



Planning for Success.

FINAL
ENVIRONMENTAL IMPACT REPORT

ROGGE ROAD HIGH SCHOOL SITE ACQUISITION

SCH# 2005081011

PREPARED FOR
Kasavan Architects

November 6, 2006

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

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ROGGE ROAD HIGH SCHOOL SITE ACQUISITION

Final Environmental Impact Report

SCH# 2005081011

PREPARED FOR

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November 6, 2006

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1.0 Introduction

The Salinas Union High School District, acting as the lead agency, determined that acquisition of the Rogge Road High School Site (hereinafter “proposed project”) may result in significant adverse environmental effects, as defined by the California Environmental Quality Act (CEQA) Guidelines section 15064. Therefore, the lead agency had a draft environmental impact report (EIR) prepared to evaluate the potentially significant adverse environmental impacts of the project. The draft EIR was circulated for public review between May 8, 2006 and June 23, 2006, and public comment was received. During the public review period, the lead agency became aware of a natural gas pipeline in Rogge Road immediately adjacent to the project site. The lead agency determined that this significant new information required revisions to, and recirculation of, the hazards and hazardous materials section of the draft EIR, in accordance with CCR Title 14, Section 15088.5, Recirculation of an EIR Prior to Certification.

The new information required only changes to the hazards and hazardous materials section of the draft EIR; therefore, only this section of the draft EIR was revised and circulation for an additional 45-day review period, which ended on September 27, 2006. No additional comments were received.

CEQA Guidelines section 15200 indicates that the purposes of the public review process include sharing expertise, disclosing agency analysis, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counter proposals.

This final EIR has been prepared to address comments received during the public review period and, together with the draft EIR and revised hazards and hazardous material section of the draft EIR, constitutes the Rogge Road High School Site Acquisition EIR.

This final EIR is organized into the following sections:

- **Section 1** contains an introduction to the final EIR.
- **Section 2** contains written comments on the draft EIR, as well as the responses to those comments.
- **Section 3** contains the revisions to the text of the draft EIR resulting from comments on the draft EIR.
- The Appendix contains the mitigation monitoring program.

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2.0 Comments on the Draft EIR

CEQA Guidelines section 15088(c) states, “The response to comments may take the form of... a separate section in the final EIR.” This section is dedicated to presenting the comments and lead agency responses to those comments.

CEQA Guidelines section 15132(c) requires that the final EIR contain a list of persons, organizations, and public agencies that have commented on the draft EIR. A list of the correspondence received during the public review period is presented below.

CEQA Guidelines sections 15132(b) and 15132(d) require that the final EIR contain the comments that raise significant environmental points in the review and consultation process, and written response to those comments. A copy of each correspondence received during the public review period is presented on the following pages. The responses correspond to numbering systems in the letters or added along the left-hand side of the letter as necessary. A response to each comment that raises a significant environmental point is presented immediately following the letter

The following correspondence was received during the public review period:

- Transportation Agency for Monterey County (TAMC) (June 22, 2003);
- Department of Transportation (Caltrans) (June 19, 2006); and
- Monterey Bay Unified Air Pollution Control District (MBUAPCD) (June 23, 2006).

Table 1 summarizes the significant environmental comments received in each comment letter.

TABLE 1
Summary of Environmental Comments

Environmental Issues	Commenting Agency		
	Caltrans	TAMC	MBUAPCD
Other Non-Environmental Comments	✓	✓	✓
Future Evaluation of Air Quality			✓
Air Quality Mitigation			✓
Future Evaluation of Traffic/Transportation	✓	✓	

Source: EMC Planning Group Inc.



June 21, 2006

RECEIVED

JUN 28 2006

Megan Tolbert
EMC Planning Group
301 Lighthouