintenance of the visual integrity of historic resources.

Policy 7.5.2.1: Create Historic Design Control Districts for areas, places, sites, structures, or uses which have special historic significance.

Policy 7.5.2.2: Develop historic design guidelines for use in each Historic Design Control Combining Zone District that may be designated.

Policy 7.5.2.5: In cases where the County permits the demolition or alteration of an historic building, such alteration or new construction (subsequent to demolition) shall be required to maintain the character of the historic building or replicate its historic features.

Policy 7.5.2.6: The County, in cooperation with the State, shall identify the viewshed of Coloma State Park and establish guidelines to be used for development within the viewshed. In addition, the County shall continue to support the relocation of State Route 49 to bypass the Park in order to protect its visual and physical integrity.

4.9.3 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project will impact an archeological site, it needs to be determined whether the site is an historical resource, which is defined as any site which:

(A) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and

(B) Meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

There are no cultural resources present in the project area. Therefore, there are no properties eligible for listing in the California Register of Historical Resources in the project area.

Impact

4.9.1 Site Evaluations

The project site was extensively investigated for the presence of cultural resources. A records search performed at the North Central Information Center gave no indication of the presence of a previously identified resource on-site. The field survey conducted by Peak & Associates resulted in the discovery of two potential resources. Neither feature meets any of the criteria of the California Register of Historical Resources for significance. Therefore, no further consideration is needed for either feature.

Under Standard of Significance (B), the project site has no association with any historically significant events or individuals. There are no extant buildings that could be considered eligible for listing in the California Register of Historical Resources in the project area.

The project would entail a large amount of grading to facilitate the development of a high school. As a result, undiscovered resources, if they exist, could be damaged and/or destroyed by cut and fill operations associated with site grading. Therefore, the project could potentially cause substantial adverse changes to the significance of a historical, archaeological, and/or paleontological resource or human remains. This is recognized a **potentially significant** impact. However, this impact could be reduced to a **less-than-significant** impact with the incorporation of mitigation measures described below.

Mitigation Measure

- 4.9.1** Although no historic or prehistoric sites were found during the survey, there is a possibility that a site may exist and be obscured by vegetation, fill, or other historic activities, leaving no surface evidence. The property contains a section of an unnamed drainage, which in its close proximity to Deer Creek could represent a potentially sensitive location. This in combination with the fact that past grazing operations in the area may have obscured archeological evidence, the property has some potential for the presence of a buried resource that could have escaped detection during the survey.

Should artifacts or unusual amounts of stone, bone, or shell be uncovered during construction activities, a professional archeologist (meeting the Secretary of the Interior's proposed Historic Preservation Qualification Standards as published in the Federal Register) shall be consulted for on-the-spot evaluation. If the bone appears to be human, the El Dorado County Coroner must be contacted. If the coroner determines that the bone is probably Native American in origin, he

must contact the Native American Heritage Commission (916-322-7791) to identify most likely descendants.

Significance After Mitigation

Less than Significant.

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4.10 Public Facilities And Services

4.10 PUBLIC FACILITIES AND SERVICES

4.10.1 SETTING

WATER SERVICE

El Dorado Irrigation District

The project site is currently not located within the boundary of a local water purveyor. The El Dorado Irrigation District (EID) currently provides water service to areas immediately north of the project site and therefore, would represent the most plausible jurisdiction to provide potable water supplies to the high school site. EID is a public agency located in the City of Placerville and serves \pm 214 square miles of central and western El Dorado County. The District employs over 200 full-time permanent employees. EID was established on October 5, 1925 and today serves approximately 29,800 accounts with treated water, 12,850 wastewater accounts and over 40 reclaimed water accounts (EID, 2001a). For water service to be available to the project site, EID will need to annex the property into their jurisdiction.

Annually, EID produces approximately 34,000 acre feet of treated water, which it receives from three sources and treats approximately 5.2 million gallons of sewage daily at its two wastewater treatment plants. The water reclaimed from its wastewater operations is either sold for turf irrigation or is discharged into the Deer Creek basin to comply with requirements of the California Water Resources Control Board. The District's Hydroelectric Department is currently working to rebuild a 21 mega-watt hydroelectric capacity at the El Dorado powerhouse located on the south fork of the American River (EID, 2001a).

Currently, EID staff is in the process of preparing the Administrative Draft of the Water Supply Master Plan (Final WSMP) to reflect the water supply alternatives available to reliably deliver surface water to existing and new customers and secure firm water supplies (Sharon Fraser, 2001). The Administrative Draft is currently in the engineering review process, and the environmental review will begin in December of 2001. A Final WSMP is expected to be adopted in September of 2002, however, for the purposes of the Proposed Project, it is assumed that the Final WSMP will be approved prior to the project's construction and operation.

EID tracks its current water supply status in annual updates to the original 1991 Water Supply and Demand Report (WS&D). In the 2001 Update, EID demands for 2000 were met by the following sources, in acre-feet: (1) Sly Park 17,163, (2) Forebay 10,253, (3) Folsom 6,436, and (4) Crawford 700. In 2000, the system firm yield was recorded at 43,280 acre-feet (a total of 11,197 equivalent dwelling units [EDU] District-wide). During 2000, total raw water diversions were 34,882 acre-feet, thereby resulting in 3,997 acre-feet of unaccounted-for water or 11.5 % (EID, 2001c).

In its current draft Water Supply Master Planning Update (August, 2000), EID is looking at three alternative supply scenarios to augment its current water supply to facilitate growth within the El Dorado Hills region. These three alternatives include: (1) perfecting El Dorado Project facilities and consumptive water rights associated with the Federal Energy Regulatory Commission's (FERC) Project 184 (\pm 17,000 acre-feet); (2) acquiring water rights from the Central Valley Project under Public Law 101-514 (Section 206) consisting of \pm 15,000 acre-feet from Folsom Lake; or (3) through the re-diversion of existing water rights (\pm 4600 acre-feet) (Sharon Fraser, 2001). These water supply sources are discussed below.

Surface Water Supply Sources

There are three major water systems in the American River South Fork drainage, which have a substantial effect upon EID water supplies in terms of magnitude and regulation of flow. Two are hydroelectric projects licensed under the FERC. Pacific Gas and Electric Corporation (PG&E) has operated a hydroelectric project (the El Dorado Project, FERC Project 184) with a small import and substantial regulation of tributary flows to the South Fork American River near Kyburz. EID acquired this project on October 15, 1999. The Sacramento Municipal Utilities District (SMUD) operates the Upper American River Project (UARP, FERC Project 2101), a major hydroelectric project, on Silver Creek, which is a tributary to the South Fork American River near Pollock Pines. The SMUD system imports large quantities of water from the Rubicon River basin and substantially re-regulates flows for power generation. The third water system occurs where EID diverts flows from the El Dorado Project system for consumptive use along the Placerville Ridge area (Water Forum Proposal EIR, 1999).

EID System

The El Dorado Project (FERC Project 184), consisting of storage, conveyance and the El Dorado Powerhouse, provides for hydroelectric power generation and water supply for EID use on the Placerville Ridge service area. EID imports up to about 1,900 acre-feet annually from the Echo Lake watershed, which is a tributary to the Lake Tahoe basin. Imports generally begin in late season (after the recreational season) and continue through the fall months. This water enters the South Fork watershed through a tunnel near Echo Summit. A dam on Lake Aloha (Medley Lakes) in the Pyramid Creek drainage tributary to South Fork has created a small reservoir with storage capacity of about 5,000 acre-feet. The reservoir generally fills during the snowmelt period. Water is released during late summer to augment the natural flows of the South Fork for rediversion and hydrogeneration (Water Forum Proposal EIR, 1999).

There are two reservoirs located on tributaries of the Silver Fork. Silver Lake, with a drainage area of 15.1 square miles at the gaging station, has an average annual runoff of about 28,300 acre-feet. Useable storage capacity at the spillway water surface level is about 3,840 acre-feet, which can be increased to 8,590 acre-feet by adding elevation through the use of gates and flashboards. Caples Lake (Twin Lakes) has a drainage area of 13.5 square miles and an average annual runoff of about 26,840 acre-feet at the gaging station. Storage capacity is 21,580 acre-feet. Releases from Silver and Caples Lakes are made to augment the flow of Silver Fork in late summer and fall after snowmelt has ceased. Releases from Silver

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Lake generally begin after Labor Day, and continue through the following winter until natural stream flow is adequate to meet downstream needs for hydrogeneration and consumptive use (Water Forum Proposal EIR, 1999).

Silver Fork joins the South Fork American near Kyburz. Just below the confluence, PG&E diverts flow up to approximately 156 cubic feet per second (cfs) into the El Dorado Canal. The diverted water travels about 22 miles by open canal to the El Dorado Forebay at Pollock Pines. It then drops 1,900 feet to the EID El Dorado Powerhouse where it is returned to the South Fork above SMUD's Slab Creek Reservoir. There is some interception and diversion enroute to the canal, including a diversion at Alder Creek (Water Forum Proposal EIR, 1999).

Before construction of the SMUD project, PG&E operated the American River Powerhouse near the confluence of South Fork and Rock Creek. This powerhouse was eliminated during construction of the SMUD project. It was replaced by the Chili Bar Dam and Powerhouse, which is operated by PG&E (FERC Project 2155). The purpose of Chili Bar Reservoir is to re-regulate power releases from the SMUD system to maintain a desired flow regime in the South Fork American River below Chili Bar during peaking operation of SMUD's White Rock Powerhouse (Water Forum Proposal EIR, 1999).

PG&E has the necessary water rights, through Pre-1914 water rights, State applications, permits and licenses, and FERC licenses, to operate both the El Dorado Project (FERC Project 184) since transferred to EID on October 15, 1999 and Chili Bar Project (FERC Project 2155). The El Dorado Project is scheduled for FERC relicensing in 2002. The Chili Bar Project is scheduled for FERC relicensing in 2007.

For over one hundred years, water has been diverted from the South Fork American River at the El Dorado Project diversion point at Kyburz and delivered for use on Placerville Ridge. Since 1919, EID and its predecessor received water from the project to serve the Placerville Ridge. The diversion represents an annual entitlement of 15,080 acre-feet taken from the El Dorado Canal at El Dorado Forebay near Pollock Pines (Water Forum Proposal EIR, 1999). The EID entitlement results from a 1919 Agreement between the predecessors of PG&E and EID. However, the diversion to the Placerville Ridge area was made along about the same route since the 1860's - prior to construction of the PG&E system.

In 1955, the U.S. Bureau of Reclamation developed a water supply for EID, which imports water to the Placerville Ridge from the Cosumnes River basin. This project is the Sly Park Unit of the Central Valley Project (U.S. Bureau of Reclamation [USBR]). Sly Park Reservoir, with a storage capacity of 41,000 acre-feet, was constructed on Sly Park Creek, a tributary of Camp Creek and the North Fork of the Cosumnes River. Water is diverted from Camp Creek, also a tributary of the North Fork, into Sly Park Reservoir. Sly Park water is conveyed through the Camino Conduit to the Placerville Ridge area in the vicinity of Camino and released into the EID conveyance and distribution system. Enroute releases are

made along this conduit to meet demands at certain locations within the EID service area (Water Forum Proposal EIR, 1999).

EID now holds major water rights on the South Fork of the American River. Contract or agreement with PG&E currently secures the 1919 Agreement entitlement. Additionally, EID has a contract for 7,550 acre-feet with USBR for water delivered at Folsom Reservoir to the far western portion of the service area. EID and El Dorado County Water Agency have applications pending before State Water Resources Control Board for additional water from the upper South Fork American River watershed to be diverted at Folsom Reservoir (Water Forum Proposal EIR, 1999).

SMUD System

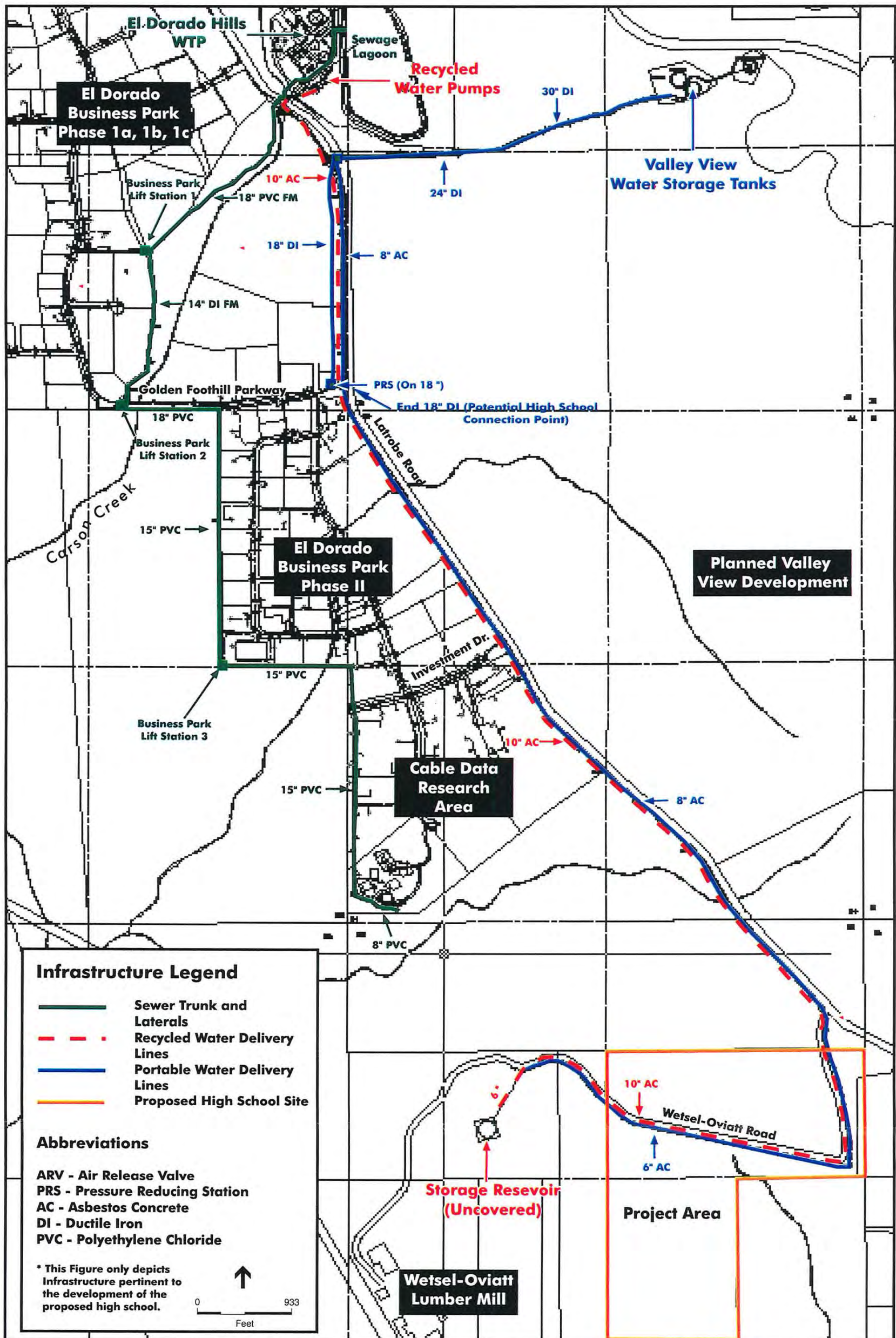
In the late 1950's, the Sacramento Municipal Utility District (SMUD) began development of the Upper American River Hydroelectric Project (FERC Project 2101). This project represents the major source of storage, regulation and import for the South Fork watershed. Imports from the Rubicon River through Robbs Tunnel and Powerhouse increase South Fork flows about 20 percent annually (Water Forum Proposal EIR, 1999). SMUD reservoirs provide over 400,000 acre-feet of useable storage to regulate flows and distribute winter and spring snowmelt runoff to meet hydroelectric generation needs. The SMUD system became fully operational in the early 1970's. It is the primary factor in increasing and re-regulating South Fork flows to provide the relatively high and consistent flows currently enjoyed in the South Fork drainage.

Groundwater Supplies

Groundwater supplies in El Dorado County are not considered reliable sources of water for consumptive use, due to the fractured nature of the bedrock in the region. No formal groundwater studies have been conducted on the project site to determine the presence of a plausible groundwater source. As a result, EDUHSD has the option to have a geotechnical engineer hired to determine the presence, depth, and quality of groundwater at the site. However, for the purposes of this analysis, it will be assumed that groundwater is unavailable and a distribution system would need to be reconstructed and installed from the north.

Water Treatment and Distribution Facilities

Water treatment for the Proposed Project would emanate from the El Dorado Hills Water Treatment Plant. This treatment facility is planned to have a future capacity of 20 million gallons per day (mgd), which is expected to be in place prior to the construction of the Proposed Project. Water supply for the project would be obtained from either of two water storage tanks (E1 and E-2) located in the Valley View Specific Plan Area with storage capacities of 3 million gallons (MG) and 3.5 MG, respectively (Valley View Specific Plan, 1998) (**Figure 4.10-1**). The Proposed Project may require a water supply of 3000 gallons per minute (gpm) for fire hydrant and sprinkler systems flows (Sharon Fraser, 2001). The project



SOURCE: El Dorado Irrigation District and Environmental Science Associates, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 4.10-1
Existing El Dorado Irrigation District Infrastructure

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will not be obligated to meet the requirements set forth in SB 901, which calls for the assessment of a Water

District's Water Supply Master Plan in meeting projected water needs. This is in part due to the fact that surrounding development has accounted for the construction of a high school site in their original planning efforts.

Water distribution for the project area is currently provided through an 8-inch water line in Latrobe Road. This line then connects into a 6-inch water line in Wetsel-Oviatt Road that extends up to the Wetsel-Oviatt Lumber Mill (**Figure 4.10-1**). Additionally, there is a 10-inch recycled water line that extends parallel to the potable water line down Latrobe Road (**Figure 4.10-1**), which then extends down Wetsel-Oviatt Road to an uncovered storage reservoir located approximately 300-feet west of the project site (EID,2001b).

In discussions with EID staff, it was determined that the existing 8-inch potable water distribution line is approximately 30 years old and would, in its current condition and small diameter, be ineffective in delivering an adequate water supply to the high school facility. Consequently, a new water distribution system will need to be installed to provide an adequate water supply for the school. EID staff offered two alternatives for providing a firm potable water supply for the high school. The first alternative would be to remove the existing 8-inch water line that extends along Latrobe Road and replace it by connecting to an existing high pressure 18-inch water transmission line at Golden Foothills Parkway and extending a pipeline to Wetsel-Oviatt Road. The second Alternative would be to obtain a new easement and extend an existing looped 8-inch water line from the El Dorado Business Park Phase II area (Sharon Fraser, 2001). However, the water pressure from the Business Park would need to be increased in order to provide the necessary pressure for the high school.

Recycled water may also be available to the project site, via the 10-inch reclaimed water line that extends along Wetsel-Oviatt Road from Latrobe Road, as discussed above. This water source could be utilized for irrigation purposes to augment the potable water supply. However, in discussions with EID staff, the condition of the line is uncertain at this time and would require an inspection prior to hook-up. Replacement of the existing line may be required.

CONDITIONS OF APPROVAL FOR THE PROPOSED PROJECT:

1. Provide public water service to the project site.
2. Destroy any abandoned wells on the Proposed Project site in accordance with the requirements of the El Dorado County Environmental Health Division. Clearly show all abandoned/destroyed wells on the improvements plans for the project.

WASTEWATER SERVICE

Overview

El Dorado Irrigation District

As discussed under the Water Service Section, the project site is currently located to the south of EID's service area and would require annexation prior to offering wastewater service. In order for the Sixth High School to obtain sewer service, the construction of a public collector sewer, and potential lift station (design dependant) will be required to the satisfaction of EID. In addition, new sewer easements will be required. Two alternatives exist for the placement of the easements. The first alternative would involve installing a regional lift station and conveying the effluent from the high school to Lift Station 3 located in the Phase II portion of the El Dorado Business Park sewer system (**Figure 4.10-1**). The second alternative would consist of installing a gravity system or lift station to convey effluent from the school site to the Valley View Development, which would need to be sized accordingly. This alternative would, however, be dependant on the grading of the school site (Cindy Megerdigian, 2001). In either case, further environmental review will be required for the acquisition and development of the easements. Regardless of the alternative chosen, the design of the sewer line shall be coordinated with and approved by EID. All sewer easements, once acquired, shall be dedicated to EID and will require a minimum of twenty (20) feet in width and a continuous access for maintenance. Prior to the submittal of any improvement plans, an approved facility plan report will be required to meet the satisfaction of the EID. The developing of this property will require the payment of sewer facility capacity charges.

The proposed school's contribution to the sewer flow can be estimated using standard flow generation rates determined by the EID's Standard Design Criteria (July, 1999). According to the EID guidelines, each staff and student will typically produce, on average, 5 gallons of wastewater per day. This factor when multiplied by the number of individuals expected to be present on any given day (2,200) equates to 11,000 gallons per day over an eight-hour period.

Wastewater Treatment Facilities

EID maintains and operates the trunk and interceptor sewer systems throughout its service district in El Dorado County, as well as the El Dorado Hills Wastewater Treatment Plant located about five miles north of the Proposed Project site. By the time of the high school's construction, the Wastewater Treatment Plant is expected to have a capacity of up to 8.6 MGD. In discussions with EID staff, it is expected that sufficient capacity may be available at the treatment plant to treat projected wastewater flows from the project (Cindy Megerdigian, 2001).

SOLID WASTE DISPOSAL

Pickup and disposal of solid waste would be provided to the project site by the El Dorado Disposal Service, Inc. under a franchise agreement with the El Dorado Hills Community Services District. El Dorado Disposal Service Inc. provides solid waste services for western El Dorado County from the

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Sacramento County line to Pollock Pines. El Dorado Disposal Inc. offers curb-side pick-up and transport of solid waste by compactor trucks to the Lockwood Landfill Site, in Reno Nevada.

Average solid waste generation rates established by the National Solid Waste Management Association indicate that the proposed high school would be expected to generate a total of about 2.2 tons of solid waste per year (1 pound/person/day assuming a 180-day school year).

Source Reduction Programs

Assembly Bill 939 requires local agencies to implement source reduction, recycling, and composting activities at landfills. Specifically, the Bill requires recycling plans to be prepared and adopted that achieve a 25 percent reduction in solid wastes by January 1, 1995, and 50 percent reduction by January 1, 2000 or face \$10,000 per day fines. To accomplish these requirements, the County and the Cities have prepared and adopted an Integrated Waste Management Plan. This Plan has been developed by the El Dorado County Waste Management Task Force in a cooperative effort overseen by the respective City Councils and Board of Supervisors. The key to successful diversion includes an integrated approach including programs for source reduction, composting and recycling. To accomplish the waste diversion goals, County franchises have built regional Material Recovery Facilities (MRF's). These facilities process solid wastes through a sorting line and recyclables are diverted to market.

The County is currently diverting approx. 40% of solid waste from landfills. Significant steps must still be taken to get to the mandated 50% level. Additional infrastructure such as a potential Georgetown Multiple Recycling Facility, enhanced public education, better responsiveness by the public and more aggressive recycling are essential to meet the mandate.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

El Dorado Hills County Water District (Fire)

Fire Protection and emergency medical services for the project area are provided by the El Dorado Hills Fire Department. The project area is currently undeveloped and lies within the Sphere of Influence of the El Dorado Hills Water Fire District service area. The Department's service district for fire protection and medical services encompasses approximately 35 square miles and serves an estimated population of 27,000 (Fred H. Russell, 2001). The current Insurance Services Office (ISO¹) fire protection classification for the Department is a 4 within five miles of a station in a hydrated area. The Department has automatic aid agreements with Cameron Park, Rescue, El Dorado County, Folsom and Sacramento Metropolitan Fire Departments.

¹ ISO rating - This classification system is a qualitative indication of the level of fire protection in the area and is used by insurance companies as the basis for setting fire insurance rates. In general, Insurance Service Organization (ISO) ratings, which reflect suppression response time, for the district range between 4 and 9 (a ten being the lowest level of protection). Levels of protection in the County and project area are limited by water availability and poor road access. The region's seasonal dry warm climate and grassland vegetation create high fire potential.

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The Department is comprised of 40 line personal, five chief officers, and 25 volunteers. The current firefighter to population ratio is 1.96 firefighters per 1,000 individuals based on 3 volunteers equal to one paid firefighter. The ratio exceeds the Department's goal of 1.5 firefighters per 1,000 individuals. The Department operates three stations. Stations 84 and 86 are staffed with a 105-foot aerial truck, multi task fire engine, and a wildfire fire engine. Station 85 is staffed with a 105-foot aerial truck, multi task fire engine, and a medic unit. The Department provides emergency medical services (EMS) to the community through its staffed paramedic engine companies and Medic 85.

The Department has one additional fire station planned to be constructed in the El Dorado Hills Business Park off Golden Foothills Parkway. This station would serve the Proposed Project. The current response time from Station 85 to the proposed site is approximately five minutes. The Department has set an optimum driving response time of 5 minutes or less to 80 percent of the population.

LAW ENFORCEMENT

El Dorado County Sheriff

Law enforcement services for the Proposed Project are provided by the El Dorado County Sheriff Department. The El Dorado County Sheriff's Department was founded in 1850 in response to the California Gold Rush and spans 1800 square miles of territory. The Sheriff's headquarters are located in the City of Placerville at 300 Fair Lane, approximately 18 miles east of the project site. A Sheriff's Department satellite station, for filing or complaints, reports, and public questions, is located at 981 Governors Drive in the town of El Dorado Hills, and is approximately 6 miles to the north of the project site.

The Proposed Project lies within Service Zone 2, an approximately 400-square mile area bounded by the Cosumnes River to the south, Greenstone Road to the east, Sacramento County line to the west, and Folsom Lake and the South Fork of the American River to the north. Zone 2 is served by the El Dorado Hills satellite station. The satellite station is open Monday through Friday from 8 a.m. to 5 p.m. The station is staffed by one of two volunteer retirees. Ten sheriff's deputies are assigned to Zone 2 patrol duty seven days a week, 24 hours a day, with two deputies patrolling during a given work shift. Sheriff's deputies are generally on patrol during their shifts and use the satellite station only to prepare reports or other paperwork (Carson Creek Specific Plan EIR, 1996).

The Sheriff's Department is currently staffed with 359 employees of which 132 are sworn officers (66 are allocated to the western slope). The current El Dorado County population, served by the Department, is approximately 154,780. The resulting ratio of sworn officers to County residents is 1 sworn officer to 1,172 residents. The current ratio is slightly lower than the Department's goal of 1 sworn officer to 1,000 residents. Additionally, the availability of patrols in the County depends on the time of day and

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concurrent service calls within the Sheriff's Department service area. The Sheriff's Department currently engages in mutual assistance program with the California Highway Patrol and the law enforcement forces of all adjacent jurisdictions.

Average Sheriff's Department response times to Priority I calls (highest priority) to Zone 2 is approximately 9 minutes. The average response time to all calls within Zone 2 is approximately 26.3 minutes. The Sheriff's Department's average response time for the entire county is approximately 27.5 minutes. Currently, the project area experiences minimal crime because it is undeveloped. The establishment of the El Dorado Hills satellite station has not resulted in a significant reduction in response times to Zone 2. However, the satellite station allows deputies to spend a greater percentage of their time on patrol.

The Sheriff's Department staff typically provides the following recommendations for the design of new high school facilities. These recommendations deal primarily with student and faculty safety and evacuation, maintaining constant communications between the school and Sheriff's Department, and site design criteria to limit external access onto the school's grounds. These criteria are outlined in **Impact 4.10.5**.

To assist in reducing crime levels and the strain on law enforcement resources, the subject area should be designed with safety as a prime consideration. Coordination with the Sheriff's Department, planners and developers for future development with the school site area will lessen impacts to police protection services.

ELECTRICAL SERVICE

The Pacific Gas and Electric Corporation (PG&E) provides electrical service within the project area. Currently, the project site has no electrical distribution facilities on-site. However, a 12 kV electrical line is located to the west of the site that currently provides electricity to the Wetsel-Oviatt Lumber Mill. The school would be able to obtain electrical service by constructing a distribution line that would connect into the existing 12 kV line that extends along the eastern perimeter of the Wetsel-Oviatt Mill property. PG&E will require an easement along the northwest portion of the property to facilitate the line. It will be of crucial importance for EDUHSD to discuss this construction project and easement dedication prior to the approval of school construction.

For the purposes of site planning for high school site, PG&E requests that the following conditions be incorporated into the site plan:

1. A 12.5 foot wide Public Utility Easement for underground facilities shall be reserved adjacent to all public rights-of-way.

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2. EDUHSD will grant PG&E a 30 foot wide easement along the north line of their property for underground and overhead electrical lines and facilities.

(Rich Stanhope, 2001)

NATURAL GAS SERVICE

PG&E is the public utility and certified carrier of gas energy serving the territory within the vicinity of the Proposed Project. All gas main extensions, which will be used to supply the school facilities, will be made in accordance with the provisions of Gas Rule 15. Services will be provided to the site under Gas Rule 16. All tariffs are subject to any decisions of the California Public Utilities Commission and therefore, all rules and rates that are in effect at the time of service will apply to the project.

Currently, an existing 6-inch high pressure gas main extends from the north of the site to the Wetsel-Oviatt Lumber Mill located immediately west of the school site. This gas line currently has a 2 pound maximum service delivery restriction. Typically, most high school facilities require a 5 pound delivery pressure. Consequently, the available service pressure would be below the needs of the project. This issue and potential solutions is discussed in Section 4.10.3, Impact Analysis. (Bill Revera, 2001)

TELEPHONE SERVICE

Pacific Bell provides telephone service throughout the surrounding area. Service to the project area would be provided primarily by above-ground transmission lines. Telephone transmission lines are currently located to the west of the property and provide service to the Wetsel-Oviatt Lumber Mill. For telephone service to be available to the Proposed Project, a distribution line would need to be extended to the project site.

PUBLIC SCHOOLS

The project area is located within the El Dorado Union High School District service territory. The Proposed Project represents an addition to district facilities in anticipation of future growth in the El Dorado / Latrobe areas.

PARKS AND RECREATION

El Dorado Hills Community Service District

The project area is within the El Dorado Hills Community Service District (CSD). The CSD provides park and recreational services to the El Dorado Hills Community and areas south of US Highway 50. The CSD has recently begun administering the work of street and parkway landscape maintenance areas to a number of the new commercial and residential developments through separate Lighting and Landscaping

Assessment Districts (LLAD's). It is anticipated that a similar mixture of services will be provided for the Proposed Project (Valley View Specific Plan, 1998.).

The major recreational features of the Proposed Project include a performing arts building, gymnasium, basketball courts, (4) baseball/softball fields, football stadium, (2) soccer fields, and an all-weather track. The El Dorado Hills Community Service District supports coordination with other agencies to accomplish joint uses for park sites, including schools.

4.10.2 REGULATORY SETTING

WATER SERVICE

The Public Services and Utilities Element of the El Dorado County General Plan, as adopted in January 1996, provides the following pertinent objectives and policies relating to water supply:

Objective 5.2.1: County-Wide Water Resource Program – Establish a County-wide water resources development and management program to include the activities necessary to ensure adequate future water supplies consistent with the General Plan.

- Policy 5.2.1.1:** The El Dorado County Water Agency shall support a County-wide water resources development and management program which is coordinated with water purveyors and is consistent with the demands generated by the General Plan land use map.
- Policy 5.2.1.2:** An adequate quantity and quality of water for all uses, including fire protection, shall be provided for with discretionary development.
- Policy 5.2.1.4:** Rezoning and subdivisions approvals in Community Regions or other areas dependant on public water supply shall be subject to the availability of a permanent and reliable water supply.
- Policy 5.2.1.5** Approval of development projects requiring annexations to water districts in Rural Regions may only occur if groundwater sources are not available to serve, or are unable to continue serving, the development, or if existing infrastructure abuts the property and sufficient water is available to serve the annexed area.
- Policy 5.2.1.7:** In times of declared water shortages, the Board of Supervisors shall give priority within the affected water district to approving affordable housing and non-residential development projects.

WASTEWATER SERVICE

The Public Services and Utilities Element of the El Dorado County General Plan, as adopted in January 1996, provides the following pertinent objectives and policies relating to wastewater service:

4.10.3 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

For the purposes of this EIR, development of the Proposed Project would be considered to result in significant impacts to public services and facilities if it would:

- cause a substantial increase in demand for services above that for which the affected agency or utility has planned;
- result in an inconsistency with the El Dorado County General Plan; and
- reduce the existing service levels of the County and the surrounding areas.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact

4.10.1 Water Supply and Delivery

The Proposed Project would receive water service from the El Dorado Irrigation District (EID). EID is currently in the process of preparing an Administrative Draft of a Water Supply Master Plan Report for 2001. The results of the report and anticipated future supply are, consequently, not available at this time. EID is in the process of trying to secure new sources of potable water to support the substantial amount of growth being experienced in the western portion of the county. Three alternative water supply sources are discussed in the Water Service setting, however, at this time only one of them have been procured. In discussions with EID, staff indicated that a firm water supply would be acquired and under contract prior to the project's development in 2010. Likewise, the development of this project is in response to the expected build-out of El Dorado Hills. In EIR's performed for the Valley View, Carson Creek, Serrano and El Dorado Business Park Projects the development of a high school was included in their original water supply calculations. As a result, impacts from the Proposed Project to water supplies is considered less than significant.

Given the of adequacy of surface water supplies, EID generally has the ability to provide a safe, reliable supply of water to serve the project site, subject to improvements to the water distribution system. As noted in the setting discussion, the project site and vicinity lack any substantial infrastructure improvements. The existing 8-inch main in Latrobe Road that delivers potable water to the adjacent mill would be ineffective in delivering the necessary water pressure and supply to the school. Consequently, EDUHSD has two options for obtaining water service to the site. First, EDUHSD would be responsible for the extension of a 12-inch distribution main south of Golden Foothill Parkway along Latrobe Road to the new proposed access road. Second, EDUHSD would be responsible for obtaining a new easement and extending the existing 8-inch water line from the Cable Research Area. The installation of a distribution main along the project frontage will also be required in either circumstance. This is considered a **potentially significant** impact. The existing reclaimed water line will need to be inspected prior to use and realigned according to the site's road configuration. EDUHSD may choose to supplement this source of water for irrigation purposes (approximately 100 acre-feet / year).

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Annexation to the EID, or some other contractual agreement for service, will be required prior to construction of the project. A number of substantial infrastructure improvements would be required prior to the water system's installations. The system's installation will require the acquisition of new easements, and would involve off-site improvements, not analyzed in this EIR. This is considered a **potentially significant** impact.

Mitigation Measures

- 4.10.1a** Prior to final approval for construction of this project, EDUHSD shall consult with EID to determine the most cost-effective and environmentally superior alternative for extending water service to the project site. EDUHSD will work with EID regarding the preparation of required environmental documentation for the acquisition of an easement and installation of a water distribution line by EDUHSD.
- 4.10.1b** Since the subject property is currently outside of EID's Sphere of Influence, EDUHSD shall file an application with the El Dorado County LAFCo to have the property annexed into EID's service area. The application will be subject to LAFCo's approval.

Significance After Mitigation

Less than significant.

Impact

4.10.2 Wastewater Service

The proposed school facilities are anticipated to generate approximately 11,000 gallons per day (gpd) of wastewater flows, based on standard EID wastewater generation criteria (5 gpd per capita). Subject to the infrastructure improvements required as part of this project, the El Dorado Hills Wastewater Treatment Plan may have the capacity to process project generated wastewater. Impacts resulting from the Proposed Project will come in the form of extending the collection system out to the school site and could represent a **potentially significant** impact. Furthermore, the extension of sewer facilities may allow for additional growth in the project area by providing a sewer line where one currently does not exist.

As discussed under the Wastewater Service setting, the project area currently lacks a sanitary sewer system. Two options are available to the EDUHSD for installing a sewer system. First, EDUHSD could obtain an easement for the extension of a sewer line from Lift Station 3 in the El Dorado Hills Business Park. This option would involve the installation of a regional Lift Station to convey wastewater to the Business Park. The second option would involve connecting into the planned Valley View development via a gravity main or lift station. This option is highly contingent on the project site's grading. In both cases, the mains would need to be sized accordingly prior to installation. Regardless of the preferred option, the EDUHSD would need to dedicate a new easement for the installation of a sewer line and lift station.

Mitigation Measures

- 4.10.2** In order for the high school to obtain sewer service, the construction of a public collector sewer will be required to the satisfaction of EID. In addition, new sewer easements will be required. The design of the public trunk sewer shall be coordinated with and approved by EID. All sewer easements, once acquired, shall be dedicated to EID. Prior to the submittal of any improvement plans, an approved Facility Plan Report will be required to meet the satisfaction of the EID.

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PUBLIC FACILITIES AND SERVICES

The development of this property will require the payment of additional sewer facility capacity charges. (Cindy Megerdigian, 2001).

Implement **Mitigation Measure 4.10.1b**, in order to include the subject property into EID's service area.

Significance After Mitigation

Less than significant.

Impact

4.10.3 Solid Waste Service

It is anticipated that the project will utilize solid waste collection services currently provided by El Dorado Disposal Services Inc., however, a new contract for services would need to be developed. As previously described, solid waste generated by the project would be trucked to the Lockwood Landfill Site, in Reno Nevada, which has considerable capacity. Average solid waste generation rates established by the National Solid Waste Management Association indicate that the proposed high school would be expected to generate a total of about 2.2 tons of solid waste per year (1 pound/person/day assuming a 180-day school year). No solid waste service impacts are anticipated.

Mitigation Measures

4.10.3 No mitigation necessary.

Impact

4.10.4 Electricity, Natural Gas, and Telecommunications

The project site currently lacks electrical, natural gas, and telephone infrastructure facilities. The EDUHSD will be required to coordinate with Pacific Gas & Electric and Pacific Bell regarding the connections to the school. PG&E has expressed that gas and electrical service are currently provided to the Wetsel-Oviatt Lumber Mill by way of a 6-inch high pressure gas main and 12 kV electrical transmission line. A distribution line would need to be constructed to connect into the existing 12 kV transmission line. This would satisfy the high school's electricity needs. As discussed in the setting section, the existing 6-inch currently is restricted to a 2 pound service pressure. This service pressure would be below the typical 5 pound service pressure recommended for high school facilities. As a result, the existing service system would be inadequate in providing gas service to the high school. This is considered a **potentially significant** impact.

Pacific Bell Telecommunications provides telephone service to the project area. The project site currently lacks any telephone lines to serve the Proposed Project. For telephone service to be available to the high school, the EDUHSD will need to coordinate with Pacific Bell for the extension of service. This is considered a **potentially significant** impact.

Mitigation Measures

4.10.4a The EDUHSD will be required to work with PG&E to determine an accurate estimate of the project's potential gas needs. This will give PG&E the necessary time to plan for future capacity needs and locate specific sites for gas main extensions. In addition, EDUHSD shall

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work together with PG&E to coordinate construction activities and to devise a financial agreement, so that the appropriate funding is available to construct the needed infrastructure improvements.

- 4.10.4b The EDUHSD will be required to work with Pacific Bell to plan for future service needs and locate specific sites for phone line extensions. In addition, EDUHSD shall coordinate construction activities with Pacific Bell and devise a financial agreement, so that the appropriate funding is available to construct the needed improvements.

Significance After Mitigation

Less than significant.

Impact

4.10.5 **Law Enforcement**

The El Dorado County Sheriff's Department will provide law enforcement services to the project site. In discussions with staff, the project may impact service standard levels, however, these impacts are expected to be insignificant. To assist in reducing crime levels and the strain on law enforcement resources, the project should be designed with safety as a prime consideration in consultation with the Sheriff's Department. This is considered a **potentially significant** impact. This impact would be reduced to a level of less than significant with the adoption of the following mitigation measure.

Mitigation Measures

- 4.10.5 Prior to the adoption of the high school facility site plan EDUHSD will consult with the El Dorado County Sheriff's Department. The consultation and coordination will involve the integration of facility design criteria into the site plan to improve student and faculty safety. The design criteria should include: (1) multiple external phone line connections to the Sheriff's Department, (2) a multi-functioning Public Address (PA) system, (3) tinted classroom windows, (4) overall school design layout that promotes flows for evacuation and limits bottlenecks, (5) large gathering buildings (i.e. library or cafeteria) need a minimum of 4 exit points, and (6) the school's perimeter shall be designed to limit random access.

Significance After Mitigation

Less than significant.

Impact

4.10.6 **Fire Protection**

The El Dorado Hills Fire Department would provide fire protection services to the project site with automatic aid from other local Fire Districts and Department (see Fire Protection Discussion). The two closest fire stations are Station 85 located 7 miles north of the proposed school site and the yet to be constructed station in the El Dorado Business Park located 3 miles north of the school site. Development of the Proposed Project site will be subject to specific fire protection standard review and implementation of any conditions deemed appropriate by the district. Without the incorporation of specific building and circulation design features into the project's site plan, the Proposed Project could result in a **potentially significant** impact to

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existing fire protection services and student safety. With incorporation of fire protection measures, discussed in Mitigation Measure 4.10.6, into the design of the project, this impact would be reduced to a level of less than significant.

Mitigation Measures

- 4.10.6** The design features of the school site shall include a hydrant system and fire access roadways to within 150 feet of every building or in accordance with state fire code. Each building within the high school complex shall be equipped with a NFPA 13 fire sprinkler system as required by the state fire code, a fire alarm system to monitor the fire sprinkler system, and provide multiple locations for emergency evacuation.

Significance After Mitigation

Less than significant.

Impact

4.10.7 Parks and Recreation

The El Dorado Hills Community Services District currently has no recreational facilities within the vicinity of the Proposed Project. The Proposed Project would provide for additional recreational opportunities within areas south of Highway 50 including a sports stadium and numerous playing fields. As a result, the Proposed Project would have a **beneficial impact** on the service area by providing additional recreational opportunities for near-by residents and relieving the stress on other heavily utilized recreational areas.

Mitigation Measures

- 4.10.7** No mitigation necessary.

REFERENCES - Public Services and Utilities

- Sharon Fraser, 2001. El Dorado Irrigation District, Engineering Department. Personal Correspondence on August 15, 2001.
- EID, 2001a. El Dorado Irrigation District. General Information obtained from Web Site: www.eid.org. Site accessed August 10, 2001.
- EID, 2001b. El Dorado Irrigation District Water and Wastewater Distribution Facilities Map. August 15, 2001.
- EID, 2001c. El Dorado Irrigation District. 2001 Update to the 1991 Water Supply and Demand Report. May 2001.
- Water Forum Proposal EIR, 1999. Produced for the City-County Office of Metropolitan Water Planning. Produced by EDAW and SWRI, 1999.

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Valley View Specific Plan, 1998. El Dorado Hills Valley View Specific Plan. El Dorado County Planning Department. Prepared by The Mansour Company, June 1998.

Fred H. Russell, 2001. Fire Marshal with the El Dorado Hills Fire Department. Personal Correspondence on August 15, 2001.

Cindy Megerdigian, 2001. El Dorado Irrigation District, Engineering Department. Personal Correspondence on August 15, 2001.

Rich Stanhope, 2001. Pacific Gas and Electric Company (Electrical Service). Personal Correspondence on August 16, 2001.

Bill Revera, 2001. Pacific Gas and Electric Company (Gas Service). Personal Correspondence on August 27, 2001.

4.11 Hazards and Hazardous Materials

4.11 HAZARDS AND HAZARDOUS MATERIALS

4.11.1 SETTING

The El Dorado Union High School District project site consists of undeveloped grassland with rolling hills and meadow. Wetsel-Oviatt Road transects the site from east to west. The Proposed Project site is located within an area of El Dorado County that includes undeveloped grassland, grazing land, rural residential, and a logging company. The property is bound to the north by undeveloped grazing land, to the south by undeveloped grazing land and a rural residence, to the east by Latrobe Road, beyond which is undeveloped grassland. To the southwest of the project site is the Wetsel-Oviatt Lumber Company.

CEQA establishes requirements for school projects to ensure that potential health impacts resulting from exposure to hazardous materials, wastes, and substances will be carefully examined and disclosed in the CEQA process. In addition, as required by state legislation, a School District shall, prior to site acquisition, contract with a qualified environmental professional to prepare a Phase I Environmental Site Assessment in accordance with ASTM E1527. The objective of the Phase I is to assess potential school sites for the presence of potentially toxic and hazardous substances on or in the site vicinity, with special consideration given to landfill areas, dump sites, chemical plants, refineries, fuel storage facilities, and agricultural areas in which pesticides and fertilizers have been heavily used. The California Department of Education (CDE) forwards the Phase I report to the Department of Toxic Substances Control (DTSC) for their review and determination. If the Phase I concludes that a Preliminary Endangerment Assessment (PEA) is needed (e.g., potential contamination for which further investigation such as sampling is required) or if after reviewing the Phase I report, DTSC concludes that a PEA is needed, the School District shall enter into a Voluntary Cleanup Program (VCP) agreement with the appropriate regional DTSC office.

A Phase I Environmental Site Assessment was prepared in accordance with ASTM E1527 for the Proposed Project site by Youngdahl Consulting Group, Inc. (Youngdahl, May 2001). Youngdahl Consulting Group, Inc. concluded in the Phase I report that "Based on our study, no indications of the presence of any hazardous substance on or near the site under conditions which indicate an existing release, a past release or a material threat of a release has been found." A copy of the Phase I Environmental Site Assessment report is available for review at the District offices.

The Phase I Environmental Site Assessment (Youngdahl, May 2001) was submitted to DTSC for their review and determination. DTSC completed their review of the Phase I Assessment and provided the following comments in a letter dated July 19, 2001 to the California Department of Education (Ridenour, 2001):

"Based on DTSC's review of the information presented and discussed in the Phase I and a July 18, 2001 site visit, no actual or potential hazardous substance release was

indicated which would pose a threat to human health or the environment under any land use. Therefore, DTSC determines that no action is necessary with respect to investigation and remediation of the site."

PIPELINES/ELECTRICAL LINES

There are no high voltage power transmission lines located on the Proposed Project site. PG&E distributes natural gas in the area of the project site. However, no PG&E-owned high-pressure natural gas pipelines are located beneath or adjacent to the project site. The closest PG&E pipeline is a 6-inch high pressure line (60 psi) that is located approximately 1200 feet west of the project site, which runs in a north/south direction from a location north of Wetsel-Oviatt Road to the Wetsel-Oviatt Lumber Company (Stanhope, 2001).

UNDERGROUND STORAGE TANKS

No underground storage tanks are known to exist at the project site. The project site was not identified on the governmental agency database search that was conducted as a part of the Phase I Site Assessment, which included a search of the state underground storage tank list (Youngdahl, May 2001).

PAST USES OF THE PROJECT SITE

The history of the project site was investigated during the Phase I Environmental Site Assessment performed by Youngdahl Consulting Group, Inc. (Youngdahl, May 2001). The project site has historically been vacant land most likely used for grazing.

HAZARDOUS MATERIALS

No significant areas of soil staining, or strong, pungent, or noxious odors were noted on or adjacent to the site during the Youngdahl Consulting Group, Inc. site reconnaissance (Youngdahl, May 2001). Youngdahl Consulting Group, Inc. reviewed records regarding the Wetsel-Oviatt Lumber Company at the El Dorado County Environmental Management Department, and determined that the Lumber Company does not appear to pose a threat to impact the project site (Youngdahl, May 2001).

Minor amounts of hazardous substances, such as cleaning, maintenance and landscaping supplies may be stored and used in and around the proposed school site once the school is constructed. In addition, chemicals related to school activities, such as a science laboratory may be stored and used at the site. The risk of explosion or release of any of these substances is minimal.

AIR EMISSIONS

A letter dated February 7, 2001 from the County of El Dorado Environmental Management Department noted that there are no facilities within one-fourth of a mile of the project site that emit hazardous emissions, handle hazardous or acutely hazardous materials, or generate hazardous waste (Rusert, 2001).

Another letter dated April 11, 2001 from the County of El Dorado Environmental Management Department determined that the above ground gasoline dispensing unit located at the Wetsel-Oviatt Lumber Company is considered an insignificant source of potential emission since the gasoline dispensing unit has a California Air Resources Board approved vapor recovery system. In addition, the unit is subject to El Dorado County Air Pollution Air District rules and regulations and is inspected annually by the District for compliance (Donnelly, 2001).

RADON POTENTIAL

Radon isotope-222 is a colorless, odorless, tasteless radioactive gas that is a natural decay product of uranium. Uranium and radon are present in varying amounts in rocks and soil, and radon is present in background concentrations in the atmosphere. Current evidence indicates that increased lung cancer risk is directly related to radon-decay products. At this time, the Environmental Protection Agency has recommended an "action" level for indoor radon concentrations at or exceeding 4 pico-curies per liter of air (pCi/l).

According to U.S. EPA publication 402-R-93-025, EPA Map of Radon Zones, California, dated September 1993, El Dorado County is shown to be in Zone 2. Zone 2 has a predicted average radon screening level of greater or equal to 2 pCi/l and less than or equal to 4 pCi/l. This is considered to be a moderate or variable value of geologic radon potential. The State of California Department of Health Services Statewide Radon Survey Screening Results, May 1990, indicated that El Dorado County has a value of 3.7% as the percentage of homes with predicted radon levels of over 4 pCi/l (Youngdahl, May 2001).

Specific indoor radon information for the project can only be obtained following construction of new site buildings or testing of existing buildings. EPA generally recommends that all owners test their homes and commercial buildings for radon. Site-specific geology, construction materials and methodologies, use characteristics of building occupants and the quality of construction can all affect indoor radon results.

SERPENTINE ROCK/ASBESTOS

El Dorado County is located in the Sierra foothills. The geology of the Sierra foothills contains an abundance of serpentine rock. Serpentine rock often contains naturally occurring asbestos. The Proposed Project site is situated within a north-trending, relatively narrow zone of chaotically intermixed rocks known as the Sierra Foothills Melange Belt. These rocks include what once was an ancient sea floor. Within this belt, especially along the Bear Mountain Fault Zone, the metamorphic rocks are intermixed with rocks containing serpentine called serpentinite. Serpentine is a group of common rock-forming minerals that are derived from magnesium-rich silicate minerals in igneous and metamorphic rocks.

Serpentine rock is abundant in the Sierra foothills and has been identified in particular bedrock formations in El Dorado County. The Proposed Project site is located in an area identified as containing non-ultramafic rocks on a California Department of Conservation, Division of Mines and Geology map of western El Dorado County (DMG, 1998). Non-ultramafic rocks are defined as areas that may contain ultramafic rocks too small to show on the map or not included on the source map (DMG, 1998). Subsurface bedrock in the vicinity of the project site may not be shown on available geologic maps because younger artificial fill and alluvial deposits may cover it.

Asbestos minerals, including chrysotile and tremolite, can also occur naturally in serpentine rock, especially that of the Franciscan Formation in the Coast Ranges.¹ Asbestos presents an inhalation hazard because the fibers can enter the lungs and in some cases result in lung cancer, asbestosis and mesothelioma.² Levels and types of asbestos minerals vary with the rock and with location: some serpentinite may not contain harmful asbestos while others may contain a high percentage. Asbestos fibers are potentially harmful when they are airborne, therefore, asbestos sources that are friable and pulverized are considered more of a health risk than solid, non-friable sources. For example, a boulder of serpentinite would represent more of a potential asbestos hazard if it were crushed and became friable through mechanical means than if it was undisturbed in an outcrop.

Youngdahl Consulting Group, Inc. excavated 33 test pits at the Proposed Project site. No visible naturally occurring asbestos was identified in any of the test pits excavated at the site (Youngdahl, June 2001). A sample collected from test pit 6 was analyzed for asbestos using the EPA Bulk Method, and none was detected. Youngdahl Consulting Group, Inc. concluded that "Based on their site exploration and laboratory tests results, no asbestos is present around the project site and should not effect proposed site development."

WETSEL-OVIATT LUMBER COMPANY

The Wetsel-Oviatt Lumber Company operations include hauling logs and other lumber products on Wetsel-Oviatt Road. According to Charles Asbury, General Counsel for Wetsel-Oviatt Lumber Company, the size of logs that are hauled along Wetsel-Oviatt Road range in diameter from six inches to six feet, and the length of the logs is typically 32 feet (Asbury, 2001). Mr. Asbury indicated that the logs are secured onto the trucks with binder chains. The logs are secured and hauled in accordance with California Highway Patrol and vehicle code regulations. The trucks are regularly inspected by the Highway Patrol for mechanical condition of the trucks as well as the manner in which the loads are secured. All drivers of the trucks are trained and licensed for the operation of big rigs. All drivers meet

¹ Asbestos is a commercial term applied to the group of silicate minerals that readily separate into thin, strong fibers that are flexible, heat resistant and chemically inert. Asbestos minerals include chrysotile, actinolite, tremolite, and anthophyllite.

² From: California Air Resources Board, "Naturally-Occurring Asbestos in El Dorado County", Issue date May 15, 1998.

DOT requirements and are regularly screened for drug and alcohol use. Wetsel-Oviatt Lumber Company is in compliance with all necessary regulations regarding the safe transport of their cargo, and the weight limitations on truckloads is complied with. Mr. Asbury has knowledge of the Wetsel-Oviatt Lumber Company operations since 1971 and has no knowledge of any logs coming loose and rolling off the trucks along Wetsel-Oviatt Road. However, Mr. Asbury does have knowledge of three incidents in the past four years where trucks have gone off Wetsel-Oviatt Road and overturned in the area of the project site.

RAILROAD TRACKS

A school site shall be a sufficient distance from a railroad track easement, as ascertained by an analysis of the cargo, speed, grade, curves, and/or type of track (mainline or spur) to determine that it poses no personal injury or property damage risk on the school site in the event of a derailment or other disaster.

The nearest railroad tracks to the site is a publicly owned railroad line (formerly Southern Pacific Railroad line) located approximately 1000 feet south/southwest of the southernmost project site boundary. The railroad tracks are located approximately 2000 feet from the portion of the site that will be used for the high school complex. The southern portion of the site will not be immediately developed.

According to the El Dorado County Department of Transportation, the railroad line is owned by Sacramento/Placerville Transportation Corridor Joint Powers Authority. The Joint Powers Authority consists of El Dorado County, Sacramento County, Sacramento Regional Transit, and the City of Folsom. Although the tracks have not been used since the early 1990s, the tracks have never been abandoned and are considered an active rail line. A Master Plan has been completed for the railroad line and there are plans to use the rail line in the future for public transportation and possibly as a freight line.

In the unlikely event of a derailment in the future, these tracks are a sufficient distance from the proposed school location that they do not represent a personal injury or property damage risk to the site.

WILDLAND FIRES

Wildland fires are considered a hazard in areas of El Dorado County. The project site is covered with grasses, chamise scrub and oak trees. The project site is located within an area of moderate fire hazard (Figure V-4-2, Wildland Fire Hazards, El Dorado County General Plan EIR, 1994). The project site is located in a rural area consisting of open grassland that has the potential for wildland fires.

PUBLIC/PRIVATE AIRPORTS

The California Department of Education requires that all airport/heliport runways (public or private) located within two (2) miles of a proposed school site be identified and investigated by the State Department of Transportation, Aeronautics Program, pursuant to the provisions of Education Code Sections 39005, 39006, 39007, 81036, and Government Code Section 15854.5.

No active established public or private airports are located within two miles of the project site. The closest airport to the site is the Cameron Airpark Airport, which is located approximately seven miles northeast.

EL DORADO COUNTY GENERAL PLANS AND POLICIES

Hazardous Materials

The El Dorado County General Plan (1996) includes the following specific goals and policies relative to hazardous materials that are applicable to the Proposed Project and alternatives:

Goal 6.6: Management of Hazardous Materials

Recognize and reduce the threats to public health and the environment posed by the use, storage, manufacture, transport, release and disposal of hazardous materials.

Objective 6.6.1: Regulation of Hazardous Materials

Regulate the use, storage, manufacture, transport and disposal of hazardous materials in accordance with State and Federal regulations.

Policy 6.6.1.1: The *Hazardous Waste Management Plan* shall serve as the implementation program for management of hazardous waste in order to protect the health, safety, property of residents and visitors, and to minimize environmental degradation while maintaining economic viability.

Policy 6.6.1.2: Prior to the approval of any subdivision of land or issuing of a building permit, it shall be determined whether the subdivision or parcel is located on a contaminated site included in a list on file with the Environmental Management Department as provided by the State of California. If contamination is found to exist, it shall be corrected prior to issuance of a new land use entitlement or building permit.

El Dorado County also has an ordinance in place regarding hazardous materials (Chapter 8.38), which includes requirements for hazardous materials management, hazardous materials incident response, hazardous materials inspections, and permit requirements.

Asbestos

The EPA has declared asbestos to be a hazardous air pollutant under the CAA and has issued a National Emissions Standard for Hazardous Air Pollutants (NESHAP) that regulates the demolition and renovation of facilities containing asbestos. The NESHAP also imposes additional restrictions on asbestos waste disposal. In California, most of the State's air districts are delegated by the EPA to implement the federal NESHAP requirements. The El Dorado County General Plan does not have any policies specific to asbestos. However, El Dorado County has an ordinance (Chapter 8.4.4) relative to protection from asbestos dust, which requires preparation of an Asbestos Hazard Dust Mitigation Plan prior to construction activities.

Fire Hazard

The El Dorado County General Plan (1996) includes the following specific goals and policies relative to fire safety that are applicable to the Proposed Project and alternatives:

Goal 6.2: Fire Hazards

Minimize fire hazards in both wildland and developed areas.

Objective 6.2.2: Limitations to Development

Regulate development in areas of high and very high fire hazard as designated by the California Department of Forestry and Fire Prevention Fire Hazard Severity Zone Maps.

Policy 6.2.2.1: Fire Hazard Severity Zone Maps shall be consulted in the review of all projects so that standards and mitigation measures appropriate to each hazard classification can be applied. Land use densities and intensities shall be determined by mitigation measures in areas designated as high or very high fire hazard.

4.11.2 IMPACTS AND MITIGATION MEASURES

INTRODUCTION

Hazardous wastes and hazardous materials, if mishandled, could pose risks to the public. Potential health and safety impacts typically can stem from interactions of workers or employees with hazardous wastes and materials encountered during project construction and operation.

SIGNIFICANCE CRITERIA

For the purposes of this EIR, a project may be deemed to have a significant impact if it would:

4.0 *Environmental Analysis*
HAZARDS AND HAZARDOUS MATERIALS

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (addressed in Impact 4.11.2);
- 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 (addressed in Impact 4.11.2);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (addressed in Impact 4.11.2);
- 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 create a significant hazard to the public or the environment (addressed in Impact 4.11.2);
- 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, the project would result in a safety hazard for people residing or working in the project area (addressed in Impact 4.11.2);
- For a project within the vicinity of a private airstrip, the project would result in a safety hazard for people residing or working in the project area (addressed in Impact 4.11.2);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (not applicable to the Proposed Project); or
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (not applicable to the Proposed Project).

Additionally, CEQA establishes a requirement for school projects to ensure that potential health impacts resulting from exposure to hazardous materials, wastes, and substances will be carefully examined and disclosed in the CEQA process. Section 21151.8 provides that an EIR for a school address whether the project site is: 1) a current or former hazardous waste or solid waste disposal facility; 2) a hazardous substance release site identified by the State Department of Health Services or Department of Toxic Substances Control; or 3) the site of one or more buried pipelines that carry hazardous substances, acutely hazardous materials, or hazardous wastes.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact

4.11.1 Hazardous Substances Impact

The Phase I Environmental Site Assessment completed for the Proposed Project site by Youngdahl Consulting Group, Inc. determined that there were no indications of the presence of any hazardous substances on or near the project site. In addition, the California Department of Education process which involves a review by DTSC of the Phase I report and a determination made by DTSC as to the suitability of the site for a school campus based on hazardous materials conditions. The DTSC determined that there were no hazardous materials conditions on the site, which would pose a threat to human health or the environment for any land use.

Mitigation Measures

No mitigation necessary.

Impact

4.11.2 Hazardous Substances Impact

Land uses in the area surrounding the Proposed Project site could change prior to construction of the school complex in the year 2015.

Mitigation Measures

4.11.2 Prior to construction of the project the District will review surrounding land uses and if there are significant changes the District will commission a Phase I Environmental Site Assessment. That Assessment would be completed to determine if surrounding land uses at that time pose a threat to the project site due to hazardous materials storage, generation or releases.

Significance After Mitigation

Less than significant.

Impact

4.11.3 Hazardous Substances Impact

Minor amounts of hazardous substances, such as cleaning, maintenance and landscaping supplies may be stored and used in and around the proposed school site once it is developed. In addition, chemicals related to school activities, such as a science laboratory, may be stored and used at the site. The risk of explosion or release of any of these substances is minimal.

Mitigation Measures

4.11.3 Any hazardous substances used at the site for cleaning, maintenance and landscaping will be stored in a manner that complies with all applicable codes and ordinances, laws, or other pertinent requirements. Chemicals used in the school itself, such as science laboratory supplies, are typically stored according to guidelines set forth in the Department of Education's *Science Safety Handbook* in order to minimize accidental releases. A list of chemicals to be stored and used at the proposed school will be submitted to Fire and Life Safety at the Department of the State Architect (DSA) for review prior to occupancy.

Significance After Mitigation

Less than significant.

Impact

4.11.4 Exposure of Individuals to Asbestos Containing Dust Impact

Youngdahl Consulting Group, Inc. concluded in their Geotechnical Engineering Study (June 2001) that "Based on their site exploration and laboratory tests results, no asbestos is present around the project site and should not effect proposed site development." However, subsurface bedrock in areas of the project site not tested by Youngdahl may contain Serpentine rock. When serpentine rock is broken or crushed, asbestos may be released from the rock and may become airborne for long periods of time, causing a potential health hazard.

Mitigation Measures

- 4.11.4 Federal and California laws address the health risks of exposure to asbestos and asbestos-containing materials. The El Dorado County Air Pollution Control District (APCD) plays a vital role in the current asbestos-containing serpentine rock issue. The District is responsible for implementing and enforcing Title 17 Section 93106 of the California Code of Regulations, Asbestos Airborne Toxic Control Measure, Asbestos-Containing Serpentine. El Dorado County has an ordinance in place regarding asbestos and dust protection. El Dorado County also has a Prescriptive Standard for Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan, which is authorized pursuant to APCD Rule 223, "fugitive dust", Rule 205, "nuisance", and El Dorado County Ordinance 4548 (April 2000).

Under the County Asbestos and Dust Protection Ordinance (Chapter 8.44) an Asbestos Hazard Dust Mitigation Plan will be required. The Plan shall include practices to be followed to eliminate, to the greatest extent possible, the emission of fugitive dust from grading, excavation and construction activity. In addition, the El Dorado County Fugitive Dust Prevention and Control and Contingent Asbestos Hazard Dust Mitigation Plan, April 17, 2000 shall be complied with and available at the project site.

Significance After Mitigation

Less than significant.

Impact

4.11.5 Exposure of Individuals to Wildland Fires Impact

Wildland fires present a serious safety issue in the area. Construction of the Proposed Project may introduce potential sources for fire. During construction, equipment and vehicles may come in contact with wildland areas and accidentally spark and ignite vegetation. The use of power tools and acetylene torches may also increase the risk of fire hazard. This risk is similar to that found at other construction sites.

Mitigation Measures

- 4.11.5 The School District will submit development design plans to the State Fire Marshall.

In addition, the School District will ensure, through the enforcement of contractual obligations, that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could

serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.

Significance After Mitigation

Less than significant.

Impact

4.11.6 Hazards Impact

The Wetsel-Oviatt Road will be relocated as a part of the Proposed Project to a location along the northern site boundary. This relocated road will become the access to the proposed school complex. The road will also be the road used by the Wetsel-Oviatt Lumber Company for their trucks to haul logs and other related products. Three incidents have occurred in the past four years where trucks have gone off Wetsel-Oviatt Road and overturned in the area of the project site. In addition, the use of the road for both semi-trucks and traffic associated with the school (buses, teachers, students, parents) may be unsafe.

Mitigation Measures

- 4.11.6** Under existing conditions, the joint use of Wetsel-Oviatt Road for a high school access road and a truck hauling road are not compatible uses with regard to safety issues. This is a **significant and unavoidable impact** prior to mitigation. However, with roadway improvements and the relocation of Wetsel-Oviatt Road this impact will be reduced to **less than significant**.

Significance After Mitigation

Less than significant.

REFERENCES – HAZARDS AND HAZARDOUS MATERIALS

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4.0 Environmental Analysis
HAZARDS AND HAZARDOUS MATERIALS

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CHAPTER 5.0

ANALYSIS OF ALTERNATIVES

CHAPTER 5.0

ALTERNATIVES TO THE PROPOSED PROJECT

5.1 OVERVIEW

5.1.1 GENERAL CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

The purpose of the alternatives analysis in an EIR is to describe a range of reasonable alternatives to the project that could feasibly attain the objectives of the project, and to evaluate the comparative merits of the alternatives (CEQA Guidelines, Section 15126(d)).

Additionally, Section 15126(d) of the CEQA Guidelines requires consideration of alternatives that could reduce to a less-than-significant level or eliminate any significant adverse environmental effects of the Proposed Project, including alternatives that may be more costly or could otherwise impede the project's objectives. The range of alternatives considered must include those that offer substantial environmental advantages over the Proposed Project and may be feasibly accomplished in a successful manner considering economic, environmental, social, technological, and legal factors.

The significant environmental impacts that the alternatives will seek to eliminate or reduce are:

- Traffic impacts associated with the Proposed Project's site configuration (**4.3, Traffic**);
- Hazard impacts associated with truck travel (**4.11, Hazards and Human Health**);
- Air Quality impacts on regional ozone and PM-10 concentrations (**4.7, Air Quality**);
- Noise and nuisance effects on adjacent residential communities (**4.4, Noise**);
- Land use compatibility impacts and loss of agricultural land (**4.2, Land Use**);
- Biological impacts resulting from habitat displacement (**4.8, Biological Resources**).

5.2 PROJECT ALTERNATIVES

This EIR evaluates four alternatives to the Proposed Project. These alternatives, as well as a discussion of how each alternative was selected based on anticipated significant environmental impacts of the Proposed

5.0 Alternatives to the Proposed Project

Project, are described further below. The following four alternatives to the Proposed Project are analyzed in this Section of the EIR (**Figure 5.2-1**):

- No Project Alternative (AA)
- White Rock Site Location Alternative (AB)
- Tseng Property Site Location Alternative (AC)
- Elimination of the Sports Stadium Component (AD)

For each of the project alternatives, a general description of the alternative is presented and a qualitative discussion of the environmental impacts is identified. As provided in Section 15126.6(d) of the CEQA Guidelines, the significant effects of each alternative are identified in less detail than the Proposed Project.

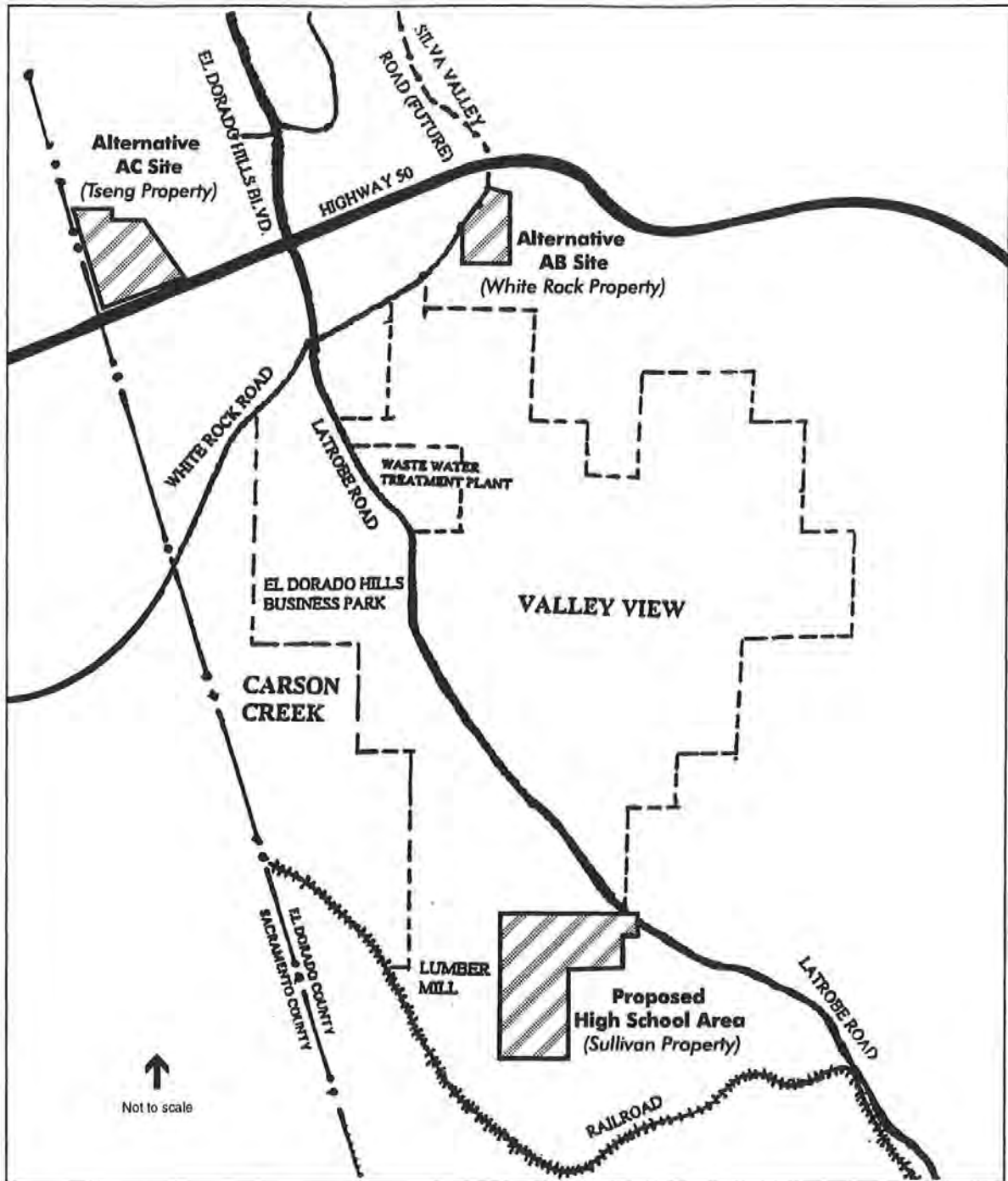
5.2.1 NO-PROJECT ALTERNATIVE (AA)

The No-Project Alternative would preclude development of the EDUHSD Sixth High School project on the Proposed Project site. It is assumed that this property would ultimately be developed in accordance with the RE-10 (Estate Residential) and RA-80 (Residential Agricultural) zoning districts that cover the project site.

The No Project Alternative would be inconsistent with the EDUHSD Facilities Master Plan by not providing secondary school facilities to the El Dorado Hills area and not serving the basic function of the district, which is to serve the mandated educational needs of the expanding community. Public school facilities in El Dorado County are already experiencing overcrowded conditions due to rapid growth and this situation would be exacerbated further if new educational facilities are not constructed according to the EDUHSD Facilities Master Plan. The No Project Alternative may also be inconsistent with the County General Plan, which encourages adequate public education facilities to serve the community.

In summary, the No Project Alternative would eliminate or reduce the following identified impacts:

1. Loss of agricultural land;
2. Loss of potential habitat;
3. Traffic impacts on segments of Latrobe Road between Wetzel-Oviatt Road and Golden Foothill Parkway;
4. Large infrastructure improvements to the site would not be required to be extended into the project area;
5. Land use incompatibility impacts resulting from adjacent industrial uses; and



SOURCE: El Dorado Union High School District, ESA, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 5.2-1
Alternative Site Locations

6. Noise and nuisance effects on adjacent residential communities to the east of the project site exerted from the public address system during daily school operations and the proposed sports stadium.

5.2.2 WHITE ROCK SITE LOCATION ALTERNATIVE (AB)

ALTERNATIVE SITE SETTING

As part of Alternative AB, the high school would be constructed at a \pm 47-acre site located along White Rock Road near the intersection of Highway 50 and the proposed Silva Valley Parkway Interchange in unincorporated El Dorado County (**Figure 5.2-1**). The alternative site (APN 108-030-12 and 108-070-06) is located approximately five miles north-northeast of the Proposed Project site in an area bounded by White Rock Road to the west and north, and rural residential uses to the east and south. The approximate boundaries of this site are provided in **Figure 5.2-2**.

Of the \pm 47-acres contained on the two properties, only \pm 37-acres are considered useable. This in part due to steep slopes located along the southern boundary of the property, the upper reach of Carson Creek that traverses through the central portion of the property, and a wetland area located in the northwestern portion of the property. The site also contains several large pockets of large-diameter hardwood tree species that would need to be removed in order to facilitate the development of a high school.

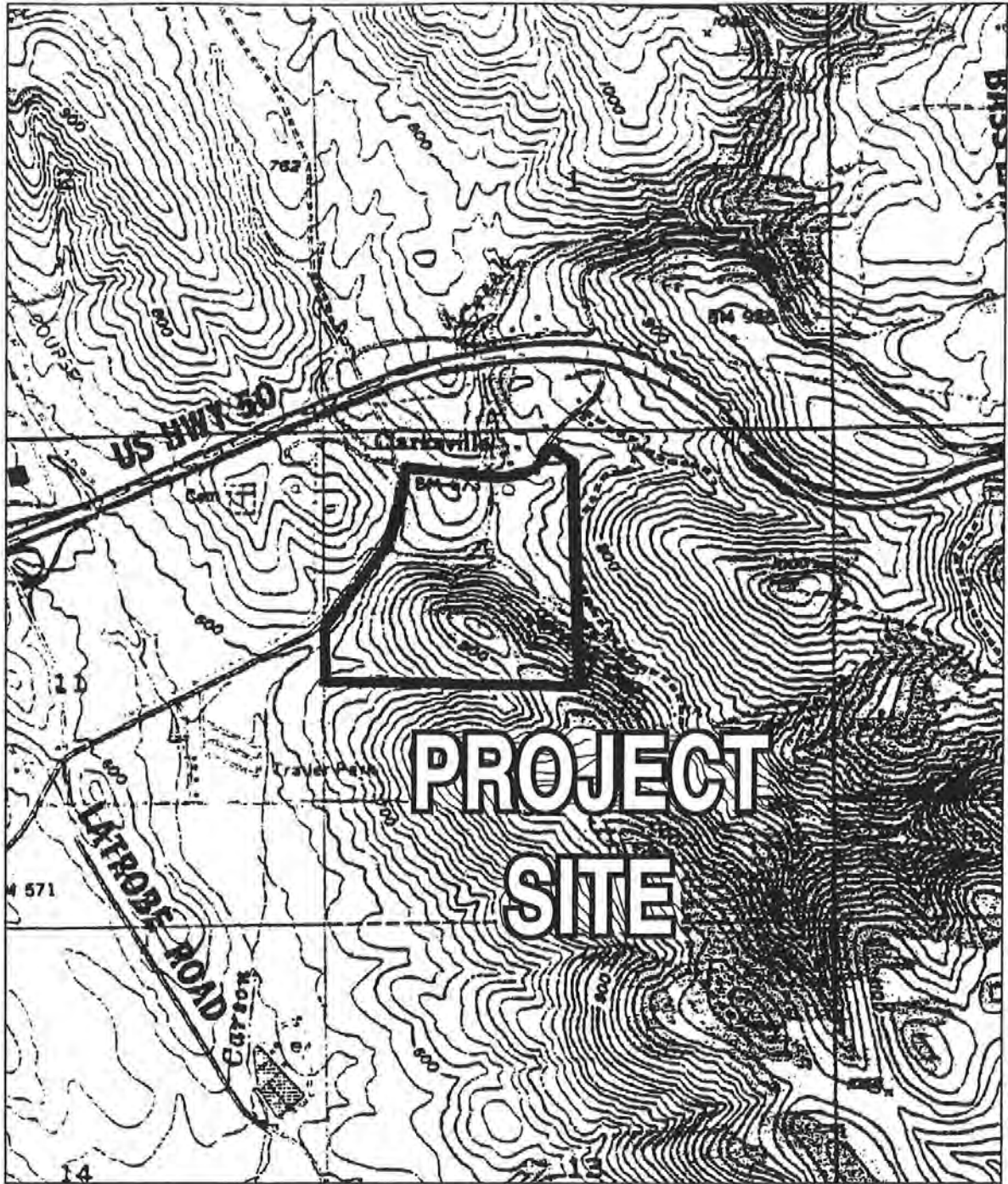
Unincorporated areas surrounding the site are designated for a mix of rural and low-density residential, commercial, and agricultural uses. Lands to the north of the project site are designated for low-density residential development. Approximately one quarter of a mile west of the site lies the Valley View Specific Plan Area. Planning designations within the specific plan area include a mix of single and multi-family residential and commercial uses, however very little new development has occurred within the specific plan area. Unincorporated areas surrounding the site are generally zoned for agricultural or residential uses similar to the Proposed Project, with the exception of some limited commercial zoning to the northwest of the project site. Approximately a tenth of a mile northwest of the alternative sites lies a PG&E substation.

CALIFORNIA DEPARTMENT OF EDUCATION MINIMUM CRITERIA FOR SITING OF NEW SCHOOLS

(Refer to Section 4.2, Land Use for site selection criteria)

Airports

The site is not within 2 miles of an airport runway or heliport, and does not require California Division of Aeronautics review.



SOURCE: USGS and ESA, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 5.2-2
Alternative AB Project Site

5.0 Alternatives to the Proposed Project

Powerlines

No high-voltage transmission line easements are located within specified distances from the proposed site. The only transmission lines located near the site are of distribution voltages. A PG&E substation is located approximately a tenth of a mile to the northwest of the site.

Presence of Potentially Toxic or Hazardous Substances

No Phase I Level Environmental Site Assessment has been conducted for the alternative site. Upon initial investigation of the project site, no significant environmental hazards or risks were observed.

Results of Geological Studies and Soils Analyses

No formal geotechnical investigation has been conducted for the alternative site. However, upon initial site observation, the alternative site is topographically complex and would require substantial grading to render the site usable. Steep slopes make up the southern boundary of the project site and should be avoided. In general, these slopes range from 10 to 40 percent. As indicated in the alternative site setting, topographical limitations presented on-site reduce the usable acreage to less than the Department of Education's recommended 45.4-acres.

According to the Soil Survey for El Dorado County, soils on-site consist of very rocky silt loams, which range in depth from 12 to 24 inches to bedrock. As indicated in Table 6 of the Soil Survey, these soils contain a low proportion of clays and therefore are not considered expansive.

Railroad Tracks

There are no railroad tracks in the immediate vicinity of the project site. The nearest tracks are the former Southern Pacific Railroad, located approximately 2 miles west of the site. These tracks are not currently in use with no immediate plans for reactivation.

Noise

The alternative site is located approximately 1500 to 2000 feet south of US Highway 50. Due to the close proximity of the site to US Highway 50, it is expected that the northern portion of the site could be located within a CNEL Ldn 65 noise contour. This would need to be verified through a formal noise investigation if the site is chosen.

Flooding

The alternative site is located in Flood Zone C (Panel Number 060040-0700D, revised 1995). The Flood Zone C designation is provided for areas which are expected to receive minimal flooding during significant storm events.

5.0 *Alternatives to the Proposed Project*

Access/Streets

Access to the alternative site would be provided via White Rock Road. The configuration of the site would allow for two access points off of White Rock Road or one signalized intersection.

Environmental Constraints/Hazards

The alternative site is not significantly affected by any nuisance factors such as odors associated with farms operations, landfills, or sewage treatment plants. No major fuel, natural gas, or hazardous materials/waste pipelines or storage tanks traverse or are located immediately adjacent to the alternative site. The site displays no historic evidence of any current or previous hazardous or solid waste disposal activities, or a hazardous substance release at the site. A PG&E substation lies approximately one-tenth of a mile to the northwest of the site.

Land Use Plans

The alternative site consists of two (2) properties (APN 108-030-12 and 108-070-06). Both of these properties are designated under the El Dorado County General Plan for Low-Density Residential uses and are currently zoned Agricultural Exclusive (AE). The development of the alternative site would require a Finding of Consistency with the General Plan. Parcel 108-070-06 is under an existing Williamson Act Contract (County Contract Number 17).

Utilities

Currently no infrastructure resides on the site, however, surrounding development will be required to extend water and sewer lines along White Rock Road. For water and sewer service to be available to the site, EID would need to annex the property into Assessment District 12. Access to the site property would be via White Rock Road, which is planned to be ultimately improved to a six-lane road. The El Dorado County Department of Transportation requests that access to the site be made at one point with a signalized intersection.

IMPACT STATEMENTS AND MITIGATION MEASURES

Land Use/Open Space and Agriculture

The construction of the project components at the Alternative AB site would not physically divide an established community, conflict with any applicable land use plan, or with any applicable habitat conservation plan or natural community conservation plan. Furthermore, the potential development of the site would not convert any prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses. The construction of the Proposed Project on the site would not conflict with an existing Williamson Act contract, nor involve other changes in the existing environment which, could result in conversion of Farmland, to non-agricultural use.

5.0 Alternatives to the Proposed Project

Impact

- 5.1 The potential glare and lighting impacts associated with stadium facilities coupled with the crowd and audio noise impacts attributable to stadium use may adversely affect nearby residential areas, potentially resulting in a land use impact. This is a potentially significant impact. A complete description of potential noise impacts and mitigation measures is provided in the following noise subsection.

Mitigation Measures

- 5.1 Implement Mitigation Measure 4.2.4.

Significance After Mitigation

Less than significant.

Impact

- 5.2 Development of the high school at the Alternative AB location would conflict with an existing Williamson Act Contract (APN 108-070-06). This is considered a **significant and unavoidable** impact.

Mitigation Measures

- 5.2 No mitigation available.

Significance After Mitigation

Significant and unavoidable.

Transportation and Circulation

White Rock Road defines the western and northern edge of the site and would provide direct access for all travel to and from the site. It is an east-west arterial with an intersection at Latrobe Road and continues east into eastern Sacramento County. White Rock Road currently intersects with Silva Valley Parkway, immediately north of the alternative site. This area is the location of the proposed Silva Valley Parkway Interchange south of U.S. Highway 50. The following 3 existing intersections are considered to be the most likely to be affected by implementation of the project: Latrobe Road and White Rock Road (existing LOS E), Silva Valley Parkway and White Rock Road (existing LOS N/A), and the proposed Silva Valley Interchange (Silva Valley Parkway and US Highway 50, no LOS).

Impact

- 5.3 Generation of vehicle trips by normal school operations will increase traffic on the adjacent street system. This is considered a potentially significant impact.

5.0 Alternatives to the Proposed Project

The street system that is anticipated in the year 2015 has the capacity to absorb the traffic generated by increased growth in western El Dorado County and by the high school on Opening Day.

During peak traffic hours, traffic traveling to and from the school will access White Rock Road at the new school access. Without additional improvements, very long delays will occur at this access.

Mitigation Measures

- 5.3 Implement Mitigation Measure 4.3.1.

Significance After Mitigation

Less than significant.

Impact

- 5.4 **Extracurricular activities will generate vehicle trips and parked cars. This is considered a potentially significant impact.**

A football/track stadium, gymnasium, baseball/softball diamonds and soccer fields are planned to be developed on the high school site. Because of its seating capacity, the football stadium would be the high school's most significant extracurricular traffic generator. Therefore, this study will focus primarily on the traffic impacts of the stadium.

The stadium will seat approximately 1,500 persons, although larger "standing room only" crowds are possible. The maximum traffic would be generated by an activity held in the stadium that did not utilize bus transportation and did not generate significant bicycle or pedestrian trips. Assuming a SRO crowd of 2,500, an event could generate up to 1,000 arriving trips and 1,000 exiting trips, assuming 2.5 persons per vehicle.

The greatest traffic impact would typically be from traffic exiting an event at the complex since arriving traffic is spread out over a longer period of time than traffic leaving an event. Not all spectators can be expected to leave immediately, although it is not unusual for up to 80 percent to desire to exit at the event's conclusion. Therefore, under the worst-case scenario, approximately 800 vehicles would desire to leave immediately following an event.

Mitigation Measures

- 5.4 Implement Mitigation Measure 4.3.3.

Significance After Mitigation

Less than significant.

Impact

- 5.5 **Cumulative development in the alternative study area by the year 2020 will generate traffic on the planned street system. This is considered a potentially significant impact.**

5.0 Alternatives to the Proposed Project

The operational characteristics of three study intersections will be unsatisfactory in the future whether the high school is developed at the proposed site or not. The intersection of Latrobe Road / White Rock Road is projected to operate at LOS F. The development of northbound dual left turn lanes will be required to provide LOS D whether the high school is developed or not. The intersection of White Rock Road and Silva Valley Parkway, along with the proposed interchange would be adversely affected by siting the school at this alternative site.

Mitigation Measures

- 5.5 Implement Mitigation Measure 4.3.4.

Significance After Mitigation

Less than significant.

Air Quality

The alternative site is approximately 4 miles northeast of the proposed project site and therefore, lies within the same climatic setting. Each of the discussed air quality plans, policies, and attainment status for the Proposed Project will also apply to this site.

Development of the project at the alternative site would not expose sensitive receptors to any substantial increase in local pollutant concentrations or create objectionable odors affecting near-by residents.

Impact

- 5.6 Development of the project on the alternative site could potentially violate air quality standards or contribute substantially to projected air quality violations during the construction of the school facility.

Mitigation Measures

- 5.6 Implement Mitigation Measures 4.7.1 and 4.7.2.

Significance After Mitigation

Less than significant.

Impact

- 5.7 Under Alternative AB, the project would be developed to a greater extent than its current land use designation permits, and could contribute to a cumulative regional emissions impact. However, as indicated on page 4.7-19 of Section 4.7, Air Quality the project would not result in a cumulatively considerable increase in ROG, NOx, and CO, the project's cumulative impact of PM-10 would be less than significant.

Mitigation Measures

- 5.7 No mitigation necessary.

Noise

The noise environment surrounding the project site is influenced primarily by automobile and truck traffic on local roadways and US Highway 50. The northern property line is approximately 1000 to 1500 feet south of the highway. School facilities located along the northern portion of the property would likely be affected by the noise generated by the highway. Applicable noise regulations and standards for this alternative are the same as discussed for the Proposed Project. A number of sensitive receptors are located in close proximity to the project site and along roadways providing access to and from the site. These sensitive receptors are limited to primarily rural residences adjacent to the site.

Noise generated from traffic associated with typical school operations would result in an increase in the ambient noise environment within the school's proximity. Consequently, development of the project site would require special building methods in order to avoid significant impacts to future students and teachers using the site. No sources of groundborne vibration or noise are proposed under this alternative. No pile driving would be required under this alternative. The proposed alternative is not located within the jurisdiction of an airport land use plan. The proposed alternative is not located within the vicinity of a private airstrip.

Impact

5.8 Construction activities would result in temporary increases in noise levels in the vicinity of this alternative. Construction of the project would generate significant amounts of noise corresponding to the appropriate phase of building construction and the noise generating equipment used during those phases. The closest sensitive receptors would be those described in the setting section above. These residences would be exposed to the highest noise levels during project construction.

Other sensitive receptors in the project vicinity would be exposed to construction noise at incrementally lower levels (assuming a 6 dBA reduction per doubling distance).

No pile driving would be required for the project. Construction noise at these levels would be substantially greater than existing noise levels at nearby sensitive receptor locations and would likely increase day-night levels in close proximity to the construction site by greater than 3 DNL.

The noise regulations pertaining to construction activities in El Dorado County's Noise Element of the General Plan would apply to project construction. Noise from construction activities would cause short-term significant impacts to the closest residences, because construction noise could exceed the County's 60 dB L_{max} standard for non-transportation noise during daytime hours and would contribute to hourly average noise levels that exceed the 50 dB Leq standard.

Mitigation Measures

5.8 Implement Mitigation Measure 4.4.1.

Significance After Mitigation

Less than significant.

5.0 Alternatives to the Proposed Project

Impact

- 5.9 Under this alternative, new noise-sensitive land uses could be developed in areas where noise levels are incompatible with such uses. The Noise Element of the County General Plan establishes a noise/land use compatibility criterion of 60 DNL for exterior noise levels in the outdoor activity areas of schools. An exterior noise level of 65 DNL may be allowed after completion of a detailed acoustical analysis and the inclusion of needed noise abatement features into the project design. Future traffic volumes on White Rock Road and US Highway 50 could create a noise environment that would be incompatible with the proposed high school complex. The siting of the project could also lead to noise levels in excess of the interior noise standards contained in the Noise Element (see Table 4.4-1). Unless mitigated, this violation of the County's interior noise standards would be considered a significant impact.

Mitigation Measures

- 5.9 Implement Mitigation Measure 4.4.3a through 4.4.3c.

Significance After Mitigation

Less than significant.

Impact

- 5.10 Operational activities (non-transportation) that would generate noise that could affect the noise environment of nearby sensitive receptors would primarily be related to the use of proposed sports fields and courts and the proposed stadium. Noise from these facilities would be noticeable by nearby residences and would conflict with the noise level performance standards, but would not be expected to affect the overall DNL due to their short duration and occurrence during primarily non-noise sensitive hours of the day.

Mitigation Measures

- 5.10 Implement Mitigation Measure 4.4.2.

Significance After Mitigation

Less than significant.

Geology And Soils

The alternative site is not mapped within a delineated Alquist-Priolo Fault Rupture Zone, nor is it located within an area that could experience seismic-related ground failure, including liquefaction, and landslides. Soils located on the site do not contain expansive clays, as defined in Table 18- 1-B of the Uniform Building Code (1994), however a formal geotechnical investigation would be required to determine their presence and location within the soil profile. The project would not involve the use of septic tanks or alternative wastewater disposal systems, since sanitary sewer will be available to the site.

Impact

- 5.11 The site, as with virtually all sites within the State of California, will be subjected to ground shaking from earthquakes.

Mitigation Measures

5.0 Alternatives to the Proposed Project

- 5.11 Implement Mitigation Measure 4.6.1.

Significance After Mitigation

Less than significant.

Impact

- 5.12 The site is characterized by complex topographical features as shown in **Figure 5.2**, and therefore, would be susceptible to substantial soil erosion or the loss of topsoil during construction activities. This would adversely affect the upper stretch of Carson Creek, which flows in a westerly direction through the alternative site. This is considered a significant impact.

Mitigation Measures

- 5.12 Implement Mitigation Measure 4.6.2.

Significance After Mitigation

Less than significant.

Impact

- 5.13 Due to the complex nature of the topography on the alternative site, site-grading activities could render the slopes along the southern boundary of the site unstable and subject to landslides. Without proper geotechnical engineering practices incorporated into the project's design, the high school could be subject to landslide and/or slumping events during significant rain events. This is considered a significant impact.

Mitigation Measures

- 5.13 A formal geotechnical investigation shall be performed on the alternative site to determine the feasibility of developing a high school on the property.

Significance After Mitigation

Less than significant.

Hydrology/Water Quality

The upper reach of Carson Creek along with one associated tributary meander through the central portion of the alternative site. The project area is specifically within the Carson Creek drainage basin that is a sub-area of the larger Deer Creek watershed. Currently, no municipally developed stormwater controls exist at the alternative site. Surface runoff from this area drains into the Carson Creek waterway and then flows westward towards Latrobe Road less than one-half mile downstream of the project area. As previously indicated, the topography of the alternative site is complex with surface runoff originating along the northern and northwestern portions of the site draining to the south into Carson Creek and associated tributary on slopes generally ranging from 5 to 20 percent. Runoff originating on the southeastern and southern portions of the site drains into Carson Creek on slopes ranging from 10 to 30+ percent.

5.0 Alternatives to the Proposed Project

Flooding is characteristic along local creeks and streams, adjacent to the project area, during periods of heavy rainfall. Localized flooding causes streams to overflow their banks, flooding property and structures located adjacent to channels. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for El Dorado County, California (Community-Panel Numbers 060040-0700 C, revised 1995), the alternative site is labeled Zone C or "Areas expected to receive minimal flooding during large storm events."

The alternative site would be located in an area that is expected to have water lines prior to the development of a high school and therefore, would not involve the drilling of a water well.

Impact

- 5.14 As indicated by the Flood Insurance Rate Map (FEMA, 1995), the alternative site would be located in an area that could expect minor flooding during a 100-year storm event. Thus, potential on-site flooding hazards could occur due to flooding from local waterways. Additionally, development of the site would increase drainage flows as a result of the introduction of impervious surfaces, which could impact downstream flooding. This would be considered a significant impact.

Except for a few existing structures and roads, the project site currently has no impervious surfaces. Construction of the project would create impervious surfaces (roofs, concrete, and asphalt) over approximately 50 percent of the project site, thereby preventing precipitation from infiltrating and causing it to pond or runoff. Stormwater runoff from the developed site would concentrate and provide increases in volume runoff and peak discharges for the area. Discharge of the concentrated runoff could increase cumulative flooding and soil erosion along unprotected areas on the alternative site and at storm drain discharges, culverts, and downstream-developed areas along Carson Creek. Increased storm runoff could also change the character of the receiving streams by increasing the flow levels during and immediately after storms, and decreasing the amount of stream recharge from groundwater between storms due to reduced infiltration.

Mitigation Measures

- 5.14 Implement Mitigation Measure 4.5.1.

Significance After Mitigation

Less than significant.

Impact

- 5.15 Use of landscaping (or turf) chemicals (pesticides, fungicides, fertilizers, and herbicides), cleaning solvents, accumulation of litter and debris, and the buildup of petroleum products and metals in parking lots are all sources for polluted runoff. The project would have the potential to generate each of these pollution sources, which then may be entrained by stormwater runoff and discharged to local receiving waters. The potential increase in nonpoint source pollution due to project operation would be considered a significant impact to water quality of local receiving waters.

Construction of the project facilities could result in increased erosion and sedimentation, with subsequent impacts to water quality and/or storm drain capacity during construction. The

5.0 Alternatives to the Proposed Project

project buildings would expose a large area of bare soil during construction that could be exposed to precipitation and subsequent erosion. Construction activities involving soil disturbance, excavation, cutting/filling, stockpiling, and grading activities could result in increased erosion and sedimentation to surface waters. This is considered a significant impact.

Mitigation Measures

5.15 Implement Mitigation Measure 4.5.2a-c, and 4.5.3.

Significance After Mitigation

Less than significant.

Biological Resources

Habitat types associated with Alternative AB consist of non-native annual grassland, blue oak savanna, and blue oak woodland. Tree species occurring within the proposed alternative area include blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizenii*), and valley oak (*Quercus lobata*). Annual grassland species considered dominants include ripgut brome (*Bromus diandrus*), soft brome (*Bromus hordeaceus*), English ryegrass, wild oat, and Medusa-head. Historical land use for the site includes cattle grazing and farming, with some undisturbed areas exhibiting dense woodland stands.

Oak woodlands are important wildlife habitats that provide abundant cover, foraging, nesting, and resting opportunities. Species common to this habitat include acorn woodpecker (*Melanerpes formicivorus*), oak titmouse (*Parus inornatus*), bushtit (*Psaltriparus minimus*), white-breasted nuthatch (*Sitta carolinensis*), California scrub jay (*Aphelocoma californica*), western gray squirrel (*Sciurus griseus*), dusky-footed woodrat (*Neotoma fuscipes*), striped skunk (*Mephitis mephitis*), and black-tailed deer (*Odocoileus hemionus californicus*). Black-tailed deer use the woodland to forage and rest, and as a movement corridor to access other habitat types. Red-shouldered hawk (*Buteo lineatus*), red-tailed hawk (*Buteo jamaicensis*), Cooper's hawk (*Accipiter cooperii*), and great horned owl (*Bubo virginianus*) may nest within this community and forage within it or adjacent grasslands. Reptile and amphibian species common to blue oak woodland include western fence lizard (*Sceloporus occidentalis*), western rattlesnake (*Crotalus viridis*), common kingsnake (*Lampropeltis getulus*), sharp-tailed snake (*Contia tenuis*), and California slender salamander (*Batrachoseps attenuatus*).

Carson Creek, a perennial drainage occurs within the proposed alternative site supporting aquatic habitat and a riparian community along its perimeter with species including willow (*Salix sp.*), California wild grape (*Vitis californica*), and Himalayan blackberry (*Rubus discolor*). Based on existing data and knowledge for the region, it is unlikely that Carson Creek supports salmonid species (i.e., steelhead, salmon). Fish species likely to occur in Carson Creek include Sacramento sucker (*Castosomus occidentalis*), California roach (*Hesperoleucus symmetricus*), green sunfish (*Lepomis cyanellus*), and bluegill (*Lepomis macrochirus*). Hardhead (*Mylopharodon conocephalus*) and Sacramento squawfish (*Ptychocheilus grandis*) may also occur. With the slow flow and ponded-backwater features of Carson Creek, it can be considered suitable habitat for northwestern pond turtle (*Clemmys marmorata marmorata*).

Table 4.8-1 in Section 4.8, Biological Resources provides an inventory of potentially occurring special status species known to occur in and around the vicinity of the alternative site. At the time of field surveys no access was permitted to the proposed site, therefore the presence of special status species listed in Table 4.8-1, or other species could not be determined.

5.0 Alternatives to the Proposed Project

Impact

- 5.16 The Proposed Project may result in adverse impacts to big-scale balsamroot, a protected plant species.**

This species is unlikely to occur on the proposed project site and was not observed during the field assessment. However, a floristic survey of the entire project site was not conducted and this species may potentially be present. Impacts to big-scale balsamroot are considered significant and mitigation is required.

Mitigation Measures

- 5.16 A qualified biologist shall conduct a pre-project survey for special-status plant species in all areas where construction-related disturbance could occur. The survey shall be conducted during the appropriate survey period (e.g. blooming period). If special-status plants are identified on the proposed project site, the appropriate regulatory agency shall be consulted to develop measures to avoid or minimize “take” of these species prior to the initiation of construction activities.**

Significance After Mitigation

Less than significant.

Impact

- 5.17 The Proposed Project will result in the loss of potential Swainson’s hawk foraging habitat.**

The Swainson’s hawk is known from the project region and could potentially utilize the proposed project site for foraging. Impacts to Swainson’s hawk are considered significant and mitigation is required.

Mitigation Measures

- 5.17 The school district will work with the California Department of Fish and Game regarding appropriate mitigation for loss of Swainson hawk habitat.**

Significance After Mitigation

Less than significant.

Impact

- 5.18 The Proposed Project may result in adverse impacts to special-status bird species including western burrowing owl, white-tailed kite, tricolored blackbird, and protected raptor species.**

Mitigation Measures

5.0 Alternatives to the Proposed Project

- 5.18a** If construction activities are to occur during the nesting season, a qualified biologist shall conduct a pre-construction survey for nesting raptors and special-status bird species. All areas within a ¼ mile radius shall be surveyed. If active nests are detected within the ¼ mile radius, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.
- 5.18b** A pre-construction survey for burrowing owls shall be conducted by a qualified biologist within the 30 days prior to construction activities to establish the status of this species on the project site. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. If burrowing owls are detected within approximately 500 feet of proposed construction areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.
- 5.18c** If burrowing owls are detected within approximately 500 feet of proposed construction areas, impacts to nesting and foraging habitat shall be mitigated according to the California Department of Fish and Game recommendation following consultation with the school district.

Significance After Mitigation

Less than significant.

Impact

- 5.19 The Proposed Project may result in adverse impacts to northwestern pond turtle.**

Northwestern pond turtles are unlikely to occur on the proposed project site. However, this species has been reported from the surrounding vicinity and could potentially utilize habitat associated with Carson Creek or other wetland habitat areas within the site. Impacts to northwestern pond turtle are considered significant and mitigation is required.

Mitigation Measures

- 5.19** If the wetland swale habitat or other areas of the proposed project site containing potential habitat for northwestern pond turtle will be disturbed during project development, a survey for this species shall be conducted within 24 hours prior to the start of construction activities. If this species is observed within proposed project areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.

Significance After Mitigation

Less than significant.

Impact

- 5.20 Construction activities associated with development of the Proposed Project could potentially result in impacts to native trees.**

The site consists of dense stands of native oaks. Impacts to native trees are considered significant and mitigation is required.

5.0 Alternatives to the Proposed Project

Mitigation Measures

- 5.20a If construction activities will involve encroachment into the dripline or the removal of native trees, an arborist survey of potentially affected trees shall be conducted by an International Society of Arboriculture (ISA) Certified Arborist.
- 5.20b If construction activities are to occur within approximately 50 feet of native trees to be preserved, a 4-foot tall, brightly colored (usually orange or yellow), synthetic mesh material fence (or an approved equivalent) shall be installed a minimum of one foot outside the tree's dripline. If feasible 1.5 times the dripline radius should be fenced. No encroachment into the fenced area will be permitted. The fence shall remain in place until all construction activities in the vicinity have been completed.
- 5.20c If construction activities will require the removal of any native trees, a Tree Mitigation Plan shall be developed and implemented.

Significance After Mitigation

Less than significant.

Impact

- 5.21 **Construction activities associated with development of the Proposed Project could potentially result in adverse impacts to jurisdictional "water of the U.S.", "other waters of the U.S.", and/or isolated wetland features.**

Wetland habitat is present on the proposed project site and may be impacted as a result of project development. Impacts to wetland habitat are considered significant and mitigation is required. Potentially significant impacts to Carson Creek, a perennial drainage located in the proposed alternative area could also may also occur.

Mitigation Measures

- 5.21a Prior to construction a formal delineation of "waters of the U.S." and isolated wetland features shall be conducted by a qualified biologist and submitted to the U.S. Army Corps of Engineers for verification. If necessary, the project applicant shall obtain a permit from the U.S. Army Corps of Engineers, Water Quality Certification from the Regional Water Quality Control Board, and purchase the appropriate credits from an approved wetland mitigation bank.
- 5.21b If construction activities will result in the alteration of the bed or bank of any drainages (e.g. wetland swales) present on the proposed project site, a Streambed Alteration Agreement shall be obtained from the California Department of Fish and Game.
- 5.21c Staging areas shall be located away from wetland habitats that are to be preserved. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging areas. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion.

Significance After Mitigation

Less than significant.

Cultural Resources

The archeological background, ethnography, and historic context of the alternative site is much the same, as that of the Proposed Project. However, no record research or site survey has been performed for the alternative site, and therefore, should the site be chosen, a more detailed site survey and record research would be required to determine the presence and location of any significant historic or cultural resources.

CEQA defines a project historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California if the project meets any of the following criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

Since a record research inventory and cultural resource site survey has not been conducted for the alternative site, a formal impact analysis can not be performed at this time. The property is near Carson Creek, a sensitive location, and the long term grazing activity in the area may have obscured archeological evidence, thus, the property has some potential for the presence of a buried resource. Should the alternative site be chosen over the Proposed Project, a detailed records research and site survey will be performed to confirm the absence or presence of historic and/or culturally important resources.

Public Services

The alternative site would have the necessary infrastructure capacity and public services to facilitate the development of the project. EID would provide water and wastewater service to the site. Stormwater management would be provided by the County's Department of Transportation. The El Dorado Disposal Service, Inc. would provide pickup and disposal of solid waste. The El Dorado Hills Fire Department would provide fire protection services. Law enforcement services for the alternative area are provided by the El Dorado County Sheriff's Department.

Electricity and natural gas is provided by Pacific Gas & Electric Company (PG&E). Electrical distribution lines are located in close proximity on the project site along White Rock Road are of distribution voltage. A 4-inch natural gas line currents ends approximately 1,500 feet south of the White Rock Road and Jogger Road intersection.

EID would have the ability to provide a reliable supply of water to serve the alternative site, subject to improvements to the water distribution system. Subject to the infrastructure improvements required as part of this project, the EID would have the capacity to process project generated wastewater. A stormwater management plan would need to be developed as described, in order to provide adequate

5.0 Alternatives to the Proposed Project

drainage facilities. It is anticipated that the project would utilize solid waste collection services currently provided by El Dorado Disposal Service, Inc., which has indicated an adequate level of capacity.

It is not anticipated that project implementation will impact countywide law enforcement, therefore, no significant impacts are anticipated. However, the varied topography would present security issues undesirable to the Sheriff's Department. Development of the project site will be subject to specific fire protection standard review and implementation of any conditions deemed appropriate by the district. With incorporation of fire protection measures into the design of the project there would be no adverse impacts to the service area.

Hazards/Human Health

After initial site reconnaissance, no underground storage tanks were observed, although septic systems and water wells do exist in multiple locations across the project area. Pacific Gas and Electric Company (PG&E) distributes natural gas to developed facilities in the area of the project site. A portion of the project site has been used predominantly for dairy and beef cattle pastureland. Restricted (persistent) chemicals are typically not applied to pastureland.

Construction of the project would occur in an area of no known contamination by hazardous substances and would not be located in an area where employees and students could be exposed to hazardous substances from regional sources. Use of the alternative site would not entail the routine transport, use, or disposal of hazardous materials, involve the accidental release of hazardous materials into the environment, or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of the alternative site. The alternative site is not located within an airport land use plan or, within two miles of a public airport, public use airport, or private airstrip. Development of the project at the alternative site would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The location of the alternative site is mainly rural in nature and, therefore, the risk of wildfires is relatively high.

Impact

- 5.22 No Phase I Environmental Site Assessment has been conducted on the site, and therefore one would need to be performed prior to the site's acquisition, should it be chosen, to determine the presence of any contamination by hazardous substances.

Mitigation Measures

- 5.22 EDUHSD shall have a Phase I Environmental Site Assessment performed should the alternative site be preferred over the Proposed Project.

Significance After Mitigation

Less than significant.

Impact

- 5.23 The alternative site resides within an area that is mainly rural in nature, and therefore would be subject to potential wildfire hazards. During the initial site observation, a large quantity of vegetation was present on-site. As a result, a substantial fuel load resides on-site and in areas to the south of the alternative site. This is considered a potential significant impact.

Mitigation Measures

5.23 Implement Mitigation Measure 4.11.5.

Significance After Mitigation

Less than significant.

5.2.3 TSENG PROPERTY SITE LOCATION ALTERNATIVE (AC)

ALTERNATIVE SITE SETTING

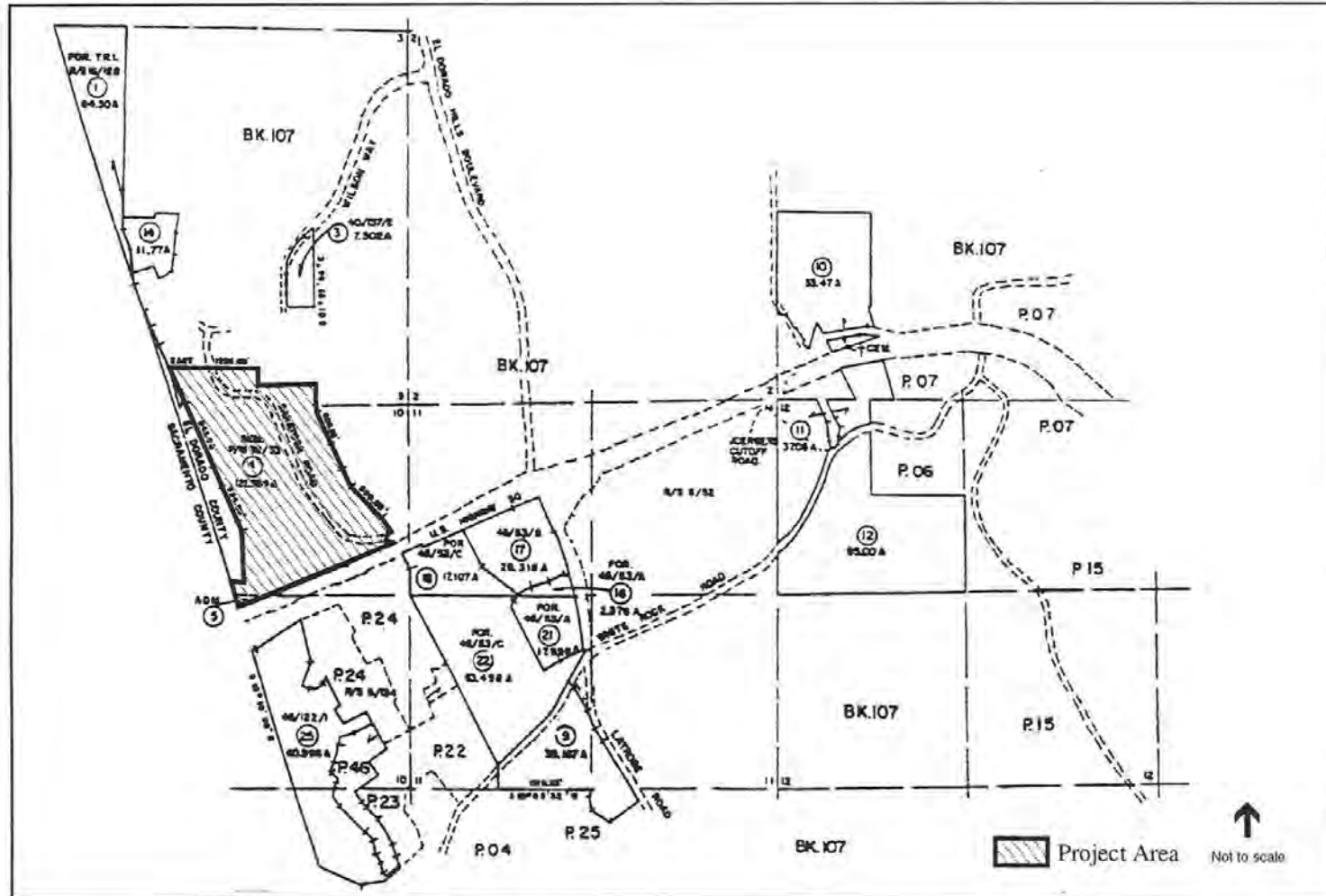
As part of Alternative AC, the high school and sports stadium complex would be constructed at a \pm 121-acre site located on Saratoga Way just north of Highway 50 in unincorporated El Dorado County (refer to **Figure 5.2-1**). The alternative site (APN 108-030-041) is located approximately five miles north-northwest of the Proposed Project site in an area bounded by US Highway 50 to the south, the El Dorado County line to the west and is bisected by a undeveloped portion of Saratoga Way in a north-south orientation. The approximate boundaries of this site are provided in **Figure 5.2-3**.

The alternative site is comprised mainly of annual grassland with scattered clusters of shrubs, small-diameter oak trees, and rock outcroppings along the ridgelines that make up the western and eastern property lines. The alternative site is characterized as a shallow, V-shaped canyon that extends in a north-south orientation. The canyon contains a small seasonal drainage way that drains to the south into a small wetland feature immediately north of Highway 50. The developed portion of Saratoga Way currently ends at the southeastern property line. If this site were chosen Saratoga Way would need to be realigned and extended to the north through the center of the property.

Unincorporated areas surrounding the site are designated for a mix of low-density residential, commercial, and agricultural uses. Lands to the north of the project site are designated for low-density residential development. US Highway 50 bounds the property to the south with both commercial and low-density residential areas developing further south of the highway. The town of El Dorado Hills lies to the east of the site with areas immediately adjacent to the east of the site designated for low and high-density residential development. The majority of this area is currently build-out. The Sacramento County line depicts the western border of the property. Areas further west of the county line are designated for mainly agricultural land uses, with the City of Folsom located further west.

CALIFORNIA DEPARTMENT OF EDUCATION MINIMUM CRITERIA FOR SITING OF NEW SCHOOLS

(Refer to Section 4.2, Land Use for site selection criteria)



SOURCE: El Dorado County Assessor's Office and ESA, 2001.

El Dorado Union High School District Sixth High School/201266 ■

Figure 5.2-3
Alternative AC Project Area

Airports

The site is not within 2 miles of an airport runway or heliport, and does not require California Division of Aeronautics review.

Powerlines

No transmission line easements are located within specified distances from the proposed site. The only transmission lines located adjacent to the northern boundary of the site are of distribution voltages.

Presence of Potentially Toxic or Hazardous Substances

No Phase I Level Environmental Site Assessment has been conducted for the alternative site. Upon initial investigation of the alternative site, no significant environmental hazards or risks were observed.

Results of Geological Studies and Soils Analyses

No formal geotechnical investigation has been conducted for the alternative site. The project site is situated in a shallow, V-shaped valley with moderately steep slopes descending down to the center portion of the property. In general, these slopes range from 10 to 20 percent with isolated areas where slopes exceed 20 percent. The northern portion of the site is the most optimal location for the school, however, a formal geotechnical survey would need to be conducted to determine its feasibility. Even with the topographical limitations presented on the southern portion of the site, it would still contain more usable acreage than the Department of Education's recommended 45.4-acres, although substantial grading would be required.

According to the Soil Survey for El Dorado County, soils along the backslopes and ridgelines consist of very and/or extremely rocky silt loams, which range in depth from 12 to 24 inches to bedrock. The drainage way that bisects the site contains more clayey substrate. The Soil Survey indicates that the soils along the backslopes and ridgelines contain a low proportion of clays and therefore are not considered expansive. However, soils along the margin of the drainage way are indicated as having a high proportion of clay, and therefore are considered to be potentially expansive.

Railroad Tracks

There are no railroad tracks in the immediate vicinity of the project site. The nearest tracks are the former Southern Pacific Railroad, located approximately one mile west of the site. These tracks are currently not in operation and no immediate reactivation is anticipated.

Noise

The alternative site is located adjacent and to the north of US Highway 50, just west of the Latrobe Road / El Dorado Hills Boulevard exit. Due to the close proximity of the site to US Highway 50, it is expected

5.0 Alternatives to the Proposed Project

that the southern portion of the site could be located within a CNEL Ldn 65 noise contour. This would need to be verified through a formal noise investigation if site is chosen.

Flooding

According to FIRM Panel 060040-0700C for El Dorado County, the alternative site is located in Flood Zone C (revised 1995). The Flood Zone C designation is provided for areas, which are expected to receive minimal flooding during significant storm events.

Access/Streets

Access to the alternative site would be provided via Saratoga Way, which is only constructed up to the property's southeastern border. The configuration of the site would allow for one access point off of Saratoga Way.

Environmental Constraints/Hazards

The alternative site is not significantly affected by any nuisance factors such as odors associated with farms operations, landfills, or sewage treatment plants. No major fuel, natural gas, or hazardous materials/waste pipelines or storage tanks traverse or are located immediately adjacent to the alternative site. The site displays no historic evidence of any current or previous hazardous or solid waste disposal activities, or a hazardous substance release at the site.

Land Use Plans

The alternative site consists of one property (APN 108-030-041). The property is designated under the El Dorado County General Plan for High-Density Residential uses and zoned Residential Estate (RE-10) (El Dorado County, 2001). The development of the alternative site would require a finding of consistency with the General Plan. The site is not on land under an existing Williamson Act Contract.

Utilities

Currently no infrastructure resides on-site, however, with the close proximity of adjacent residential development, the extension of water and sewer lines would be feasible. Access to the site property would be via Saratoga Way, which is planned to be ultimately improved to a four-lane road. Electricity and natural gas is currently provided to residents adjacent to the north and east of the site and therefore would be available for the high school should the site be chosen.

IMPACT STATEMENTS AND MITIGATION MEASURES

Land Use/Open Space and Agriculture

The construction of the project components at the Alternative AC site would not physically divide an established community, conflict with any applicable land use plan, or with any applicable habitat conservation plan or natural community conservation plan. Furthermore, the potential development of the site would not convert any prime farmland, unique farmland, or farmland of statewide importance, as

5.0 Alternatives to the Proposed Project

shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses. The construction of the Proposed Project on the site would not conflict with an existing Williamson Act Contract, nor involve other changes in the existing environment which, could result in conversion of Farmland, to non-agricultural use.

Impact

- 5.24 The potential glare and lighting impacts associated with stadium facilities coupled with the crowd and audio noise impacts attributable to stadium use may adversely affect nearby residential areas, potentially resulting in a land use impact. This is a potentially significant impact. A complete description of potential noise impacts and mitigation measures is provided in the following noise subsection.

Mitigation Measures

- 5.24 Implement Mitigation Measure 4.2.4.

Significance After Mitigation

Less than significant.

Transportation and Circulation

US Highway 50 defines the western edge of the alternative site, with the Latrobe Road and El Dorado Hills Boulevard Exit less than one mile to the west. Saratoga Way would provide direct access for all travel. As with the Proposed Project, the same number of vehicle trips would be generated at the alternative site location. The following 3 existing intersections are considered to be the most likely to be affected by implementation of the project: El Dorado Hills Boulevard and Saratoga Way (existing LOS E), Saratoga Way and Finders Way (existing LOS A), and the Latrobe Road / El Dorado Hills Boulevard Interchange (US Highway 50).

Impact

- 5.25 Generation of vehicle trips by normal school operations will increase traffic on the adjacent street system. This is considered a potentially significant impact.

The street system as is anticipated in the year 2015 has the capacity to absorb the traffic generated by increased growth in western El Dorado County and by the high school on Opening Day.

During peak traffic hours, traffic traveling to and from the school will access Saratoga Way at the new school access. Without additional improvements, very long delays will occur at this access.

Mitigation Measures

- 5.25 Implement Mitigation Measure 4.3.1.

Significance After Mitigation

Less than significant.

Impact

5.26 Extracurricular activities will generate vehicle trips and parked cars. This is considered a potentially significant impact.

A football/track stadium, gymnasium, baseball/softball diamonds and soccer fields are planned on the high school site. Because of its seating capacity, the football stadium would be the high school's most significant extracurricular traffic generator. Therefore, this study will focus primarily on the traffic impacts of the stadium.

The stadium will seat approximately 1,500 persons, although larger "standing room only" crowds are possible. The maximum traffic would be generated by an activity held in the stadium that did not utilize bus transportation and did not generate significant bicycle or pedestrian trips. Assuming a SRO crowd of 2,500, an event could generate up to 1,000 arriving trips and 1,000 exiting trips, assuming 2.5 persons per vehicle.

The greatest traffic impact would typically be from traffic exiting an event at the complex since arriving traffic is spread out over a longer period of time than traffic leaving an event. Not all spectators can be expected to leave immediately, although it is not unusual for up to 80 percent to desire to exit at the event's conclusion. Therefore, under the worst-case scenario, approximately 800 vehicles would desire to leave immediately following an event.

Mitigation Measures

5.26 Implement Mitigation Measure 4.3.3.

Significance After Mitigation

Less than significant.

Impact

5.27 Cumulative development in the alternative study area by the year 2020 will generate traffic on the planned street system. This is considered a potentially significant impact.

The operational characteristics of three study intersections will be unsatisfactory in the future whether the high school is developed at the proposed site or not. The intersections of El Dorado Hills Boulevard and Saratoga Way, Saratoga Way and Finders Way, and the Latrobe Road / El Dorado Hills Boulevard Interchange (US Highway 50) would be adversely affected by siting the school at this alternative site.

Mitigation Measures

5.27 Implement Mitigation Measure 4.3.4.

Significance After Mitigation

Less than significant.

5.0 Alternatives to the Proposed Project

Air Quality

The alternative site is approximately 5 miles north-northwest of the proposed project site and therefore, lies within the same climatic setting. Each of the discussed air quality plans, policies, and attainment status for the Proposed Project will also apply to this site.

Development of the project at the alternative site would not expose sensitive receptors to any substantial increase in local pollutant concentrations or create objectionable odors affecting near-by residents.

Impact

5.28 Development of the project on the alternative site could potentially violate air quality standards or contribute substantially to projected air quality violations during both construction and long-term operation of the school facility.

Mitigation Measures

5.28 Implement Mitigation Measures 4.7.1 and 4.7.2.

Significance After Mitigation

Less than significant.

Impact

5.29 Under Alternative AC, the project would be developed to a similar extent according to the high-density residential land use designation, but would still contribute to a cumulative regional emissions impact. This could result in a cumulatively considerable net increase of any nonattainment pollutant.

Noise

The noise environment surrounding the project site is influenced primarily by automobile and truck traffic on local roadways and US Highway 50. The southern property line is adjacent to the highway. Due to the tunneling-effect of the canyon, school facilities located along the northern portion of the property would likely be affected by the noise generated by the highway. Applicable noise regulations and standards for this alternative are the same as discussed for the Proposed Project. Residential areas adjacent to the north and east of the site would be considered potential sensitive receptors to the construction activities involved with the grading of the property.

Noise generated from traffic associated with typical school operations would result in an increase in the ambient noise environment within the school's proximity. Consequently, development of the project site would require special building methods in order to avoid significant impacts to future students and teachers using the site. No sources of groundborne vibration or noise are proposed under this alternative. No pile driving would be required under this alternative. The proposed alternative is not located within the jurisdiction of an airport land use plan. The proposed alternative is not located within the vicinity of a private airstrip.

Impact

5.30 Construction activities would result in temporary increases in noise levels in the vicinity of this alternative. Construction of the project would generate significant amounts of noise corresponding to the appropriate phase of building construction and the noise generating equipment used during those phases. The closest sensitive receptors would be those described

5.0 Alternatives to the Proposed Project

in the setting section above. The residences would be exposed to the highest noise levels during project construction.

Other sensitive receptors in the project vicinity would be exposed to construction noise at incrementally lower levels (assuming a 6 dBA reduction per doubling distance).

No pile driving would be required for the project. Construction noise at these levels would be substantially greater than existing noise levels at nearby sensitive receptor locations and would likely increase day-night levels in close proximity to the construction site by greater than 3 DNL.

The noise regulations pertaining to construction activities in El Dorado County's Noise Element of the General Plan would apply to project construction. Noise from construction activities would cause short-term significant impacts to the closest residences, because construction noise could exceed the County's 60 dB Lmax standard for non-transportation noise during daytime hours and would contribute to hourly average noise levels that exceed the 50 dB Leq standard.

Mitigation Measures

- 5.30 Implement Mitigation Measure 4.4.1.

Significance After Mitigation

Less than significant.

Impact

- 5.31 Under this alternative, new noise-sensitive land uses could be developed in areas where noise levels are incompatible with such uses. The Noise Element of the County General Plan establishes a noise/land use compatibility criterion of 60 DNL for exterior noise levels in the outdoor activity areas of schools. An exterior noise level of 65 DNL may be allowed after completion of a detailed acoustical analysis and the inclusion of needed noise abatement features into the project design. Future existing and future traffic volumes on US Highway 50 could create a noise environment that would be incompatible with the proposed high school complex. Noise levels on the project site would be incrementally lower as the distance from the highway is increased. The siting of the project could also lead to noise levels in excess of the interior noise standards contained in the Noise Element (see Table 4.4-1). Unless mitigated, this violation of the County's interior noise standards would be considered a significant impact.

Mitigation Measures

- 5.31 Implement Mitigation Measure 4.4.3a through 4.4.3c.

Significance After Mitigation

Less than significant.

Impact

- 5.32 Operational activities (non-transportation) that would generate noise that could affect the noise environment of nearby sensitive receptors would primarily be related to the use of proposed

5.0 Alternatives to the Proposed Project

sports fields and courts and the proposed stadium. Noise from these facilities would be noticeable by nearby residences and would conflict with the noise level performance standards, but would not be expected to affect the overall DNL due to their short duration and occurrence during primarily non-noise sensitive hours of the day.

Mitigation Measures

- 5.32 Implement Mitigation Measure 4.4.5.

Significance After Mitigation

Less than significant.

Geology And Soils

The alternative site is not mapped within a delineated Alquist-Priolo Fault Rupture Zone, nor is it located within an area that could experience seismic-related ground failure, including liquefaction, and landslides. Soils located in close proximity to the drainage way could contain expansive clays, as defined in Table 18- 1-B of the Uniform Building Code (1994), however, a formal geotechnical investigation would be required to determine their presence and location within the soil profile. The project would not involve the use of septic tanks or alternative wastewater disposal systems, since sanitary sewer will be available to the site.

Impact

- 5.33 The site, as with virtually all sites within the State of California, will be subjected to ground shaking from earthquakes.

Mitigation Measures

- 5.33 Implement Mitigation Measure 4.6.1.

Significance After Mitigation

Less than significant.

Impact

- 5.34 The alternative site is characterized by shallow, V-shaped canyon in the southern portion of the property, which transitions into a more leveled backslope along the northern portion of the property. Substantial grading would be required to render the site usable for a high school facility. Consequently, substantial soil erosion could result during associated construction activities. This would adversely affect the existing drainage way, which flows in a southerly direction toward US Highway 50. This is considered a significant impact.

Mitigation Measure

- 5.34 Implement Mitigation Measure 4.6.2.

Significance After Mitigation

Less than significant.

Impact

- 5.35 Due to the complex nature of the topography of the alternative site, site-grading activities could render the slopes along the southern boundary of the site unstable and subject to landslides. Without proper geotechnical engineering practices incorporated into the project's design, the high school could be subject to landslide and/or slumping events during significant rain events. This is considered a significant impact.

Mitigation Measures

- 5.35 Implement Mitigation Measure 5.12.

Significance After Mitigation

Less than significant.

Hydrology/Water Quality

The upper reach of an unnamed drainage bisects the southern portion of the alternative site. The project lies within the Carson Creek drainage basin that is a sub-area of the larger Deer Creek watershed. Currently, no municipally developed stormwater controls exist at the project site. Surface runoff from this area drains into an unnamed creek that flows to the south under Highway 50 and discharges into the Carson Creek waterway. As previously indicated, the topography of the alternative site is topographically complex with surface runoff originating along the northern and northwestern portions of the site draining to the south on slopes generally ranging from 5 to 20 percent.

Flooding could occur in the southern portion of the property during periods of heavy rainfall, however, the northern portion of the site is not subject to flooding. Localized flooding causes streams to overflow their banks, flooding property and structures located adjacent to channels. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for El Dorado County, California (Community-Panel Numbers 060040-0700 C, revised 1995), the alternative site is labeled Zone C or "Areas expected to receive minimal flooding during large storm events."

The alternative site would be located in an area that is expected to have water lines prior to the development of a high school and therefore, would not involve the drilling of a water well.

Impact

- 5.36 As indicated by the Flood Insurance Rate Map (FEMA, 1995), the southern portion of the alternative site would be located in an area that could expect minor flooding during a 100-year storm event. Thus, potential on-site flooding hazards could occur due to flooding from local waterways. Additionally, development of the site would increase drainage flows as a result of the introduction of impervious surfaces, which could impact downstream flooding. This would be considered a significant impact.

The project site currently has no impervious surfaces. Construction of the project would create impervious surfaces (roofs, concrete, and asphalt) over approximately 50 percent of the project site, thereby preventing precipitation from infiltrating and causing it to pond or runoff. Stormwater runoff from the developed site would concentrate and provide increases in volume runoff and peak discharges for the area. Discharge of the concentrated runoff could increase cumulative flooding and soil erosion along unprotected areas on the alternative site and at storm drain discharges, culverts, and downstream-developed areas along Highway 50. Increased

5.0 Alternatives to the Proposed Project

storm runoff could also change the character of the receiving streams by increasing the flow levels during and immediately after storms, and decreasing the amount of stream recharge from groundwater between storms due to reduced infiltration.

Mitigation Measures

5.36 Implement Mitigation Measure 4.5.1.

Significance After Mitigation

Less than significant.

Impact

5.37 Use of landscaping (or turf) chemicals (pesticides, fungicides, fertilizers, and herbicides), cleaning solvents, accumulation of litter and debris, and the buildup of petroleum products and metals in parking lots are all sources for polluted runoff. The project would have the potential to generate each of these pollution sources, which then may be entrained by stormwater runoff and discharged to local receiving waters. The potential increase in nonpoint source pollution due to project operation would be considered a significant impact to water quality of local receiving waters.

Construction of the project facilities could result in increased erosion and sedimentation, with subsequent impacts to water quality and/or storm drain capacity during construction. The project buildings would expose a large area of bare soil during construction that could be exposed to precipitation and subsequent erosion. Construction activities involving soil disturbance, excavation, cutting/filling, stockpiling, and grading activities could result in increased erosion and sedimentation to surface waters. This is considered a significant impact.

Mitigation Measures

5.37 Implement Mitigation Measure 4.5.2a-c, and 4.5.3a-b.

Significance After Mitigation

Less than significant.

Biological Resources

The proposed EDUHSD Alternative AC site consists primarily of annual grassland habitat with a few isolated native oak trees in the eastern portion of the property including blue oak and interior live oak. The annual grassland plant community is characterized by a dense to sparse cover of non-native annual grasses and forbs including riggut brome, soft brome, English ryegrass, and wild oat. A small wetland feature occurs along the southern boundary. Historically the site has been used for grazing.

Table 4.8-1 in Section 4.8, Biological Resources provides an inventory of potentially occurring special status species known to occur in and around the vicinity of the alternative site. At the time of field surveys no access was permitted to the proposed site, therefore the presence of special status species listed in Table 4.8-1, or other species could not be determined.

Impact

- 5.38 The Proposed Project may result in adverse impacts to big-scale balsamroot, a protected plant species.**

This species is unlikely to occur on the proposed project site and was not observed during the field assessment. However, a floristic survey of the entire project site was not conducted and this species may potentially be present. Impacts to big-scale balsamroot are considered significant and mitigation is required.

Mitigation Measures

- 5.38** A qualified biologist shall conduct a pre-project survey for special-status plant species in all areas where construction-related disturbance could occur. The survey shall be conducted during the appropriate survey period (e.g. blooming period). If special-status plants are identified on the proposed project site, the appropriate regulatory agency shall be consulted to develop measures to avoid or minimize "take" of these species prior to the initiation of construction activities.

Significance After Mitigation

Less than significant.

Impact

- 5.39 The Proposed Project will result in the loss of potential Swainson's hawk foraging habitat.**

The Swainson's hawk is known from the project region and could potentially utilize the proposed project site for foraging. Impacts to Swainson's hawk are considered significant and mitigation is required.

Mitigation Measures

- 5.39** The school district will work with the California Department of Fish and Game regarding appropriate mitigation for loss of Swainson hawk habitat.

Significance After Mitigation

Less than significant.

Impact

- 5.40 The Proposed Project may result in adverse impacts to special-status bird species including western burrowing owl, white-tailed kite, tricolored blackbird, and protected raptor species.**

Mitigation Measures

- 5.40a** If construction activities are to occur during the nesting season, a qualified biologist shall conduct a pre-construction survey for nesting raptors and special-status bird species. All areas within a ¼ mile radius shall be surveyed. If active nests are detected within the ¼ mile radius, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.
- 5.40b** A pre-construction survey for burrowing owls shall be conducted by a qualified biologist within the 30 days prior to construction activities to establish the status of this species on the project site. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed. If burrowing owls are detected within approximately 500 feet of proposed construction areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.
- 5.40c** If burrowing owls are detected within approximately 500 feet of proposed construction areas, impacts to nesting and foraging habitat shall be mitigated according to the California Department of Fish and Game recommendation following consultation with the school district.

Significance After Mitigation

Less than significant.

Impact

- 5.41** **The Proposed Project may result in adverse impacts to northwestern pond turtle.**

Northwestern pond turtles are unlikely to occur on the proposed project site. However, this species has been reported from the surrounding vicinity and could potentially utilize wetland habitat within the site. Impacts to northwestern pond turtle are considered significant and mitigation is required.

Mitigation Measures

- 5.41** If the wetland swale habitat or other areas of the proposed project site containing potential habitat for northwestern pond turtle will be disturbed during project development, a survey for this species shall be conducted within 24 hours prior to the start of construction activities. If this species is observed within proposed project areas, the California Department of Fish and Game shall be consulted regarding the appropriate action prior to commencing work.

Significance After Mitigation

Less than significant.

Impact

- 5.42** **Construction activities associated with development of the Proposed Project could potentially result in impacts to native trees.**

5.0 Alternatives to the Proposed Project

The site consists of dense stands of native oaks. Impacts to native trees are considered significant and mitigation is required.

Mitigation Measures

- 5.42a If construction activities will involve encroachment into the dripline or the removal of native trees, an arborist survey of potentially affected trees shall be conducted by an International Society of Arboriculture (ISA) Certified Arborist.
- 5.42b If construction activities are to occur within approximately 50 feet of native trees to be preserved, a 4-foot tall, brightly colored (usually orange or yellow), synthetic mesh material fence (or an approved equivalent) shall be installed a minimum of one foot outside the tree's dripline. If feasible 1.5 times the dripline radius should be fenced. No encroachment into the fenced area will be permitted. The fence shall remain in place until all construction activities in the vicinity have been completed.
- 5.42c If construction activities will require the removal of any native trees, a Tree Mitigation Plan shall be developed and implemented.

Significance After Mitigation

Less than significant.

Impact

- 5.43 **Construction activities associated with development of the Proposed Project could potentially result in adverse impacts to jurisdictional "water of the U.S." and/or isolated wetland features.**

Wetland habitat is present on the proposed project site and may be impacted as a result of project development. Impacts to wetland habitat are considered significant and mitigation is required.

Mitigation Measures

- 5.43a Prior to construction a formal delineation of "waters of the U.S." and isolated wetland features shall be conducted by a qualified biologist and submitted to the U.S. Army Corps of Engineers for verification. If necessary, the project applicant shall obtain a permit from the U.S. Army Corps of Engineers, Water Quality Certification from the Regional Water Quality Control Board, and purchase the appropriate credits from an approved wetland mitigation bank.
- 5.43b If construction activities will result in the alteration of the bed or bank of any drainages (e.g. wetland swales) present on the proposed project site, a Streambed Alteration Agreement shall be obtained from the California Department of Fish and Game.
- 5.43c Staging areas shall be located away from wetland habitats that are to be preserved. Temporary stockpiling of excavated or imported material shall occur only in approved construction staging

areas. Stockpiles that are to remain on the site through the wet season shall be protected to prevent erosion.

Significance After Mitigation

Less than significant.

Cultural Resources

The archeological background, ethnography, and historic context of the alternative site is much the same, as that of the Proposed Project. However, no record research or site survey has been performed for the alternative site, and therefore, should the site be chosen, a more detailed site survey and record research would be required to determine the presence and location of any significant historic or cultural resources.

CEQA defines a project historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California if the project meets any of the following criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

Since a record research inventory and cultural resource site survey has not been conducted for the alternative site, a formal impact analysis can not be performed at this time. The property is near Carson Creek, a sensitive location, and the long term grazing activity in the area may have obscured archeological evidence, thus, the property has some potential for the presence of a buried resource. Should the alternative site be chosen over the Proposed Project, a detailed records research and site survey will be performed to confirm the absence or presence of historic and/or culturally important resources

Public Services

The alternative site would have the necessary infrastructure capacity and public services to facilitate the development of the project. EID would provide water and wastewater service to the site. Stormwater management would be provided by the County's Department of Transportation. The El Dorado Disposal Service, Inc. would provide pickup and disposal of solid waste. The El Dorado Hills Fire Department would provide fire protection services. Law enforcement services for the alternative area are provided by the El Dorado County Sheriff's Department.

Pacific Gas & Electric Company (PG&E) provide electricity and natural gas. An overhead electrical distribution line bounds the northern boundary of the alternative site. The exact voltage of this line is currently unavailable and would need to be found out prior to any site plan development. Natural gas in the area is delivered via a 2-inch line that currently extends from Saratoga Way to Finders Way.

5.0 Alternatives to the Proposed Project

EID would have the ability to provide a reliable supply of water to serve the alternative site, subject to improvements to the water distribution system. Subject to the infrastructure improvements required as part of this project, the EID would have the capacity to process project generated wastewater. A stormwater management plan would need to be developed as described, in order to provide adequate drainage facilities. It is anticipated that the project would utilize solid waste collection services currently provided by El Dorado Disposal Service, Inc., which has indicated an adequate level of capacity.

It is not anticipated that project implementation will impact countywide law enforcement, therefore, no significant impacts are anticipated. However, the varied topography would present security issues undesirable to the Sheriff's Department. Development of the project site will be subject to specific fire protection standard review and implementation of any conditions deemed appropriate by the District. With incorporation of fire protection measures into the design of the to the project there would be no adverse impacts to the service area.

Hazards/Human Health

After initial site reconnaissance, no underground storage tanks were observed, although septic systems and water wells do exist in multiple locations across the project area. Pacific Gas and Electric Company (PG&E) distributes natural gas to developed facilities in the area of the project site. The project site and vicinity were used predominantly as dairy and beef cattle pastureland. Restricted (persistent) chemicals are typically not applied to pastureland.

Construction of the project would occur in an area of no known contamination by hazardous substances and would not be located in an area where employees and students could be exposed to hazardous substances from regional sources. Use of alternative site would not entail the routine transport, use, or disposal of hazardous materials, involve the accidental release of hazardous materials into the environment, or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of the alternative site. The alternative site is not located within an airport land use plan or, within two miles of a public airport, public use airport, or private airstrip. Development of the project at the alternative site would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The location of the alternative site is mainly rural in nature and, therefore, the risk of wildfires is relatively high.

Impact

- 5.44 No Phase I Environmental Site Assessment has been conducted on the site, and therefore one would need to be per formed prior to the site's acquisition should it be chosen to determine the presence of any contamination by hazardous substances.

Mitigation Measures

- 5.44 Implement Mitigation Measure 5.20.

Significance After Mitigation

Less than significant.

Impact

5.0 Alternatives to the Proposed Project

- 5.45 The alternative site resides within an area that is mainly rural in nature, and therefore would be subject to potential wildfire hazards. During the initial site observation, a large quantity of vegetation was present on-site. As a result, a substantial fuel load resides on-site and in areas to the south of the alternative site. This is considered a potential significant impact.

Mitigation Measures

- 5.45 Implement Mitigation Measure 4.11.5.

Significance After Mitigation

Less than significant.

5.2.4 ELIMINATION OF THE SPORTS STADIUM COMPONENT (AD)

Setting

This alternative consists of the elimination of the proposed 1,500 seat, lighted sports stadium located in the center of the project site (see **Figure 3.2**). The multi-purpose facility, which will be used for a variety of activities including football, soccer, track and field, and other community events, would be relocated to a currently undetermined alternative location. The exclusion of this facility would eliminate the estimated 30 nights of sport-related activities, which are projected to occur throughout the year. In addition, the elimination of this facility would preclude the nighttime use of an amplified public address system.

CALIFORNIA DEPARTMENT OF EDUCATION MINIMUM CRITERIA FOR SITING OF NEW SCHOOLS

(Refer to **Chapter 4.2 Land Use** for site selection criteria and responses)

IMPACT STATEMENTS AND MITIGATION MEASURES

Land Use/Agriculture/Open Space

This alternative would result in impacts similar to those indicated for the Proposed Project in **Chapter 4.2 Land Use**. This alternative would reduce impacts on adjacent land uses with regard to noise and lighting from nighttime sporting events associated with the stadium. The elimination of the stadium would preclude any impacts on adjacent future residents associated with nighttime lighting, since no stadium lighting would be proposed. The reduction of potential noise impacts is discussed within the following noise section. All other indicated impacts for the Proposed Project would still pertain to this alternative. (Refer to **Chapter 4.2 Land Use** for environmental setting information.)

Traffic

Under this alternative, traffic and circulation impacts associated with nighttime sporting events would be reduced, due to the absence of the stadium. Therefore, only special event and sporting event related traffic would be reduced. Also, all impacts associated inadequate parking supply during these events would be eliminated. This alternative would result in impacts similar to those indicated for the Proposed Project in **Chapter 4.3, Traffic and Circulation**. Under this alternative, the calculated peak AM and PM traffic counts and associated LOS would remain the same as that of the Proposed Project. (Refer to **Chapter 4.3 Traffic and Circulation** for environmental setting information.)

Air Quality

Air quality impacts under this alternative would remain the same as that of the Proposed Project. Refer to **Chapter 4.7 Air Quality** for a detailed discussion of the potential air quality impacts and associated mitigation. (Refer to **Chapter 4.7 Air Quality** for environmental setting information)

Noise

This alternative would result in daytime impacts similar to those indicated for the Proposed Project in **Chapter 4.4 Noise**. The benefit of this alternative in regard to noise, would be the elimination of impacts associated with stadium-generated noise during nighttime sporting events and other special events. All other daytime project-generated noise would remain the same as that of the Proposed Project. (Refer to **Chapter 4.4 Noise** for environmental setting information.)

Geology And Soils

This alternative would result in the same impacts and mitigation measures to those indicated for the Proposed Project in **Chapter 4.6 Geology and Soils**. (Refer to **Chapter 4.6 Geology and Soils** for environmental setting information.)

Hydrology And Water Quality

This alternative would result in the same impacts and mitigation measures to those indicated for the Proposed Project in **Chapter 4.5 Hydrology and Water Quality**. (Refer to **Chapter 4.5, Water Resources** for environmental setting information.)

Biological Resources

This alternative would result in the same impacts and mitigation measures indicated for the Proposed Project in **Chapter 4.8 Biological Resources**. (Refer to **Chapter 4.8 Biological Resources** environmental setting information.)

Cultural Resources

This alternative would result in the same impacts and mitigation measures indicated for the Proposed Project in **Chapter 4.9, Cultural Resources**. (Refer to **Chapter 4.9 Cultural Resources** for environmental setting information.)

Public Facilities

This alternative would result in the same impacts and mitigation measures indicated for the Proposed Project in **Chapter 4.10, Public Facilities**. (Refer to **Chapter 4.10, Public Facilities** for environmental setting information.)

Hazards/Human Health

This alternative would result in the same impacts and mitigation measures indicated for the Proposed Project in **Chapter 4.11, Hazards/Human Health**. (Refer to **Chapter 4.11, Hazards/Human Health** for environmental setting information.)

5.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As discussed in the previous section, the No Project Alternative avoids or reduces many of the significant, unavoidable impacts of the Proposed Project and would be considered the environmentally superior alternative, however, it would not meet the objectives of the project's purpose and need. The Elimination of the Sports Stadium Complex would reduce significant noise and land use compatibility impacts associated with the Proposed Project, however, is not considered to be environmentally superior to the Proposed Project, since it does not substantially reduce other traffic, other land use, air quality, noise, and biological impacts. Each of the discussed alternative sites would still be subject to similar, and in some cases more severe impacts in the case of biology, geology, hydrology, and noise impacts as discussed for the Proposed Project.

Table 5.3-1 provides an impact comparison between each of the alternatives as they relate to the Proposed Project.

5.0 Alternatives to the Proposed Project

TABLE 5.3-1
COMPARISON MATRIX OF THE PROJECT ALTERNATIVES

	AA	AB	AC	AD
LAND USE AND PLANNING				
On-site land use conflicts	L	S	S	S
Compatibility with adjacent existing and planned land uses	L	L	L	L
VISUAL				
Alter existing landscape characteristics	L	G	S	S
Introduce new nighttime lighting	L	S	S	L
AGRICULTURAL CONVERSION				
Convert prime and non-prime agricultural lands to non-agricultural uses	L	S	S	S
Conflicts with adjacent agricultural land uses	L	S	S	S
TRAFFIC AND CIRCULATION				
Add traffic to non-freeway roadway segments in project site vicinity	L	S	S	S
Add traffic to intersections in project site vicinity	L	S	S	S
CULTURAL RESOURCES				
Encounter previously undiscovered paleontological resources	L	S	S	S
Encounter previously undiscovered archaeological resources	L	S	S	S
AIR QUALITY				
Increase in PM ₁₀ emissions	L	S	S	S
Increase in emissions of ozone precursors	L	S	S	S
Increase in carbon monoxide emissions	L	S	S	S
NOISE				
Construction-related noise	L	S	S	S
Increase in traffic noise	L	G	G	S
Increase in stationary source noise levels	L	S	S	L
BIOLOGICAL RESOURCES				
Direct impacts to vernal pool species	L	S	S	S
Impacts to species that are likely to become endangered	L	S	S	S
Direct filling and/or alteration of wetlands and waters of the U.S.	L	G	S	S
Disturbance or mortality of common wildlife species	L	G	S	S
Loss of annual grasslands	L	S	S	S
GEOLOGY AND SOILS				
Permeability of soils and accommodation of detention/retention facilities	L	S	S	S
Seismic hazards to people and structures	S	S	S	S
WATER RESOURCES				
Increase soil erosion and transport contaminants downstream	L	S	S	S
Depletion of groundwater resources	L	S	S	S
Increase surface runoff	L	S	S	S
Expose people and structures to flood hazards	L	S	S	S
Transport urban runoff contaminants downstream	L	G	S	S
Consumption of water	L	S	S	S
Degrade groundwater and surface water resources	L	G	S	S
HAZARDS/HUMAN HEALTH				
Expose workers/residents to contaminated soils	L	S	S	S
Reduce use of pesticides	L	S	S	U
Increased use and storage of hazardous materials	L	S	S	S
Increased disposal of hazardous wastes	L	S	S	S

L = Lesser impact than the Proposed Project

S = Similar impact as the Proposed Project

U = Unknown

G = Greater impact than the Proposed Project

* = Significant, unavoidable impact

SOURCE: Environmental Science Associates, 2001

CHAPTER 6.0

OTHER STATUTORY CONSIDERATIONS

CHAPTER 6.0

OTHER STATUTORY CONSIDERATIONS

6.1 GROWTH INDUCING EFFECTS OF THE PROPOSED PROJECT

INTRODUCTION

The CEQA Guidelines (Section 15126[g]) require that an EIR evaluate the growth inducing impacts of a proposed action. A growth inducing impact is defined by the CEQA Guidelines as an impact that fosters economic or population growth either directly or indirectly. Included in this definition are public works projects that would remove obstacles to population growth. Direct growth inducement would result if a project, for example, involved the construction of new housing. Indirect growth inducement would result if a project established substantial new permanent employment opportunities (e.g., new commercial, industrial, or governmental enterprises) or if it involved a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for orderly urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer services, and solid waste services. A project that would induce "disorderly" growth (i.e., conflict with the local land use plans) could indirectly cause additional adverse environmental impacts and other public services impacts.

GROWTH INDUCEMENT POTENTIAL OF THE PROPOSED PROJECT

As described in **Chapter 3.0, Project Description**, the proposed action involves the construction of a high school complex and associated infrastructure. The EDUHSD has proposed the project in its School Facilities Master Plan in response to public education requirements to accommodate orderly growth within the EDUHSD. Projected growth within the district is based on student population projections resulting from the Carson Creek, Deer Creek, and Valley View residential developments, as well as continued growth in the El Dorado Hills area of El Dorado County. Growth within these areas is consistent with, the El Dorado County General Plan and has been previously evaluated in the General Plan EIR. Therefore, the project is not considered to be growth inducing, and is in response to new growth within the region.

6.2 SUMMARY OF CUMULATIVE IMPACTS

INTRODUCTION

“Cumulative impacts” refers to the effects of two or more projects that, when combined, are considerable or compound other environmental effects. The CEQA Guidelines Section 15130(b) requires that discussions of cumulative impacts reflect the severity of the impacts and their likelihood of occurrence. The CEQA Guidelines state that the cumulative impacts discussion does not need to provide as much detail as is provided in the analysis of project-only impacts and should be guided by the standards of practicality and reasonableness.

In addition, Section 15130(b) of the CEQA Guidelines identifies that the following three elements are necessary for an adequate cumulative analysis:

- A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the Lead Agency (i.e., the list approach), or a summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency (i.e., the plan approach).
- A summary of expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.
- A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project.

CUMULATIVE SETTING

The El Dorado Union High School District's School Facilities Master Plan (as amended 1999-2009), provides for long-range student growth projections and facility requirements for the district. This document anticipates the need to add an additional high school complex to serve developments south of Highway 50 and continue the modernization and replacement of the existing high school buildings over the planning period. The Proposed Project represents the new high school facilities needed to serve new development south of Highway 50.

CUMULATIVE IMPACTS

It is not anticipated that the development of the high school facility foreseen in the EDUHSD's School Facilities Master Plan will result in cumulative impacts. Schools developed as part of the EDUHSD's Plan are in response to new residential development in the area and represent only a very small percentage of overall urban development. Each new school facility is developed in an orderly manner,

and is phased over the 12-year planning period. It is the goal of the Master Plan to mitigate the potential cumulative effects on school services within the district, which may potentially occur due to overcrowding and inadequate facilities.

The development of each new school facility represents an action subject to CEQA compliance to consider both individual and cumulative environmental impacts. Potential cumulative impacts to land use, transportation, noise, biological resources, air quality water resources and other public services and facilities are considered for each project through the CEQA process. As required by CEQA, it is the responsibility of the EDUHSD to avoid or minimize environmental effects for individual school projects. Therefore, it is not anticipated that the effects of the Proposed Project, when considered in conjunction with other new school facilities within the EDUHSD have the potential to result in cumulative environmental impacts.

6.3 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS WHICH COULD NOT BE AVOIDED IF THE PROJECT WAS IMPLEMENTED

CEQA Section 21100(b)(2) requires that any significant effect on the environment that cannot be avoided must be identified. In addition, Section 15093(a) of the CEQA Guidelines allows the decision-making body of the lead agency to determine if the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The EDUHSD can approve a project with unavoidable adverse impacts if it prepares a "Statement of Overriding Considerations" setting forth the specific reasons for making such a judgment. A list of unavoidable adverse impacts identified in this EIR is provided below. For each of the unavoidable impacts, the EDUHSD must prepare a Statement of Overriding Considerations if the EDUHSD approves the project.

(Insert Significant Unavoidable Impacts)

All other potential effects of the Proposed Project have been evaluated and it has been determined mitigation measures included in this EIR will ensure that all potential environmental effects will be minimized to a less-than-significant level.

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD RESULT FROM THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

CEQA Sections 21100(b)(2) and 21100.1(a) require that EIRs prepared for the adoption of a plan, policy, or ordinance of a public agency must include a discussion of significant irreversible environmental changes resulting from project implementation. The CEQA Guidelines Section 15126(e) describe

6.0 Other Statutory Considerations
OTHER STATUTORY CONSIDERATIONS

irreversible environmental changes as, for example, the large commitment of nonrenewable resources, or irreversible damage resulting from environmental accidents associated with a project.

There are no significant irreversible environmental changes associated with the Proposed Project. While fossil fuels and other non-renewable resources will be exhausted as part of the Proposed Project and these materials are considered limited natural resources, the amount of these materials which will be consumed as a result of the project are small compared to total annual consumption.

6.5 EFFECTS NOT FOUND TO BE SIGNIFICANT

As required by CEQA, this Draft EIR focuses on expected significant or potentially significant environmental effects (*CEQA Guidelines Section 15143*). The comments received from the Notice of Preparation (**Appendix A**) helped identify and refine the list of environmental issues to be evaluated in this EIR.

A summary of resource-specific issues that were eliminated from detailed analysis in this EIR is provided throughout this EIR. Some of the impacts analyzed in this EIR are considered to be less than significant, requiring no mitigation. Other impacts, (i.e., those which are considered to be either significant or potentially significant) can be reduced to a level that is less than significant with the implementation of the proposed mitigation measures.

All of the impacts analyzed in this EIR, including those considered to be less than significant, are summarized in **Table 2-1 in Chapter 2.0** (Executive Summary) of this document.

CHAPTER 7.0

MITIGATION MONITORING AND REPORT PROGRAM

CHAPTER 7.0

MITIGATION MONITORING AND REPORTING PROGRAM

To Be Included in the Final EIR

CHAPTER 8.0

EIR AUTHORS AND CONSULTANTS

CHAPTER 8.0

EIR AUTHORS AND CONSULTANTS

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Hydrology & Water Quality:
Biological Resources:
Cultural Resources:

Public Facilities and Services:

CHAPTER 9.0

ACRONYMS

CHAPTER 9.0

ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB2588	Air Toxics Hot Spots Information and Assessment Act of 1987
ACM	Asbestos Containing Material
ACOE	U.S. Army Corps of Engineers
ADT	Average Daily Trip
af/yr	Acre Feet per Year
AHERA	Asbestos Hazard Emergency Response Act
AMR	American Medical Response
amsl	above mean sea level
ANSI	American National Standards Institute
APN	Assessors Parcel Number
APCD	Air Pollution Control District
AQAP	Air Quality Attainment Plan
ASTM	American Society for Testing and Materials
AVO	Average Vehicle Occupancy
AWP	Annual Work Plan
BACT	Best Available Control Technologies
BMP	Best Management Practices
BOD	Biological Oxygen Demand
BP	Business Park
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDE	California Department of Education
CDF	California Department of Forestry and Fire Protection
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CFR	Code of Federal Regulation
cfs	cubic feet per second
CLUE	Comprehensive Land Use Element Update
CMP	Congestion Management Plan
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

9.0 Acronyms

CNPS	California Native Plant Society
CO	Carbon Monoxide
Corps	U.S. Army Corps of Engineers
CSA	(Placer) County Service Area
CWA	Clean Water Act
CWB	Certified Wildlife Biologist
dB	decibel
dBA	A-weighted decibel
dbh	diameter at breast height
DEIR	Draft Environmental Impact Report
DHHS	Department of Health and Human Services
DNL	Day-Night Average Sound Level
DTSC	Department of Toxic Substances Control
EID	El Dorado Irrigation District
EDU	Equivalent Dwelling Unit
EDCTA	El Dorado County Transportation Authority
EDUHSD	El Dorado Union High School District
EIR	Environmental Impact Report
EMF	Electric and Magnetic Fields
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
ERP	Emergency Response Plan
ESA	Environmental Science Associates
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
GIS	Graphic Information System
gpd/ft	gallons per day per foot
gpd	gallons per day
gpm	gallons per minute
HAP	Hazardous Air Pollutants
HC	Hydrocarbons
HCP	Habitat Conservation Plan
HOV	High Occupancy Vehicle
HRA	Health Risk Assessment
Hz	Hertz
I-80	Interstate 80
ISO	Insurance Service Organization
ITE	Institute of Transportation Engineers
JPA	Joint Powers Agency
Kv/m	Kilovolts per meter

9.0 Acronyms

LAFCO	Local Agency Formation Commission
L_{50}	A-weighted noise level that is equaled or exceeded 50 percent of the stated time period
L_{dn}	Day-Night Sound Level
L_{eq}	Equivalent Sound Level
L_{max}	A-weighted maximum noise level for a given period of time
LLAD	Light and Landscaping Assessment District
LCA	Land Conservation Act
LOS	Level of Service
LU	Land Use
LUST	Leaking Underground Storage Tank
M	Richter scale magnitude
MACT	Maximum Achievable Control Technology
MCE	Maximum Credible Earthquake
MCAB	Mountain Counties Air Basin
mgd	million gallons per day
MM	Modified Mercalli
mph	miles per hour
MPE	Maximum Probable Earthquake
MRF	Material Recovery Facility
MRZ	Mineral Resource Zone
msl	mean sea level
NAAQS	National Ambient Air Quality Standards
NCIC	North Central Information Center
NESHAPS	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide
NOP	Notice of Preparation
NO_x	Nitrogen Oxides
NPA	Neighborhood Preservation Area
NPDES	National Pollution Discharge Elimination System
NPL	National Priority List
NRCS	U.S.D.A. National Resource Conservation Service
NR/RSAD	North Roseville/Rocklin Assessment District
NSR	New Source Review
O_3	Ozone
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCB	Polychlorinated Biphenyl
PCAPCD	Placer County Air Pollution Control Board
PCDEH	Placer County Department of Environmental Health
PCFCWCD	Placer County Flood Control and Water Conservation District
PCTPA	Placer County Transportation Planning Agency
PCWA	Placer County Water Agency
PEA	Preliminary Endangerment Assessment
PF	Public Facilities

9.0 Acronyms

PG&E	Pacific Gas and Electric
PCi/I	Pico-curies per liter of air
PM ₁₀	Particulate Matter ≤10 microns
ppm	parts per million
PUE's	Public Utility Easements
RCRA	Resource Conservation and Recovery Act of 1976
RMPP	Risk Management Prevention Program
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SAAQS	State Ambient Air Quality Standards
SACOG	Sacramento Area Council of Governments
SAFCA	Sacramento Area Flood Control Agency
SCS	Soil Conservation Service
SCWA	Sacramento County Water Agency
SIA	Sunset Industrial Area
SMARA	California Surface Mining and Reclamation Act of 1975
SMUD	Sacramento Municipal Utility District
SO ₂	Sulfur Dioxide
SOI	Spheres of Influence
SPMUD	South Placer Municipal Utility District
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWTR	Surface Water Treatment Rule
TAC	Toxic Air Contaminant
TCM	Transportation Control Measures
TSS	Total Suspended Solids
UBC	Uniform Building Code
UBE	Upper Bound Earthquake
ug/m ³	micrograms per meter cubed
USBR	United States Bureau of Reclamation
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
VCP	Voluntary Cleanup Program
VELB	Valley Elderberry Longhorn Beetle
VMT	Vehicle Miles Traveled
WWTP	Wastewater Treatment Plant

CHAPTER 10.0

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APPENDIX A

NOTICE OF PREPARATION AND COMMENT LETTERS

TO: Interested Persons

FROM: Marsha Perry Park, Project Manager – Environmental Science Associates

DATE: July 2, 2001

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE ACQUISITION AND DEVELOPMENT OF
THE EL DORADO UNION HIGH SCHOOL DISTRICT *PROPOSED
SIXTH HIGH SCHOOL***

PUBLIC REVIEW PERIOD: July 2, 2001 to August 1, 2001

The El Dorado Union High School District (EDUHSD) is the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the above referenced project located south of the town of El Dorado Hills on the western edge of El Dorado County (see **Figure 1**). The document is being prepared in compliance with the California Environmental Quality Act (CEQA).

CEQA Section 15082 states that once a decision is made to prepare an EIR, the Lead Agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies that an EIR will be prepared. The purpose of this NOP is to provide responsible agencies and interested persons with sufficient information describing the Proposed Project and the potential environmental effects to enable them to make meaningful response as to the scope and content of the information to be included in the EIR.

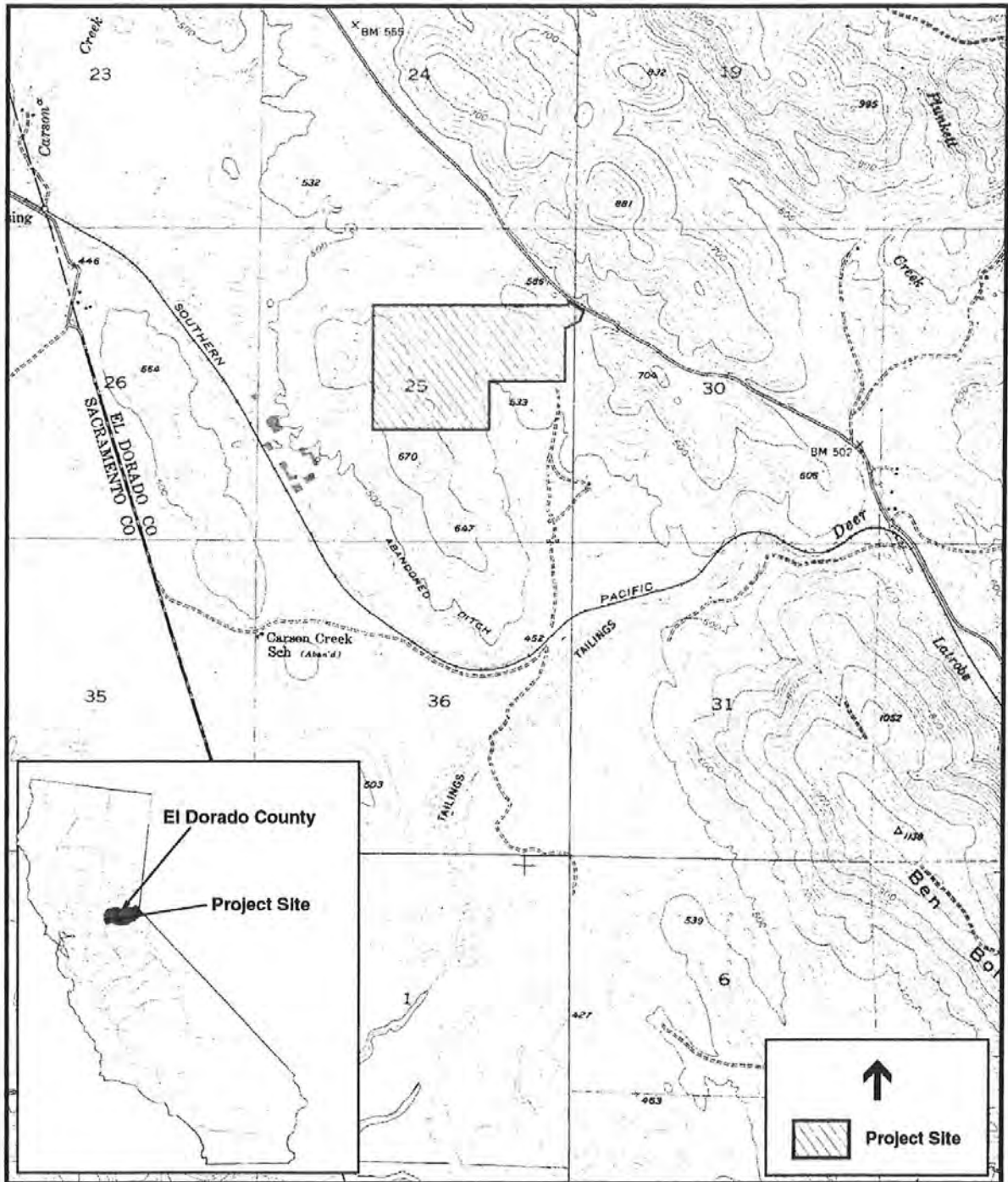
Project Site

The project site is located approximately 4 miles south of Highway 50 in western El Dorado County and west of Latrobe Road. The subject property is located on one parcel (APN 108-050-42) totaling approximately 215 ± acres of undeveloped land (see **Figure 2**). The northern portion of the property is bisected by a private road, which provides access for a near-by lumber company. Approximately 65-acres of the site would be utilized for the eventual high school site. No use is proposed for the remaining 150-acres.

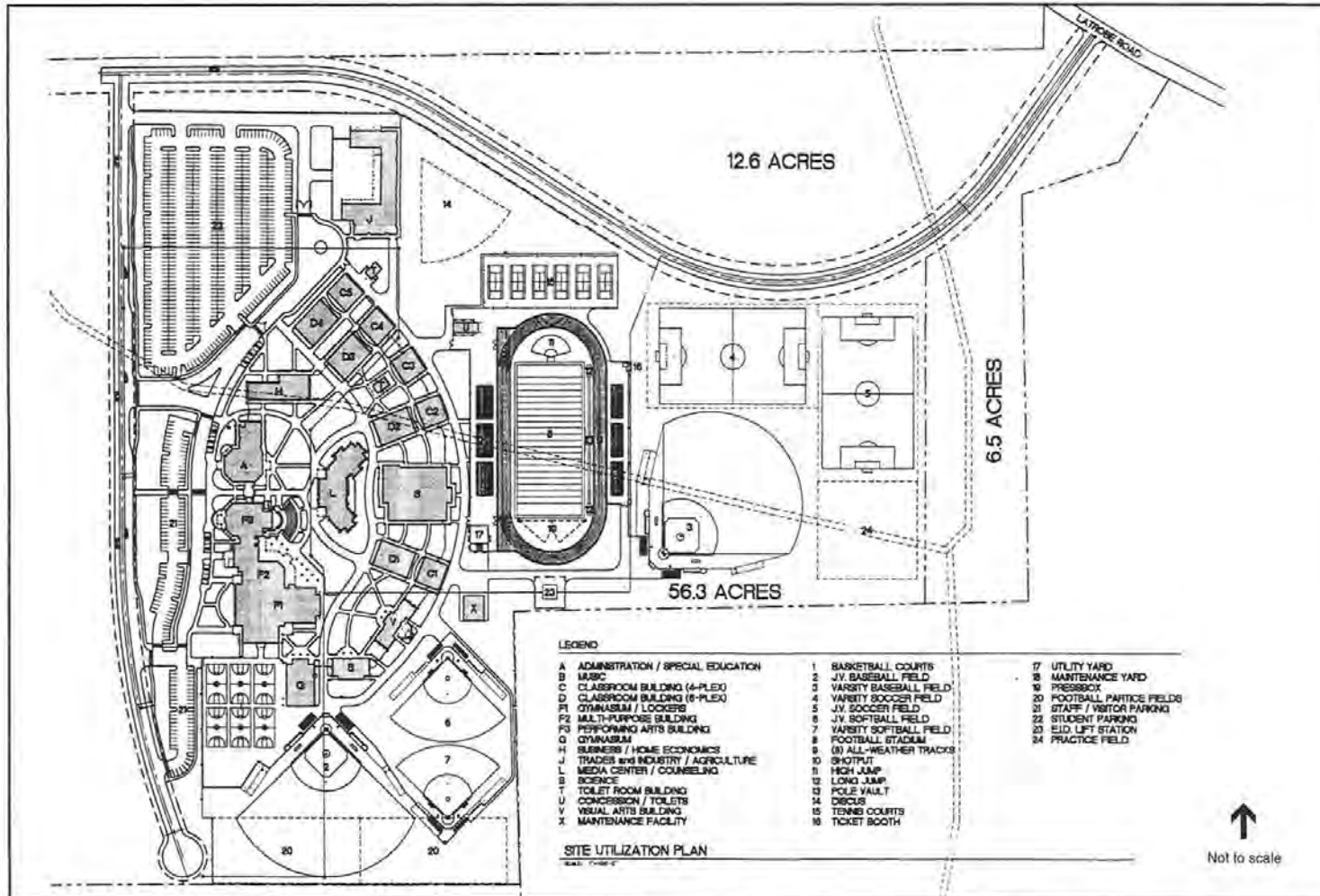
Project Description

Background

The EDUHSD is responsible for providing sufficient high school capacity for the western portion of El Dorado County. Because of rapid residential development in the El Dorado Hills vicinity, existing high schools in the area may exceed their allocated capacity. The objective of the project is to provide needed public school facilities in accordance with the EDUHSD *Facilities Master Plan: August, 1999*.



SOURCE: USGS and Environmental Science Associates, 2001. El Dorado Sixth High School / 201266 ■
Figure 1
Regional Vicinity Map



SOURCE: El Dorado County and Environmental Science Associates, 2001.

El Dorado Sixth High School / 201266 ■

Figure 2
 Project Site Plan

Elements of the Proposed Project

The Proposed Project involves the acquisition and development of a comprehensive high school containing approximately 160,000 square feet of building area serving approximately 1,600 students in grades 9 through 12, with about 175 staff upon complete build-out of the facility. The school facilities would also have the potential to accommodate an over capacity of an additional 200 students with an additional 7,000 square feet of portable building space. For project planning and study purposes, it is assumed that 2,200 students and faculty would occupy the school facility. Generally, the school facilities would include classroom buildings, administrative and counseling buildings, a theatre, kitchen/cafeteria/multi-purpose facilities, a gymnasium, and media/library center. The high school will also contain a number of exterior facilities including a stadium, athletic fields, tennis/basketball hard court areas, pool/pool facilities, student and staff parking lots, bus loading areas, service roads, and maintenance/warehouse facilities (see Figure 2, Conceptual Site Plan).

The project would require the extension of water and sewer lines to service the facilities, as well as power/CATV utility lines. On-site roads, storm drainage systems, and some off-site road improvements are anticipated. In addition, prior to the construction of the Proposed Project, the Wetsel-Oviatt Road will need to be abandoned and existing traffic will utilize the new roadway.

TRAFFIC AND CIRCULATION

The EIR traffic study will include both the assessment of potential "opening day" impacts and mitigation requirements, as well as cumulative impacts under conditions accompanying this project under the El Dorado County General Plan. The EDUHSD has suggested that the new school's service area will be south of US 50, and as a result, project impacts will be addressed at key intersections along Latrobe Road from the White Rock Road intersection south to the project's access. The setting will describe traffic conditions in this area during the a.m. peak hour and during the afternoon hour when students typically depart a high school.

Opening day for the project is anticipated in the year 2013. Background Opening Day traffic conditions will reflect continuing commercial development in the Latrobe Road area as well as residential development of approved projects such as Valley View. Background conditions will address plans for the continuing operation of the adjoining mill site. Circulation system improvements that are expected to be completed by the year 2013 will be addressed in the analysis.

The number of automobile and bus trips generated by the new high school will be determined using approved trip generation rates and District bussing policies. The directional distribution of school trips will reflect the locations of anticipated residential neighborhoods, as well as destinations of parents dropping off students as part of their commute trip.

Project impacts will be evaluated in terms of El Dorado County standards for operating Levels of Service at key intersections. Traffic conditions at project access will be addressed during the peak 15 minutes immediately before and after school with the intent of ensuring that overall access capacity is not exceeded during these critical periods. The relationship between school traffic and trucks continuing to travel to the mill will be determined. Cumulative impacts will be assessed using available information from El Dorado County Dept. of Transportation regarding future background traffic conditions under the County General Plan.

Project Schedule

It is the EDUHSD's intention to prepare and certify a legally adequate EIR for acquisition and development of the proposed school site and to ensure approval of state funds for the acquisition and development of a site in a timely manner. The EDUHSD's objective is to begin construction of the proposed school in the Late Spring or Summer of 2010 for a projected opening in the 2013 school year.

Environmental Effects

The EDUHSD has reviewed the Proposed Project and has determined that the EIR should address the following issues:

- *Land Use Consistency and Compatibility*
- *Transportation/Circulation*
- *Hydrology/Flooding/Water Quality*
- *Air Quality*
- *Noise*
- *Biological Resources*
- *Public Facilities and Services*
- *Cultural Resources*
- *Hazardous Materials and Human Health*

The EIR will also examine potential alternatives to the Proposed Project. Possible alternatives for analysis include a reduced intensity alternative and an alternative location.

Deadline For Written Comments

To ensure that the full range of issues related to this proposed action are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. The EDUHSD has retained the firm of *Environmental Science Associates* to coordinate the CEQA review process for the project, and to prepare the EIR. Written comments or questions concerning the proposed EIR should be directed to the name and address below by 1 p.m. on July 28, 2001.

Because of the fixed processing schedule for this project, please notify Ms. Perry Park by phone immediately upon review of this NOP if your Agency intends to raise important issues, concerns or comments on the Proposed Project. Submittal of written comments via e-mail (Microsoft Word format) would be greatly appreciated.

Marsha Perry Park, Project Manager
Environmental Science Associates
700 University Ave., Suite 130
Sacramento, CA 95825
(916) 564-4500
(916) 564-4501 (fax)
e-mail: mpark@esassoc.com

Initial Study

for

El Dorado Union High School District
High School #6

Latrobe, CA

Prepared for:

El Dorado Union High School District
P.O. Box 1450
4675 Missouri Flat Road
Diamond Springs, CA 95619

Mr. Robert F. Walker, Facilities Administrator

Prepared by:

Feild & Associates
P.O. Box 1266
Georgetown, CA 95633

Peter M. Feild, Project Consultant

Phone: 530-333-1011 Fax: 530-333-1858 E-mail: pf1266@pacbell.net

March 2, 2001

El Dorado Union High School District
High School #6

Environmental Checklist Form

1. Project title: El Dorado Union High School District, High School #6
2. Lead agency name and address:

El Dorado Union High School District
P.O. Box 1450
4675 Missouri Flat Road
Diamond Springs, CA 95619
3. Contact person and phone number: Robert F. Walker, Facilities Administrator
Phone: 530-622-5081 Ext. 238 Fax: 530-622-5087
4. Project location:
The project is located in western El Dorado County, approximately 4 miles south of Highway 50, west of Latrobe Road. The subject property is identified as APN 108-050-42, consisting of 215+/- acres of undeveloped land (see Figure 1, Assessor's Map). The northerly portion of the subject property is bisected by a private road, Wetzel-Oviat Road. Approximately 60 acres of the subject property would be utilized for the school site.
5. Project sponsor's name and address: Same as #2 above.
6. General plan designation: RR (Rural Residential)
7. Zoning: 25% is RE-10, 75% is RA-80
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project calls for the development of a comprehensive high school of about 160,000 square feet of building area serving approximately 1600 students in grades 9-12, with about 175 staff persons upon complete build-out of the facility. There would also be the potential for accommodating an overcapacity of an additional 200 students with an additional 7,000 square feet of portable buildings. For project planning and study purposes, it should be assumed that 2,200 students and faculty could occupy the school facility. In general terms, the school facilities would include classroom buildings, administrative and counseling buildings, athletic facilities or gymnasiums, kitchen/cafeteria/multi-purpose room, theatre, media/library center, athletic fields, tennis/basketball hard court areas, pool/pool facilities, student and staff parking lots, bus loading areas, service roads and maintenance/warehouse facilities. (see Figure 2, Conceptual Site Plan). The project would require the extension of water and sewer lines to service the facilities, as well as power/phone/CATV utility lines. Onsite roads, storm drain systems, and some off-site road improvements are anticipated.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:
The subject property is currently undeveloped and has had past agricultural use. The El Dorado Hills Business Park is located to the north, the Wetzel-Oviatt Lumber Mill is located to the west, and there are agricultural uses (grazing of livestock) to the south and east. The land is sloping to flat with some rock outcroppings, and is vegetated primarily by grasses. There are very few trees on the property.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)
Local Agencies: El Dorado County Department of Transportation (off-site roads and utilities), El Dorado Irrigation District (water service), El Dorado County Board of Supervisors (Finding of Consistency with General Plan)
State Agencies: Division of State Architect, California Department of Education, Department of Toxic Substances Control

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 type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input 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.



Signature

3/5/01

Date

Printed Name

For

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, including 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-

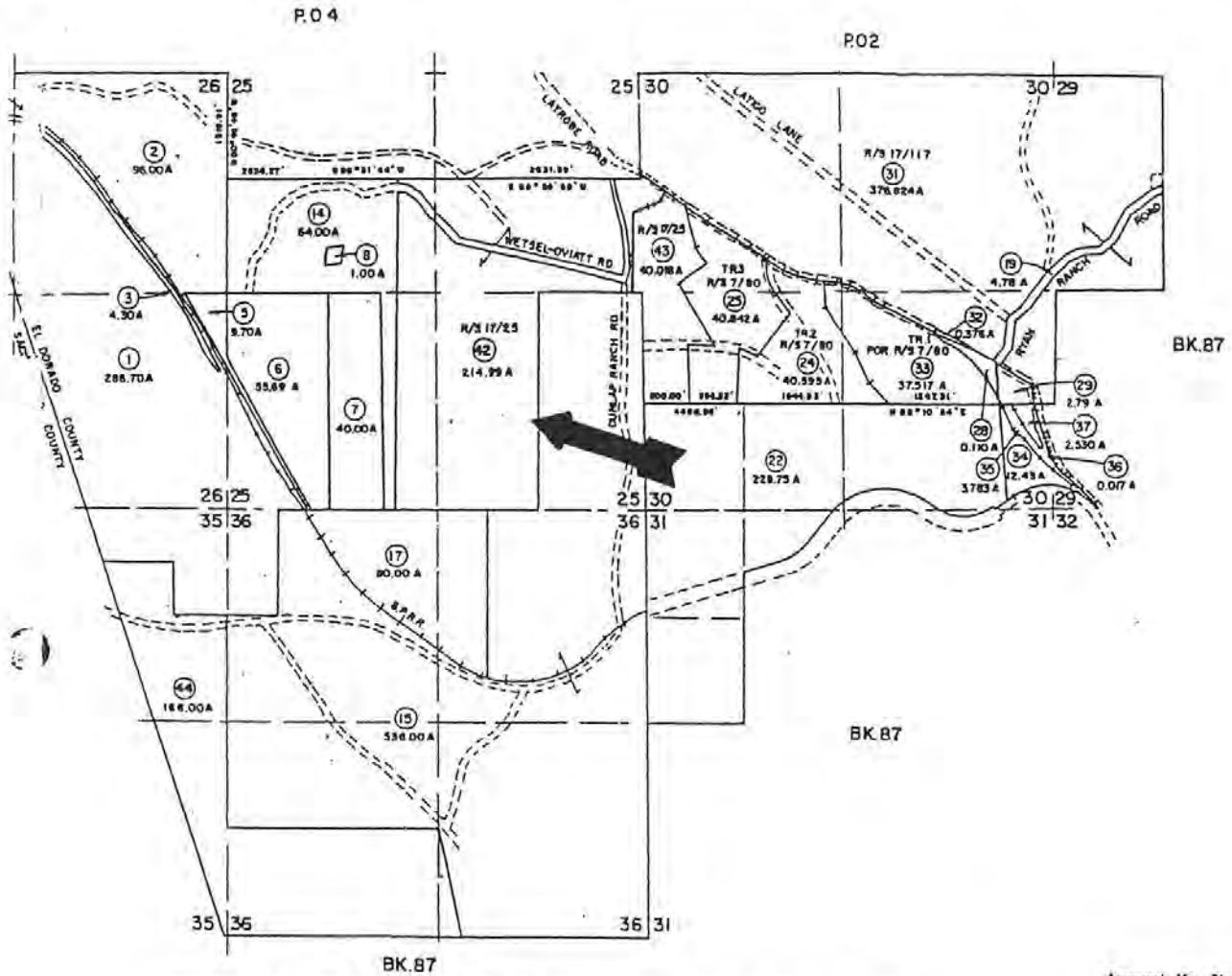
specific conditions for the project.

- 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) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) 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

CS. 23,25,26,35 & 36, T.9N., R.8E & SECS. 29,30 & 31., T.9N., R.9E., M.D.M.

Tax Area Code

108:05



THIS MAP IS NOT A SURVEY, IT IS prepared by the El Dorado Co. Assessor's office for assessment purposes only.

NOTE - Assessor's Block Numbers Shown in Circles
Assessor's Parcel Numbers Shown in Circles

Assessor's Map Bk. 108 - Pg. 05
County of El Dorado, California

Figure 1

- 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?

VII. HAZARDS AND HAZARDOUS MATERIALS --

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 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?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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?
- 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 for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any water quality standards or waste discharge requirements?

- | | | | | |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <u>IX. LAND USE AND PLANNING</u> - Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

X. MINERAL RESOURCES -- Would the project:

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

XI. NOISE --

Would the project result in:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XII. POPULATION AND HOUSING -- Would the project:

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

XIII. PUBLIC SERVICES

a) 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:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. RECREATION -

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

XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

XVI. UTILITIES AND SERVICE SYSTEMS --

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) 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?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

XVII. MANDATORY FINDINGS OF SIGNIFICANCE –

- 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?

- 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)?

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact	Less than Significant With Mitigation	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Evaluation of Environmental Impacts

The following narrative comments are numbered in the order of and relate to the previous Environmental Question Checklist.

I. Aesthetics

a)-d): The subject property and proposed high school are located approximately four miles south of Highway 50 (a scenic highway) and is not readily visible from the highway. The existing visual character of the site is rural and largely undeveloped to the east and south, but is in the direct path of light industrial development from the north, and existing heavy industrial use to the west. There will be additional lighting with construction of the school, especially with lighted athletic fields, although these impacts can be mitigated with shielded fixtures and other glare reducing methods.

II. Agricultural Resources

a)-c): The subject site appears to have had past use as grazing land for livestock, although it is not necessarily prime agricultural land, nor is there any livestock currently on the land. This project would convert agricultural use land to non-agricultural use as a school site, but the impact is less than significant.

III. Air Quality

a)-c): Potential conflicts with local air quality standards needs further analysis, although typically any conflicts found could be mitigated. These would usually occur during the construction of the facilities, and would include fugitive dust control, asphalt paving emissions and asbestos air monitoring.

d): The possible impact to any sensitive receptors needs further analysis, with mitigation measures identified, if any sensitive receptors are identified.

e): It is unlikely the existence of a school site will create any objectionable odors.

IV. Biological Resources

a)-d): The subject site appears to be vegetated with primarily native or introduced grasses with some shrubs and few native trees. There are some natural drainages and riparian areas on the subject property that need further investigation and analysis to determine the absence or presence of any sensitive plant or animal, and to identify appropriate mitigation measures.

e)-f): There are no known local policies or ordinances relative to tree protection affecting the subject property. The County of El Dorado is currently adopting a Habitat Conservation Plan, but the impact of that plan, if any, on the subject property is unknown and needs further review.

V. Cultural Resources

- a)-b): There are no commonly known cultural or historical resources that could be impacted by the project; however, a cultural resources search should be conducted for the subject property to confirm this assumption.
- c)-d): There are some rock outcroppings on the subject property, but they are typical for the area and do not have any unique individual characteristics. There are no known graves or burial sites known on the subject property, and standard mitigation measures will address the matter of incidental discovery during construction of the school facilities.

VI. Geology and Soils

- a)-iv): The subject site is not located in an area of great seismic activity, although specific investigation of any local faults will be performed as part of the geotechnical study performed by a qualified consultant.
- b): The construction of the school facilities will involve major grading and excavation, which could result in substantial soil erosion, if not properly mitigated.
- c)-d): A geotechnical study to be performed on the subject property will identify soil types and characteristics, and be the basis for design considerations involving drainage systems and foundation systems.
- e): The school facilities will be connected to a sewer system, negating the use of any on-site sewage disposal. Lift stations and pump systems may be required.

VII. Hazards and Hazardous Materials

- a)-c): The operation of the school is unlikely to create any significant hazardous waste or emit any hazardous wastes. The construction of the school may involve use of hazardous materials such as fuels and lubricants, and standard mitigation measures are routinely included to address construction related hazards.
- d): The EDUHSD will have a Phase 1 Environmental Site Assessment performed by a qualified REA II, to determine if there are any on-site or off-site hazards. The subject property is located immediately east of the Wetsel-Oviatt Lumber Mill, which may have hazardous materials used and stored on-site. A thorough analysis of the amount, type and location of any hazardous materials on the Wetsel-Oviatt site needs to be performed, and a determination made as to the potential exposures of any of those materials on the school facility.
- e)-f): A preliminary review of the location of the subject property indicated there were no public or private airports or landing strips within two miles, but this needs to be confirmed by formal inquiry and investigation.
- g): The project would not interfere with any emergency response or evacuation plan.
- h): The project will be located in an area that typically has high fire danger

exposures during the dry season from wildland fires. Mitigation measures could include the control of vegetation on surrounding properties and adequate fire breaks between the school site and the undeveloped portions of surrounding properties.

VIII. Hydrology and Water Quality

a): The construction of the school will result in large areas of pavement that direct rain water into a storm drain system; appropriate mitigation measures should be implemented to ensure control and retention of any storm water before the water is discharged into a natural drainage. Compliance with temporary erosion control measures during construction is critical to reducing siltation of drainages and impacts on water quality.

b): As noted above, there will be large areas of pavement, and buildings, that will alter or impede groundwater recharge, although the probability of the local groundwater table being depleted or lowered to the point of affecting surrounding land uses is less than significant.

c)-f): There are on-site and off-site local drainages that will need to be culverted and/or channeled through a storm drain system, resulting in a potentially significant impact to the existing drainage pattern. However, any potential impacts can be mitigated through the proper design of an adequate storm drain system and detention pond(s), and other erosion control methods.

g)-j): It is unlikely that the alteration of the drainages as noted above will cause any downstream flooding or endanger any structures, or create any mudflows.

IX. Land Use and Planning

a)-c): The construction of the school would not divide any established community; in fact, construction of the school is considered to be a mitigation measure for other planned residential development in the surrounding areas. Although the land is not currently zoned for public facility use, development as a school site could be considered as a logical land use to transition from the neighboring industrial/light industrial uses on the west and north, to the future residential uses anticipated to the east and south. Any conflict with any adopted habitat conservation plan is unknown, and subject to further investigation.

X. Mineral Resources

a)-b): The subject property has no known mineral resources of any commercial value.

XI. Noise

a)-b): The construction period for the school will cause the generation of noise and vibration, although this type of noise and vibration is typical and unavoidable; mitigation measures will dictate the hours of work and operations during the construction period.

c)-d): The school facility will, by its very nature, increase noise levels on a temporary and permanent basis, both in its daily operations and for special events. Various mitigation measures may be implemented, including heavily planting the perimeter of the site with trees, in order to reduce the impacts to a less than significant level.

e)-f): As noted in VII e)-f), it does not appear the subject site is within an airport land use plan area, although this is subject to verification.

XII. Population and Housing

a)-c): The construction of the school would not induce population growth, but is rather a mitigation measure for population growth. The subject property site is undeveloped, and would not create any displacement of existing housing.

XIII. Public Services

a): The construction of the school would result in a need for additional fire protection from local fire services, however all new school construction has provisions for fire alarms and sprinkler systems for some structures. The need for police protection is increased somewhat, although not significantly.

XIV. Recreation

a)-b): Additional recreational facilities, both indoor and outdoor, are a positive benefit of the school construction and will help mitigate the needs for additional recreational facilities that result from surrounding residential development. The actual construction of the facilities has some physical affects on the environment, which are mitigated through prescribed mitigation measures during the construction process.

XV. Transportation/Traffic

a)-b): The construction of the school will significantly increase traffic impacts to Latrobe Road. Also, the proposed location of the school on the subject property will require the relocation of Wetsel-Oviatt Road, a privately owned roadway serving the lumber mill to the west. A comprehensive analysis of traffic patterns and desired level of service (LOS) anticipated for this area with future residential

construction must be considered and performed in order to establish the criteria for on-site and off-site road construction.

c): See VII, e)-f), regarding airport land use issues and analysis.

d)-g): Based upon a traffic analysis, the criteria for proper road design can be determined, and the resulting design will actually result in improvements to the existing road system, enhancing emergency access and possibly encouraging or accommodating alternative transportation modes or programs.

XVI. Utilities and Service Systems

a)-b): The actual impact of the school construction on wastewater treatment facilities is yet to be determined, although it is likely that treatment facilities will be expanded with surrounding industrial and residential development.

c): As noted earlier, the school project will result in the construction of new storm water drainage systems and discharges into natural drainages, which could have a significant environmental impact if not properly designed and constructed.

d)-e): Both water service and sewer service is provided by the El Dorado Irrigation District (EID), and based upon their review of the project, will determine available water and sewer capacity. It is likely that the school district will encounter significant service connection fees from EID. Also, in order to serve the school site, water and sewer line extensions will be necessary.

f)-g): Solid waste disposal is handled by El Dorado Disposal at their materials recovery facility (MRF) in Diamond Springs. The additional solid waste from the school site would be considered less than significant, considering the recycling aspects achieved by the MRF and the exporting of any un-recyclable solid wastes out of the county.

XVII. Mandatory Findings of Significance

a): The project will not significantly degrade the quality of the environment, will not substantially reduce wildlife habitat for plants or animals, or have any impacts on cultural or historical resources of California, if adequate mitigation measures are implemented.

b): The project could have certain cumulative impacts, if not adequately mitigated; however, it must be emphasized that the construction of this project is in fact a mitigation measure for other planned residential developments in the surrounding areas.

c): The project does not have any environmental effects that will cause substantial adverse affects on human beings, directly or indirectly, assuming that any individual impacts are adequately mitigated.

Supporting Information Sources

- 1) *El Dorado County General Plan* (as adopted on January 23, 1996, and irrespective of the portions of that document found to be invalid by the court).
- 2) *El Dorado County General Plan, Background Information, Volume II*, El Dorado County Planning Department, January 23, 1996.
- 3) *Grading, Erosion and Sediment Control Ordinance*, El Dorado County, Ordinance 3983, as amended 8/20/91.
- 4) *Erosion & Sediment Control Guidelines*; Soil Conservation Service, El Dorado County Resource Conservation District, October 1991.
- 5) *Fugitive Dust Control*, California Air Resources Board, 1992
- 6) *Rule 223*, El Dorado County Air Pollution Control District.
- 7) Site Investigations with Mr. George Warren, P.E., Warren Consulting Engineers; Mr. Robert Walker, Facilities Administrator, EDUHSD; and Pete Feild, Project Consultant, Feild & Associates, on 1/24/01.

COUNTY OF EL DORADO

DEPARTMENT OF TRANSPORTATION



MAINTENANCE DIVISION:
2441 Headington Road
Placerville CA 95667
Phone: (530) 642-4909
Fax: (530) 642-9238

MATTHEW C. BOYER
Director of Transportation

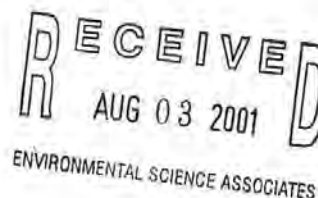
Internet Web Site:
<http://co.el-dorado.ca.us/dot>

MAIN OFFICE:
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 621-5900
Fax: (530) 626-0387



July 30, 2001

Marsha Perry Park, Project Manager
Environmental Science Associates
700 University Avenue, Suite 130
Sacramento, California 95825



**Subject: El Dorado Union High School District Proposed Sixth High School
Notice of Preparation of a Draft Environmental Impact Report**

Dear Ms. Park:

We have reviewed the information you provided in the Notice of Preparation (NOP) for this project and have the following comments/concerns:

1. The County is currently working on a project to widen Latrobe road from a point approximately 400 feet north of this project's access road and the intersection at White Rock Road. This project will be widening Latrobe Road to four lanes and improving the horizontal and vertical alignment. Construction is currently scheduled for the spring and summer of 2002. The Environmental Impact Report (EIR) for the school project should assume this project has been completed before the school opens.
2. The school project appears to be located in both the Deer Creek and Carson Creek drainage sheds. The EIR's drainage analysis should include analysis of on-site and downstream impacts created as a result of modification of surface water runoff characteristics by this project. Said study should also identify mitigation of surface water impacts including proposed drainage infrastructure improvements.
3. The EIR should address the grading impacts of the project to include erosion potential and mitigation, and the aesthetics of large cut or fill slopes and possible mitigation measures to reduce the impacts.
4. The "Traffic and Circulation" section of the NOP document describes the vehicular traffic impact analysis requirements. We believe this is a good starting point. For additional information on the County's normal requirements, please see the attached "Generic Traffic Study Scope of Work" document. In addition to the intersections requiring analysis under the "Generic" study, all the intersections of Latrobe Road and the entrances to the El Dorado Hills Business Park will need to be analyzed.
5. The time frame of the proposed school's construction and opening ("Existing plus Project") presents a problem in that its base line (i.e., "Existing") is approximately 2013. In my mind, this negates the need for a 2001 Existing and would mean the more appropriate date for

"Existing" would be 2015. This would normally be an "interim" year analysis for us. However, due to the current general plan issues, 2015 is the point of our current land use horizon. I would recommend the traffic analysis use the County's 2015 data as its baseline information source. This would also be the cumulative condition given the General Plan's current status. The EIR will need to explain why the analysis was done this way.

6. The NOP states the attendance of this new school would be primarily south of Highway 50. If this includes the Marble Valley and Cambridge Oaks residential projects, among other projects to the east, the traffic and circulation analysis will need to look at the impacts to Highway 50 due to the traffic from this developments attempting to access the school via Latrobe Road.
7. The EIR needs to review the impacts to, and from, this project of the extension of Payen Road from the County line to Latrobe Road along the northern boundary of this project's parcel. The Carson Creek Specific Plan originally proposed this road to be a four-lane arterial. You would have to check the approved Specific Plan for the approved road configuration and location.
8. The EIR needs to analyze the non-vehicular access and circulation to the project, primarily pedestrians and bicycles. This could include sidewalks, bicycle paths, trails, etc. This access would need to connect to the residential projects to north to allow children and others to get to the new school without resorting to somebody driving them there. Safe routes to school issues would also need to be analyzed given the location of the Business Park and the size and design of the Latrobe Road widening project.
9. The EIR needs to analyze the schools impacts and ability to access public transportation such as El Dorado County Transit buses and the proposed light-rail projects.
10. Detail issues such as the design and implementation of improvements to Latrobe Road at the access road, the design and construction of the access road, the sharing of the access road with Wetsel-Oviat truck traffic, etc., need to be included in the EIR, at least at a program level.

Thank you for the opportunity to comment on this project and do not hesitate to contact me if you need additional information.

Sincerely,



Craig D. McKibbin, P.E.
Senior Traffic Civil Engineer

CDM:cdm

Attachment



**COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION**



Generic Traffic Study Scope of Work

The focus of the traffic study should be traffic impacts to levels of service (LOS) and safety of roads shown on the "El Dorado County General Plan Circulation Map" that meet the significance criteria described below in Section C, Impact Thresholds (Significant Impacts).

- Intersections and road segments on County roads
- Intersections and road segments on State highways
- U.S. Highway 50 freeway on and off-ramps
- Project driveway(s)

As a secondary focus the study needs to analyze impacts for General Plan conformity and California Environmental Quality Act (CEQA) compliance. The following tasks must be completed as a minimum:

A. Study Scenarios

The traffic impact study must incorporate the following scenarios:

1. Existing Conditions
2. Existing with Project Conditions
3. Existing with Project and "Latent Demand" Conditions
4. Cumulative Conditions
5. Cumulative with Project Conditions

If the project is consistent (less than or equal to the number of trip-ends generated) with what land use was assumed for the site in the General Plan **and** the project's financial contribution to future transportation improvements has already been established (through a fee program or other mechanism) then a future analysis can be omitted. This also assumes that an environmental document is not required.

The study shall include weekday a.m. and p.m. peak hours. Analysis of mid-day and weekend peaks may be required for uses and locations with the potential to experience significant traffic impacts during those times.

B. Measurement Techniques

- Trip Generation:* Professional source rates (ITE, San Diego Trip Generators, etc.) of El Dorado County Transportation Department rates are acceptable for categorical uses (office, retail, and residential). However, counts at comparable locations may be acceptable for specific of unique uses ("Big Box" retailers, hospitals, driving ranges, etc.). Whenever possible, these types of rates should have multiple study location data. **Trip generation rates should be verified by Department of Transportation staff.**
- Pass-by Trips:* Professional sources are acceptable as sources for pass-by trip percentages. **However, all pass-by trip percentages should be verified with Department of Transportation staff.**
- Trip Distribution:* Trip distribution patterns for a project can use existing traffic counts, a regional transportation model (project only assignment) or local knowledge. Trip distribution assumptions should be reviewed by Department of Transportation staff prior to their use.
- Traffic Counts:* Weekday traffic counts should be conducted on Tuesdays, Wednesdays, or Thursdays (excluding weeks with a holiday). If possible, the counts should be conducted on days when schools are in session. Peak hour counts should be conducted for the three hours between 6-9 a.m. for the a.m. peak and between 4-7 p.m. for the p.m. peak.
- Traffic Accident Data and Rates:* The source of accident data shall be the California Traffic Accident Surveillance and Analysis System (TASAS), El Dorado County Department of Transportation, and related sources.
- Unsignalized Intersections:* The 1997 Highway Capacity Manual (HCM) method of analysis should be applied. A signal warrants analysis (Caltrans) should be prepared for all intersections and scenarios where the intersection level of service exceeds the County acceptable limits. A peak hour factor of 1.0 (to represent average hourly conditions) should be used. Level of service should be reported for both the overall intersection and individual intersection approaches.

C. Impact Thresholds (Significant Impacts)

The following categories have specific "standards of significance" for determining impacts. For the purposes of these impact criteria, the project's traffic contribution is considered significant if the project increases the peak hour traffic volume on a facility by two percent of more above the "without project" conditions.

Level of Service: An impact is considered significant for roadways and intersections when the project causes the facility to change from an acceptable LOS to an unacceptable LOS. Any additional degradation of traffic conditions on facilities already at an unacceptable level is also a significant impact.

Traffic Safety: An impact is considered significant for roadways and intersections when the project will increase the traffic volumes on facilities already having accident rates above the statewide rates for similar facilities, in either the injury or fatality categories.

D. Mitigation Measures

Existing Deficiencies: Existing deficiencies should be identified.

Existing plus Project Impacts: If a project causes a significant impact to a facility, a mitigation measure(s) should be identified to reduce the impact to an insignificant level.

Existing plus Project plus "Latent Demand" Impacts: If a project causes a significant impact to a facility, a mitigation measure(s) should be identified to reduce the impact to an insignificant level.

E. Other Recommendations

The traffic study shall include recommendation to ensure the safe and efficient operation of the County and State road systems.

F. Measure "Y" Compliance

The traffic study shall include specific information regarding the project's compliance or non-compliance with the policies incorporated into the County's General Plan by Measure "Y" (attached). This information shall be specific and thorough enough to allow the County to make the findings required by Measure "Y".

cc: [unclear] [unclear]

DEPARTMENT OF FISH AND GAME

SACRAMENTO VALLEY AND CENTRAL SIERRA
1701 NIMBUS ROAD, SUITE A
RANCHO CORDOVA, CALIFORNIA 95670
Telephone (916) 358-2900



July 26, 2001

RECEIVED

7-27-2001

EDUHQD
FACILITIES

RECEIVED
AUG 03 2001

ENVIRONMENTAL SCIENCE ASSOCIATES

Mr. Robert Walker
El Dorado Union High School District
4675 Missouri Flat Road
Diamond Springs, CA 95619

Dear Mr. Walker:

The California Department of Fish and Game (Department) has reviewed the Notice of Preparation (NOP) for the El Dorado Union High School District Proposed Sixth High School Draft Environmental Impact Report DEIR (SCH# 2001072007). The project site is located approximately four miles south of Highway 50 and west of Latrobe Road in western El Dorado County. The project proponent wishes to acquire property and develop a high school on 65 acres of a 215-acre parcel.

The NOP, states that "there are no known local policies or ordinances" to protect native trees. However, El Dorado County has developed a draft document entitled "Oak Woodland Assets and Guidelines for El Dorado County." This document should be utilized when preparing alternatives for this project. The Department recognizes oak woodlands as an important wildlife resource. The DEIR should discuss the project's impact on native oaks. The Department recommends the project be designed so that the loss of oak trees is avoided. Every effort should be made to retain and protect "heritage" oaks, those in excess of 24 inches in diameter at breast height. If the loss of oak trees is unavoidable, then a mitigation plan should be developed which includes the following:

- a. Establishment and maintenance procedures to restore the canopy cover, spatial arrangement, age class distribution and species composition of the oak woodland lost.
- b. A provision that oak seedlings or acorns be obtained from local genetic stock.
- c. A restoration site located within contiguous areas of no less than five acres and adjacent to undisturbed or preserved oak woodlands.

Mr. Robert Walker
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The DEIR should describe all the fish and wildlife resources that may occur in and around the project site. This description should include the extent and location of any important habitats, concentration areas, un-fragmented blocks of habitat, wildlife movement corridors, etc. The DEIR should also describe the project's direct and indirect impacts to fish and wildlife resources. If it is not possible to avoid impacting these resources, provide the specific measures to be implemented that fully mitigate the impacts.

The DEIR should assess the project's potential for impacting state or federally-listed rare, threatened, or endangered species, or meet the criteria for listing (CEQA Guidelines Section 15065). For convenience, the term "special status species" shall be used in subsequent text to refer to species of concern listed above. The environmental document should contain the results of surveys that are designed to disclose the presence of special status species and DEIR habitat. The Department recommends that surveys for special status species be conducted at the time of year when they are both evident and identifiable (i.e., coincide with the appropriate breeding or other life history stage of animals, with peak flowering periods and/or with periods of phenological development that are necessary to identify a plant species of concern). Full biotic lists should be included in the Appendices of the DEIR. We urge the DEIR preparers to consult with all relevant information sources including state and federal resource agencies, the Natural Diversity Database (which may be contacted a (916) 324-3812, the California Native Plant Society (CNPS) Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations.

The DEIR should describe unique habitat types present on the project site and discuss the project's potential to impact them. The Department is particularly concerned with the project's potential to impact wetland and riparian habitats. All streams, ponds, intermittent drainages, vernal pools and other wetlands should be identified. The project should be designed such that there is no net loss of wetland habitat. If the proposed project unavoidably impacts wetlands, mitigation should be provided that is based on the concept of no-net-loss of wetland habitat acreage or value. Permanent wetlands should be protected by no less than 100-foot setback buffer areas. Intermittent streams, riparian habitats and swales should be protected by no less than a 50-foot non-building setback buffer established on each side of the stream. Buffer widths should be modified to protect the most sensitive species present from human, traffic, development, and other disturbances.

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The DEIR should discuss the project's potential to contribute to negative wildlife/human interactions such as vehicle collisions, nuisance wildlife complaints, and depredation. The DEIR should provide the means of minimizing these interactions through changes in the project design, bear-proof trash receptacles, etc.

The Initial Study identifies that there are on-site and off-site drainages on the project site that involves culvert installation. The applicant should be advised that Notification to the Department is required, pursuant to Fish and Game Code Section 1600 et sec., for proposed projects that may:

- Divert, obstruct, or change the natural flow or the bed, channel or bank of any river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into any river stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams and water courses.

Subsequent to notification, if the Department determines that your proposed project or activity could have substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required. The resource protection conditions which are made a part of the LSAA are subject to California Environmental Quality Act (CEQA) review and should be included in the environmental document prepared for your project. These conditions may include, but are not limited to, the following:

- Protection and maintenance of the riparian, wetland, stream or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.
- Provisions for the protection of fish and wildlife resources at risk that consider various life stages, maintain migration and dispersal corridors, and protect essential breeding (i.e., spawning, nesting) habitats.
- Delineation of buffers along streams and wetlands to provided adequate protection to the aquatic resource. No grading or construction activities should be allowed within these buffers.

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Page Four

- Placement of construction materials, spoils or fill, so that they cannot be washed into a stream or lake.
- Prevention of downstream sedimentation and pollution. Provisions may include but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution.
- Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should utilize native vegetation.

Early notification to the Department is recommended in order to determine the need for a LSAA. Specific conditions in the LSAA may include site-specific conditions for construction activities and timing. Any work subject to the LSAA may not be initiated until certification of the CEQA document and payment of the appropriate fees. Obtaining a LSAA does not satisfy the requirements of either the state or federal Endangered Species Act. Please contact the Sacramento Valley-Central Sierra Region for a notification packet and fee schedule for a LSAA.

Impacts to raptors and migratory birds should be avoided. Raptors are defined as members of the Order Falconiformes (vultures, eagles, hawks, and falcons) and Order Strigiformes (owls). Raptors and DEIR nests are protected by the Fish and Game Code of California (FG&C) Sections (§) 3503.5, 3511, and 3513. The Code states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes or to take, possess, or destroy the nest or eggs of any such bird. Also, federal and state laws protect migratory birds, DEIR occupied nests, and DEIR eggs from destruction. The applicable federal law is the Migratory Bird Treaty Act (MBTA) (15 USC 703-711), 50 CFR Part 21, and 50 CFR Part 10. Protection under California law is found in the FG&C § 3503, 3513, and 3800. Most native North American birds are contained on the list of birds protected by the MBTA (see 50CFR§10.13). It is anticipated that migratory birds may try to nest within the project area measures should be taken to prevent impacts to migratory birds, including any part, nest, or egg.

Mr. Robert Walker
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Page Five

If project-related activities are scheduled during the nesting season of protected raptors and migratory birds (approximately February 1 to July 31), a survey for active nests should be conducted by a qualified wildlife biologist within 30 days prior to beginning the project-related activities. All areas within at least 0.25 miles of the work should be surveyed. If active nests are found, consult with Department regarding the appropriate action prior to commencing work. If a lapse in project-related work of 30 days or longer occurs, another survey may be necessary, therefore, contact Department before re-initiating the work.

Thank you for the opportunity to review this project. If we can be of further assistance, please contact Ms. Terri Weist at (530) 644-5980 or Ms. Terry Roscoe, Habitat Conservation Planning Supervisor at (916) 358-2883.

Sincerely,

A handwritten signature in black ink, appearing to be 'Larry L. Eng', written over a circular scribble.

Larry L. Eng, Ph.D.
Assistant Regional Manager
Fisheries, Wildlife and Environmental Programs

cc: State Clearinghouse
1400 Tenth Street
Post Office Box 3044
Sacramento, CA 95812-3044

Ms. Terry Roscoe
Ms. Terri Weist
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, California 95670

EL DORADO UNION HIGH SCHOOL DISTRICT

BOARD OF TRUSTEES

SUPERINTENDENT

LEE B. HUGHES
JUDY A. MORRIS
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STEVEN J. REED

BOB FERGUSON

June 14, 2001

Mr. Fred Yeager
School Facilities Planning Division
California Department of Education
P.O. Box 944272
Sacramento, California 94244-2720

RE: High School #6, Sullivan Property

Dear Fred:

Thank you for the courtesy you extended to my district during the site visit of three prospective high school sites on June 8, 2001.

Per your request, enclosed are the following:

- 2 copies of the Phase 1 Environmental Site Assessment report prepared by Youngdahl Consulting group, Inc. dated May 2001. My understanding is that one copy of this report will be transmitted to the DTSC by your office;
- Preliminary Site Development Cost Estimate prepared by Warren Consulting Engineers dated March 9, 2001; and
- Check in the amount of \$1,500 for the California Department of Education Site Review Fee.

Thank you also for your advice that we include investigations of possible high pressure gas/water line locations and aircraft noise from Mather Field in our draft EIR.

Should you require any additional information to process our request for site clearance of the Sullivan property for High School #6, please do not hesitate to contact me.

Very truly yours,


Robert F. Walker
Facilities Administrator

RFW:bs

cc: Patty McClellan
Vern Weber

bcc: Marsha Perry-Park

H:\BSMITH\FILES\LETTERS\CDE HS#6 6-12-01.DOC

Sent By: WCE/SLS;

9169851877;

Mar-9-01 9:43AM;

Page 2/4

QUANTITIES AND ESTIMATES

WARREN CONSULTING ENGINEERS, INC.
180 BLUE RAVINE ROAD, SUITE C
FOLSOM, CALIFORNIA 95630
(916) 985-1870

PROJECT: El Dorado H.S. Site Study
PROJECT NO: 983.1
FILE NO: 9831 E01.xls
USED BY: MCH

DATE: March 9, 2001

SCHEMATIC ESTIMATE

SITE IMPROVEMENTS - SCHEME "A"

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	EST.COST
STORM DRAIN AND SEWER AND WATER					
2.5108091	CORRUGATED METAL PIPE, 24"	200	LF	\$ 45.38	\$ 9,078.00
2.5111031	PIPE, PVC GRAVITY SEWER, 8", ASTM D3034	2,100	LF	\$ 24.19	\$ 50,798.00
2.5306021	8" PVC, MUNICIPAL SEWER PIPE, C900, CL150	2,600	LF	\$ 32.68	\$ 84,988.00
2.5306031	8" PVC, MUNICIPAL WATER PIPE, C900, CL150	80	LF	\$ 32.68	\$ 1,990.80
3.5306051	12" PVC, MUNICIPAL WATER PIPE, C900, CL150	4,700	LF	\$ 51.78	\$ 243,308.00
2.5406061	8" GATE VALVE	2	EA	\$ 820.08	\$ 1,640.12
2.5406071	12" GATE VALVE	11	EA	\$ 1,546.40	\$ 17,010.40
2.5504021	MANHOLE, 60"	11	EA	\$ 2,571.95	\$ 28,287.18
15.1008061	E.I.D. LIFT PUMP, SEWAGE EJECTOR, DUPLEX, 50HP, TAI	1	EA	\$ 250,000.00	\$ 250,000.00
PAVING					
	EARTHWORK	80,000	CY	\$ 5.00	\$ 400,000.00
2.6001031	ASPHALTIC CONCRETE, 4"AC/1.5"AB	175,000	SF	\$ 4.41	\$ 771,750.00
2.6002031	12" BASE FOR SHOULDERS	20,000	SF	\$ 1.32	\$ 28,400.00
2.6007081	STREET SIGNS WITH POLE	10	EA	\$ 184.02	\$ 1,840.20
3.7003021	STEEL GUARD RAIL, CHANNEL 1 SIDE	1,000	LF	\$ 17.14	\$ 17,140.00
2.6007171	STRIPING	14,600	LF	\$ 2.33	\$ 33,785.00
	EROSION CONTROL	1	LS	\$ 15,000.00	\$ 15,000.00
	ENCHROACHMENT	1	EA	\$ 15,000.00	\$ 15,000.00
	CONSTRUCTION STAKING	300,000	SF	\$ 0.02	\$ 6,000.00
SITE TOTAL					\$ 1,974,022.68

LATROBE ROAD IMPROVEMENTS

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	EST.COST
STORM DRAIN AND SEWER AND WATER					
2.5111031	PIPE, PVC GRAVITY SEWER, 8", ASTM D3034	5,500	LF	\$ 40.00	\$ 220,000.00
3.5306031	12" PVC, MUNICIPAL WATER PIPE, C900, CL150	5,500	LF	\$ 56.00	\$ 302,500.00
2.5504021	MANHOLE, 60"	6	EA	\$ 2,571.98	\$ 15,429.38
2.51WCE	CONNECT TO EXISTING	2	EA	\$ 3,000.00	\$ 6,000.00
	TRAFFIC CONTROL	1	LS	\$ 50,000.00	\$ 50,000.00
OFF-SITE TOTAL					\$ 583,929.38
TOTAL					\$ 2,567,952.04
20% DESIGN CONTINGENCY					\$ 513,580.41
GRAND TOTAL					\$ 3,081,542.45

EL DORADO UNION HIGH SCHOOL DISTRICT

BOARD OF TRUSTEES

SUPERINTENDENT

LEE B. HUGHES
JUDY A. MORRIS
MARY T. MUSE
AMARA A. OVERMAN
STEVEN J. REED

BOB FERGUSON

March 16, 2001

Mr. Urvan Rodriguez
California Department of Education
School Facilities Planning Division
660 J Street, Suite 350
Sacramento, California 95814

RE: Preliminary Site Approval - High School #6

Dear Urv:

We are requesting your review and preliminary approval of a site for our proposed High School #6. (High School #5 is the Bass Lake site, which has already received final CDE approval).

We have been working with a real estate agent for several years to identify potential sites in the southwestern part of our District. After all potential sites were identified, we narrowed the selection down to three for consideration, as follows:

1. Sullivan Property
2. White Rock Property
3. Tseng Property

A regional site map identifying the three properties, and Forms SFPD4.0, School Site Field Review, are enclosed.

After weighing all the factors, the District's Board of Trustees settled on the Sullivan Property as the most desirable location for High School #6. Accordingly, the District has entered into an option agreement with the current owner. We have also initiated a Request for Proposal from qualified consultants to conduct the required toxic studies and prepare an EIR. Upon completion of those studies, we would then be in a position to file the necessary forms to obtain final CDE approval.

While it will probably be over ten years before we can build High School #6, if the District is eligible, we intend to seek 50% reimbursement from the State Allocation Board. To be prepared for that eventuality, CDE approval is essential.

Please call me at your convenience to schedule a time for you to conduct a tour of the region and the three sites identified specifically.

Sincerely,

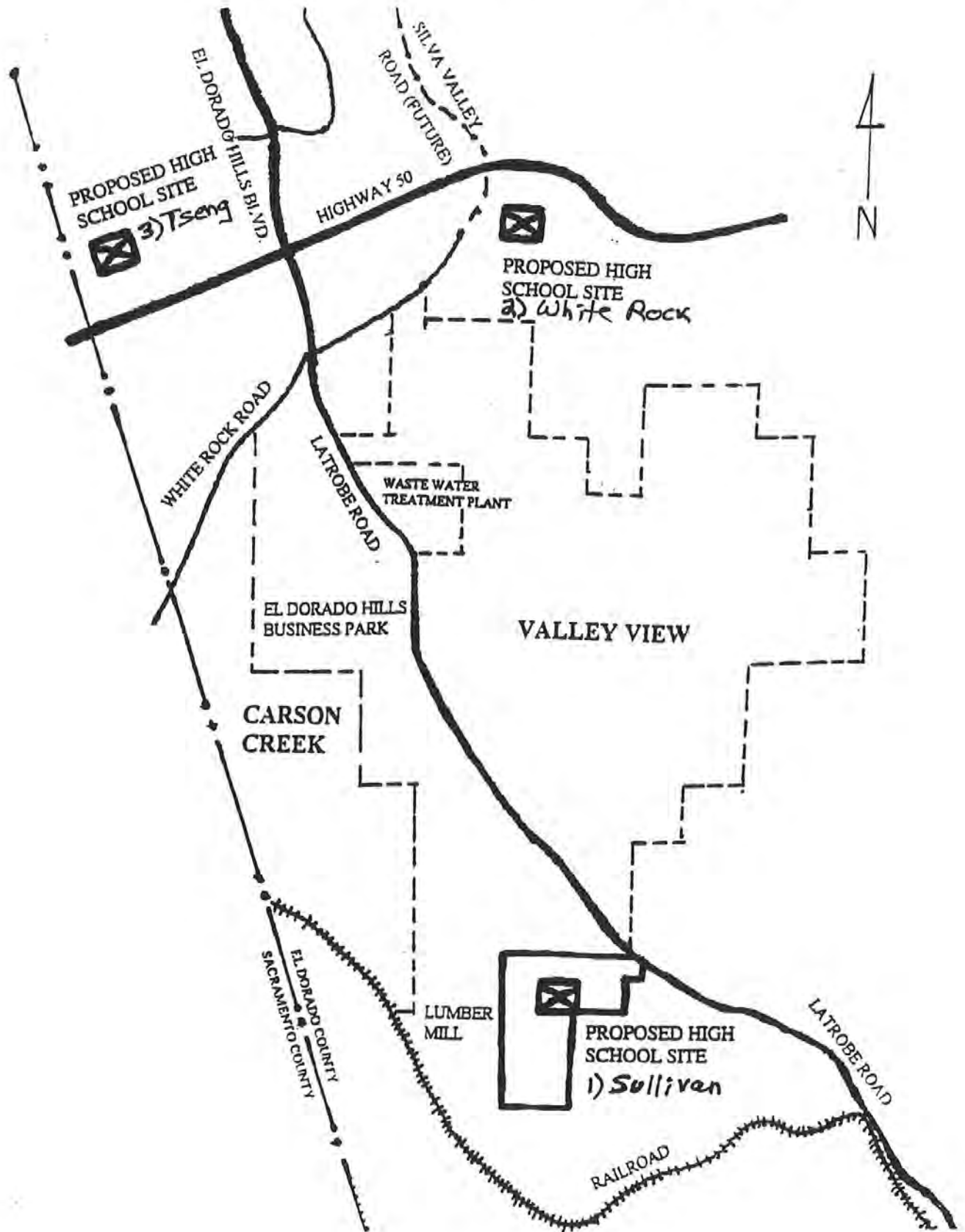


Robert F. Walker
Facilities Administrator

Enclosures: Location Plan for High School Site
SFPD 4.0 - Sullivan Property
SFPD 4.0 - White Rock Property
SFPD 4.0 - Tseng Property

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LOCATION PLAN FOR PROPOSED HIGH SCHOOL SITE





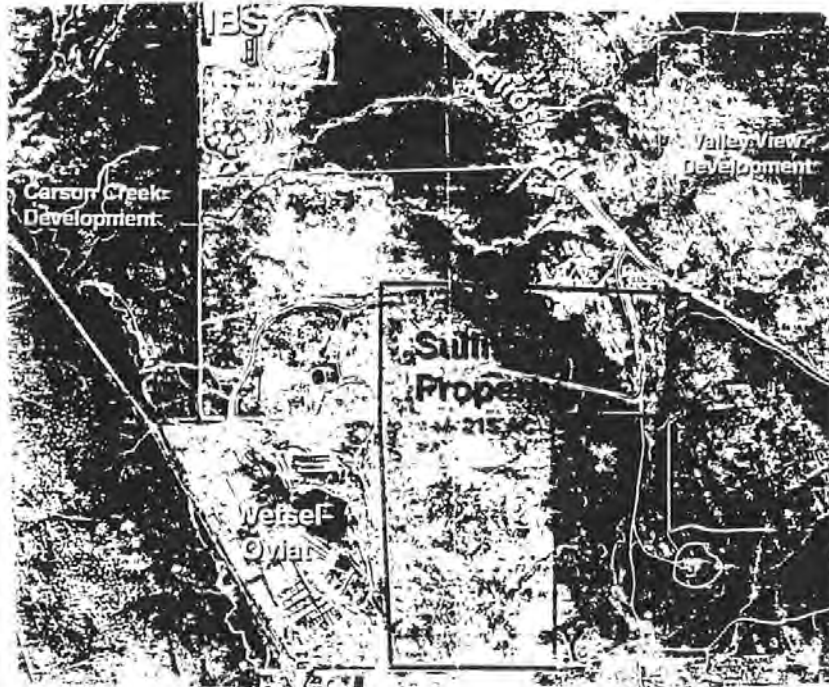
California Department of Education
School Facilities Planning Division

SFPD 4.0 School Site Field Review

Site Information	District: <u>El Dorado Union High</u> County: <u>El Dorado</u> SFP Application No.: 50/ <u>61853</u>
	Site Identification: <u>Sullivan Property</u> Consultant: _____ Date of Review: _____
	Location (cross streets): <u>Latrobe Road/Wetsal-Oviatt Road</u>
Formations	Master Plan Capacity: <u>1601-1800</u> Site Size: Gross acres <u>54 (215 total see Comments)</u> Planned Joint Use: _____ Land/Park
	MTYRE (Y/N): <u>N</u> Net acres <u>46+</u> _____ Buildings _____
	Grade level: <u>9-12</u> CDE Recommended acres <u>45.4 (Includes bleachers/dugouts and aquatics)</u>
Safety	Potential Seismic _____ Traffic _____ Toxic _____ Flood _____ Railroad _____ Gas transmission lines _____ Electric transmission lines _____ Hazards: Noise _____ Safe walking routes to school _____ Other/ Comments: _____
	Within two miles of airport runway? Yes _____ No <u>X</u> Heliport? Yes _____ No <u>X</u>
Site Development	Utilities: Give distance to nearest line of suitable capacity. Gas _____ Water _____ Sewer _____ Electricity _____ Storm Drain _____ Special needs: Well _____ Septic _____ Other: _____
	Topography of site: Level _____ Rolling _____ Sloping _____ Steep _____ Other: _____
	Site Development: Comment on any of the following which may present a cause for concern: erosion control, drainage problems, special soil conditions, extensive grading, extensive work required for streets and sidewalks _____
Performance	Are there existing structures on the site which need to be removed or demolished? Yes _____ No _____ Comment: _____
	Street improvements: y = yes n = no p = proposed Sidewalk _____ Curb & gutter _____ Street paving _____ Street lighting _____ Fire hydrant _____ Comment: _____
	Funding: State <u>X</u> Local <u>X</u> Developer _____ Other _____ Estimated Land Value per acre <u>\$10,000</u>
Finance	Does the district plan to file a Financial Hardship Application for this project (per SB 50 Reg. 1859.81)? Yes _____ No <u>X</u>
	Is condemnation required? Yes _____ No <u>X</u> Unknown _____ Comment: <u>An Option Agreement has been entered into.</u>
	Ranking: Ranking of this Site <u>1</u> (1 = high and 5 = low) Number of sites evaluated <u>3 (2 south of Highway 50)</u> Relative ranking of this site <u>1/3</u>
Ranking	_____ The CDE's preliminary review of this site indicates that the district may proceed with further evaluation of the site including the completion of the SFPD 4.01, 4.02 and 4.03. THIS REVIEW DOES NOT CONSTITUTE A FINAL SITE APPROVAL.
	_____ The CDE recommends that the district no longer pursue acquiring this site. Comments: _____

SITE DIAGRAM

See Exhibit "A", which identifies the entire 215 acre parcel and a 54 acre high school site situated within that parcel.



COMMENTS:

The District plans to purchase the entire 215 acre site, create a 54 acre high school site and sell the unused portion of the land.

CONDITIONS:

EL DORADO UNION SCHOOL DISTRICT
 NEW LATROBE HIGH SCHOOL STUDY

REVISIONS

JOB NO.
 993
 DATE
 2/16/01

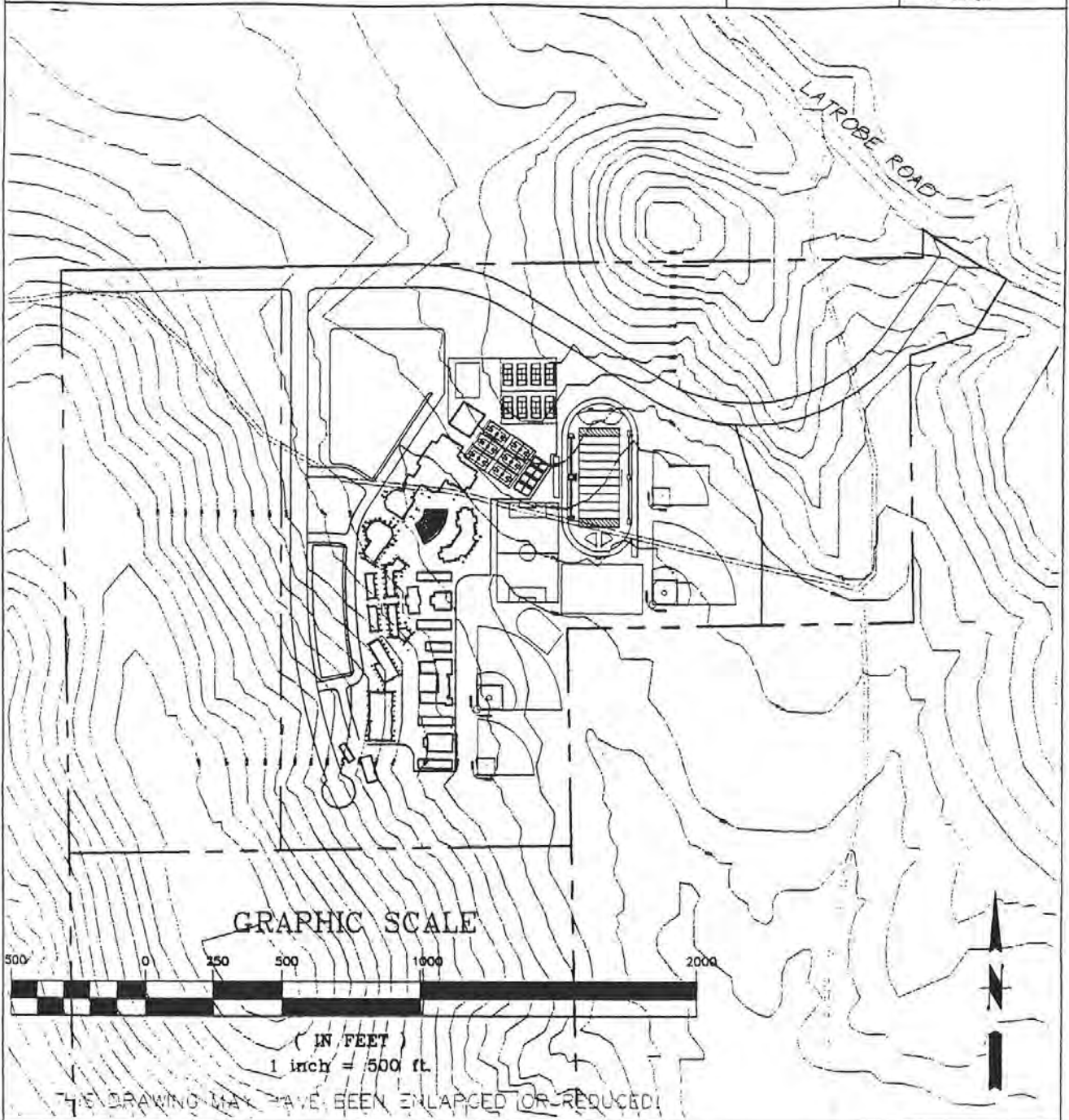
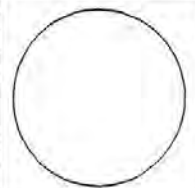


EXHIBIT A

993 1 EXA



WARREN CONSULTING ENGINEERS, INC.
 160 BLUE RAVINE ROAD, SUITE C
 FOLSOM, CA 95630 (916) 985-1870



SCALE
 1"=500'



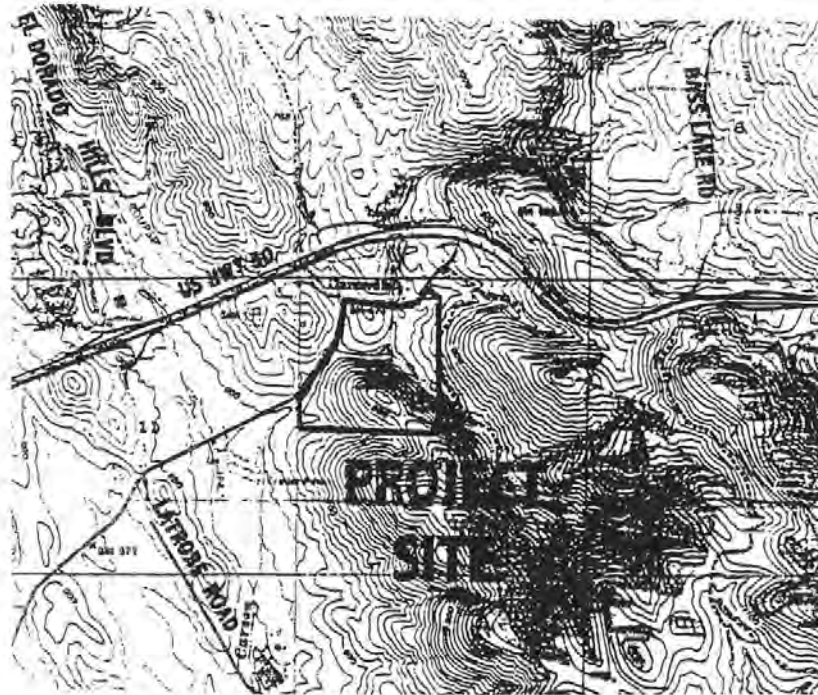
California Department of Education
School Facilities Planning Division

SFPD 4.0 School Site Field Review

Site Information	District: <u>El Dorado Union High</u> County: <u>El Dorado</u> SFP Application No.: 50/ <u>61853</u>
	Site Identification: <u>White Rock Property</u> Consultant: _____ Date of Review: _____
	Location (cross streets): <u>White Rock Road/Silva Valley Road</u>
Formative Information	Master Plan Capacity: <u>1601-1800</u> Site Size: Gross acres <u>47.7</u> Planned Joint Use: _____ Land/Park
	MTYRE (Y/N): <u>N</u> Net acres <u>37.1</u> _____ Buildings
	Grade level: <u>9-12</u> CDE Recommended acres <u>45.4 (Includes bleachers/dugouts and aquatics)</u>
Safety	Potential Hazards: Seismic _____ Traffic _____ Toxic _____ Flood _____ Railroad _____ Gas transmission lines _____ Electric transmission lines _____ Noise _____ Safe walking routes to school _____ Other/ Comments: _____
	Within two miles of airport runway? Yes _____ No <u>x</u> Heliport? Yes _____ No <u>x</u>
Site Development	Utilities: Give distance to nearest line of suitable capacity. Gas _____ Water _____ Sewer _____ Electricity _____ Storm Drain _____ Special needs: Well _____ Septic _____ Other: _____
	Topography of site: Level _____ Rolling _____ Sloping _____ Steep _____ Other: _____
	Site Development: Comment on any of the following which may present a cause for concern: erosion control, drainage problems, special soil conditions, extensive grading, extensive work required for streets and sidewalks _____
Performance	Are there existing structures on the site which need to be removed or demolished? Yes _____ No _____ Comment: _____
	Street improvements: y = yes n = no p = proposed Sidewalk _____ Curb & gutter _____ Street paving _____ Street lighting _____ Fire hydrant _____ Comment: _____
	Funding: State <u>x</u> Local <u>x</u> Developer _____ Other _____ Estimated Land Value per acre <u>\$20,000</u>
Finance	Does the district plan to file a Financial Hardship Application for this project (per SB 50 Reg. 1859.81)? Yes _____ No <u>x</u>
	Is condemnation required? Yes _____ No <u>x</u> Unknown _____ Comment: _____
Ranking	Ranking: Ranking of this Site <u>2</u> (1 = high and 5 = low) Number of sites evaluated <u>3 (2 south of Highway 50)</u> Relative ranking of this site <u>2/3</u>
	_____ The CDE's preliminary review of this site indicates that the district may proceed with further evaluation of the site including the completion of the SFPD 4.01, 4.02 and 4.03. THIS REVIEW DOES NOT CONSTITUTE A FINAL SITE APPROVAL.
	_____ The CDE recommends that the district no longer pursue acquiring this site. Comments: _____

SITE DIAGRAM

See attached site plan for a potential high school on the 47.7 acre White Rock site.

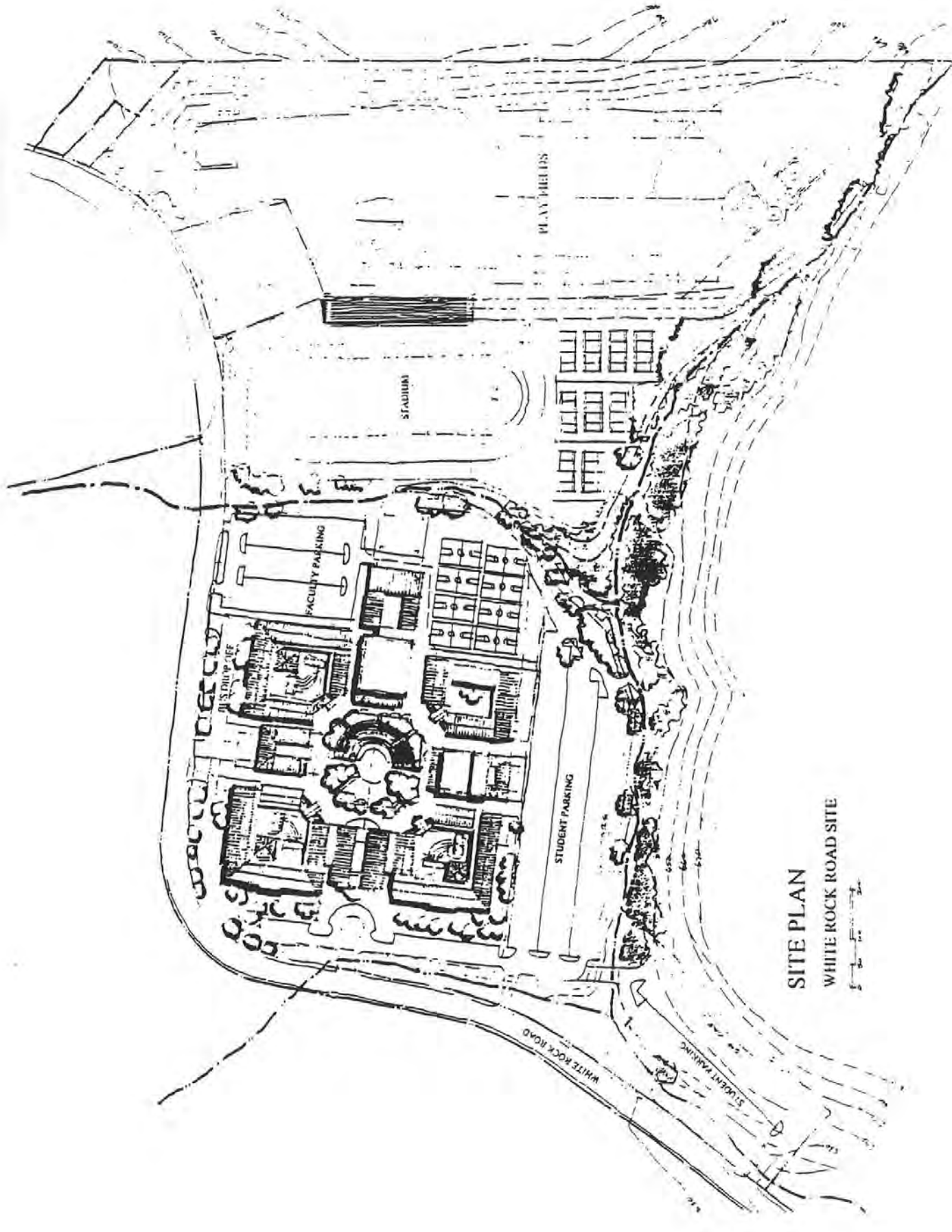


COMMENTS:

The 47.7 acre White Rock site has only 37.1 usable acres, as a steep slope totals 5.9 acres and a creek totals 4.7 acres. The site is about 2.5 miles from Oak Ridge High School.

CONDITIONS:

A steep slope and creek running through the property pose planning difficulties. Additional acreage would probably have to be acquired from adjoining property to the east. Also, traffic could be a problem as commercial development builds out.



SITE PLAN
WHITE ROCK ROAD SITE

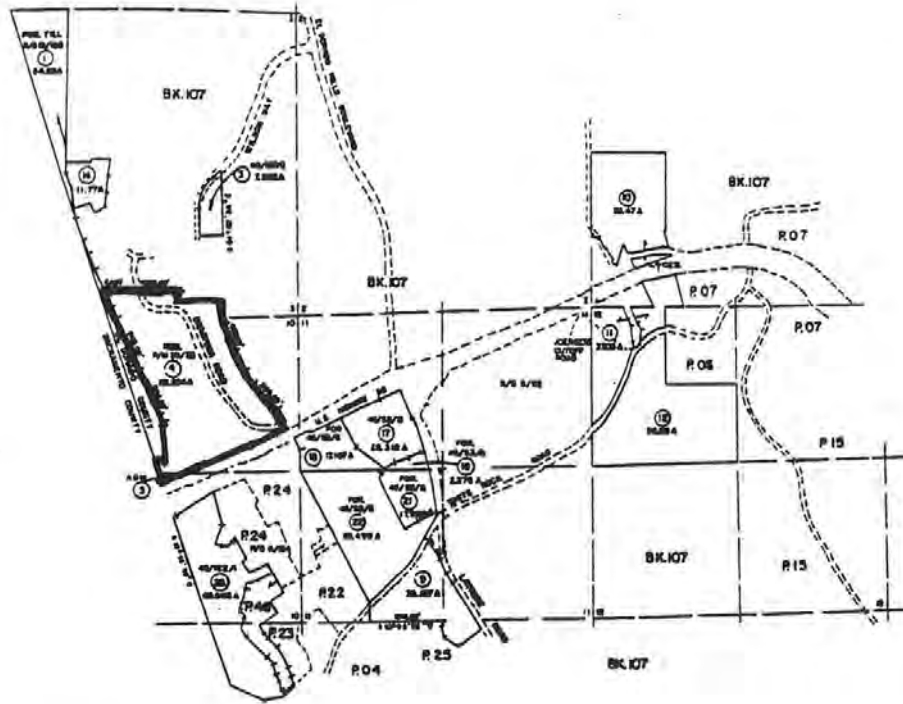


California Department of Education
School Facilities Planning Division

SFPD 4.0 School Site Field Review

S i t e I n f o r m a t i o n	District: <u>El Dorado Union High</u> County: <u>El Dorado</u> SFP Application No.: 50/ <u>61853</u>
	Site Identification: <u>Tseng Property</u> Consultant: _____ Date of Review: _____
	Location (cross streets): <u>El Dorado Hills Blvd./Wilson Way (dead end)</u>
S a f e t y	Master Plan Capacity: <u>1601-1800</u> Site Size: Gross acres <u>122</u> Planned Joint Use: _____ Land/Park
	MTYRE (Y/N): <u>N</u> Net acres <u>46+</u> Buildings _____
	Grade level: <u>9-12</u> CDE Recommended acres <u>45.4 (Includes bleachers/dugouts and aquatics)</u>
S i t e D e v e l o p m e n t	Potential Seismic _____ Traffic _____ Toxic _____ Flood _____ Railroad _____ Gas transmission lines _____ Electric transmission lines _____ Hazards: Noise _____ Safe walking routes to school _____ Other/ Comments: _____
	Within two miles of airport runway? Yes _____ No <u>X</u> Heliport? Yes _____ No <u>X</u>
	Utilities: Give distance to nearest line of suitable capacity. Gas _____ Water _____ Sewer _____ Electricity _____ Storm Drain _____ Special needs: Well _____ Septic _____ Other: _____
F i n a n c e	Topography of site: Level _____ Rolling _____ Sloping _____ Steep _____ Other: _____
	Site Development: Comment on any of the following which may present a cause for concern: erosion control, drainage problems, special soil conditions, extensive grading, extensive work required for streets and sidewalks _____
	Are there existing structures on the site which need to be removed or demolished? Yes _____ No _____ Comment: _____
R a n k i n g	Street improvements: y = yes n = no p = proposed Sidewalk _____ Curb & gutter _____ Street paving _____ Street lighting _____ Fire hydrant _____ Comment: _____
	Funding: State <u>x</u> Local <u>x</u> Developer _____ Other _____ Estimated Land Value per acre <u>\$25,000</u>
	Does the district plan to file a Financial Hardship Application for this project (per SB 50 Reg. 1859.81)? Yes _____ No <u>X</u>
R a n k i n g	Is condemnation required? Yes _____ No <u>X</u> Unknown _____ Comment: _____
	Ranking: Ranking of this Site <u>3</u> (1 = high and 5 = low) Number of sites evaluated <u>3 (2 south of Highway 50)</u> Relative ranking of this site <u>3/3</u>
	_____ The CDE's preliminary review of this site indicates that the district may proceed with further evaluation of the site including the completion of the SFPD 4.01, 4.02 and 4.03. THIS REVIEW DOES NOT CONSTITUTE A FINAL SITE APPROVAL. _____ The CDE recommends that the district no longer pursue acquiring this site. Comments: _____

SITE DIAGRAM



COMMENTS:

This 122 acre parcel is located at the extreme western end of the District
(borders Sacramento County line) about 3 miles from Oak Ridge High School.

CONDITIONS:

APR 20 2001

PLACERVILLE, CA

Shirley I.C. Hodgson

2828 Easy Street
Placerville, California, 95667

LAW OFFICES
OF
WILLIAM M. WRIGHT
ATTORNEYS AT LAW

RECEIVED

APR 19 2001

EDUHSD
FACILITIES

(530) 622-2278
FAX (530) 622-9614
e-mail: wmw@innercite.com

MEMORANDUM

TO: Bob Walker
FROM: William M. Wright *W.M.W.*
DATE: April 18, 2001
RE: Sullivan Site

*cc Marsha Perry Park
HSC files - ECR*

Enclosed is a copy of a letter received from the El Dorado County Air Pollution Control District stating that the above ground gasoline tank located on the Wetsel-Oviatt property is an insignificant source of potential emissions because it is fitted with a California Air Resources Board approved vapor recovery system.

Please call if you have any questions.

cc: Pete Feild



Jon A. Morgan
Director

*Environmental
Health Division*

*Air Pollution
Control District*

*Solid Waste &
Hazardous
Materials
Division*

*Vector Control
Division*



**PLACERVILLE
OFFICE**

2850 Fairlane Ct.,
Building 'C'
Placerville, CA 95667

Ph. 530.621.5300
Fax 530.642.1531
Fax 530.626.7130

**SOUTH
LAKE TAHOE
OFFICE**

1368 Lake Tahoe Blvd.,
Ste. 303
South Lake Tahoe, CA
96150

Ph. 530.573.3450
Fax 530.542.3364

COUNTY OF EL DORADO
ENVIRONMENTAL MANAGEMENT DEPARTMENT

April 11, 2001

Mr. William M. Wright
Law Offices of William M. Wright
2828 Easy Street
Placerville, CA 95667

SUBJECT: Proposed School Site

Dear Mr. Wright:

This letter is in response to your letter dated March 20, 2001. After further discussion with staff, the El Dorado County Air Pollution Control District (District) has determined the above ground gasoline dispensing unit is considered an insignificant source of potential emission since this gasoline dispensing unit is a California Air Resources Board approved vapor recovery system. This unit is subject to District rules and regulations and inspected annually by the District for compliance purposes.

If you have any questions, please do not hesitate to contact this office at 530 621-6662.

Respectfully,

Dennis Otani, Program Manager
Air Pollution Control District

Michael O. Donnelly
Michael O. Donnelly, Senior Air Quality Specialist, REHS #5501
Air Pollution Control District

DO:md

cc: File
H. SchoolnearWetzelOviatt

RECEIVED

APR - 9 2001

EDUARD
FACILITIES

LAW OFFICES
OF
WILLIAM M. WRIGHT
Attorneys at Law

Shirley L.C. Hodgson

2828 Easy Street
Placerville, California 95667

(530) 622-2278
FAX (530) 622-9614
e-mail: wmw@innercite.com

April 6, 2001

Mr. Dennis Otani
El Dorado County
Environmental Management Department
2850 Fairlane Court, Bldg C
Placerville, CA 95667

Re: APN 108-050-42

Dear Mr. Otani:

We have not had a response to our letter of March 20, 2001. We have enclosed a copy of that correspondence for your convenience.

Please respond in writing or call this office at your earliest convenience.

Very truly yours,

William M. Wright
William M. Wright *W.M.W.*

WMW/sh
Enclosures
cc: Bob Walker

cc: ESA

Mr. Dennis Otani
March 20, 2001
Page 2 of 2

In light of these measurements, and the uncertainty of the distance of the gas tank, as indicated in the letter from Mr. Donnelly, we believe that a more accurate measurement needs to be obtained.

You also mentioned that because the gas tank on the Wetsel-Oviatt property was equipped with approved California Air Resources Board vapor recovery equipment, the impact of any emissions would be minimal. However, the letter from Mr. Donnelly does not so indicate.

Finally, we would again like to broach the issue of whether petroleum is deemed to be a hazardous substance in light of Health and Safety Code Section 25317 which states as follows:

"Health and Safety Code Section 25317

"Hazardous substance" does not include:

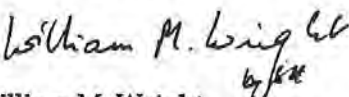
(a) Petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance in subdivisions (a) to (f) inclusive, of Section 25316, and natural gas, natural gas liquids, liquefied natural gas, or synthetic gas usable for fuel ..."

A response to the provisions of this code section would be appreciated. We will, of course, defer to your estimation of what qualifies as a hazardous emission.

We have enclosed a copy of the map of the proposed school site to aid your further research.

We trust that this matter can be resolved as soon as practically possible and we would appreciate a call on this issue at your convenience.

Very truly yours,


William M. Wright

WMW/sh
Enclosures
cc: Bob Walker

FROM: EDUHSD FACILITY DEPT

PHA NO.: 538 642 8201

EL DORADO UNION SCHOOL DISTRICT
NEW LATROBE HIGH SCHOOL STUDY

REVISIONS

JOB NO.

993

DATE

2/16/01

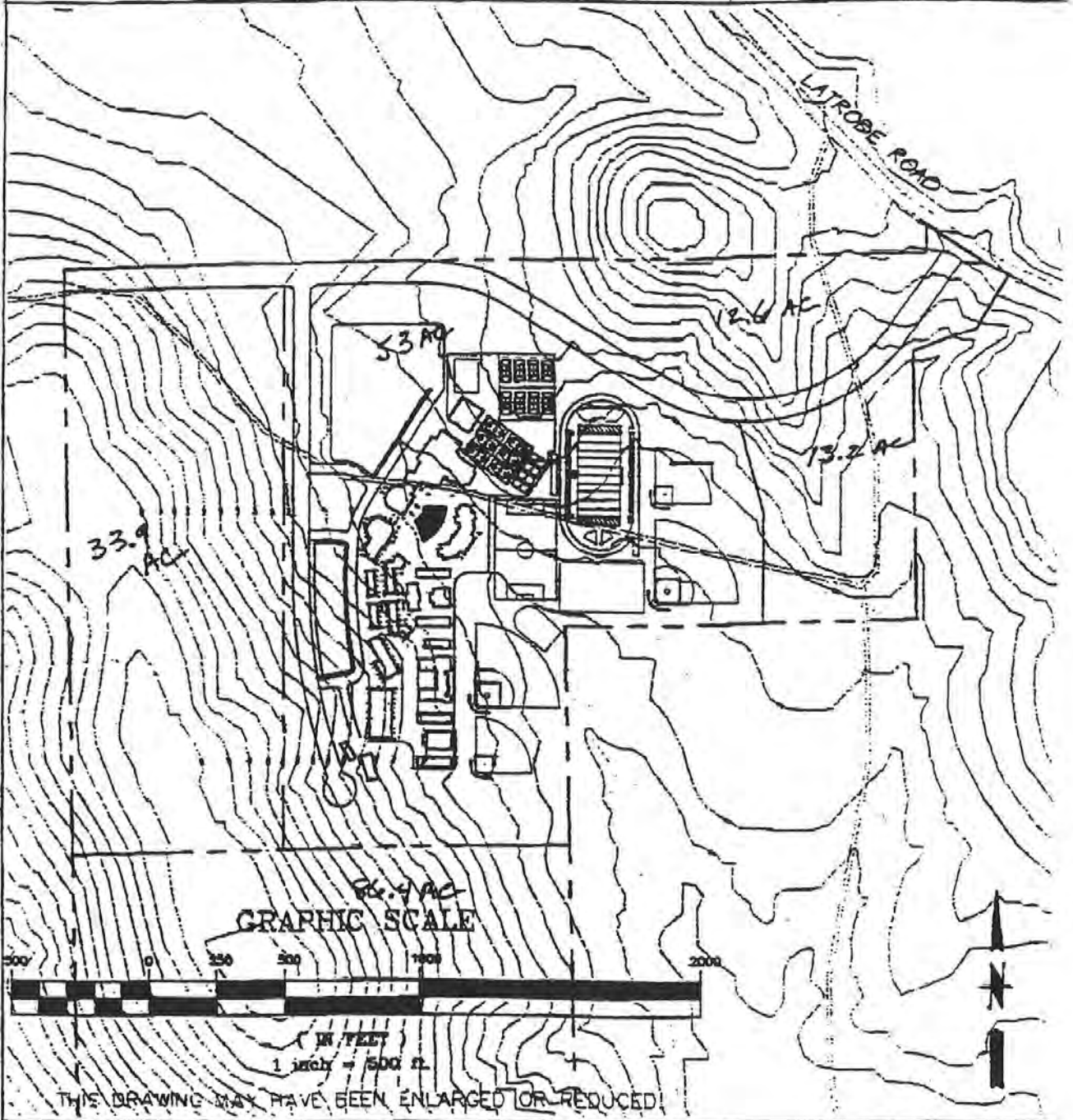
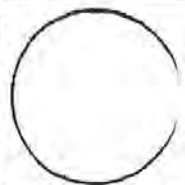


EXHIBIT A

193 / EXA

WCE

WESTERN CONSTRUCTION ENGINEERS INC.



SCALE

EL DORADO UNION HIGH SCHOOL DISTRICT

BOARD OF TRUSTEES

SUPERINTENDENT

LEE B. HUGHES
JUDY A. MORRIS
MARY T. MUSE
AMARA A. OVERMAN
TEVEN J. REED

BOB FERGUSON

March 23, 2001

Ms. Janet Postlewait, Project Planner
El Dorado County Planning Department
2850 Fairlane Court
Placerville, California 95667

RE: Latrobe Road Realignment, Widening and Bridge Replacement
Comments on Draft Mitigated Negative Declaration


Dear Ms. Postlewait:

The El Dorado Union High School District ("EDUHSD") has reviewed the Draft Mitigated Negative Declaration ("MND") for the proposed widening of Latrobe Road and would like to offer some additional information for your consideration.

The EDUHSD is currently in the early stages of the planning for "High School #6", which may be constructed on a portion of a 215 acre parcel (APN 108-050-42) located at the southwest corner of Latrobe Road and Wetsel-Oviatt Road (referred to as Dunlap Ranch Road in the MND). The proposed high school would serve approximately 2,200 students and staff at complete build out of the site. Within several weeks, we expect to select a qualified consultant to prepare an Environmental Impact Report ("EIR") for the development and construction of the proposed high school. The Initial Study prepared for the proposed high school identified Transportation/Traffic as having a potentially significant impact to the current two-lane Latrobe Road, and the proposed widening project as described in the MND will be very important in mitigating any traffic related impacts associated with a new high school.

The primary purpose of this letter is to disclose to you the probability that a new high school will be constructed in the future near Latrobe Road at the southerly end of the road-widening project. This disclosure will enable you to determine if any changes or other additions are needed to the content of the MND. If you need any further information on the proposed high school prior to the final adoption of the MND, please feel free to contact me at your convenience.

Sincerely,



Robert F. Walker
Facilities Administrator

RFW:bs

CC ESA

cc: Pete Feild
Bill Wright

\\FS_DO\DATA2\BSMITH\FILES\LETTERS\POSTLEWAIT HS#6 3-21-01.DOC

EL DORADO UNION HIGH SCHOOL DISTRICT

BOARD OF TRUSTEES

SUPERINTENDENT

LEE B. HUGHES
JUDY A. MORRIS
MARY T. MUSE
TAMARA A. OVERMAN
STEVEN J. REED

BOB FERGUSON

June 11, 2001

Ms. Marsha Perry Park
Environmental Science Associates
700 University Avenue
Suite 130
Sacramento, California 95825

RECEIVED
JUN 12 2001

ENVIRONMENTAL SCIENCE ASSOCIATES

RE: High School #6 - Sullivan Property

Dear Marsha:

For your files, enclosed please find a copy of the Site Utilization Plan prepared by Murray & Downs, AIA, Architects, Inc. for the property.

Very truly yours,

Barbara

Barbara Smith
Administrative Assistant

Enclosure

cc: Bob Walker



Jon A. Morgan
Director

*Environmental
Health Division*

*Air Pollution
Control District*

*Solid Waste &
Hazardous
Materials
Division*

*Vector Control
Division*



**PLACERVILLE
OFFICE**

2850 Fairlane Ct.,
Building 'C'
Placerville, CA 95667

Ph. 530.621.5300
Fax 530.642.1531
Fax 530.626.7130

**SOUTH
LAKE TAHOE
OFFICE**

3368 Lake Tahoe Blvd.,
Ste. 303
South Lake Tahoe, CA
96150

Ph. 530.573.3450
Fax 530.542.3364

COUNTY OF EL DORADO
ENVIRONMENTAL MANAGEMENT DEPARTMENT

MEMORANDUM

DATE: August 3, 2001

TO: Marsha Perry Park, Project Manager
Environmental Science Services
700 University Ave., Suite 130
Sacramento, CA 95825

FROM: George Sanders, Supervising Civil Engineer
Solid Waste/Hazardous Materials Division

SUBJECT: Notice of Preparation-Draft EIR
El Dorado Union High School-Proposed Sixth High School

The project improvements will include miscellaneous site improvements (ie: grading, drainage, utilities, pavement) together with the construction of several buildings to accommodate classrooms, administration and maintenance.

This division administers all program elements under the CUPA Program as the same relates to the use, storage and disposal of hazardous materials. Once the facility is occupied, the nature of the business may require the development of a Business Plan together with the payment of all appropriate fees.

Under the parameters of the comment process this division, of the Environmental Management Department, has completed our review of the proposed project and have concluded that there are no significant findings relative to solid waste or hazardous materials associated with the proposed development.

If you have any questions regarding this response, please contact George Sanders at (530) 621-5306.

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ENVIRONMENTAL SCIENCE ASSOCIATES

cc: Maysha - ESA



California Regional Water Quality Control Board Central Valley Region

Robert Schneider, Chair

Sacramento Main Office

Internet Address: <http://www.swrcb.ca.gov/rwqcb5>
3443 Routier Road, Suite A, Sacramento, California 95827-3003
Phone (916) 255-3000 • FAX (916) 255-3015



Gray Davis
Governor

20 July 2001

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EDUHSO
FACILITIES

Mr. Robert Walker
El Dorado Union High School District
4675 Missouri Flat Road
Diamond Springs, California 95619

***PROPOSED PROJECT REVIEW, CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA),
NOTICE OF PREPARATION FOR THE EL DORADO UNION HIGH SCHOOL DISTRICT
PROPOSED SIXTH HIGH SCHOOL, EL DORADO COUNTY, STATE CLEARINGHOUSE
2001072007***

We have reviewed the Notice of Preparation for the proposed Sixth High School project. Based on our review, we have the following comments regarding the proposed project.

Storm Water

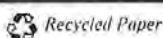
A Construction Activities Storm Water General Permit is required for storm water discharges associated with construction activities involving clearing, grading, and excavation that results in land disturbance of five or more acres. Storm water discharges from construction activities that results in land disturbance of less than five acres, but is part of a larger common plan of development or sale, also require a permit. The construction of the proposed Sixth High School will disturb approximately 65-acres of land. Therefore, a Construction Activities Storm Water General Permit must be obtained prior to construction. Failure to obtain a permit may result in an enforcement action. Enclosed is a Notice of Intent Package to initiate the permit coverage process.

Dewatering Permit

The following discharges may be covered under the Waste Discharge Requirements General Order for Dewatering and Other Low Threat Discharges to Surface Waters Permit, Order No. 5-00-175 (NPDES CAG995001) provided they do not contain significant quantities of pollutants and are either (1) four months or less in duration, or (2) the average dry weather discharge does not exceed 0.25 mgd:

- a. Well development water
- b. Construction dewatering
- c. Pump/well testing

California Environmental Protection Agency



Robert Walker

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20 July 2001

- d. Pipeline/tank pressure testing
- e. Pipeline/tank flushing or dewatering
- f. Condensate discharges
- g. Water Supply system discharges
- h. Miscellaneous dewatering/low threat discharges

For more information, please visit our storm water website at: <http://www.swrcb.ca.gov/stormwtr> or if you have any questions regarding the above information, please contact Ms. Dani Berchtold at (916) 255-3383.



CHRISTINE M. PALISOC
Environmental Scientist
Storm Water Unit

Enclosure: NOI Package



Winston H. Hickox
Secretary for
Environmental
Protection

State Water Resources Control Board

Division of Water Quality

1001 I Street • Sacramento, California 95814 • (916) 341-5537
Mailing Address: P.O. Box 1977 • Sacramento, California • 95812-1977
FAX (916) 341-5543 • Internet Address: <http://www.swrcb.ca.gov>



Gray Davis
Governor

To: STORM WATER DISCHARGER
SUBJECT: CHECKLIST FOR SUBMITTING A NOTICE OF INTENT

In order for the State Water Resources Control Board to expeditiously process your Notice of Intent (NOI), the following items must be submitted:

1. _____ NOI with all applicable sections filled out and signed by the owner/operator;
2. _____ Check made out to the "State Water Resources Control Board" with the appropriate fee; and
- County Fees: \$250.00 or \$500.00
3. _____ Site map displaying the layout of premises (see NOI instructions)
DO NOT SEND BLUEPRINTS

Please return the above items to the address below. If you have any questions regarding this matter, please contact us at (916) 341-5537.

State Water Resources Control Board
Division of Water Quality
Attn: Storm Water Permit Unit
P.O. Box 1977
Sacramento, CA 95812-1977

FACT SHEET
FOR
WATER QUALITY ORDER 99-08-DWQ

STATE WATER RESOURCES CONTROL BOARD (SWRCB)
901 P STREET, SACRAMENTO, CALIFORNIA 95814

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)
GENERAL PERMIT FOR
STORM WATER DISCHARGES ASSOCIATED WITH
CONSTRUCTION ACTIVITY (GENERAL PERMIT)

BACKGROUND

In 1972, the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge is in compliance with an NPDES permit. The 1987 amendments to the CWA added Section 402(p) which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES Program. On November 16, 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish storm water permit application requirements for specified categories of industries. The regulations provide that discharges of storm water to waters of the United States from construction projects that encompass five (5) or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit.

While federal regulations allow two permitting options for storm water discharges (individual permits and General Permits), the SWRCB has elected to adopt only one statewide General Permit at this time that will apply to all storm water discharges associated with construction activity, except from those on Tribal Lands, in the Lake Tahoe Hydrologic Unit, and those performed by the California Department of Transportation (Caltrans). Construction on Tribal Lands is regulated by an USEPA permit, the Lahontan Regional Water Control Board adopted a separate NPDES permit for the Lake Tahoe Hydrologic Unit, and the SWRCB adopted a separate NPDES permit for Caltrans projects. This General Permit requires all dischargers where construction activity disturbs five acres or more to:

1. Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters.
2. Eliminate or reduce nonstorm water discharges to storm sewer systems and other waters of the nation.
3. Perform inspections of all BMPs.

This General Permit shall be implemented and enforced by the nine California Regional Water Quality Control Boards (RWQCBs).

The General Permit accompanying this fact sheet regulates storm water runoff from construction sites. Regulating many storm water discharges under one permit will greatly reduce the otherwise overwhelming administrative burden associated with permitting individual storm water discharges. Dischargers shall submit a Notice of Intent (NOI) to obtain coverage under this General Permit. It is expected that as the storm water program develops, the RWQCBs may issue General Permits or individual permits containing more specific permit provisions. When this occurs, those dischargers will no longer be regulated by this General Permit.

TYPES OF CONSTRUCTION ACTIVITY COVERED BY THIS GENERAL PERMIT

Construction activity subject to this General Permit includes clearing, grading, disturbances to the ground such as stockpiling, or excavation that results in soil disturbances of at least five acres of total land area. Construction activity that results in soil disturbances of less than five acres is subject to this General Permit if the construction activity is part of a larger common plan of development that encompasses five or more acres of soil disturbance or if there is significant water quality impairment resulting from the activity. Construction activity does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of the facility, nor does it include emergency construction activities required to protect public health and safety. Dischargers should confirm with the local RWQCB whether or not a particular routine maintenance activity is subject to this General Permit.

A construction project which includes a dredge and/or fill discharge to any jurisdictional surface water (e.g., wetland, channel, pond, or marine water) will also need a CWA Section 404 permit from the U.S. Army Corps of Engineers and a CWA Section 401 Water Quality Certification from the RWQCB/SWRCB. Storm water discharges from dredge spoil placement which occurs outside of Corps jurisdiction (upland sites) and are part of construction activity which disturbs five or more acres of land are covered by this general permit. Proponents of construction projects which disturb five or more acres of land within the jurisdictional boundaries of a CWA Section 404 permit should contact the local RWQCB to determine the applicability of this permit to the project.

NOTIFICATION REQUIREMENTS

It is the responsibility of the landowner to obtain coverage under this General Permit prior to commencement of construction activities. To obtain coverage, the landowner must file an NOI with a vicinity map and the appropriate fee with the SWRCB. In addition, coverage under this permit shall not occur until the applicant develops an adequate SWPPP for the project. Section A of the General Permit outlines the required contents of a SWPPP. For proposed construction activity on easements or on nearby property by agreement or permission, the entity responsible for the construction activity shall file an NOI and filing fee and shall be responsible for development of the SWPPP, all of which must occur prior to commencement of construction activities.

A separate NOI shall be submitted to the SWRCB for each construction site. Owners of new construction shall file an NOI prior to the commencement of construction. Owners of an ongoing construction site that is covered under the previous General Construction Permit (WQ Order No.92-08-DWQ) (1) shall continue to implement their existing SWPPP and monitoring program and (2) shall implement any necessary revisions to their SWPPP in a timely manner but in no case later than 90-calender days from adoption of this General Permit in accordance with Section A of this General Permit.

The NOI requirements of the General Permit are intended to establish a mechanism which can be used to clearly identify the responsible parties, locations, and scope of operations of dischargers covered by the General Permit and to document the discharger's knowledge of the requirements for a SWPPP.

The NOI must be sent to the following address:-

State Water Resources Control Board
Division of Water Quality
Storm Water Permit Unit
P.O. Box 1977
Sacramento, CA 95812-1977

The current annual fee for this General Permit is either \$500 or \$250 depending on the location of the project.

When construction is complete or ownership has been transferred, dischargers shall file a Notice of Termination with the RWQCB certifying that all State and local requirements have been met in accordance with Special Provisions for Construction Activity, C.7, of the General Permit.

Dischargers who fail to obtain coverage under this General Permit for storm water discharges to surface waters will be in violation of the CWA and the California Water Code.

CONSTRUCTION ACTIVITY NOT COVERED BY THIS GENERAL PERMIT

This General Permit does not apply to storm water discharges from (1) those areas on Tribal Lands; (2) the Lake Tahoe Hydrologic Unit; (3) construction by municipal entities with a population under 100,000¹; (4) construction under five acres, unless part of a larger common plan of development or sale; (5) projects covered by an individual NPDES Permit for storm water discharges associated with construction activity; and (6) landfill construction that is subject to the general industrial permit.

¹ These construction activities are addressed by USEPA under the Phase II regulations. Construction activities conducted by municipalities with a population less than 100,000 may be required to apply for a permit under the Phase II regulations by August 7, 2001. (CFR Section 122.26(g)(1)(ii)).(40 CFR Part 122.26(g)(1)(ii))

Storm water discharges in the Lake Tahoe Hydrologic Unit are regulated by a separate permit(s) adopted by the California Regional Water Quality Control Board, Lahontan Region (LRWQCB). USEPA regulates storm water discharges on Tribal Lands. Permit applications for storm water discharges that will be conducted in the Lake Tahoe Hydrologic Unit must be submitted directly to the LRWQCB.

DESCRIPTION OF GENERAL PERMIT CONDITIONS

The following is a brief description of the major provisions of the General Permit and the basis for the General Permit.

Prohibitions

This General Permit authorizes the discharge of storm water to surface waters from construction activities that result in the disturbance of five or more acres of land. It prohibits the discharge of materials other than storm water and authorized storm water discharges and all discharges which contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4 unless a separate NPDES Permit has been issued to regulate those discharges. In addition, this General Permit contains provisions that uphold discharge prohibitions contained in water quality control plans, as implemented through the nine RWQCBs.

Effluent Limitations

Permits for storm water discharges associated with construction activity shall meet all applicable provisions of Sections 301 and 402 of the CWA. These provisions require controls of pollutant discharges that utilize best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT) to reduce pollutants and any more stringent controls necessary to meet water quality standards.

It is not feasible at this time for the SWRCB to establish numeric effluent limitations. The reasons why it is not feasible to establish numeric effluent limitations are discussed in detail in SWRCB Order Nos. WQ 91-03 and WQ 91-04. Therefore, the effluent limitations contained in this General Permit are narrative and include the requirement to implement appropriate BMPs. The BMPs shall primarily emphasize source controls such as erosion control and pollution prevention methods. The discharger shall also install structural controls, as necessary, such as sediment control which will constitute BAT and BCT and will achieve compliance with water quality standards. The narrative effluent limitations constitute compliance with the requirements of the CWA.

Elimination or reduction of nonstorm water discharges is a major goal of this General Permit. Nonstorm water discharges include a wide variety of sources, including improper dumping, spills, or leakage from storage tanks or transfer areas. Nonstorm water discharges may

contribute a significant pollutant load to receiving waters. Measures to control spills, leakage, and dumping and to prevent illicit connections during construction shall be addressed through structural as well as non-structural BMPs.

This General Permit prohibits the discharge of materials other than storm water and authorized nonstorm water discharges. It is recognized that certain nonstorm water discharges may be necessary for the completion of construction projects. Such discharges include, but are not limited to irrigation of vegetative erosion control measures, pipe flushing and testing, street cleaning, and dewatering. Such discharges are allowed by this General Permit provided they are not relied upon to clean up failed or inadequate construction or post-construction BMPs designed to keep materials onsite. These authorized nonstorm water discharges shall (1) be infeasible to eliminate, (2) comply with BMPs as described in the SWPPP, and (3) not cause or contribute to a violation of water quality standards. Additionally, these discharges may be required to be permitted by the local RWQCB (e.g., some RWQCBs have adopted General Permits for dewatering discharges). This General Permit is performance-based to the extent that it prohibits the discharge of storm water that causes or threatens to cause pollution, contamination, or nuisance; but it also allows the owner/developer to determine the most economical, effective, and possibly innovative BMPs.

The requirements of this General Permit are intended to be implemented on a year-round basis, not just during the part of the year when there is a high probability of a precipitation event which results in storm water runoff. The permit should be implemented at the appropriate level and in a proactive manner during all seasons while construction is ongoing.

Weather and storm predictions or weather information concerning the 10-year, 6-hour storm event and mean annual rainfall can be obtained by calling the Western Regional Climate Center at 702- 677-3106 or via the internet at www.wrcc.dri.edu/precip.html and/or www.wrcc.dri.edu/pcpnfreq.html. Other rainfall information is available at www.cdec.water.ca.gov.

Receiving Water Limitations Language

The receiving water limitations language is fundamentally different from the language adopted in the SWRCB General Industrial Activities Storm Water Permit on April 17, 1997. Construction related activities which cause or contribute to an exceedance of water quality standards must be corrected immediately and cannot wait for the RWQCB to approve a plan of action to correct. The dynamic nature of construction activity allows the discharger the ability to more quickly identify and correct the source of the exceedances. Therefore, the owner is required to take immediate corrective action and to provide a report to the appropriate RWQCB within 14-calendar days of the violation describing the corrective action.

Storm Water Pollution Prevention Plan (SWPPP)

This General Permit requires development and implementation of a SWPPP. This document emphasizes the use of appropriately selected, correctly installed and maintained pollution reduction BMPs. This approach provides the flexibility necessary to establish BMPs which can effectively address source control of pollutants during changing construction activities.

All dischargers shall prepare and implement a SWPPP prior to disturbing a site. The SWPPP must be implemented at the appropriate level to protect water quality at all times throughout the life of the project. Nonstorm water BMPs must be implemented year round. The SWPPP shall remain on the site while the site is under construction, commencing with the initial mobilization and ending with the termination of coverage under the permit.

The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in storm water as well as nonstorm water discharges. The SWPPP shall include BMPs which address source control and, if necessary, shall also include BMPs which address pollutant control.

Required elements of a SWPPP include: (1) site description addressing the elements and characteristics specific to the site, (2) descriptions of BMPs for erosion and sediment controls, (3) BMPs for construction waste handling and disposal, (4) implementation of approved local plans, (5) proposed post-construction controls, including description of local post-construction erosion and sediment control requirements, and (6) nonstorm water management.

To ensure that the preparation, implementation, and oversight of the SWPPP is sufficient for effective pollution prevention, individuals responsible for creating, revising, overseeing, and implementing the SWPPP should participate in applicable training programs and document such training in the SWPPP.

SWPPPs are reports that are available to the public under Section 308(b) of the CWA and will be made available by the RWQCB upon request.

Monitoring Program

Another major feature of the General Permit is the development and implementation of a monitoring program. All dischargers are required to conduct inspections of the construction site prior to anticipated storm events and after actual storm events. During extended storm events, inspections must be made during each 24-hour period. The goals of these inspections are (1) to identify areas contributing to a storm water discharge; (2) to evaluate whether measures to reduce pollutant loadings identified in the SWPPP are adequate and properly installed and functioning in accordance with the terms of the General Permit; and (3) whether additional control practices or corrective maintenance activities are needed. Equipment, materials, and workers must be available for rapid response to failures and emergencies. All corrective maintenance to BMPs shall be performed as soon as possible, depending upon worker safety.

Each discharger shall certify annually that the construction activities are in compliance with the requirements of this General Permit. Dischargers who cannot certify annual compliance shall notify the appropriate RWQCB. A well-developed monitoring program will provide a good method for checking the effectiveness of the SWPPP.

Retention of Records

The discharger is required to retain records of all monitoring information, copies of all reports required by this General Permit, and records of all data used to complete the NOI for all construction activities to be covered by the General Permit for a period of at least three years from the date generated. This period may be extended by request of the SWRCB and/or RWQCB. With the exception of reporting noncompliance to the appropriate RWQCB, dischargers are not required to submit the records, except upon specific request by the RWQCB.

STATE WATER RESOURCES CONTROL BOARD (SWRCB)
ORDER NO. 99 - 08 - DWQ
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)
GENERAL PERMIT NO. CAS000002

WASTE DISCHARGE REQUIREMENTS (WDRS)
FOR
DISCHARGES OF STORM WATER RUNOFF ASSOCIATED WITH
CONSTRUCTION ACTIVITY

The State Water Resources Control Board finds that:

1. Federal regulations for controlling pollutants in storm water runoff discharges were promulgated by the U.S. Environmental Protection Agency (USEPA) on November 16, 1990 (40 Code of Federal Regulations (CFR) Parts 122, 123, and 124). The regulations require discharges of storm water to surface waters associated with construction activity including clearing, grading, and excavation activities (except operations that result in disturbance of less than five acres of total land area and which are not part of a larger common plan of development or sale)¹ to obtain an NPDES permit and to implement Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) to reduce or eliminate storm water pollution.
2. This General Permit regulates pollutants in discharges of storm water associated with construction activity (storm water discharges) to surface waters, except from those areas on Tribal Lands; Lake Tahoe Hydrologic Unit; construction projects which disturb less than five acres, unless part of a larger common plan of development or sale; and storm water discharges which are determined ineligible for coverage under this General Permit by the California Regional Water Quality Control Boards (RWQCBs). Attachment 1 contains addresses and telephone numbers of each RWQCB office.
3. This General Permit does not preempt or supersede the authority of local storm water management agencies to prohibit, restrict, or control storm water discharges to separate storm sewer systems or other watercourses within their jurisdiction, as allowed by State and Federal law.

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4. To obtain authorization for proposed storm water discharges to surface waters, pursuant to this General Permit, the landowner (discharger) must submit a Notice of Intent (NOI) with a vicinity map and the appropriate fee to the SWRCB prior to commencement of construction activities. In addition, coverage under this General Permit shall not occur until the applicant develops a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the requirements of Section A of this permit for the project. For proposed construction activity conducted on easements or on nearby property by agreement or permission, or by an owner or lessee of a mineral estate (oil, gas, geothermal, aggregate, precious metals, and/or industrial minerals) entitled to conduct the activities, the entity responsible for the construction activity must submit the NOI and filing fee and shall be responsible for development of the SWPPP.
5. If an individual NPDES Permit is issued to a discharger otherwise subject to this General Permit or if an alternative General Permit is subsequently adopted which covers storm water discharges regulated by this General Permit, the applicability of this General Permit to such discharges is automatically terminated on the effective date of the individual permit or the date of approval for coverage under the subsequent General Permit.
6. This action to adopt an NPDES permit is exempt from the provisions of the California Environmental Quality Act (Public Resources Code Section 21100, et seq.) in accordance with section 13389 of the California Water Code.
7. The SWRCB adopted the California Ocean Plan, and the RWQCBs have adopted and the SWRCB has approved Water Quality Control Plans (Basin Plans). Dischargers regulated by this General Permit must comply with the water quality standards in these Basin Plans and subsequent amendments thereto.
8. The SWRCB finds storm water discharges associated with construction activity to be a potential significant sources of pollutants. Furthermore, the SWRCB finds that storm water discharges associated with construction activities have the reasonable potential to cause or contribute to an excursion above water quality standards for sediment in the water bodies listed in Attachment 3 to this permit.
9. It is not feasible at this time to establish numeric effluent limitations for pollutants in storm water discharges from construction activities. Instead, the provisions of this General Permit require implementation of Best Management Practices (BMPs) to control and abate the discharge of pollutants in storm water discharges.
10. Discharges of non-storm water may be necessary for the completion of certain construction projects. Such discharges include, but are not limited to: irrigation of vegetative erosion control measures, pipe flushing and testing, street cleaning, and dewatering. Such discharges are authorized by this General Permit as long as they (a) comply with Section A.9 of this General Permit, (b) do not cause or contribute to violation of any water quality standard, (c) do not violate any other provision of this General Permit, (d) do not require a non-storm water permit as issued by some RWQCBs,

and (e) are not prohibited by a Basin Plan. If a non-storm water discharge is subject to a separate permit adopted by a RWQCB, the discharge must additionally be authorized by the RWQCB permit.

11. Following adoption of this General Permit, the RWQCBs shall enforce the provisions herein including the monitoring and reporting requirements.
12. Following public notice in accordance with State and Federal laws and regulations, the SWRCB in a public meeting on June 8, 1998, heard and considered all comments. The SWRCB has prepared written responses to all significant comments.
13. This Order is an NPDES permit in compliance with section 402 of the Clean Water Act (CWA) and shall take effect upon adoption by the SWRCB provided the Regional Administrator of the USEPA has no objection. If the USEPA Regional Administrator objects to its issuance, the General Permit shall not become effective until such objection is withdrawn.
14. This General Permit does not authorize discharges of fill or dredged material regulated by the U.S. Army Corps of Engineers under CWA section 404 and does not constitute a waiver of water quality certification under CWA section 401.

IT IS HEREBY ORDERED that all dischargers who file an NOI indicating their intention to be regulated under the provisions of this General Permit shall comply with the following:

A. DISCHARGE PROHIBITIONS:

1. Authorization pursuant to this General Permit does not constitute an exemption to applicable discharge prohibitions prescribed in Basin Plans, as implemented by the nine RWQCBs.
2. Discharges of material other than storm water which are not otherwise authorized by an NPDES permit to a separate storm sewer system (MS4) or waters of the nation are prohibited, except as allowed in Special Provisions for Construction Activity, C.3.
3. Storm water discharges shall not cause or threaten to cause pollution, contamination, or nuisance.
4. Storm water discharges regulated by this General Permit shall not contain a hazardous substance equal to or in excess of a reportable quantity listed in 40 CFR Part 117 and/or 40 CFR Part 302.

B. RECEIVING WATER LIMITATIONS:

1. Storm water discharges and authorized nonstorm water discharges to any surface or ground water shall not adversely impact human health or the environment.
2. The SWPPP developed for the construction activity covered by this General Permit shall be designed and implemented such that storm water discharges and authorized nonstorm water discharges shall not cause or contribute to an exceedance of any applicable water quality standards contained in a Statewide Water Quality Control Plan and/or the applicable RWQCB's Basin Plan.
3. Should it be determined by the discharger, SWRCB, or RWQCB that storm water discharges and/or authorized nonstorm water discharges are causing or contributing to an exceedance of an applicable water quality standard, the discharger shall:
 - a. Implement corrective measures immediately following discovery that water quality standards were exceeded, followed by notification to the RWQCB by telephone as soon as possible but no later than 48 hours after the discharge has been discovered. This notification shall be followed by a report within 14-calendar days to the appropriate RWQCB, unless otherwise directed by the RWQCB, describing (1) the nature and cause of the water quality standard exceedance; (2) the BMPs currently being implemented; (3) any additional BMPs which will be implemented to prevent or reduce pollutants that are causing or contributing to the exceedance of water quality standards; and (4) any maintenance or repair of BMPs. This report shall include an implementation schedule for corrective actions and shall describe the actions taken to reduce the pollutants causing or contributing to the exceedance.
 - b. The discharger shall revise its SWPPP and monitoring program immediately after the report to the RWQCB to incorporate the additional BMPs that have been and will be implemented, the implementation schedule, and any additional monitoring needed.
 - c. Nothing in this section shall prevent the appropriate RWQCB from enforcing any provisions of this General Permit while the discharger prepares and implements the above report.

C. SPECIAL PROVISIONS FOR CONSTRUCTION ACTIVITY:

1. All dischargers shall file an NOI and pay the appropriate fee for construction activities conducted at each site as required by Attachment 2: Notice of Intent-General Instructions.

2. All dischargers shall develop and implement a SWPPP in accordance with Section A: Storm Water Pollution Prevention Plan. The discharger shall implement controls to reduce pollutants in storm water discharges from their construction sites to the BAT/BCT performance standard.
3. Discharges of non-storm water are authorized only where they do not cause or contribute to a violation of any water quality standard and are controlled through implementation of appropriate BMPs for elimination or reduction of pollutants. Implementation of appropriate BMPs is a condition for authorization of non-storm water discharges. Non-storm water discharges and the BMPs appropriate for their control must be described in the SWPPP. Wherever feasible, alternatives which do not result in discharge of nonstorm water shall be implemented in accordance with Section A.9. of the SWPPP requirements.
4. All dischargers shall develop and implement a monitoring program and reporting plan in accordance with Section B: Monitoring Program and Reporting Requirements.
5. All dischargers shall comply with the lawful requirements of municipalities, counties, drainage districts, and other local agencies regarding discharges of storm water to separate storm sewer systems or other watercourses under their jurisdiction, including applicable requirements in municipal storm water management programs developed to comply with NPDES permits issued by the RWQCBs to local agencies.
6. All dischargers shall comply with the standard provisions and reporting requirements contained in Section C: Standard Provisions.
7. The discharger may terminate coverage for a portion of the project under this General Permit when ownership of a portion of this project has been transferred or when a phase within this multi-phase project has been completed. When ownership has transferred, the discharger must submit to its RWQCB a Change of Information Form (COI) Attachment 4 with revised site map and the name, address and telephone number of the new owner(s). Upon transfer of title, the discharger should notify the new owner(s) of the need to obtain coverage under this General Permit. The new owner must comply with provisions of Sections A. 2. (c) and B. 2. (b) of this General Permit. To terminate coverage for a portion of the project when a phase has been completed, the discharger must submit to its RWQCB a COI with a revised map that identifies the newly delineated site.
8. The discharger may terminate coverage under this General Permit for a complete project by submitting to its RWQCB a Notice of Termination Form (NOT), and the post-construction BMPs plan according to Section A.10 of this General

Permit. Note that a construction project is considered complete only when all portions of the site have been transferred to a new owner; or the following conditions have been met:

- a. There is no potential for construction related storm water pollution,
- b. All elements of the SWPPP have been completed,
- c. Construction materials and waste have been disposed of properly,
- d. The site is in compliance with all local storm water management requirements, and
- e. A post-construction storm water management plan is in place as described in the site's SWPPP.

9. This General Permit expires five years from the date of adoption.

D. REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) AUTHORITIES:

1. RWQCBs shall:
 - a. Implement the provisions of this General Permit. Implementation of this General Permit may include, but is not limited to requesting the submittal of SWPPPS, reviewing SWPPPs, reviewing monitoring reports, conducting compliance inspections, and taking enforcement actions.
 - b. Issue permits as they deem appropriate to individual dischargers, categories of dischargers, or dischargers in a geographic area. Upon issuance of such permits by a RWQCB, the affected dischargers shall no longer be regulated by this General Permit.
2. RWQCBs may require, on a case-by-case basis, the inclusion of an analysis of potential downstream impacts on receiving waterways due to the permitted construction.
3. RWQCBs may provide information to dischargers on the development and implementation of SWPPPs and monitoring programs and may require revisions to SWPPPs and monitoring programs.
4. RWQCBs may require dischargers to retain records for more than three years.
5. RWQCBs may require additional monitoring and reporting program requirements including sampling and analysis of discharges to water bodies listed in

Attachment 3 to this permit. Additional requirements imposed by the RWQCB should be consistent with the overall monitoring effort in the receiving waters.

6. RWQCBs may issue individual NPDES permits for those construction activities found to be ineligible for coverage under this permit.

CERTIFICATION

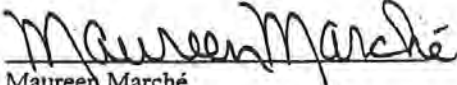
The undersigned, Administrative Assistant to the Board, does hereby certify that the foregoing is a full, true, and correct copy of an order duly and regularly adopted at a meeting of the State Water Resources Control Board held on August 19, 1999.

AYE: James M. Stubchaer
Mary Jane Forster
John W. Brown
Arthur G. Baggett, Jr.

NO: None

ABSENT: None

ABSTAIN: None


Maureen Marché
Administrative Assistant to the Board

SECTION A: STORM WATER POLLUTION PREVENTION PLAN

1. Objectives

A Storm Water Pollution Prevention Plan (SWPPP) shall be developed and implemented to address the specific circumstances for each construction site covered by this General Permit. The SWPPP shall be certified in accordance with the signatory requirements of section C, Standard Provision for Construction Activities (9). The SWPPP shall be developed and amended or revised, when necessary, to meet the following objectives:

- a. Identify all pollutant sources including sources of sediment that may affect the quality of storm water discharges associated with construction activity (storm water discharges) from the construction site, and
- b. Identify non-storm water discharges, and
- c. Identify, construct, implement in accordance with a time schedule, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants in storm water discharges and authorized nonstorm water discharges from the construction site during construction, and
- d. Develop a maintenance schedule for BMPs installed during construction designed to reduce or eliminate pollutants after construction is completed (post-construction BMPs).

2. Implementation Schedule

- a. For construction activity commencing on or after adoption of this General Permit, the SWPPP shall be developed prior to the start of soil-disturbing activity in accordance with this Section and shall be implemented concurrently with commencement of soil-disturbing activities.
- b. Existing permittees engaging in construction activities covered under the terms of the previous General Construction Permit SWPPP (WQ Order No.92-08-DWQ) shall continue to implement their existing SWPPP and shall implement any necessary revisions to their SWPPP in accordance with this Section of the General Permit in a timely manner, but in no case more than 90-calender days from the date of adoption of this General Permit.
- c. For ongoing construction activity involving a change of ownership of property, the new owner shall review the existing SWPPP and amend if necessary, or develop a new SWPPP within 45-calender days.

3. Availability

The SWPPP shall remain on the construction site while the site is under construction during working hours, commencing with the initial construction activity and ending with termination of coverage under the General Permit.

4. Required Changes

a. The discharger shall amend the SWPPP whenever there is a change in construction or operations which may affect the discharge of pollutants to surface waters, ground waters, or a municipal separate storm sewer system (MS4). The SWPPP shall also be amended if the discharger violates any condition of this General Permit or has not achieved the general objective of reducing or eliminating pollutants in storm water discharges. If the RWQCB determines that the discharger is in violation of this General Permit, the SWPPP shall be amended and implemented in a timely manner, but in no case more than 14-calendar days after notification by the RWQCB. All amendments should be dated and directly attached to the SWPPP.

b. The RWQCB or local agency with the concurrence of the RWQCB may require the discharger to amend the SWPPP.

5. Source Identification

The SWPPP shall include: (a) project information and (b) pollutant source identification combined with an itemization of those BMPs specifically chosen to control the pollutants listed.

a. Project Information

(1) The SWPPP shall include a vicinity map locating the project site with respect to easily identifiable major roadways, geographic features, or landmarks. At a minimum, the map must show the construction site perimeter, the geographic features surrounding the site, and the general topography.

(2) The SWPPP shall include a site map(s) which shows the construction project in detail, including the existing and planned paved areas and buildings.

(a) At a minimum, the map must show the construction site perimeter; existing and proposed buildings, lots, roadways, storm water collection and discharge points; general topography both before and after construction; and the anticipated discharge location(s)

where the storm water from the construction site discharges to a municipal storm sewer system or other water body.

- (b) The drainage patterns across the project area must clearly be shown on the map, and the map must extend as far outside the site perimeter as necessary to illustrate the relevant drainage areas. Where relevant drainage areas are too large to depict on the map, map notes or inserts illustrating the upstream drainage areas are sufficient.
 - (c) Temporary on-site drainages to carry concentrated flow shall be selected to comply with local ordinances, to control erosion, to return flows to their natural drainage courses, and to prevent damage to downstream properties.
3. Information presented in the SWPPP may be represented either by narrative or by graphics. Where possible, narrative descriptions should be plan notes. Narrative descriptions which do not lend themselves to plan notes can be contained in a separate document which must be referenced on the plan.

b. Pollutant Source and BMP Identification

The SWPPP shall include a description of potential sources which are likely to add pollutants to storm water discharges or which may result in nonstorm water discharges from the construction site. Discharges originating from off-site which flow across or through areas disturbed by construction that may contain pollutants should be reported to the RWQCB.

The SWPPP shall:

- (1) Show drainage patterns and slopes anticipated after major grading activities are completed. Runoff from off-site areas should be prevented from flowing through areas that have been disturbed by construction unless appropriate conveyance systems are in place. The amount of anticipated storm water run-on must be considered to determine the appropriateness of the BMPs chosen. Show all calculations for anticipated storm water run-on, and describe all BMPs implemented to divert off-site drainage described in section A. 5 a. (2) (c) around or through the construction project.
- (2) Show the drainage patterns into each on-site storm water inlet point or receiving water. Show or describe the BMPs that will protect operational storm water inlets or receiving waters from contaminated discharges other than sediment discharges, such as, but not limited to: storm water with

elevated pH levels from contact with soil amendments such as lime or gypsum; slurry from sawcutting of concrete or asphalt; washing of exposed aggregate concrete; concrete rinse water; building washing operations; equipment washing operations; minor street washing associated with street delineation; and/or sealing and paving activities occurring during rains.

- (3) Show existing site features that, as a result of known past usage, may contribute pollutants to storm water, (e.g., toxic materials that are known to have been treated, stored, disposed, spilled, or leaked onto the construction site). Show or describe the BMPs implemented to minimize the exposure of storm water to contaminated soil or toxic materials.
- (4) Show areas designated for the (a) storage of soil or waste, (b) vehicle storage and service areas, (c) construction material loading, unloading, and access areas, (d) equipment storage, cleaning, and maintenance areas.
- (5) Describe the BMPs for control of discharges from waste handling and disposal areas and methods of on-site storage and disposal of construction materials and construction waste. Describe the BMPs designed to minimize or eliminate the exposure of storm water to construction materials, equipment, vehicles, waste storage areas, or service areas. The BMPs described shall be in compliance with Federal, State, and local laws, regulations, and ordinances.
- (6) Describe all post-construction BMPs for the project, and show the location of each BMP on the map. (Post-construction BMPs consist of permanent features designed to minimize pollutant discharges, including sediment, from the site after construction has been completed.) Also, describe the agency or parties to be the responsible party for long-term maintenance of these BMPs.

c. Additional Information

- (1) The SWPPP shall include a narrative description of pollutant sources and BMPs that cannot be adequately communicated or identified on the site map. In addition, a narrative description of preconstruction control practices (if any) to reduce sediment and other pollutants in storm water discharges shall be included.
- (2) The SWPPP shall include an inventory of all materials used and activities performed during construction that have the potential to contribute to the discharge of pollutants other than sediment in storm water. Describe the BMPs selected and the basis for their selection to eliminate or reduce these pollutants in the storm water discharges.

- (3) The SWPPP shall include the following information regarding the construction site surface area: the size (in acres or square feet), the runoff coefficient before and after construction, and the percentage that is impervious (e.g., paved, roofed, etc.) before and after construction.
- (4) The SWPPP shall include a copy of the NOI, and the Waste Discharge Identification (WDID) number. Should a WDID number not be received from the SWRCB at the time construction commences, the discharger shall include proof of mailing of the NOI, e.g., certified mail receipt, copy of check, express mail receipt, etc.
- (5) The SWPPP shall include a construction activity schedule which describes all major activities such as mass grading, paving, lot or parcel improvements at the site and the proposed time frame to conduct those activities.
- (6) The SWPPP shall list the name and telephone number of the qualified person(s) who have been assigned responsibility for prestorm, poststorm, and storm event BMP inspections; and the qualified person(s) assigned responsibility to ensure full compliance with the permit and implementation of all elements of the SWPPP, including the preparation of the annual compliance evaluation and the elimination of all unauthorized discharges.

6. Erosion Control

Erosion control, also referred to as "soil stabilization" is the most effective way to retain soil and sediment on the construction site. The most efficient way to address erosion control is to preserve existing vegetation where feasible, to limit disturbance, and to stabilize and revegetate disturbed areas as soon as possible after grading or construction. Particular attention must be paid to large mass-graded sites where the potential for soil exposure to the erosive effects of rainfall and wind is great. Mass graded construction sites may be exposed for several years while the project is being built out. Thus, there is potential for significant sediment discharge from the site to surface waters.

At a minimum, the discharger/operator must implement an effective combination of erosion and sediment control on all disturbed areas during the rainy season. These disturbed areas include rough graded roadways, slopes, and building pads. Until permanent vegetation is established, soil cover is the most cost-effective and expeditious method to protect soil particles from detachment and transport by rainfall. Temporary soil stabilization can be the single-most important factor in reducing erosion at construction sites. The discharger shall consider measures such as: covering with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, permanent seeding, and a variety of other measures.

The SWPPP shall include a description of the erosion control practices, including a time schedule, to be implemented during construction to minimize erosion on disturbed areas of a construction site. The discharger must consider the full range of erosion control BMPs. The discharger must consider any additional site-specific and seasonal conditions when selecting and implementing appropriate BMPs. The above listed erosion control measures are examples of what should be considered and are not exclusive of new or innovative approaches currently available or being developed.

- a. The SWPPP shall include:
 - (1) An outline of the areas of vegetative soil cover or native vegetation onsite which will remain undisturbed during the construction project.
 - (2) An outline of all areas of soil disturbance including cut or fill areas which will be stabilized during the rainy season by temporary or permanent erosion control measures, such as seeding, mulch, or blankets, etc.
 - (3) An outline of the areas of soil disturbance, cut, or fill which will be left exposed during any part of the rainy season, representing areas of potential soil erosion where sediment control BMPs are required to be used during construction.
 - (4) A proposed schedule for the implementation of erosion control measures.
- b. The SWPPP shall include a description of the BMPs and control practices to be used for both temporary and permanent erosion control measures.
- c. The SWPPP shall include a description of the BMPs to reduce wind erosion at all times, with particular attention paid to stock-piled materials.

7. Stabilization

- (1) All disturbed areas of the construction site must be stabilized. Final stabilization for the purposes of submitting a NOT is satisfied when:
 - All soil disturbing activities are completed AND EITHER OF THE TWO FOLLOWING CRITERIA ARE MET:
 - A uniform vegetative cover with 70 percent coverage has been established OR:
 - equivalent stabilization measures have been employed. These measures include the use of such BMPs as blankets, reinforced

channel liners, soil cement, fiber matrices, geotextiles, or other erosion resistant soil coverings or treatments.

- (2) Where background native vegetation covers less than 100 percent of the surface, such as in arid areas, the 70 percent coverage criteria is adjusted as follows: If the native vegetation covers 50 percent of the ground surface, 70 percent of 50 percent ($.70 \times .50 = .35$) would require 35 percent total uniform surface coverage.

8. Sediment Control

The SWPPP shall include a description or illustration of BMPs which will be implemented to prevent a net increase of sediment load in storm water discharge relative to preconstruction levels. Sediment control BMPs are required at appropriate locations along the site perimeter and at all operational internal inlets to the storm drain system at all times during the rainy season. Sediment control practices may include filtration devices and barriers (such as fiber rolls, silt fence, straw bale barriers, and gravel inlet filters) and/or settling devices (such as sediment traps or basins). Effective filtration devices, barriers, and settling devices shall be selected, installed and maintained properly. A proposed schedule for deployment of sediment control BMPs shall be included in the SWPPP. These are the most basic measures to prevent sediment from leaving the project site and moving into receiving waters. Limited exemptions may be authorized by the RWQCB when work on active areas precludes the use of sediment control BMPs temporarily. Under these conditions, the SWPPP must describe a plan to establish perimeter controls prior to the onset of rain.

During the nonrainy season, the discharger is responsible for ensuring that adequate sediment control materials are available to control sediment discharges at the downgrade perimeter and operational inlets in the event of a predicted storm. The discharger shall consider a full range of sediment controls, in addition to the controls listed above, such as straw bale dikes, earth dikes, brush barriers, drainage swales, check dams, subsurface drain, sandbag dikes, fiber rolls, or other controls. At a minimum, the discharger/operator must implement an effective combination of erosion and sediment control on all disturbed areas during the rainy season.

If the discharger chooses to rely on sediment basins for treatment purposes, sediment basins shall, at a minimum, be designed and maintained as follows:

- Option 1: Pursuant to local ordinance for sediment basin design and maintenance, provided that the design efficiency is as protective or more protective of water quality than Option 3.

OR

Option 2: Sediment basin(s), as measured from the bottom of the basin to the principal outlet, shall have at least a capacity equivalent to 3,600 cubic feet of storage per acre draining into the sediment basin. The length of the basin shall be more than twice the width of the basin. The length is determined by measuring the distance between the inlet and the outlet; and the depth must not be less than three feet nor greater than five feet for safety reasons and for maximum efficiency.

OR

Option 3: Sediment basin(s) shall be designed using the standard equation:

$$As=1.2Q/Vs$$

Where: As is the minimum surface area for trapping soil particles of a certain size; Vs is the settling velocity of the design particle size chosen; and $Q=C \times I \times A$ where Q is the discharge rate measured in cubic feet per second; C is the runoff coefficient; I is the precipitation intensity for the 10-year, 6-hour rain event and A is the area draining into the sediment basin in acres. The design particle size shall be the smallest soil grain size determined by wet sieve analysis, or the fine silt sized (0.01mm) particle, and the Vs used shall be 100 percent of the calculated settling velocity.

The length is determined by measuring the distance between the inlet and the outlet; the length shall be more than twice the dimension as the width; the depth shall not be less than three feet nor greater than five feet for safety reasons and for maximum efficiency (two feet of storage, two feet of capacity). The basin(s) shall be located on the site where it can be maintained on a year-round basis and shall be maintained on a schedule to retain the two feet of capacity;

OR

Option 4: The use of an equivalent surface area design or equation, provided that the design efficiency is as protective or more protective of water quality than Option 3.

A sediment basin shall have a means for dewatering within 7-calendar days following a storm event. Sediment basins may be fenced if safety (worker or public) is a concern.

The outflow from a sediment basin that discharges into a natural drainage shall be provided with outlet protection to prevent erosion and scour of the embankment and channel.

The discharger must consider any additional site-specific and seasonal conditions when selecting and designing sediment control BMPs. The above listed sediment control measures are examples of what should be considered and are not exclusive of new or innovative approaches currently available or being developed.

The SWPPP shall include a description of the BMPs to reduce the tracking of sediment onto public or private roads at all times. These public and private roads shall be inspected and cleaned as necessary. Road cleaning BMPs shall be discussed in the SWPPP and will not rely on the washing of accumulated sediment or silt into the storm drain system.

9. Non-Storm Water Management

Describe all non-storm water discharges to receiving waters that are proposed for the construction project. Non-storm water discharges should be eliminated or reduced to the extent feasible. Include the locations of such discharges and descriptions of all BMPs designed for the control of pollutants in such discharges. Onetime discharges shall be monitored during the time that such discharges are occurring. A qualified person should be assigned the responsibility for ensuring that no materials other than storm water are discharged in quantities which will have an adverse effect on receiving waters or storm drain systems (consistent with BAT/BCT), and the name and contact number of that person should be included in the SWPPP document.

Discharging sediment-laden water which will cause or contribute to an exceedance of the applicable RWQCB's Basin Plan from a dewatering site or sediment basin into any receiving water or storm drain without filtration or equivalent treatment is prohibited.

10. Post-Construction Storm Water Management

The SWPPP shall include descriptions of the BMPs to reduce pollutants in storm water discharges after all construction phases have been completed at the site (Post-Construction BMPs). Post-Construction BMPs include the minimization of land disturbance, the minimization of impervious surfaces, treatment of storm water runoff using infiltration, detention/retention, biofilter BMPs, use of efficient irrigation systems, ensuring that interior drains are not connected to a storm sewer system, and appropriately designed and constructed energy dissipation devices. These must be consistent with all local post-construction storm water management requirements, policies, and guidelines. The discharger must consider site-specific and seasonal conditions when designing the control practices. Operation and maintenance of control practices after construction is completed shall be addressed, including short-and long-term funding sources and the responsible party.

11. Maintenance, Inspection, and Repair

The SWPPP shall include a discussion of the program to inspect and maintain all BMPs as identified in the site plan or other narrative documents throughout the entire duration of the project. A qualified person will be assigned the responsibility to conduct inspections. The name and telephone number of that person shall be listed in the SWPPP document. Inspections will be performed before and after storm events and once each 24-hour period during extended storm events to identify BMP effectiveness and implement repairs or design changes as soon as feasible depending upon field conditions. Equipment, materials, and workers must be available for rapid response to failures and emergencies. All corrective maintenance to BMPs shall be performed as soon as possible after the conclusion of each storm depending upon worker safety.

For each inspection required above, the discharger shall complete an inspection checklist. At a minimum, an inspection checklist shall include:

- a. Inspection date.
- b. Weather information: best estimate of beginning of storm event, duration of event, time elapsed since last storm, and approximate amount of rainfall (inches).
- c. A description of any inadequate BMPs.
- d. If it is possible to safely access during inclement weather, list observations of all BMPs: erosion controls, sediment controls, chemical and waste controls, and non-storm water controls. Otherwise, list result of visual inspection at relevant outfall, discharge point, or downstream location and projected required maintenance activities.
- e. Corrective actions required, including any changes to SWPPP necessary and implementation dates.
- f. Inspectors name, title, and signature.

The dischargers shall prepare their inspection checklists using the inspection checklist form provided by the SWRCB or RWQCB or on forms that contain the equivalent information.

12. Training

Individuals responsible for SWPPP preparation, implementation, and permit compliance shall be appropriately trained, and the SWPPP shall document all training. This includes those personnel responsible for installation, inspection, maintenance, and repair of BMPs. Those responsible for overseeing, revising, and amending the SWPPP shall also document their training. Training should be both formal and informal, occur on an

ongoing basis when it is appropriate and convenient, and should include training/workshops offered by the SWRCB, RWQCB, or other locally recognized agencies or professional organizations.

13. List of Contractors/Subcontractors

The SWPPP shall include a list of names of all contractors, (or subcontractors) and individuals responsible for implementation of the SWPPP. This list should include telephone numbers and addresses. Specific areas of responsibility of each subcontractor and emergency contact numbers should also be included.

14. Other Plans

This SWPPP may incorporate by reference the appropriate elements of other plans required by local, State, or Federal agencies. A copy of any requirements incorporated by reference shall be kept at the construction site.

15. Public Access

The SWPPP shall be provided, upon request, to the RWQCB. The SWPPP is considered a report that shall be available to the public by the RWQCB under section 308(b) of the Clean Water Act.

16. Preparer Certification

The SWPPP and each amendment shall be signed by the landowner (discharger) or his representative and include the date of initial preparation and the date of each amendment.

SECTION B: MONITORING PROGRAM AND REPORTING REQUIREMENTS

1. Required Changes

The RWQCB may require the discharger to conduct additional site inspections, to submit reports and certifications, or perform sampling and analysis.

2. Implementation

- a. The requirements of this Section shall be implemented at the time of commencement of construction activity (see also Section A. 2. Implementation Schedule). The discharger is responsible for implementing these requirements until construction activity is complete and the site is stabilized.
- b. For ongoing construction activity involving a change in ownership of property covered by this General Permit, the new owner must complete a NOI and

implement the requirements of this Section concurrent with the change of ownership. For changes of information, the owner must follow instructions in C. 7. Special Provisions for Construction Activity of the General Permit.

3. Site Inspections

Qualified personnel shall conduct inspections of the construction site prior to anticipated storm events, during extended storm events, and after actual storm events to identify areas contributing to a discharge of storm water associated with construction activity. The name(s) and contact number(s) of the assigned inspection personnel shall be listed in the SWPPP. Pre-storm inspections are to ensure that BMPs are properly installed and maintained; post-storm inspections are to assure that the BMPs have functioned adequately. During extended storm events, inspections shall be required each 24-hour period. Best Management Practices (BMPs) shall be evaluated for adequacy and proper implementation and whether additional BMPs are required in accordance with the terms of the General Permit (see language in Section A. 11. Maintenance, Inspection, and Repair). Implementation of nonstorm water discharge BMPs shall be verified and their effectiveness evaluated. One time discharges of non-storm water shall be inspected when such discharges occur.

4. Compliance Certification

Each discharger or qualified assigned personnel listed by name and contact number in the SWPPP must certify annually that construction activities are in compliance with the requirements of this General Permit and the SWPPP. This Certification shall be based upon the site inspections required in Item 3 of this Section. The certification must be completed by July 1 of each year.

5. Noncompliance Reporting

Dischargers who cannot certify compliance, in accordance with Item 4 of this Section and/or who have had other instances of noncompliance excluding exceedances of water quality standards as defined in section B. 3. Receiving Water Limitations Language, shall notify the appropriate RWQCB within 30 days. Corrective measures should be implemented immediately following discovery that water quality standards were exceeded. The notifications shall identify the noncompliance event, including an initial assessment of any impact caused by the event; describe the actions necessary to achieve compliance; and include a time schedule subject to the modifications by the RWQCB indicating when compliance will be achieved. Noncompliance notifications must be submitted within 30-calendar days of identification of noncompliance.

6. Monitoring Records

Records of all inspections, compliance certifications, and noncompliance reporting must be retained for a period of at least three years from the date generated. With the exception of noncompliance reporting, dischargers are not required to submit these records.

SECTION C: STANDARD PROVISIONS FOR CONSTRUCTION ACTIVITY

1. Duty to Comply

The discharger must comply with all of the conditions of this General Permit. Any permit noncompliance constitutes a violation of the Clean Water Act (CWA) and the Porter-Cologne Water Quality Control Act and is grounds for enforcement action and/or removal from General Permit coverage..

The discharger shall comply with effluent standards or prohibitions established under Section 307(a) of the CWA for toxic pollutants within the time provided in the regulations that establish these standards or prohibitions, even if this General Permit has not yet been modified to incorporate the requirement.

2. General Permit Actions

This General Permit may be modified, revoked and reissued, or terminated for cause. The filing of a request by the discharger for a General Permit modification, revocation and reissuance, or termination, or a notification of planned changes or anticipated noncompliance does not annul any General Permit condition.

If any toxic effluent standard or prohibition (including any schedule of compliance specified in such effluent standard or prohibition) is promulgated under Section 307(a) of the CWA for a toxic pollutant which is present in the discharge and that standard or prohibition is more stringent than any limitation on the pollutant in this General Permit, this General Permit shall be modified or revoked and reissued to conform to the toxic effluent standard or prohibition and the dischargers so notified.

3. Need to Halt or Reduce Activity Not a Defense

It shall not be a defense for a discharger in an enforcement action that it would have been necessary to halt or reduce the permitted activity in order to maintain compliance with the conditions of this General Permit.

4. Duty to Mitigate

The discharger shall take all responsible steps to minimize or prevent any discharge in violation of this General Permit, which has a reasonable likelihood of adversely affecting human health or the environment.

5. Proper Operation and Maintenance

The discharger shall at all times properly operate and maintain any facilities and systems of treatment and control (and related appurtenances) which are installed or used by the discharger to achieve compliance with the conditions of this General Permit and with the requirements of Storm Water Pollution Prevention Plans (SWPPP). Proper operation and maintenance also includes adequate laboratory controls and appropriate quality assurance procedures. Proper operation and maintenance may require the operation of backup or auxiliary facilities or similar systems installed by a discharger when necessary to achieve compliance with the conditions of this General Permit.

6. Property Rights

This General Permit does not convey any property rights of any sort or any exclusive privileges, nor does it authorize any injury to private property or any invasion of personal rights, nor does it authorize any infringement of Federal, State, or local laws or regulations.

7. Duty to Provide Information

The discharger shall furnish the RWQCB, State Water Resources Control Board, or USEPA, within a reasonable time, any requested information to determine compliance with this General Permit. The discharger shall also furnish, upon request, copies of records required to be kept by this General Permit.

8. Inspection and Entry

The discharger shall allow the RWQCB, SWRCB, USEPA, and/or, in the case of construction sites which discharge through a municipal separate storm sewer, an authorized representative of the municipal operator of the separate storm sewer system receiving the discharge, upon the presentation of credentials and other documents as may be required by law, to:

- a. Enter upon the discharger's premises at reasonable times where a regulated construction activity is being conducted or where records must be kept under the conditions of this General Permit;
- b. Access and copy at reasonable times any records that must be kept under the conditions of this General Permit;

- c. Inspect at reasonable times the complete construction site, including any off-site staging areas or material storage areas, and the erosion/sediment controls; and
- d. Sample or monitor at reasonable times for the purpose of ensuring General Permit compliance.

9. Signatory Requirements

- a. All Notice of Intents (NOIs), Notice of Terminations (NOTs), SWPPPs, certifications, and reports prepared in accordance with this Order submitted to the SWRCB shall be signed as follows:
 - (1) For a corporation: by a responsible corporate officer. For the purpose of this Section, a responsible corporate officer means: (a) a president, secretary, treasurer, or vice president of the corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation, or (b) the manager of the construction activity if authority to sign documents has been assigned or delegated to the manager in accordance with corporate procedures;
 - (2) For a partnership or sole proprietorship: by a general partner or the proprietor, respectively; or
 - (3) For a municipality, State, Federal, or other public agency: by either a principal executive officer, ranking elected official, or duly authorized representative. The principal executive officer of a Federal agency includes the chief executive officer of the agency or the senior executive officer having responsibility for the overall operations of a principal geographic unit of the agency (e.g., Regional Administrator of USEPA).
- b. All SWPPPs, reports, certifications, or other information required by the General Permit and/or requested by the RWQCB, SWRCB, USEPA, or the local storm water management agency shall be signed by a person described above or by a duly authorized representative. A person is a duly authorized representative if:
 - (1) The authorization is made in writing by a person described above and retained as part of the SWPPP; or

- (2) The authorization specifies either an individual or a position having responsibility for the overall operation of the construction activity, such as the position of manager, operator, superintendent, or position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named individual or any individual occupying a named position).
- c. If an authorization is no longer accurate because a different individual or position has responsibility for the overall operation of the construction activity, a new authorization must be attached to the SWPPP prior to submittal of any reports, information, or certifications to be signed by the authorized representative.

10. Certification

Any person signing documents under Section C, Provision 9 above, shall make the following certification:

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is, true, accurate, and complete.

I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

11. Anticipated Noncompliance

The discharger will give advance notice to the RWQCB and local storm water management agency of any planned changes in the construction activity which may result in noncompliance with General Permit requirements.

12. Penalties for Falsification of Reports

Section 309(c)(4) of the CWA provides that any person who knowingly makes any false material statement, representation, or certification in any record or other document submitted or required to be maintained under this General Permit, including reports of compliance or noncompliance shall upon conviction, be punished by a fine of not more than \$10,000 or by imprisonment for not more than two years or by both.

13. Oil and Hazardous Substance Liability

Nothing in this General Permit shall be construed to preclude the institution of any legal action or relieve the discharger from any responsibilities, liabilities, or penalties to which the discharger is or may be subject to under Section 311 of the CWA.

14. Severability

The provisions of this General Permit are severable; and, if any provision of this General Permit or the application of any provision of this General Permit to any circumstance is held invalid, the application of such provision to other circumstances and the remainder of this General Permit shall not be affected thereby.

15. Reopener Clause

This General Permit may be modified, revoked and reissued, or terminated for cause due to promulgation of amended regulations, receipt of USEPA guidance concerning regulated activities, judicial decision, or in accordance with 40 Code of Federal Regulations (CFR) 122.62, 122.63, 122.64, and 124.5.

16. Penalties for Violations of Permit Conditions

- a. Section 309 of the CWA provides significant penalties for any person who violates a permit condition implementing Sections 301, 302, 306, 307, 308, 318, or 405 of the CWA or any permit condition or limitation implementing any such section in a permit issued under Section 402. Any person who violates any permit condition of this General Permit is subject to a civil penalty not to exceed \$27,500 per calendar day of such violation, as well as any other appropriate sanction provided by Section 309 of the CWA.
- b. The Porter-Cologne Water Quality Control Act also provides for civil and criminal penalties which in some cases are greater than those under the CWA.

17. Availability

A copy of this General Permit shall be maintained at the construction site during construction activity and be available to operating personnel.

18. Transfers

This General Permit is not transferable. A new owner of an ongoing construction activity must submit a NOI in accordance with the requirements of this General Permit to be authorized to discharge under this General Permit. An owner who sells property covered by this General Permit shall inform the new owner of the duty to file a NOI and shall provide the new owner with a copy of this General Permit.

19. Continuation of Expired Permit

This General Permit continues in force and effect until a new General Permit is issued or the SWRCB rescinds this General Permit. Only those dischargers authorized to discharge under the expiring General Permit are covered by the continued General Permit.

Attachment 1

STATE WATER RESOURCES CONTROL BOARD

Division of Water Quality
 Attention: Storm Water Unit
 P.O. Box 1977
 Sacramento, CA 95812-1977
 (916) 657-0903 FAX: (916) 657-1011
 Web Page: <http://www.swrcb.ca.gov/>
 Email: stormwater@dwq.swrcb.ca.gov

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARDS

NORTH COAST REGION (1)
 5550 Skylane Blvd., Ste. A
 Santa Rosa, CA 95403
 (707) 576-2220 FAX: (707) 523-0135
 Web Page: <http://www.swrcb.ca.gov/~rwqcb1>

SAN FRANCISCO BAY REGION (2)
 1515 Clay Street, Ste. 1400
 Oakland, CA 94612
 (510) 622-2300 FAX: (510) 622-2460
 Web Page: <http://www.swrcb.ca.gov/~rwqcb2>

CENTRAL COAST REGION (3)
 81 Higuera Street, Ste. 200
 San Luis Obispo, CA 93401-5427
 (805) 549-3147 FAX: (805) 543-0397
 Web Page: <http://www.swrcb.ca.gov/~rwqcb3>

LOS ANGELES REGION (4)
 320 W. 4th Street, Ste. 200
 Los Angeles, CA 90013
 (213) 576-6600 FAX: (213) 576-6686
 Web Page: <http://www.swrcb.ca.gov/~rwqcb4>

LAHONTAN REGION (6)
 2501 Lake Tahoe Blvd.
 South Lake Tahoe, CA 96150
 (530) 542-5400 FAX: (530) 544-2271
 Web Page: <http://www.mscomm.com/~rwqcb6>

VICTORVILLE BRANCH OFFICE
 1542B Civic Drive, Ste. 100
 Victorville, CA 92392-2383
 (760) 241-6583 FAX: (760) 241-7308
 Web Page: <http://www.mscomm.com/~rwqcb6>

CENTRAL VALLEY REGION (5)
 3443 Routier Road, Suite A
 Sacramento, CA 95827-3098
 (916) 255-3000 FAX: (916) 255-3015
 Web Page: <http://www.swrcb.ca.gov/~rwqcb5>

COLORADO RIVER BASIN REGION (7)
 73-720 Fred Waring Dr., Ste. 100
 Palm Desert, CA 92260
 (760) 346-7491 FAX: (760) 341-6820
 Web Page: <http://www.swrcb.ca.gov/~rwqcb7>

FRESNO BRANCH OFFICE (5F)
 3614 East Ashlan Avenue
 Fresno, CA 93726
 (559) 445-5116 FAX: (559) 445-5910
 Web Page: <http://www.swrcb.ca.gov/~rwqcb5>

SANTA ANA REGION (8)
 California Tower
 3737 Main Street, Ste. 500
 Riverside, CA 92501-3339
 (909) 782-4130 FAX: (909) 781-6288
 Web Page: <http://www.swrcb.ca.gov/~rwqcb8>

REDDING BRANCH OFFICE (5R)
 415 Knollcrest Drive, Suite 100
 Redding, CA 96002
 (530) 224-4845 FAX: (530) 224-4857
 Web Page: <http://www.swrcb.ca.gov/~rwqcb5> (85)

SAN DIEGO REGION (9)
 9771 Clairemont Mesa Blvd., Ste. A
 San Diego, CA 92124
 (619) 467-2952 FAX: (619) 571-6972
 Web Page: <http://www.swrcb.ca.gov/~rwqcb9>



STATE OF CALIFORNIA
 Gray Davis, Governor

**CALIFORNIA ENVIRONMENTAL
 PROTECTION AGENCY**
 Winston H. Hickox, Secretary

**STATE WATER RESOURCES
 CONTROL BOARD**
 James M. Stubbs, Chairman

NOTICE OF INTENT (NOI) TO COMPLY WITH THE TERMS
OF THE GENERAL PERMIT TO DISCHARGE STORM WATER
ASSOCIATED WITH CONSTRUCTION ACTIVITY

GENERAL INSTRUCTIONS

Who Must Submit

Discharges of storm water associated with construction that results in the disturbance of five acres or more of land must apply for coverage under the General Construction Activities Storm Water Permit (General Permit). Construction activity which is a part of a larger common area of development or sale must also be permitted. (For example, if 4 acres of a 20-acre subdivision is disturbed by construction activities, and the remaining 16 acres is to be developed at a future date, the property owner must obtain a General Storm Water Permit for the 4-acre project). Construction activity includes, but is not limited to: clearing, grading, demolition, excavation, construction of new structures, and reconstruction of existing facilities involving removal and replacement that results in soil disturbance. This includes construction access roads, staging areas, storage areas, stockpiles, and any off-site areas which receive run-off from the construction project such as discharge points into a receiving water. Construction activity does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of the facility.

The owner of the land where the construction activity is occurring is responsible for obtaining a permit. Owners may obtain coverage under the General Permit by filing a NOI in accordance with the following instructions. Coverage for construction activity conducted on easements (e.g., pipeline construction) or on nearby properties by agreement or permission, or by an owner or lessee of a mineral estate (oil, gas, geothermal, aggregate, precious metals, and/or industrial minerals) entitled to conduct the activities, shall be obtained by the entity responsible for the construction activity. Linear construction projects which will have construction activity occurring in one or more than one Region should contact the State Water Resources Control Board at the number listed below prior to submitting an NOI application for specific information related to the use of the NOI form.

Construction Activity Not Covered By This General Permit

Storm water discharges in the Lake Tahoe Hydrologic Unit will be regulated by a separate permit(s) adopted by the California Regional Water Quality Control Board, Lahontan Region, and will not be covered under the State Water Resources Control Board's (SWRCB) General Permit. Storm water discharges on Indian Lands will be regulated by the U.S. Environmental Protection Agency.

Where to Apply

The NOI form, vicinity map, and appropriate fee must be mailed to the SWRCB at the following address:

State Water Resources Control Board
Division of Water Quality
Attn: Storm Water Permit Unit
P.O. Box 1977
Sacramento, CA 95812-1977

When to Apply

Property owners proposing to conduct construction activities subject to this General Permit must file a Notice of Intent prior to the commencement of construction activity.

Fees

The annual fee is either \$250 or \$500 depending on the construction site location. See Enclosure 1 of the Permit to determine your fee. Checks should be made payable to: SWRCB.

Completing the Notice of Intent (NOI)

The submittal to obtain coverage under the General Permit must include a completed NOI Form (Notice of Intent, attached), a vicinity map, and the appropriate annual fee. The NOI must be completely and accurately filled out; the vicinity map and annual fee must be included with the NOI or the submittal is considered incomplete and will be rejected. A construction site is considered to be covered by the General Permit upon filing a complete NOI submittal, and implementation of a defensible Storm Water Pollution Prevention Plan (SWPPP). Upon receipt of a complete NOI submittal, each discharger will be sent a receipt letter containing the waste discharger's identification (WDID) number.

Questions?

If you have any questions on completing the NOI please call the SWRCB at (916) 657-1146.

NOI-LINE-BY-LINE INSTRUCTIONS

Please type or print when completing the NOI Form and vicinity map.

SECTION I--NOI STATUS

Mark one of the two boxes at the top portion of the NOI. Check box 1 if the NOI is being completed for new construction. Check box 2 if the NOI is being submitted to report changes for a construction site already covered by the General Permit. An example of a change that warrants a resubmittal of the NOI is a change of total area of the construction site. The permit is non-transferable, a change of ownership requires a Notice of Termination (NOT) submittal and a new NOI. Complete only those portions of the NOI that apply to the changes (the NOI must always be signed). If box 2 is checked, the WDID number must be included.

SECTION II--PROPERTY OWNER

Enter the construction site owner's official or legal name and address; contact person (if other than owner), title, and telephone number.

SECTION III--DEVELOPER / CONTRACTOR INFORMATION

Enter the name of the developer's (or general contractor's) official or legal name, address, contact person, title, and telephone number. The contact person should be someone who is familiar with the construction site and is responsible for compliance and oversight of the general permit.

SECTION IV-CONSTRUCTION PROJECT INFORMATION

Enter the project name, site address, county, city, (or nearest city if construction is occurring in an unincorporated area), zip code, and telephone number (if any) of the construction site. Include an emergency contact telephone or pager number. Construction site information should include latitude and longitude designations, tract numbers, and/or mile post markers, if applicable. The site contact person should be someone who is familiar with the project, site plans, SWPPP, and monitoring program. All NOIs must be accompanied by a vicinity map.

Part A: Enter the total size in acres of all areas associated with construction activity, including all access roads.

Part B: Enter the total size in acres of the area to be disturbed by construction activity and the percentage of the area listed in Part A above that this represents.

Part C: Enter the percentage of the site that is impervious (areas where water cannot soak into the ground, such as concrete, asphalt, rooftops, etc.) before and after construction.

Part D: Include tract numbers, if available.

- Part E: Enter the mile post marker number at the project site location.
- Part F: Indicate whether the construction site is part of a larger common plan of development or sale. For example, if the construction activity is occurring on a two-acre site which is within a development that is five acres or greater, answer yes.
- Part G: Enter the name of the development (e.g. "Quail Ridge Subdivision", "Orange Valley Estates", etc.).
- Part H: Indicate when construction will begin (month, day, year). When a NOI is being submitted due to a change in ownership, the commencement date should be the date the new ownership took effect.
- Part I: Indicate the percentage of the total project area to be mass graded.
- Part J: Enter the estimated completion dates for the mass grading activities and for the project completion.
- Part K: Indicate the type(s) of construction taking place. For example, "Transportation" should be checked for the construction of roads; "Utility" should be checked for installation of sewer, electric, or telephone systems. Include a description of the major construction activities, (e.g., 20 single family homes, a supermarket, an office building, a factory, etc.)

SECTION V--BILLING ADDRESS

To continue coverage under the General Permit, the annual fee must be paid. Indicate where the annual fee invoice should be mailed by checking one of the following boxes:

Owner: sent to the owners address as it appears in Section II.

Developer/Contractor: sent to the developer's address as it appears in Section III.

Other: sent to a different address and enter that address in the spaces provided.

SECTION VI--REGULATORY STATUS

Indicate whether or not the site is subject to local erosion/sediment control ordinances. Indicate whether the erosion/sediment control plan designed to comply with the ordinance addresses the construction of infrastructure and structures in addition to grading. Identify the name and telephone number of the local agency, if applicable.

SECTION VII--RECEIVING WATER INFORMATION

Part A: Indicate whether the storm water runoff from the construction site discharges indirectly to waters of the United States, directly to waters of the United States, or to a separate storm drain system.

Indirect discharges include discharges that may flow overland across adjacent properties or rights-of-way prior to discharging into waters of the United States.

Enter the name of the owner/operator of the relevant storm drain system, if applicable. Storm water discharges directly to waters of the United States will typically have an outfall structure directly from the facility to a river, lake, creek, stream, bay, ocean, etc. Discharges to separate storm sewer systems are those that discharge to a collection system operated by municipalities, flood control districts, utilities, or similar entities.

Part B: Enter the name of the receiving water. Regardless of point of discharge, the owner must determine the receiving water for the construction site's storm water discharge. Enter the name of the receiving water.

SECTION VIII--IMPLEMENTATION OF NPDES PERMIT REQUIREMENTS

Part A: Indicate the status of the SWPPP, date prepared, or availability for review. Also indicate if a tentative construction schedule has been included in the SWPPP (the inclusion of a construction activity schedule is a mandatory SWPPP requirement).

Part B: Provide information concerning the status of the development of a monitoring program, a component of the SWPPP which outlines an inspection and maintenance schedule for the proposed Best Management Practices (BMPs). Provide name and phone number of program preparer.

Part C: Provide the name and phone numbers of the responsible party or parties designated to insure compliance with all elements of the General Permit and SWPPP.

SECTION IX--VICINITY MAP AND FEE

Provide a "to scale" or "to approximate scale" drawing of the construction site and the immediate surrounding area. Whenever possible, limit the map to an 8.5" x 11" or 11" x 17" sheet of paper. At a minimum, the map must show the site perimeter, the geographic features surrounding the site, and general topography, and a north arrow. The map must also include the location of the construction project in relation to named streets, roads, intersections, or landmarks. A NOI containing a map which does not clearly indicate the location of the construction project will be rejected. Do not submit blueprints unless they meet the above referenced size limits.

SECTION X--CERTIFICATIONS

This section must be completed by the owner or signatory agent of the construction site*. The certification provides assurances that the NOI and vicinity map were completed in an accurate and complete fashion and with the knowledge that penalties exist for providing false information. Certification also requires the owner to comply with the provisions in the General Permit.

* For a corporation: a responsible corporate officer (or authorized individual). For a partnership or sole proprietorship: a general partner or the proprietor, respectively. For a municipality, State, Federal, or other public agency: either a principal executive officer, ranking elected official, or duly authorized representative.

Attachment 2



State Water Resources Control Board
NOTICE OF INTENT
TO COMPLY WITH THE TERMS OF THE
GENERAL PERMIT TO DISCHARGE STORM WATER
ASSOCIATED WITH CONSTRUCTION ACTIVITY (WQ ORDER No. 99-08-DWQ)



I. NOI STATUS (SEE INSTRUCTIONS)

MARK ONLY ONE ITEM 1. <input type="checkbox"/> New Construction 2. <input type="checkbox"/> Change of Information for WDID#

II. PROPERTY OWNER

Name	Contact Person		
Mailing Address	Title		
City	State	Zip	Phone () - -

III. DEVELOPER/CONTRACTOR INFORMATION

Developer/Contractor	Contact Person		
Mailing Address	Title		
City	State	Zip	Phone () - -

IV. CONSTRUCTION PROJECT INFORMATION

Site/Project Name		Site Contact Person	
Physical Address/Location		Latitude _____°	Longitude _____°
City (or nearest City)		County	Zip
A. Total size of construction site area: _____ Acres		C. Percent of site imperviousness (including rooftops):	
B. Total area to be disturbed: _____ Acres (% of total _____)		Before Construction: _____%	After Construction: _____%
F. Is the construction site part of a larger common plan of development or sale? <input type="checkbox"/> YES <input type="checkbox"/> NO		D. Tract Number(s): _____	
H. Construction commencement date: ____/____/____		E. Mile Post Marker: _____	
I. % of site to be mass graded: _____		G. Name of plan or development:	
K. Type of Construction (Check all that apply):			
1. <input type="checkbox"/> Residential 2. <input type="checkbox"/> Commercial 3. <input type="checkbox"/> Industrial 4. <input type="checkbox"/> Reconstruction 5. <input type="checkbox"/> Transportation 6. <input type="checkbox"/> Utility Description: _____ 7. <input type="checkbox"/> Other (Please List): _____			
J. Projected construction dates:		Complete grading: ____/____/____ Complete project: ____/____/____	

V. BILLING INFORMATION

SEND BILL TO: <input type="checkbox"/> OWNER (as in II. above)	Name	Contact Person
<input type="checkbox"/> DEVELOPER (as in III. above)	Mailing Address	Phone/Fax
<input type="checkbox"/> OTHER (enter information at right)	City	State Zip

I. REGULATORY STATUS

A. Has a local agency approved a required erosion/sediment control plan?..... YES NO
 Does the erosion/sediment control plan address construction activities such as infrastructure and structures?..... YES NO
 Name of local agency: _____ Phone: () - _____

B. Is this project or any part thereof, subject to conditions imposed under a CWA Section 404 permit of 401 Water Quality Certification?..... YES NO
 If yes, provide details: _____

II. RECEIVING WATER INFORMATION

A. Does the storm water runoff from the construction site discharge to (Check all that apply):

- Indirectly to waters of the U.S.
- Storm drain system - Enter owner's name: _____
- Directly to waters of U.S. (e.g., river, lake, creek, stream, bay, ocean, etc.)

B. Name of receiving water: (river, lake, creek, stream, bay, ocean): _____

III. IMPLEMENTATION OF NPDES PERMIT REQUIREMENTS

A. STORM WATER POLLUTION PREVENTION PLAN (SWPPP) (check one)

A SWPPP has been prepared for this facility and is available for review; Date Prepared: ___/___/___ Date Amended: ___/___/___

A SWPPP will be prepared and ready for review by (enter date): ___/___/___

A tentative schedule has been included in the SWPPP for activities such as grading, street construction, home construction, etc.

B. MONITORING PROGRAM

A monitoring and maintenance schedule has been developed that includes inspection of the construction BMPs before anticipated storm events and after actual storm events and is available for review.

If checked above: A qualified person has been assigned responsibility for pre-storm and post-storm BMP inspections to identify effectiveness and necessary repairs or design changes..... YES NO

Name: _____ Phone: () - _____

C. PERMIT COMPLIANCE RESPONSIBILITY

A qualified person has been assigned responsibility to ensure full compliance with the Permit, and to implement all elements of the Storm Water Pollution Prevention Plan including:

- Preparing an annual compliance evaluation..... YES NO
 Name: _____ Phone: () - _____
- Eliminating all unauthorized discharges..... YES NO

IX. VICINITY MAP AND FEE (must show site location in relation to nearest named streets, intersections, etc.)

Have you included a vicinity map with this submittal? YES NO

Have you included payment of the annual fee with this submittal?..... YES NO

X. CERTIFICATIONS

"I certify under penalty of law that this document and all attachments were prepared under my direction and supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine or imprisonment. In addition, I certify that the provisions of the permit, including the development and implementation of a Storm Water Pollution Prevention Plan and a Monitoring Program Plan will be complied with."

Printed Name: _____

Signature: _____ Date: _____

Title: _____

ATTACHMEN

303d Listed Water Bodies for Sedimentation

REGION	WATER BODY NAME	CODE	POLLUTANT
1	MATTOLE RIVER	1100	Sedimentation/Siltation
1	TRINITY RIVER, SOUTH FORK	1100	Sedimentation/Siltation
1	REDWOOD CREEK	1100	Sedimentation/Siltation
1	MAD RIVER	1100	Sedimentation/Siltation
1	ELK RIVER	1100	Sedimentation/Siltation
1	EEL RIVER, SOUTH FORK	1100	Sedimentation/Siltation
1	EEL RIVER, NORTH FORK	1100	Sedimentation/Siltation
1	TRINITY RIVER	1100	Sedimentation/Siltation
1	EEL RIVER, MIDDLE FORK	1100	Sedimentation/Siltation
1	MAD RIVER	2500	Turbidity
1	TEN MILE RIVER	1100	Sedimentation/Siltation
1	NOYO RIVER	1100	Sedimentation/Siltation
1	BIG RIVER	1100	Sedimentation/Siltation
1	ALBION RIVER	1100	Sedimentation/Siltation
1	NAVARRO RIVER	1100	Sedimentation/Siltation
1	GARCIA RIVER	1100	Sedimentation/Siltation
1	GUALALA RIVER	1100	Sedimentation/Siltation
1	RUSSIAN RIVER	1100	Sedimentation/Siltation
1	TOMKI CREEK	1100	Sedimentation/Siltation
1	VAN DUZEN RIVER	1100	Sedimentation/Siltation
1	EEL RIVER DELTA	1100	Sedimentation/Siltation
1	EEL RIVER, MIDDLE MAIN FORK	1100	Sedimentation/Siltation
1	ESTERO AMERICANO	1100	Sedimentation/Siltation
1	NAVARRO RIVER DELTA	1100	Sedimentation/Siltation
1	EEL RIVER, UPPER MAIN FORK	1100	Sedimentation/Siltation
1	FRESHWATER CREEK	1100	Sedimentation/Siltation
1	SCOTT RIVER	1100	Sedimentation/Siltation
2	TOMALES BAY	1100	Sedimentation/Siltation
2	NAPA RIVER	1100	Sedimentation/Siltation
2	SONOMA CREEK	1100	Sedimentation/Siltation
2	PETALUMA RIVER	1100	Sedimentation/Siltation
2	LAGUNITAS CREEK	1100	Sedimentation/Siltation
2	WALKER CREEK	1100	Sedimentation/Siltation
2	SAN GREGORIO CREEK	1100	Sedimentation/Siltation
2	SAN FRANCISQUITO CREEK	1100	Sedimentation/Siltation
2	PESCADERO CREEK (REG 2)	1100	Sedimentation/Siltation
2	BUTANO CREEK	1100	Sedimentation/Siltation

3	MORRO BAY	1100	Sedimentation/Siltation
3	SAN LORENZO RIVER ESTUARY	1100	Sedimentation/Siltation
3	SHINGLE MILL CREEK	1100	Sedimentation/Siltation
3	MOSS LANDING HARBOR	1100	Sedimentation/Siltation
3	WATSONVILLE SLOUGH	1100	Sedimentation/Siltation
3	SAN LORENZO RIVER	1100	Sedimentation/Siltation
3	ELKHORN SLOUGH	1100	Sedimentation/Siltation
3	SALINAS RIVER LAGOON (NORTH)	1100	Sedimentation/Siltation
3	GOLETA SLOUGH/ESTUARY	1100	Sedimentation/Siltation
3	CARPINTERIA MARSH (EL ESTERO MARSH)	1100	Sedimentation/Siltation
3	LOMPICO CREEK	1100	Sedimentation/Siltation
3	MORO COJO SLOUGH	1100	Sedimentation/Siltation
3	VALENCIA CREEK	1100	Sedimentation/Siltation
3	PAJARO RIVER	1100	Sedimentation/Siltation
3	RIDER GULCH CREEK	1100	Sedimentation/Siltation
3	LLAGAS CREEK	1100	Sedimentation/Siltation
3	SAN BENITO RIVER	1100	Sedimentation/Siltation
3	SALINAS RIVER	1100	Sedimentation/Siltation
3	CHORRO CREEK	1100	Sedimentation/Siltation
3	LOS OSOS CREEK	1100	Sedimentation/Siltation
3	SANTA YNEZ RIVER	1100	Sedimentation/Siltation
3	SAN ANTONIO CREEK (SANTA BARBARA COUNTY)	1100	Sedimentation/Siltation
3	CARBONERA CREEK	1100	Sedimentation/Siltation
3	SOQUEL LAGOON	1100	Sedimentation/Siltation
3	APTOS CREEK	1100	Sedimentation/Siltation
4	MUGU LAGOON	1100	Sedimentation/Siltation
5	HUMBUG CREEK	1100	Sedimentation/Siltation
5	PANOCHÉ CREEK	1100	Sedimentation/Siltation
5	FALL RIVER (PIT)	1100	Sedimentation/Siltation
6	BEAR CREEK (R6)	1100	Sedimentation/Siltation
6	MILL CREEK (3)	1100	Sedimentation/Siltation
6	HORSESHOE LAKE (2)	1100	Sedimentation/Siltation
6	BRIDGEPORT RES	1100	Sedimentation/Siltation
6	TOPAZ LAKE	1100	Sedimentation/Siltation
6	LAKE TAHOE	1100	Sedimentation/Siltation
6	PINE CREEK (2)	1100	Sedimentation/Siltation
6	TRUCKEE RIVER	1100	Sedimentation/Siltation
6	CLEARWATER CREEK	1100	Sedimentation/Siltation
6	GRAY CREEK (R6)	1100	Sedimentation/Siltation
6	WARD CREEK	1100	Sedimentation/Siltation

6	BLACKWOOD CREEK	1100	Sedimentation/Siltation
6	GOODALE CREEK	1100	Sedimentation/Siltation
6	EAST WALKER RIVER	1100	Sedimentation/Siltation
6	HEAVENLY VALLEY CREEK	1100	Sedimentation/Siltation
6	WOLF CREEK (1)	1100	Sedimentation/Siltation
6	WEST WALKER RIVER	1100	Sedimentation/Siltation
6	HOT SPRINGS CANYON CREEK	1100	Sedimentation/Siltation
6	BRONCO CREEK	1100	Sedimentation/Siltation
6	SQUAW CREEK	1100	Sedimentation/Siltation
7	IMPERIAL VALLEY DRAINS	1100	Sedimentation/Siltation
7	NEW RIVER (R7)	1100	Sedimentation/Siltation
7	ALAMO RIVER	1100	Sedimentation/Siltation
8	SAN DIEGO CREEK, REACH 1	1100	Sedimentation/Siltation
8	RATHBONE (RATHBUN) CREEK	1100	Sedimentation/Siltation
8	SAN DIEGO CREEK, REACH 2	1100	Sedimentation/Siltation
8	UPPER NEWPORT BAY ECOLOGICAL RESERVE	1100	Sedimentation/Siltation
8	BIG BEAR LAKE	1100	Sedimentation/Siltation
8	ELSINORE, LAKE	1100	Sedimentation/Siltation
9	SAN ELIJO LAGOON	1100	Sedimentation/Siltation
9	LOS PENASQUITOS LAGOON	1100	Sedimentation/Siltation
9	AGUA HEDIONDA LAGOON	1100	Sedimentation/Siltation
9	BUENA VISTA LAGOON	1100	Sedimentation/Siltation

Attachment 4

**NEW OWNER INFORMATION AND
CHANGE OF INFORMATION (COI) FORM FOR THE
GENERAL CONSTRUCTION PERMIT NO. CAS000002**

Owners Name: _____
WDID No.: _____
Prepared By: _____

Date: _____
Date of Last NOI Change: _____
Signature of Preparer: _____

	Area Transferred (acres) ¹ column 1	Area Remaining (acres) ² column 2	Lot/Tract Numbers Transferred	Contact Person and Company Name of New Owner(s)	Address(es) of the New Owner(s)	Phone # of New Owner	Is Const/Post Construction Complete? Yes/No	Date of Ownership Transfer
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

¹Use approximate area (in acres) if no exact figure is available.

²Calculate running total in this column as follows:

Enter in column 2, line 1, the area from NOI minus the area in column 1.

Enter in column 2, line 2, the area in column 2, line 1, minus the area in line 2, column 1.

Enter in column 2, line 3, the area in column 2, line 2, minus the area in line 3, column 1, and so forth.

Enclosure 1

AREAS OF THE STATE IN WHICH THE \$250.00 ANNUAL FEE APPLIES

Alameda County: The entire county except for the area east of **Altamont Pass**.

Contra Costa County: The entire county.

El Dorado County: The area draining into **Lake Tahoe**.

Fresno County: The cities of **Clovis** and **Fresno** and unincorporated areas for the County within the city limits of **Fresno/Clovis**.

Kern County: The city of **Bakersfield** and unincorporated areas of the County within the city limits.

Los Angeles County: The entire county except for the cities of **Avalon**, **Lancaster**, **Palmdale**, and areas with zip codes 93523, 93534, 93535, 93536, 93543, 93544, 93550, 93551, 93553, 93560, and 93563.

Orange County: The entire county.

Placer County: The area draining into **Lake Tahoe**.

Riverside County: The entire county except for the area east of the **Santa Ana Regional Board** boundary line (this area is east of the mountain crest and does not drain into the Pacific Ocean) and the **Coachella Valley**.

Sacramento County: The entire county except for the city of **Isleton**.

San Bernardino County: The entire county except for the area north and east of the **Santa Ana Regional Board** boundary line (this area is north and east of the mountain crest and does not drain into the Pacific Ocean).

San Diego County: The entire county except for the area east of the **San Diego Regional Board** boundary line (this area is east of the mountain crest and does not drain into the Pacific Ocean).

San Mateo County: The entire county.

Santa Clara County: The entire county except for the area south of and including the city of **Morgan Hill** (this area does not drain into **South San Francisco Bay**).

Solano County: The cities of **Fairfield**, **Suisun City** and **Vallejo City**

Sonoma County: The city of **Santa Rosa**.

Stanislaus County: The city of **Modesto** and unincorporated areas within the city limits.

Ventura County: The entire county.

APPENDIX B

HYDROLOGY ANALYSIS

Pre-project 10 year storm event

TIME OF CONCENTRATION AND TRAVEL TIME

Version 2.10

Project : El Dorado High School 6 User: mjs Date: 08-15-2001
County : El Dorado State: CA Checked: _____ Date: _____
Subtitle: pre-development

----- Subarea #1 - A -----

Flow Type	2 year rain	Length (ft)	Slope (ft/ft)	Surface code	n	Area (sq/ft)	Wp (ft)	Velocity (ft/sec)	Time (hr)
Sheet	2.75	300	0.167	J					0.162
Shallow Concent'd		575	0.073	U					0.037
									Time of Concentration = 0.20*
									=====

----- Subarea #2 - B -----

Flow Type	2 year rain	Length (ft)	Slope (ft/ft)	Surface code	n	Area (sq/ft)	Wp (ft)	Velocity (ft/sec)	Time (hr)
Sheet	2.75	300	0.033	J					0.310
Shallow Concent'd		937.5	0.019	u					0.117
Open Channel		562.5	0.014		.24	6.28	6.28		0.213
									Time of Concentration = 0.64*
									=====
Shallow Concent'd		937.5	0.019	u					0.117
Open Channel		562.5	0.014		.24	6.28	6.28		0.213
									Travel Time = 0.33*
									=====

----- Subarea #3 - C -----

Flow Type	2 year rain	Length (ft)	Slope (ft/ft)	Surface code	n	Area (sq/ft)	Wp (ft)	Velocity (ft/sec)	Time (hr)
Sheet	2.75	300	0.067	j					0.233
Shallow Concent'd		530	0.047	u					0.042
									Time of Concentration = 0.28*
									=====

--- Sheet Flow Surface Codes ---

A Smooth Surface	F Grass, Dense	--- Shallow Concentrated ---
B Fallow (No Res.)	G Grass, Burmuda	--- Surface Codes ---
C Cultivated < 20 % Res.	H Woods, Light	P Paved
D Cultivated > 20 % Res.	I Woods, Dense	U Unpaved
E Grass-Range, Short	J Range, Natural	

* - Generated for use by TABULAR method

TABULAR HYDROGRAPH METHOD

Version 2.10

Project : El Dorado High School 6 User: mjs Date: 08-15-2001
 County : El Dorado State: CA Checked: _____ Date: _____
 Subtitle: pre-development

Total watershed area: 0.104 sq mi Rainfall type: IA Frequency: 10 years

	----- Subareas -----		
	A	B	C
Area(sq mi)	0.04	0.04	0.02
Rainfall(in)	3.8	3.8	3.8
Curve number	80	74	80
Runoff(in)	1.84	1.42	1.84
Tc (hrs)	0.20*	0.64*	0.28*
(Used)	0.20	0.75	0.30
TimeToOutlet	0.33*	0.00	0.33*
(Used)	0.30	0.00	0.30
Ia/P	0.13	0.19	0.13

Time (hr)	Total Flow	----- Subarea Contribution to Total Flow (cfs) -----		
		A	B	C
7.0	3	1	1	1
7.3	4	2	1	1
7.6	4	2	1	1
7.9	5	3	1	1
8.0	8	4	2	2
8.1	9	5	2	2
8.2	13	7	3	3
8.3	15	8	3	4
8.4	18	9P	4	5P
8.5	19P	9	5P	5
8.6	18	8	5	5
8.7	17	7	5	5
8.8	15	6	5	4
9.0	13	5	5	3
9.2	12	5	4	3
9.4	11	4	4	3
9.6	10	4	4	2
9.8	8	3	3	2
10.0	8	3	3	2
10.3	8	3	3	2
10.6	8	3	3	2
11.0	7	3	2	2
11.5	7	3	2	2
12.0	7	3	2	2
12.5	5	2	2	1
13.0	5	2	2	1
13.5	5	2	2	1
14.0	5	2	2	1
15.0	5	2	2	1
16.0	5	2	2	1
18.0	5	2	2	1

22.0 5 2 2 1

P - Peak Flow * - value(s) provided from TR-55 system routines

Pre-project 100 year storm event

TIME OF CONCENTRATION AND TRAVEL TIME

Version 2.10

Project : El Dorado High School 6 User: mjs Date: 08-15-2001
County : El Dorado State: CA Checked: _____ Date: _____
Subtitle: pre-development

----- Subarea #1 - A -----

Flow Type	2 year rain	Length (ft)	Slope (ft/ft)	Surface code	n	Area (sq/ft)	Wp (ft)	Velocity (ft/sec)	Time (hr)
Sheet	2.75	300	0.167	J					0.162
Shallow Concent'd		575	0.073	U					0.037
									Time of Concentration = 0.20*
									=====

----- Subarea #2 - B -----

Flow Type	2 year rain	Length (ft)	Slope (ft/ft)	Surface code	n	Area (sq/ft)	Wp (ft)	Velocity (ft/sec)	Time (hr)
Sheet	2.75	300	0.033	J					0.310
Shallow Concent'd		937.5	0.019	u					0.117
Open Channel		562.5	0.014		.24	6.28	6.28		0.213
									Time of Concentration = 0.64*
									=====
Shallow Concent'd		937.5	0.019	u					0.117
Open Channel		562.5	0.014		.24	6.28	6.28		0.213
									Travel Time = 0.33*
									=====

----- Subarea #3 - C -----

Flow Type	2 year rain	Length (ft)	Slope (ft/ft)	Surface code	n	Area (sq/ft)	Wp (ft)	Velocity (ft/sec)	Time (hr)
Sheet	2.75	300	0.067	j					0.233
Shallow Concent'd		530	0.047	u					0.042
									Time of Concentration = 0.28*
									=====

- Sheet Flow Surface Codes ---
- | | | |
|--------------------------|------------------|------------------------------|
| A Smooth Surface | F Grass, Dense | --- Shallow Concentrated --- |
| B Fallow (No Res.) | G Grass, Bermuda | --- Surface Codes --- |
| C Cultivated < 20 % Res. | H Woods, Light | P Paved |
| D Cultivated > 20 % Res. | I Woods, Dense | U Unpaved |
| E Grass-Range, Short | J Range, Natural | |

* - Generated for use by TABULAR method

TABULAR HYDROGRAPH METHOD

Version 2.10

Project : El Dorado High School 6 User: mjs Date: 08-15-2001
 County : El Dorado State: CA Checked: _____ Date: _____
 Subtitle: pre-development

Total watershed area: 0.104 sq mi Rainfall type: IA Frequency: 100 years

	----- Subareas -----		
	A	B	C
Area(sq mi)	0.04	0.04	0.02
Rainfall(in)	5.5	5.5	5.5
Curve number	80	74	80
Runoff(in)	3.33	2.77	3.33
Tc (hrs)	0.20*	0.64*	0.28*
(Used)	0.20	0.75	0.30
TimeToOutlet	0.33*	0.00	0.33*
(Used)	0.30	0.00	0.30
Ia/P	0.09	0.13	0.09
(Used)	0.10	0.13	0.10

Time (hr)	Total Flow	----- Subarea Contribution to Total Flow (cfs) -----		
		A	B	C
7.0	7	3	2	2
7.3	8	3	3	2
7.6	9	4	3	2
7.9	13	6	4	3
8.0	17	8	5	4
8.1	22	11	6	5
8.2	28	14	8	6
8.3	33	16	9	8
8.4	38	18P	11	9
8.5	40P	18	12	10P
8.6	39	16	13P	10
8.7	37	14	13	10
8.8	33	12	12	9
9.0	28	10	11	7
9.2	24	9	9	6
9.4	21	8	8	5
9.6	20	7	8	5
9.8	17	6	7	4
10.0	16	6	6	4
10.3	15	6	6	3
10.6	13	5	5	3
11.0	13	5	5	3
11.5	13	5	5	3
12.0	11	4	4	3
12.5	11	4	4	3
13.0	11	4	4	3
13.5	10	4	4	2
14.0	10	4	4	2
15.0	10	4	4	2
16.0	10	4	4	2

18.0	8	3	3	2
22.0	8	3	3	2

P - Peak Flow * - value(s) provided from TR-55 system routines

Post-project 10-year storm event

TIME OF CONCENTRATION AND TRAVEL TIME

Version 2.10

Project : El Dorado High School 6 User: mjs Date: 08-15-2001
 County : El Dorado State: CA Checked: _____ Date: _____
 Subtitle: post-development

```
----- Subarea #1 - A -----
Flow Type   2 year   Length   Slope   Surface   n   Area   Wp   Velocity   Time
             rain      (ft)     (ft/ft) code   (sq/ft) (ft) (ft/sec) (hr)
-----
Sheet        2.75      300      0.005   a                0.091
Shallow Concent'd 1062      0.025   p                0.092
                                           Time of Concentration = 0.18*
                                           =====
```

```
----- Subarea #2 - B -----
Flow Type           Length   Slope   Surface   n   Area   Wp   Velocity   Time
                    (ft)     (ft/ft) code   (sq/ft) (ft) (ft/sec) (hr)
-----
Shallow Concent'd 1750      0.015   p                0.195
                                           Time of Concentration = 0.20
                                           =====

Shallow Concent'd 1750      0.015   p                0.195
                                           Travel Time = 0.20
                                           =====
```

```
----- Subarea #3 - C -----
Flow Type   2 year   Length   Slope   Surface   n   Area   Wp   Velocity   Time
             rain      (ft)     (ft/ft) code   (sq/ft) (ft) (ft/sec) (hr)
-----
Sheet        2.75      300      0.005   j                0.659
Shallow Concent'd 187      0.053   p                0.011
                                           Time of Concentration = 0.67*
                                           =====
```

- ```
--- Sheet Flow Surface Codes ---
A Smooth Surface F Grass, Dense --- Shallow Concentrated ---
B Fallow (No Res.) G Grass, Burmuda --- Surface Codes ---
C Cultivated < 20 % Res. H Woods, Light P Paved
D Cultivated > 20 % Res. I Woods, Dense U Unpaved
E Grass-Range, Short J Range, Natural
```

\* - Generated for use by TABULAR method

TABULAR HYDROGRAPH METHOD

Version 2.10

Project : El Dorado High School 6                      User: mjs                      Date: 08-15-2001  
 County : El Dorado                                      State: CA                      Checked: \_\_\_\_\_                      Date: \_\_\_\_\_  
 Subtitle: post-development

Total watershed area: 0.104 sq mi    Rainfall type: IA    Frequency: 10 years

|              | ----- Subareas ----- |      |       |
|--------------|----------------------|------|-------|
|              | A                    | B    | C     |
| Area(sq mi)  | 0.04                 | 0.04 | 0.02  |
| Rainfall(in) | 3.8                  | 3.8  | 3.8   |
| Curve number | 92                   | 83   | 82    |
| Runoff(in)   | 2.88                 | 2.07 | 1.99  |
| Tc (hrs)     | 0.18*                | 0.20 | 0.67* |
| (Used)       | 0.20                 | 0.20 | 0.75  |
| TimeToOutlet | 0.20                 | 0.00 | 0.20  |
| Ia/P         | 0.05                 | 0.11 | 0.12  |
| (Used)       | 0.10                 | 0.11 | 0.12  |

| Time (hr) | Total Flow | ----- Subarea Contribution to Total Flow (cfs) ----- |     |    |
|-----------|------------|------------------------------------------------------|-----|----|
|           |            | A                                                    | B   | C  |
| 7.0       | 6          | 3                                                    | 2   | 1  |
| 7.3       | 7          | 3                                                    | 3   | 1  |
| 7.6       | 9          | 4                                                    | 4   | 1  |
| 7.9       | 19         | 7                                                    | 11  | 1  |
| 8.0       | 23         | 10                                                   | 12  | 1  |
| 8.1       | 28         | 13                                                   | 13P | 2  |
| 8.2       | 30P        | 15                                                   | 13  | 2  |
| 8.3       | 29         | 16P                                                  | 11  | 2  |
| 8.4       | 27         | 15                                                   | 9   | 3  |
| 8.5       | 25         | 13                                                   | 8   | 4  |
| 8.6       | 22         | 11                                                   | 7   | 4  |
| 8.7       | 21         | 10                                                   | 6   | 5P |
| 8.8       | 20         | 9                                                    | 6   | 5  |
| 9.0       | 19         | 8                                                    | 6   | 5  |
| 9.2       | 16         | 7                                                    | 5   | 4  |
| 9.4       | 15         | 6                                                    | 5   | 4  |
| 9.6       | 13         | 6                                                    | 4   | 3  |
| 9.8       | 12         | 5                                                    | 4   | 3  |
| 10.0      | 12         | 5                                                    | 4   | 3  |
| 10.3      | 11         | 5                                                    | 4   | 2  |
| 10.6      | 10         | 4                                                    | 4   | 2  |
| 11.0      | 9          | 4                                                    | 3   | 2  |
| 11.5      | 9          | 4                                                    | 3   | 2  |
| 12.0      | 9          | 4                                                    | 3   | 2  |
| 12.5      | 9          | 4                                                    | 3   | 2  |
| 13.0      | 8          | 3                                                    | 3   | 2  |
| 13.5      | 8          | 3                                                    | 3   | 2  |
| 14.0      | 8          | 3                                                    | 3   | 2  |
| 15.0      | 7          | 3                                                    | 3   | 1  |
| 16.0      | 7          | 3                                                    | 3   | 1  |
| 18.0      | 6          | 3                                                    | 2   | 1  |

22.0      5      2      2      1

P - Peak Flow      \* - value(s) provided from TR-55 system routines

**Post-project 100-year storm event**

TIME OF CONCENTRATION AND TRAVEL TIME

Version 2.10

Project : El Dorado High School 6                                    User: mjs            Date: 08-15-2001  
County : El Dorado                                                    State: CA            Checked: \_\_\_\_\_            Date: \_\_\_\_\_  
Subtitle: post-development

```
----- Subarea #1 - A -----
Flow Type 2 year Length Slope Surface n Area Wp Velocity Time
 rain (ft) (ft/ft) code (sq/ft) (ft) (ft/sec) (hr)

Sheet 2.75 300 0.005 a 0.091
Shallow Concent'd 1062 0.025 p 0.092
 Time of Concentration = 0.18*
 =====
```

```
----- Subarea #2 - B -----
Flow Type Length Slope Surface n Area Wp Velocity Time
 (ft) (ft/ft) code (sq/ft) (ft) (ft/sec) (hr)

Shallow Concent'd 1750 0.015 p 0.195
 Time of Concentration = 0.20
 =====

Shallow Concent'd 1750 0.015 p 0.195
 Travel Time = 0.20
 =====
```

```
----- Subarea #3 - C -----
Flow Type 2 year Length Slope Surface n Area Wp Velocity Time
 rain (ft) (ft/ft) code (sq/ft) (ft) (ft/sec) (hr)

Sheet 2.75 300 0.005 j 0.659
Shallow Concent'd 187 0.053 p 0.011
 Time of Concentration = 0.67*
 =====
```

- ```
--- Sheet Flow Surface Codes ---
A Smooth Surface                F Grass, Dense                --- Shallow Concentrated ---
B Fallow (No Res.)             G Grass, Burmuda             --- Surface Codes        ---
C Cultivated < 20 % Res.       H Woods, Light                P Paved
D Cultivated > 20 % Res.       I Woods, Dense                U Unpaved
E Grass-Range, Short            J Range, Natural
```

* - Generated for use by TABULAR method

TABULAR HYDROGRAPH METHOD

Version 2.10

Project : El Dorado High School 6 User: mjs Date: 08-15-2001
 County : El Dorado State: CA Checked: _____ Date: _____
 Subtitle: post-development

Total watershed area: 0.104 sq mi Rainfall type: IA Frequency: 100 years

	----- Subareas -----		
	A	B	C
Area(sq mi)	0.04	0.04	0.02
Rainfall(in)	5.5	5.5	5.5
Curve number	92	83	82
Runoff(in)	4.58	3.63	3.53
Tc (hrs)	0.18*	0.20	0.67*
(Used)	0.20	0.20	0.75
TimeToOutlet	0.20	0.00	0.20
Ia/P	0.03	0.07	0.08
(Used)	0.10	0.10	0.10

Time (hr)	Total Flow	----- Subarea Contribution to Total Flow (cfs) -----		
		A	B	C
7.0	11	5	4	2
7.3	12	5	5	2
7.6	16	7	7	2
7.9	34	12	19	3
8.0	42	17	22	3
8.1	48	21	24P	3
8.2	52P	24	24	4
8.3	50	25P	20	5
8.4	46	24	16	6
8.5	42	21	14	7
8.6	38	18	12	8
8.7	36	16	11	9P
8.8	33	14	10	9
9.0	31	12	10	9
9.2	28	11	9	8
9.4	25	10	8	7
9.6	22	9	7	6
9.8	20	8	7	5
10.0	20	8	7	5
10.3	19	8	7	4
10.6	17	7	6	4
11.0	16	7	6	3
11.5	15	6	6	3
12.0	14	6	5	3
12.5	14	6	5	3
13.0	14	6	5	3
13.5	14	6	5	3
14.0	13	5	5	3
15.0	13	5	5	3
16.0	12	5	5	2
18.0	11	5	4	2

22.0 9 4 3 2

P - Peak Flow * - value(s) provided from TR-55 system routines

APPENDIX C

AIR QUALITY ANALYSIS

output-const-2010

Page: 1

URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2010.urb
Project Name: El Dorado High School Project
Project Location: Mountain Counties and Rural Counties

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10
SOX				
TOTALS (lbs/day, unmitigated)	97.97	526.05	0.00	553.71
55.04				

Page: 2

URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2010.urb
Project Name: El Dorado High School Project
Project Location: Mountain Counties and Rural Counties

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10
SOX				
TOTALS (lbs/day, unmitigated)	97.97	526.05	0.00	553.71
55.04				

Page: 3

output-const-2010

URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2010.urb
Project Name: El Dorado High School Project
Project Location: Mountain Counties and Rural Counties

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10
SOX				
TOTALS (tpy, unmitigated)	16.38	80.92	0.00	70.90
8.33				

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2010.urb
Project Name: El Dorado High School Project
Project Location: Mountain Counties and Rural Counties

DETAIL REPORT
(Pounds/Day - Winter)

Total Land Use Area to be Developed (Estimated): 0 acres
Retail/Office/Institutional Square Footage: 0
Single Family Units: 0 Multi-family Units: 0

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
SOX				
Demolition	-	-	-	0.00
-				
Site Grading	22.07	262.38	-	524.42
29.88				
Const. Worker Trips	0.00	0.00	0.00	0.00
-				

Page 2

output-const-2010

Stationary Equip 0.00	0.34	0.27	-	0.02
Mobile Equip. - Gas 2.36	52.18	55.08	-	4.86
Mobile Equip. - Diesel 22.79	22.07	208.30	-	24.42
Architectural Coatings -	0.00	-	-	-
Asphalt Offgassing -	1.31	-	-	-
TOTALS (lbs/day, unmitigated) 55.04	97.97	526.05	0.00	553.71

Page: 5

Changes made to the default values for Construction

The asphalt option switch changed from off to on.
 The construction year changed from 2000 to 2010.
 The length of construction period changed from 250 to 365.
 The construction mitigation measure option switch changed from on to off.
 The site grading max daily acreage estimate changed from 50 to 50.
 The site grading fork lift 50 HP total vehicles changed from 2 to 2.
 The site grading fork lift 175 HP total vehicles changed from 2 to 2.
 The site grading truck: off hwy total vehicles changed from 2 to 2.
 The site grading tracked loader total vehicles changed from 2 to 2.
 The site grading tracked tractor total vehicles changed from 2 to 2.
 The site grading scraper total vehicles changed from 2 to 2.
 The site grading wheeled dozer total vehicles changed from 2 to 2.
 The site grading wheeled loader total vehicles changed from 2 to 2.
 The site grading wheeled tractor total vehicles changed from 2 to 2.
 The site grading roller total vehicles changed from 1 to 1.
 The site grading motor grader total vehicles changed from 2 to 2.
 The worker construction year changed from 2000 to 2010.
 The asphalt acres to be paved changed from 1 to 5.
 The mobile gas fork lift 50 HP total vehicles changed from 2 to 2.
 The mobile gas fork lift 175 HP total vehicles changed from 2 to 2.
 The mobile gas wheeled loader total vehicles changed from 2 to 2.
 The mobile gas wheeled tractor total vehicles changed from 2 to 2.
 The mobile gas roller total vehicles changed from 1 to 1.
 The mobile gas motor grader total vehicles changed from 2 to 2.
 The mobile diesel fork lift 50 HP total vehicles changed from 2 to 2.

output-const-2010

The mobile diesel fork lift 175 HP total vehicles changed from to 2.
 The mobile diesel truck: off hwy total vehicles changed from to 2.
 The mobile diesel tracked loader total vehicles changed from to 2.
 The mobile diesel tracked tractor total vehicles changed from to 2
 .
 The mobile diesel scraper total vehicles changed from to 2.
 The mobile diesel wheeled dozer total vehicles changed from to 2.
 The mobile diesel wheeled loader total vehicles changed from to 2.
 The mobile diesel wheeled tractor total vehicles changed from to 2
 .
 The mobile diesel roller total vehicles changed from to 1.
 The mobile diesel motor grader total vehicles changed from to 2.

Page: 6

URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2010.urb
 Project Name: El Dorado High School Project
 Project Location: Mountain Counties and Rural Counties
 S

DETAIL REPORT
(Pounds/Day - Summer)

Total Land Use Area to be Developed (Estimated): 0 acres
 Retail/Office/Institutional Square Footage: 0
 Single Family Units: 0 Multi-family Units: 0

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
SOX				
Demolition	-	-	-	0.00
-				
Site Grading	22.07	262.38	-	524.42
29.88				
Const. Worker Trips	0.00	0.00	0.00	0.00
-				
Stationary Equip	0.34	0.27	-	0.02
0.00				
Mobile Equip. - Gas	52.18	55.08	-	4.86
2.36				
Mobile Equip. - Diesel	22.07	208.30	-	24.42

output-const-2010

22.79				
Architectural Coatings	0.00	-	-	-
-				
Asphalt Offgassing	1.31	-	-	-
-				
TOTALS (lbs/day, unmitigated)	97.97	526.05	0.00	553.71
55.04				

Page: 7

Changes made to the default values for Construction

- The asphalt option switch changed from off to on.
- The construction year changed from 2000 to 2010.
- The length of construction period changed from 250 to 365.
- The construction mitigation measure option switch changed from on to off.
- The site grading max daily acreage estimate changed from to 50.
- The site grading fork lift 50 HP total vehicles changed from to 2.
- The site grading fork lift 175 HP total vehicles changed from to 2.
- The site grading truck: off hwy total vehicles changed from to 2.
- The site grading tracked loader total vehicles changed from to 2.
- The site grading tracked tractor total vehicles changed from to 2.
- The site grading scraper total vehicles changed from to 2.
- The site grading wheeled dozer total vehicles changed from to 2.
- The site grading wheeled loader total vehicles changed from to 2.
- The site grading wheeled tractor total vehicles changed from to 2.
- The site grading roller total vehicles changed from to 1.
- The site grading motor grader total vehicles changed from to 2.
- The worker construction year changed from 2000 to 2010.
- The asphalt acres to be paved changed from 1 to 5.
- The mobile gas fork lift 50 HP total vehicles changed from to 2.
- The mobile gas fork lift 175 HP total vehicles changed from to 2.
- The mobile gas wheeled loader total vehicles changed from to 2.
- The mobile gas wheeled tractor total vehicles changed from to 2.
- The mobile gas roller total vehicles changed from to 1.
- The mobile gas motor grader total vehicles changed from to 2.
- The mobile diesel fork lift 50 HP total vehicles changed from to 2.
- The mobile diesel fork lift 175 HP total vehicles changed from to 2.
- The mobile diesel truck: off hwy total vehicles changed from to 2.
- The mobile diesel tracked loader total vehicles changed from to 2.

output-const-2010

The mobile diesel tracked tractor total vehicles changed from to 2
 The mobile diesel scraper total vehicles changed from to 2.
 The mobile diesel wheeled dozer total vehicles changed from to 2.
 The mobile diesel wheeled loader total vehicles changed from to 2.
 The mobile diesel wheeled tractor total vehicles changed from to 2
 The mobile diesel roller total vehicles changed from to 1.
 The mobile diesel motor grader total vehicles changed from to 2.

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2010.urb
 Project Name: El Dorado High School Project
 Project Location: Mountain Counties and Rural Counties

DETAIL REPORT
(Tons/Year)

Total Land Use Area to be Developed (Estimated): 0 acres
 Retail/Office/Institutional Square Footage: 0
 Single Family Units: 0 Multi-family Units: 0

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
SOX				
Demolition	-	-	-	0.00
-				
Site Grading	2.76	32.80	-	65.55
3.74				
Const. Worker Trips	0.00	0.00	0.00	0.00
-				
Stationary Equip	0.06	0.05	-	0.00
0.00				
Mobile Equip. - Gas	9.52	10.05	-	0.89
0.43				
Mobile Equip. - Diesel	4.03	38.02	-	4.46
4.16				
Architectural Coatings	0.00	-	-	-
-				
Asphalt Offgassing	0.01	-	-	-
-				

output-const-2010

TOTALS (tpy, unmitigated)	16.38	80.92	0.00	70.90
8.33				

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Changes made to the default values for Construction

The asphalt option switch changed from off to on.
The construction year changed from 2000 to 2010.
The length of construction period changed from 250 to 365.
The construction mitigation measure option switch changed from on to off.
The site grading max daily acreage estimate changed from to 50.
The site grading fork lift 50 HP total vehicles changed from to 2.
The site grading fork lift 175 HP total vehicles changed from to 2.
.
The site grading truck: off hwy total vehicles changed from to 2.
The site grading tracked loader total vehicles changed from to 2.
The site grading tracked tractor total vehicles changed from to 2.
The site grading scraper total vehicles changed from to 2.
The site grading wheeled dozer total vehicles changed from to 2.
The site grading wheeled loader total vehicles changed from to 2.
The site grading wheeled tractor total vehicles changed from to 2.
The site grading roller total vehicles changed from to 1.
The site grading motor grader total vehicles changed from to 2.
The worker construction year changed from 2000 to 2010.
The asphalt acres to be paved changed from 1 to 5.
The mobile gas fork lift 50 HP total vehicles changed from to 2.
The mobile gas fork lift 175 HP total vehicles changed from to 2.
The mobile gas wheeled loader total vehicles changed from to 2.
The mobile gas wheeled tractor total vehicles changed from to 2.
The mobile gas roller total vehicles changed from to 1.
The mobile gas motor grader total vehicles changed from to 2.
The mobile diesel fork lift 50 HP total vehicles changed from to 2.
.
The mobile diesel fork lift 175 HP total vehicles changed from to 2.
The mobile diesel truck: off hwy total vehicles changed from to 2.
The mobile diesel tracked loader total vehicles changed from to 2.
The mobile diesel tracked tractor total vehicles changed from to 2.
.
The mobile diesel scraper total vehicles changed from to 2.
The mobile diesel wheeled dozer total vehicles changed from to 2.
The mobile diesel wheeled loader total vehicles changed from to 2.

output-const-2010

The mobile diesel wheeled tractor total vehicles changed from to 2

The mobile diesel roller total vehicles changed from to 1.

The mobile diesel motor grader total vehicles changed from to 2.

output-oper-2010 for 2013

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2013-oper.
urb
Project Name: El Dorado High School Project
Project Location: Mountain Counties and Rural Counties

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10
SOX				
TOTALS (lbs/day, unmitigated)	0.03	0.01	0.28	0.00
0.00				

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10
TOTALS (ppd, unmitigated)	43.69	33.70	175.05	18.74

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2013-oper.
urb
Project Name: El Dorado High School Project
Project Location: Mountain Counties and Rural Counties

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10
SOX				
TOTALS (lbs/day, unmitigated)	0.00	0.00	0.00	0.00
0.00				

output-oper-2010 for 2013

OPERATIONAL (VEHICLE) EMISSION ESTIMATES				
	ROG	NOx	CO	PM10
TOTALS (ppd, unmitigated)	52.64	41.14	284.72	18.74

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2013-oper.urb
 Project Name: El Dorado High School Project
 Project Location: Mountain Counties and Rural Counties

SUMMARY REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES				
	ROG	NOx	CO	PM10
TOTALS (tpy, unmitigated)	0.00	0.00	0.02	0.00
SOX				
0.00				

OPERATIONAL (VEHICLE) EMISSION ESTIMATES				
	ROG	NOx	CO	PM10
TOTALS (tpy, unmitigated)	8.52	6.60	38.62	3.42

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2013-oper.urb
 Project Name: El Dorado High School Project
 Project Location: Mountain Counties and Rural Counties

DETAIL REPORT
(Pounds/Day - Winter)

output-oper-2010 for 2013

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)				
Source	ROG	NOx	CO	PM10
SOX				
Natural Gas	0.00	0.00	0.00	0.00
-				
Wood Stoves	0.00	0.00	0.00	0.00
0.00				
Fireplaces	0.00	0.00	0.00	0.00
0.00				
Landscaping - No winter emissions				
Consumer Prdcts	0.00	-	-	-
-				
TOTALS (lbs/day, unmitigated)	0.00	0.00	0.00	0.00
0.00				

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UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO
PM10			
High school	52.64	41.14	284.72
18.74			
TOTAL EMISSIONS (lbs/day)	52.64	41.14	284.72
18.74			

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size
Total Trips		
High school	1.79 trips / students	1,980.00
3,544.20		

output-oper-2010 for 2013

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Di
esel				
Light Duty Autos	70.00	1.16	98.58	
0.26				
Light Duty Trucks	20.00	0.13	99.54	
0.33				
Medium Duty Trucks	5.00	1.44	98.56	
-				
Lite-Heavy Duty Trucks	0.50	19.56	40.00	
40.44				
Med.-Heavy Duty Trucks	0.50	19.56	40.00	
40.44				
Heavy-Heavy Trucks	0.00	-	-	1
00.00				
Urban Buses	2.00	-	-	1
00.00				
Motorcycles	2.00	100.00% all fuels		
Travel Conditions				
		Residential		Comme
rcial				
		Home-	Home-	Home-
		Work	Shop	Other
Work Customer				Commute
Urban Trip Length (miles)	10.8	7.3	7.5	9.5
7.4	7.4			
Rural Trip Length (miles)	16.8	7.1	7.9	14.7
6.6	6.6			
Trip Speeds (mph)	35.0	35.0	35.0	35.0
5.0	35.0			3
% of Trips - Residential	32.9	18.0	49.1	
% of Trips - Commercial (by land use)				
High school				10.0
5.0	85.0			

Page: 6

Changes made to the default values for Area

The wood stove option switch changed from on to off.

output-oper-2010 for 2013

The fireplcase option switch changed from on to off.
 The landscape option switch changed from off to on.
 The area souce mitigation measure option switch changed from on to off.
 The landscape year changed from 2000 to 2013.
 Changes made to the default values for Operations

The mitigation option switch changed from on to off.
 The light duty auto percentage changed from 75.00 to 70.00.
 The light duty truck percentage changed from 10.00 to 20.00.
 The medium duty truck percentage changed from 3.00 to 5.00.
 The light heavy duty truck percentage changed from 1.00 to 0.50.
 The medium heavy duty truck percentage changed from 1.00 to 0.50.
 The heavy heavy duty truck percentage changed from 5.00 to 0.00.
 The motorcycle percentage changed from 3.00 to 2.00.
 The operational emission year changed from 2000 to 2010.
 The operational winter temperature changed from 75 to 50.
 The operational winter selection item changed from 6 to 2.
 The operational summer temperature changed from 75 to 85.
 The travel mode environment settings changed from both to: none

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2013-oper.urb
 Project Name: El Dorado High School Project
 Project Location: Mountain Counties and Rural Countie
 s

DETAIL REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)				
Source	ROG	NOx	CO	PM10
SOX				
Natural Gas	0.00	0.00	0.00	0.00
-				
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.03	0.01	0.28	0.00
0.00				
Consumer Prdcts	0.00	-	-	-
-				

output-oper-2010 for 2013

TOTALS (lbs/day, unmitigated)	0.03	0.01	0.28	0.00
0.00				

Page: 8

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO
PM10			
High school	43.69	33.70	175.05
18.74			
TOTAL EMISSIONS (lbs/day)	43.69	33.70	175.05
18.74			

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size
Total Trips		
High school	1.79 trips / students	1,980.00
3,544.20		

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Di
esel				
Light Duty Autos	70.00	1.16	98.58	
0.26				
Light Duty Trucks	20.00	0.13	99.54	
0.33				
Medium Duty Trucks	5.00	1.44	98.56	

output-oper-2010 for 2013

Lite-Heavy Duty Trucks 40.44	0.50	19.56	40.00		
Med.-Heavy Duty Trucks 40.44	0.50	19.56	40.00		
Heavy-Heavy Trucks 00.00	0.00	-	-		1
Urban Buses 00.00	2.00	-	-		1
Motorcycles Travel Conditions	2.00	100.00% all fuels			
		Residential		Comme	
rcial					
	Home- Work	Home- Shop	Home- Other	Commute	Non-
Work Customer					
Urban Trip Length (miles) 7.4 7.4	10.8	7.3	7.5	9.5	
Rural Trip Length (miles) 6.6 6.6	16.8	7.1	7.9	14.7	
Trip Speeds (mph) 5.0 35.0	35.0	35.0	35.0	35.0	3
% of Trips - Residential	32.9	18.0	49.1		
% of Trips - Commercial (by land use)					
High school				10.0	
5.0 85.0					

Page: 9

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplace option switch changed from on to off.
The landscape option switch changed from off to on.
The area source mitigation measure option switch changed from on to off.
The landscape year changed from 2000 to 2013.

Changes made to the default values for Operations

The mitigation option switch changed from on to off.
The light duty auto percentage changed from 75.00 to 70.00.
The light duty truck percentage changed from 10.00 to 20.00.
The medium duty truck percentage changed from 3.00 to 5.00.
The light heavy duty truck percentage changed from 1.00 to 0.50.

output-oper-2010 for 2013

The medium heavy duty truck percentage changed from 1.00 to 0.50.
 The heavy heavy duty truck percentage changed from 5.00 to 0.00.
 The motorcycle percentage changed from 3.00 to 2.00.
 The operational emission year changed from 2000 to 2010.
 The operational winter temperature changed from 75 to 50.
 The operational winter selection item changed from 6 to 2.
 The operational summer temperature changed from 75 to 85.
 The travel mode environment settings changed from both to: none

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URBEMIS 7G For Windows 5.1.0

File Name: F:\El Dorado High School\2013-oper.urb
 Project Name: El Dorado High School Project
 Project Location: Mountain Counties and Rural Counties

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES	ROG	NOx	CO	PM10
Source				
SOX				
Natural Gas	0.00	0.00	0.00	0.00
-				
Wood Stoves	0.00	0.00	0.00	0.00
0.00				
Fireplaces	0.00	0.00	0.00	0.00
0.00				
Landscaping	0.00	0.00	0.02	0.00
0.00				
Consumer Prdcts	0.00	-	-	-
-				
TOTALS (tpy, unmitigated)	0.00	0.00	0.02	0.00
0.00				

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output-oper-2010 for 2013

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO
PM10 High school 3.42	8.52	6.60	38.62
TOTAL EMISSIONS (tons/year) 3.42	8.52	6.60	38.62

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 85 Season: Annual

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type Total Trips	Trip Rate	Size
High school 3,544.20	1.79 trips / students	1,980.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Di
esl				
Light Duty Autos 0.26	70.00	1.16	98.58	
Light Duty Trucks 0.33	20.00	0.13	99.54	
Medium Duty Trucks -	5.00	1.44	98.56	
Lite-Heavy Duty Trucks 40.44	0.50	19.56	40.00	
Med.-Heavy Duty Trucks 40.44	0.50	19.56	40.00	
Heavy-Heavy Trucks 00.00	0.00	-	-	1
Urban Buses 00.00	2.00	-	-	1
Motorcycles	2.00	100.00% all fuels		

output-oper-2010 for 2013

Travel Conditions	Residential			Comme	
	Home- Work	Home- Shop	Home- Other	Commute	Non-
Work Customer					
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	
7.4 7.4					
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	
6.6 6.6					
Trip Speeds (mph)	35.0	35.0	35.0	35.0	3
5.0 35.0					
% of Trips - Residential	32.9	18.0	49.1		
% of Trips - Commercial (by land use)					
High school				10.0	
5.0 85.0					

Page: 12

Changes made to the default values for Area

The wood stove option switch changed from on to off.
 The fireplace option switch changed from on to off.
 The landscape option switch changed from off to on.
 The area source mitigation measure option switch changed from on to off.
 The landscape year changed from 2000 to 2013.

Changes made to the default values for Operations

The mitigation option switch changed from on to off.
 The light duty auto percentage changed from 75.00 to 70.00.
 The light duty truck percentage changed from 10.00 to 20.00.
 The medium duty truck percentage changed from 3.00 to 5.00.
 The light heavy duty truck percentage changed from 1.00 to 0.50.
 The medium heavy duty truck percentage changed from 1.00 to 0.50.
 The heavy heavy duty truck percentage changed from 5.00 to 0.00.
 The motorcycle percentage changed from 3.00 to 2.00.
 The operational emission year changed from 2000 to 2010.
 The operational winter temperature changed from 75 to 50.
 The operational winter selection item changed from 6 to 2.
 The operational summer temperature changed from 75 to 85.
 The travel mode environment settings changed from both to: none

APPENDIX D

BIOLOGY REPORTS AND ANALYSIS

SUMMARY OF REVIEW OF REGIONALLY OCCURRING SPECIAL-STATUS SPECIES

EL DORADO SIXTH HIGH SCHOOL: EL DORADO COUNTY, CALIFORNIA

<i>Scientific Name</i> Common name	Listing Status USFWS/ CDFG/CNPS	General Habitat	Potential for Occurrence	Period of Identification
PLANTS				
<i>Arctostaphylos nissenana</i> Nissenan manzanita	FSC/--/1B	Closed-cone coniferous forests and chaparral habitats.	None. Suitable habitat is not present on the project site.	February - March
<i>Balsamorhiza macrolepis</i> var. <i>macrolepis</i> Big-scale balsamroot	--/--/1B	Valley/foothill grassland and cismontane woodland habitats. Sometimes found on serpentine.	Low Potential. The project site has a low potential to support this species.	March - June
<i>Botrychium ascendens</i> Upswept moonwort	FSC/--/2	Lower montane coniferous forests near springs and creeks.	None. Suitable habitat is not present on the project site.	July - August
<i>Calochortus clavatus</i> var. <i>avius</i> Pleasant Valley mariposa lily	FSC/--/1B	Lower montane coniferous forest. Often found in rocky areas.	None. Suitable habitat is not present on the project site.	June - July
<i>Calystegia stebbinsii</i> Stebbin's morning-glory	FE/CE/1B	Chaparral and cismontane woodland habitats. Endemic to the Pine Hill formation in El Dorado and Nevada counties.	None. Suitable habitat is not present on the project site.	May - June
<i>Carex limosa</i> Shore sedge	--/--/2	Found in floating bogs, soggy meadows, and edges of lakes.	None. Suitable habitat is not present on the project site.	June - August
<i>Ceanothus roderickii</i> Pine Hill ceanothus	FE/CR/1B	Chaparral and cismontane woodland habitats. Endemic to the Pine Hill area of El Dorado County.	None. Project site does not contain suitable habitat.	May - June
<i>Chaenactis douglasii</i> var. <i>alpina</i> Alpine dusty maidens	--/--/2	Alpine boulder and rock fields.	None. Suitable habitat is not present on the project site.	July - September
<i>Chlorogalum grandiflorum</i> Red Hills soaproot	FSC/--/1B	Cismontane woodland, chaparral, and lower montane coniferous forest habitats. Occurs on both serpentine and gabbro substrates.	None. Suitable habitat is not present on the project site.	May - June
<i>Clarkia biloba</i> ssp. <i>brandegeae</i> Brandegee's clarkia	--/--/1B	Chaparral and cismontane woodland habitats.	None. Project site does not contain suitable habitat.	May - July
<i>Draba asterophora</i> var. <i>asterophora</i> Tahoe draba	--/--/1B	Alpine boulder and rock field and subalpine coniferous forest habitats.	None. Suitable habitat is not present on the project site.	July - August

Scientific Name Common name	Listing Status USFWS/ CDFG/CNPS	General Habitat	Potential for Occurrence	Period of Identification
<i>Draba asterophora</i> var. <i>macrocarpa</i> Cup Lake draba	FSC/--/1B	Subalpine coniferous forest habitats. Known only from El Dorado County.	None. Suitable habitat is not present on the project site.	July
<i>Epilobium oregonum</i> Oregon fireweed	FSC/--/1B	Bogs and fens, meadows, lower montane coniferous forest, and upper montane coniferous forest habitats. Found in and near springs and bogs; at least sometimes on serpentine.	None. Suitable habitat is not present on the project site.	June - August
<i>Epilobium palustre</i> Marsh willowherb	--/--/2	Bogs, fens, meadows, and seeps. In California, known only from Grass Lake in El Dorado County.	None. Suitable habitat is not present on the project site.	July - August
<i>Fremontodendron decumbens</i> Pine Hill flannelbush	FE/CR/1B	Chaparral and cismontane woodland habitats. Endemic to serpentine or gabbro soils in El Dorado and Nevada counties.	None. Project site does not contain suitable habitat.	April - June
<i>Galium californicum</i> ssp. <i>sierrae</i> El Dorado bedstraw	FE/CR/1B	Cismontane woodland, chaparral, and lower montane coniferous habitats. Restricted to gabbro soils in El Dorado County.	None. Project site does not contain suitable habitat.	May - June
<i>Horkelia parryi</i> Parry's horkelia	FSC/--/1B	Chaparral and cismontane woodland habitats.	None. Project site does not contain suitable habitat.	April - June
<i>Lewisia longipetala</i> Long-petaled lewisia	FSC/--/1B	Alpine boulder and rock field and subalpine coniferous forest habitats.	None. Suitable habitat is not present on the project site.	July - August
<i>Lewisia serrata</i> Saw-toothed lewisia	FSC/--/1B	Broadleaved upland forest, lower montane coniferous forest, and riparian forest habitats. Found on shaded, moss covered north-facing metamorphic rock cliffs.	None. Suitable habitat is not present on the project site.	May - June
<i>Phacelia stebbinsii</i> Stebbin's phacelia	FSC/--/1B	Lower montane coniferous forest, cismontane woodland, riparian woodland, meadows, and seeps. Occurs among rock and rubble on metamorphic rock benches.	None. Project site does not contain suitable habitat.	June
<i>Potamogeton epiphydrus</i> ssp. <i>nuttallii</i> Nuttall's pondweed	--/--/2	Found in the shallow water of ponds, lakes, streams, and irrigation ditches.	None. Project site does not contain suitable habitat.	July - August
<i>Rorippa subumbellata</i> Tahoe yellow cress	FC/CE/1B	Known only from the shores of Lake Tahoe, California.	None. Project site does not contain suitable habitat.	June - September

Scientific Name Common name	Listing Status USFWS/ CDFG/CNPS	General Habitat	Potential for Occurrence	Period of Identification
<i>Scirpus subterminalis</i> Water bulrush	--/--/2	Found in the shallow water of montane lake margins.	None. Suitable habitat is not present on the project site.	July - August
<i>Scutellaria galericulata</i> Marsh skullcap	--/--/2	Marshes and swamps, lower montane coniferous forest, and meadows and seeps.	None. Suitable habitat is not present on the project site.	June - September
<i>Senecio layneae</i> Layne's ragwort	FT/CR/1B	Chaparral and cismontane woodland habitats. Found on ultramafic soils; occasionally along streams.	None. Project site does not contain suitable habitat.	April - July
<i>Wyethia reticulata</i> El Dorado County mule ears	FSC/--/1B	Chaparral, cismontane woodland, and lower montane coniferous forest habitats. Occurs on stony red clay and gabbro soils.	None. Project site does not contain suitable habitat.	May - July
ANIMALS				
Invertebrates				
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	FT/--	Vernal pools in the Central Valley, coast ranges, and a limited number of sites in the Transverse Ranges and Riverside County, California.	None. Project site does not contain suitable habitat.	Consult agency
<i>Desmocerus californicus dimorphus</i> Valley elderberry longhorn beetle	FT/--	Elderberry shrubs.	None. Elderberry shrubs have not been identified on the project site.	All year
<i>Lindleriella occidentalis</i> California linderiella fairy shrimp	FSC/--	Vernal pools in unplowed grasslands with old alluvial soils. Sandstone depressions.	None. The project site does not contain suitable habitat.	Consult agency
Fish				
<i>Acipenser medirostris</i> Green sturgeon	FSC/CSC	Spawn in the Sacramento River and the Klamath River. Preferred spawning substrate is large cobble, but can range from clean sand to bedrock.	None. Project site does not contain suitable habitat.	Consult agency
<i>Hypomesus transpacificus</i> Delta smelt	FT/CT	Sacramento-San Joaquin Delta.	None. Project site does not contain suitable habitat.	Consult agency
<i>Oncorhynchus clarki henshawi</i> Lahontan cutthroat trout	FT/--	Historically occurred in all accessible cold waters of the Lahontan Basin. Does not tolerate the presence of other salmonids.	None. Project site does not contain suitable habitat.	Consult agency
<i>Oncorhynchus mykiss irideus</i> Central Valley steelhead	FT/--	Sacramento and San Joaquin Rivers and their tributaries.	None. Project site does not contain suitable habitat.	Consult agency

Scientific Name Common name	Listing Status USFWS/ CDFG/CNPS	General Habitat	Potential for Occurrence	Period of Identification
<i>Charadrius montanus</i> Mountain plover	FPT/CSC	Short grass plains, low rolling grassy hills, freshly plowed fields, and newly sprouting grain fields. Often found in grazed areas and areas with burrowing rodents.	Unlikely. This species does not nest in California. Project site is unlikely to be utilized for wintering.	Consult agency
<i>Elanus leucurus</i> White-tailed kite	--/CFP	Nests in shrubs and trees adjacent to grasslands.	Low Potential. This species has a low potential to nest in the vicinity of the project site.	February - September
<i>Empidonax traillii</i> Little willow flycatcher	--/CE	Inhabits wet meadow and riparian montane habitats.	None. Project site does not contain suitable habitat.	May - August
<i>Falco peregrinus anatum</i> American peregrine falcon	FD/GE	Forages in marshes and grasslands. Nesting habitat includes high, protected cliffs and ledges, also utilizes human-made structures.	Unlikely. Project site does not contain suitable nesting habitat.	Consult agency
<i>Haliaeetus leucocephalus</i> Bald eagle	FT/CE	Ocean shorelines, lake margins, and river courses for both nesting and wintering habitat.	None. Project site does not contain suitable habitat.	Consult agency
<i>Melanerpes lewis</i> Lewis' woodpecker	FSC/--	Open oak savannahs, broken deciduous, and coniferous habitats. Requires open habitats with scattered trees and snags with cavities.	None. Project site does not contain suitable nesting habitat.	May - July
<i>Pandion haliaetus</i> Osprey	--/CSC	Ocean shore, bays, freshwater lakes, and larger streams. Generally nests in treetops within 15 miles of fish-producing body of water.	None. Suitable habitat is not present on the project site.	March - September
<i>Plegadis chihi</i> White-faced ibis	FSC/CSC	Dense tule thickets for nesting interspersed with areas of shallow water for foraging.	None. Suitable habitat is not present on the project site.	April - August
<i>Riparia riparia</i> Bank swallow	--/CT	Colonial nester; requires vertical banks/cliffs with fine-textured soils near streams, rivers, and lakes to excavate nest holes.	None. Project site does not contain suitable habitat.	Consult agency
<i>Selasphorus rufus</i> Rufous hummingbird	FSC/--	Breeds in Transition Life Zone of northwest coastal area from Oregon Border to southern Sonoma County.	None. This species does not nest within the project area.	April - July

Scientific Name Common name	Listing Status USFWS/ CDFG/CNPS	General Habitat	Potential for Occurrence	Period of Identification
<i>Speotyto cunicularia</i> Western burrowing owl	FSC/CSC	Open, dry annual or perennial grasslands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals.	Low Potential. The project site has a low potential to support this species.	Dec. 1– Jan. 31 and April 15 – July 15
<i>Spizella breweri</i> Brewer's sparrow	FSC/--	Nesting habitats include high sagebrush plains, slopes, and valleys with Great Basin sagebrush and antelope brush.	None. This species does not nest within the project area.	May - August
Mammals				
<i>Aplodontia rufa californica</i> Sierra Nevada mountain beaver	--/CSC	Dense growth of small deciduous trees and shrubs, wet soil, and abundance of forbs in the Sierra Nevada and East Slope.	None. The project site does not contain suitable habitat.	Consult agency
<i>Corynorhinus townsendii townsendii</i> Pacific western big-eared bat	FSC/CSC	Humid coastal regions of northern and central California. Roost in limestone caves, lava tubes, mines, buildings, etc.	Unlikely. Suitable roosting habitat does not occur on the project site. Project area is unlikely to be utilized for foraging.	Consult agency
<i>Euderma maculatum</i> Spotted bat	FSC/CSC	Occurs in arid deserts, mixed conifer forests, and grasslands. Prefers cliffs, rock crevices for roosting.	Unlikely. Suitable roosting habitat does not occur on the project site. Rare species in California.	Consult agency
<i>Eumops perotis californicus</i> Greater western mastiff-bat	FSC/CSC	Many open habitats including conifer and deciduous woodlands, coastal scrub, grassland, and chaparral. Roost in crevices in cliff faces, high buildings, trees, and tunnels.	Unlikely. Suitable roosting habitat does not occur on the project site.	Consult agency
<i>Gulo gulo luteus</i> California wolverine	--/CT	A variety of high elevation habitats. Uses caves, logs, and burrows for cover and denning sites. This species can travel long distances.	None. The project site does not contain suitable habitat.	Consult agency
<i>Martes americana</i> Pine marten	FSC/CSC	Inhabits mixed evergreen forests with high canopy cover of lodgepole pine, mixed conifer, Jeffery pine, and eastside pine. Prefers old growth and areas of limited human disturbance.	None. The project site does not contain suitable habitat.	Consult agency
<i>Martes pennanti pacifica</i> Pacific fisher	FSC/CSC	Occupies mature coniferous forests and deciduous-riparian habitats that have high percentage of canopy closure. This species has a large home range.	None. The project site does not contain suitable habitat.	Consult agency
<i>Myotis ciliolabrum</i> Small-footed myotis bat	FSC/--	Common bat of arid uplands preferring open stands, brushy, and woodland habitats. Use caves, mines, buildings, bark, and crevices to roost.	None. Suitable roosting habitat does not occur on the project site. Project area is unlikely to be utilized for foraging.	Consult agency

Scientific Name Common name	Listing Status USFWS/ CDFG/CNPS	General Habitat	Potential for Occurrence	Period of Identification
<i>Myotis evotis</i> Long-eared myotis bat	FSC/--	Found in brush, woodland, and forest habitats. Nursery colonies in buildings, crevices, spaces under bark, and snags; caves are used primarily as night roosts.	None. Suitable roosting habitat does not occur on the project site. Project area is unlikely to be utilized for foraging.	Consult agency
<i>Myotis thysanodes</i> Fringed myotis bat	FSC/--	Found in a wide variety of habitats. Use caves, mines, buildings, and crevices for maternity colonies and roosts.	None. Rare species, relatively few records for California.	Consult agency
<i>Myotis volans</i> Long-legged myotis bat	FSC/--	Primarily in woodland and forest habitats above 4000 feet. Trees are important day roosts; uses caves and mines for night roosts.	None. Generally associated with forested habitats.	Consult agency
<i>Myotis yumanensis</i> Yuma myotis bat	FSC/--	Inhabits open forests and woodlands. Distribution is closely tied to bodies of water. Maternity colonies occur in caves, mines, buildings, or crevices.	None. Suitable roosting habitat does not occur on the project site. Project area is unlikely to be utilized for foraging.	Consult agency
<i>Perognathus inornatus inornatus</i> San Joaquin pocket mouse	FSC/--	Typically found in grasslands and blue oak savanna, needs friable soils.	None. Project site is outside the range of this species.	Consult agency
<i>Vulpes vulpes necator</i> Sierra Nevada red fox	FSC/CT	Occupies mixed conifer, alpine shrub, red fir, and subalpine conifer habitats.	None. The project site does not contain suitable habitat.	Consult agency

STATUS CODES:

FEDERAL: (U.S. Fish and Wildlife Service)

- FE = Listed as Endangered by the Federal Government
- FT = Listed as Threatened by the Federal Government
- FPE = Proposed for Listing as Endangered
- FC = Candidate for Federal Listing
- FSC = Federal Species of Special Concern
- FD = Delisted: Status to be Monitored for 5 Years

STATE: (California Department of Fish and Game)

- CE = Listed as Endangered by the State of California
- CT = Listed as Threatened by the State of California
- CR = Listed as Rare by the State of California (plants only)
- CSC = California Species of Special Concern
- CFP = California Fully Protected Species

CNPS: (California Native Plant Society)

- List 1B = Plants rare, threatened, or endangered in California and elsewhere
- List 2 = Plants rare, threatened, or endangered in California but more common elsewhere

SOURCE: U.S. Fish and Wildlife Service; California Natural Diversity Data Base, and Environmental Science Associates.



IN REPLY REFER TO:
1-1-01-SP-3040

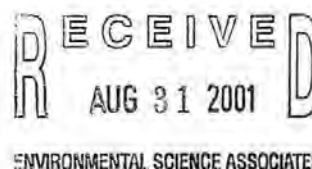
United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W2605
Sacramento, California 95825-1846

August 30, 2001

Mr. Mark Wuestehube
Wildlife Biologist
Environmental Science Associates
700 University Avenue, Suite 130
Sacramento, California 95825-6711



Subject: Species List for Proposed El Dorado High School, El Dorado County, California.

Dear Mr. Wuestehube:

We are sending the enclosed list in response to your August 21, 2001, request for information about endangered and threatened species (Enclosure A). The list covers the following U.S. Geological Survey 7½ minute quad of Folsom Southeast.

Please read *Important Information About Your Species List* (enclosed). It explains how we made the list and describes your responsibilities under the Endangered Species Act. Please contact Harry Mossman, Biological Technician, at (916) 414-6674, if you have any questions about the attached list or your responsibilities under the Endangered Species Act. For the fastest response to species list requests, address them to the attention of Mr. Mossman at this address. You may fax requests to him at 414-6712 or 6713.

Sincerely,

Jan C. Knight
Chief, Endangered Species Division

Enclosures

ENCLOSURE A

Endangered and Threatened Species that May Occur in
or be Affected by Projects in the Selected Quads Listed Below
01-SP-3040 Proposed El Dorado HS, M Wuestehube, ESA
August 23, 2001

QUAD : 511D FOLSOM SE

Listed Species

Birds

bald eagle, *Haliaeetus leucocephalus* (T)

Reptiles

giant garter snake, *Thamnophis gigas* (T)

Amphibians

California red-legged frog, *Rana aurora draytonii* (T)

Fish

delta smelt, *Hypomesus transpacificus* (T)

Central Valley steelhead, *Oncorhynchus mykiss* (T)

winter-run chinook salmon, *Oncorhynchus tshawytscha* (E)

Central Valley spring-run chinook salmon, *Oncorhynchus tshawytscha* (T)

Sacramento splittail, *Pogonichthys macrolepidotus* (T)

Invertebrates

vernal pool fairy shrimp, *Branchinecta lynchi* (T)

valley elderberry longhorn beetle, *Desmocerus californicus dimorphus* (T)

Proposed Species

Birds

mountain plover, *Charadrius montanus* (PT)

Candidate Species

Amphibians

California tiger salamander, *Ambystoma californiense* (C)

Fish

Central Valley fall/late fall-run chinook salmon, *Oncorhynchus tshawytscha* (C)

Species of Concern

Mammals

Pacific western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* (SC)

spotted bat, *Euderma maculatum* (SC)

greater western mastiff-bat, *Eumops perotis californicus* (SC)

small-footed myotis bat, *Myotis ciliolabrum* (SC)
long-eared myotis bat, *Myotis evotis* (SC)
fringed myotis bat, *Myotis thysanodes* (SC)
long-legged myotis bat, *Myotis volans* (SC)
Yuma myotis bat, *Myotis yumanensis* (SC)
San Joaquin pocket mouse, *Perognathus inornatus* (SC)

Birds

tricolored blackbird, *Agelaius tricolor* (SC)
western burrowing owl, *Athene cunicularia hypugaea* (SC)
Aleutian Canada goose, *Branta canadensis leucopareia* (D)
Swainson's hawk, *Buteo Swainsoni* (CA)
ferruginous hawk, *Buteo regalis* (SC)
white-tailed (=black shouldered) kite, *Elanus leucurus* (SC)
little willow flycatcher, *Empidonax traillii brewsteri* (CA)
American peregrine falcon, *Falco peregrinus anatum* (D)
Lewis' woodpecker, *Melanerpes lewis* (SC)
white-faced ibis, *Plegadis chihi* (SC)
bank swallow, *Riparia riparia* (CA)
rufous hummingbird, *Selasphorus rufus* (SC)
Brewer's sparrow, *Spizella breweri* (SC)

Reptiles

northwestern pond turtle, *Clemmys marmorata marmorata* (SC)
California horned lizard, *Phrynosoma coronatum frontale* (SC)

Amphibians

western spadefoot toad, *Scaphiopus hammondi* (SC)

Fish

green sturgeon, *Acipenser medirostris* (SC)
longfin smelt, *Spirinchus thaleichthys* (SC)

Invertebrates

California linderiella fairy shrimp, *Linderiella occidentalis* (SC)

KEY:

(E) <i>Endangered</i>	Listed (in the Federal Register) as being in danger of extinction.
(T) <i>Threatened</i>	Listed as likely to become endangered within the foreseeable future.
(P) <i>Proposed</i>	Officially proposed (in the Federal Register) for listing as endangered or threatened.
(PX) <i>Proposed Critical Habitat</i>	Proposed as an area essential to the conservation of the species.
(C) <i>Candidate</i>	Candidate to become a <i>proposed</i> species.
(SC) <i>Species of Concern</i>	May be endangered or threatened. Not enough biological information has been gathered to support listing at this time.
(MB) <i>Migratory Bird</i>	Migratory bird
(D) <i>Delisted</i>	Delisted. Status to be monitored for 5 years.
(CA) <i>State-Listed</i>	Listed as threatened or endangered by the State of California.
(*) <i>Extirpated</i>	Possibly extirpated from this quad.
(**) <i>Extinct</i>	Possibly extinct.
<i>Critical Habitat</i>	Area essential to the conservation of a species.

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute *quads*. The United States is divided into these quads, which are about the size of San Francisco. If you requested your list by quad name or number, that is what we used. Otherwise, we used the information you sent us to determine which quad or quads to use.

Animals

The animals on your species list are ones that occur within, *or may be affected by projects within*, the quads covered by the list. Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.

Plants

Any plants on your list are ones *that have actually been observed* in the quad or quads covered by the list. We have also included either a county species list or a list of species in nearby quads. We recommend that you check your project area for these plants. Plants may exist in an area without ever having been detected there.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. For plant surveys, we recommend using the enclosed *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Species*. The results of your surveys should be published in any environmental documents prepared for your project.

State-Listed Species

If a species has been listed as threatened or endangered by the State of California, but not by us nor by the National Marine Fisheries Service, it will appear on your list as a Species of Concern. *However you should contact the California Department of Fish and Game for official information about these species.* Call (916) 322-2493 or write Marketing Manager, California Department of Fish and Game, Natural Diversity Data Base, 1416 Ninth Street, Sacramento, California 95814.

Your Responsibilities Under the Endangered Species Act

All plants and animals identified as *listed* on Enclosure A are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the *take* of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt,

shoot, wound, kill, trap, capture, or collect" any such animal. Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a *formal consultation* with the Service. Such consultation would result in a *biological opinion* addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an *incidental take permit*. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project. Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that mitigates for the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the mitigation plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as *critical habitat*. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Maps and boundary descriptions of the critical habitat may be found in the *Federal Register*. The information is also reprinted in the *Code of Federal Regulations* (50 CFR 17.95).

Candidate Species

We recommend that you address impacts to *candidate* species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Your list may contain a section called *Species of Concern*. This term includes former *category 2*

candidate species and other plants and animals of concern to the Service and other Federal, State and private conservation agencies and organizations. Some of these species may become candidate species in the future.

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed, candidate and special concern species in your planning, this should not be a problem. We also continually strive to make our information as accurate as possible. Sometimes we learn that a particular species has a different range than we thought. This should not be a problem if you consider the species on the county or surrounding-quad lists that we have enclosed. If you have a long-term project or if your project is delayed, please feel free to contact us about getting a current list. You can also find out the current status of a species by going to the Service's Internet page: www.fws.gov

California Department of Fish and Game
Natural Diversity Data Base

List of Elements and Status by Scientific Name
El Dorado County, California

Scientific/Common Name	Federal/ State Status	Global/ State Rank	CNPS/ R-E-D	CDFG Status
<i>ACCIPITER GENTILIS</i> NORTHERN GOSHAWK	None/ None	G4/ S3		SC
<i>AGELAIUS TRICOLOR</i> TRICOLORED BLACKBIRD	None/ None	G3/ S3		SC
<i>AMMONITELLA YATESI</i> TIGHT COIN (=YATES' SNAIL)	None/ None	G1/ S1		
<i>APLODONTIA RUFA CALIFORNICA</i> SIERRA NEVADA MOUNTAIN BEAVER	None/ None	G5T3?/ S3?		SC
<i>AQUILA CHRYSAETOS</i> GOLDEN EAGLE	None/ None	G4/ S3		SC
<i>ARCTOSTAPHYLOS NISSENANA</i> NISSENAN MANZANITA	None/ None	G2/ S2.2	1B/ 3-2-3	
<i>BALSAMORHIZA MACROLEPIS</i> VAR <i>MACROLEPIS</i> BIG-SCALE BALSAMROOT	None/ None	G3T2/ S2.2	1B/ 2-2-3	
<i>BOTRYCHIUM ASCENDENS</i> UPSWEPT MOONWORT	None/ None	G3?/ S1.3?	2/ 3-1-1	
<i>BRANCHINECTA LYNCHI</i> VERNAL POOL FAIRY SHRIMP	Threatened/ None	G2G3/ S2S3		
<i>CALOCHORTUS CLAVATUS</i> VAR <i>AVIUS</i> PLEASANT VALLEY MARIPOSA LILY	None/ None	G4T3/ S3.2	1B/ 2-2-3	
<i>CALYSTEGIA STEBBINSII</i> STEBBINS'S MORNING-GLORY	Endangered/ Endangered	G1/ S1.1	1B/ 3-3-3	
<i>CAPNIA LACUSTRA</i> LAKE TAHOE BENTHIC STONEFLY	None/ None	G1/ S1		
<i>CAREX LIMOSA</i> SHORE SEDGE	None/ None	G5/ S3?	2/ 2-2-1	

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Scientific/Common Name	Federal/ State Status	Global/ State Rank	CNPS/ R-E-D	CDFG Status
<i>CEANOTHUS RODERICKII</i> PINE HILL CEANOTHUS	Endangered/ Rare	G2Q/ S2.1	1B/ 3-2-3	
CENTRAL VALLEY DRAINAGE HARDHEAD/SQUAWFISH STREAM	None/ None	G?/ S?		
CENTRAL VALLEY DRAINAGE RESIDENT RAINBOW TROUT STREAM	None/ None	G?/ S?		
CENTRAL VALLEY DRAINAGE SPRING STREAM	None/ None	G?/ S?		
<i>CHAENACTIS DOUGLASII</i> VAR ALPINA ALPINE DUSTY MAIDENS	None/ None	G5T5/ S2.3?	2/ 2-1-1	
<i>CHLOROGALUM GRANDIFLORUM</i> RED HILLS SOAPROOT	None/ None	G2/ S2.2	1B/ 2-2-3	
<i>CLARKIA BILOBA</i> SSP BRANDEGEEAE BRANDEGEE'S CLARKIA	None/ None	G4T2/ S2.2	1B/ 2-2-3	
<i>CLEMMYS MARMORATA</i> MARMORATA NORTHWESTERN POND TURTLE	None/ None	G4T4/ S3		SC
<i>DESMOCERUS CALIFORNICUS</i> DIMORPHUS VALLEY ELDERBERRY LONGHORN BEETLE	Threatened/ None	G3T2/ S2		
<i>DRABA ASTEROPHORA</i> VAR ASTEROPHORA TAHOE DRABA	None/ None	G4T2/ S1.3	1B/ 3-1-2	
<i>DRABA ASTEROPHORA</i> VAR MACROCARPA CUP LAKE DRABA	None/ None	G4T1/ S1.2	1B/ 3-1-3	
<i>EMPIDONAX TRAILLII</i> WILLOW FLYCATCHER	None/ Endangered	G5/ S1S2		
<i>EPILOBIUM OREGANUM</i> OREGON FIREWEED	None/ None	G2/ S2.2	1B/ 2-2-2	

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<i>EPILOBIUM PALUSTRE</i> MARSH WILLOWHERB	None/ None	G5/ S1.3	2/ 3-1-1	
<i>FEN</i>	None/ None	G2/ S1.2		
<i>FREMONTODENDRON DECUMBENS</i> PINE HILL FLANNELBUSH	Endangered/ Rare	G1/ S1.2	1B/ 3-2-3	
<i>FRITILLARIA EASTWOODIAE</i> BUTTE COUNTY FRITILLARY	None/ None	G3Q/ S3.2	3/ ?-2-3	
<i>GALIUM CALIFORNICUM SSP SIERRAE</i> EL DORADO BEDSTRAW	Endangered/ Rare	G5T1/ S1.2	1B/ 3-2-3	
<i>GULO GULO LUTEUS</i> CALIFORNIA WOLVERINE	None/ Threatened	G4T2/ S2		
<i>HALIAEETUS LEUCOCEPHALUS</i> BALD EAGLE	Threatened/ Endangered	G4/ S2		
<i>HELIANTHEMUM SUFFRUTESCENS</i> BISBEE PEAK RUSH-ROSE	None/ None	G2Q/ S2.2	3/ 2-2-3	
<i>HORKELIA PARRYI</i> PARRY'S HORKELIA	None/ None	G2/ S2.2	1B/ 2-2-3	
<i>HYDROMANTES PLATYCEPHALUS</i> MOUNT LYELL SALAMANDER	None/ None	G3G4/ S2S3		SC
<i>LEWISIA LONGIPETALA</i> LONG-PETALED LEWISIA	None/ None	G2/ S2.2	1B/ 3-1-3	
<i>LEWISIA SERRATA</i> SAW-TOOTHED LEWISIA	None/ None	G2/ S2.2	1B/ 3-3-3	
<i>MARTES AMERICANA</i> PINE MARTEN	None/ None	G3G4/ S3S4		SC

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Scientific/Common Name	Federal/ State Status	Global/ State Rank	CNPS/ R-E-D	CDFG Status
MARTES PENNANTI PACIFICA PACIFIC FISHER	None/ None	G3G4/ S2S3		SC
MONADENIA MORMONUM BUTTONI BUTTON'S SIERRA SIDEBAND (SNAIL)	None/ None	G1G2T1 / S1		
ONCORHYNCHUS CLARKI HENSHAWI LAHONTAN CUTTHROAT TROUT	Threatened/ None	G4T2/ S2		
PANDION HALIAETUS OSPREY	None/ None	G5/ S3		SC
PHACELIA STEBBINSII STEBBINS'S PHACELIA	None/ None	G3/ S3.2	1B/ 2-2-3	
PHRYNOSOMA CORONATUM FRONTALE CALIFORNIA HORNED LIZARD	None/ None	G4T3T4 / S3S4		SC
POTAMOGETON EPIHYDRUS SSP NUTTALLII NUTTALL'S PONDWEED	None/ None	G5T5Q/ S2.2?	2/ 2-2-1	
RANA BOYLIJ FOOTHILL YELLOW-LEGGED FROG	None/ None	G3/ S2S3		SC
RANA MUSCOSA MOUNTAIN YELLOW-LEGGED FROG	Proposed Endangered/ None	G5/ S2S3		SC
RHYACOPHILA SPINATA SPINY RHYACOPHILAN CADDISFLY	None/ None	G1G2/ S1S2		
RIPARIA RIPARIA BANK SWALLOW	None/ Threatened	G5/ S2S3		
RORIPPA SUBUMBELLATA TAHOE YELLOW CRESS	Candidate/ Endangered	G1/ S1.1	1B/ 3-3-2	
SACRAMENTO-SAN JOAQUIN FOOTHILL/VALLEY EPHEMERAL STREAM	None/ None	G?/ S?		

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Natural Diversity Data Base

List of Elements and Status by Scientific Name
El Dorado County, California

Scientific/Common Name	Federal/ State Status	Global/ State Rank	CNPS/ R-E-D	CDFG Status
<i>SCIRPUS SUBTERMINALIS</i> WATER BULRUSH	None/ None	G4G5/ S2S3	2/ 2-1-1	
<i>SCUTELLARIA GALERICULATA</i> MARSH SKULLCAP	None/ None	G5/ S2.2?	2/ 2-2-1	
<i>SENECIO LAYNEAE</i> LAYNE'S RAGWORT	Threatened/ Rare	G2/ S2.1	1B/ 2-2-3	
<i>SPHAGNUM BOG</i>	None/ None	G3/ S1.2		
<i>VULPES VULPES NECATOR</i> SIERRA NEVADA RED FOX	None/ Threatened	G4T2T3 / S1		
<i>WYETHIA RETICULATA</i> EL DORADO COUNTY MULE EARS	None/ None	G2/ S2.2	1B/ 2-2-3	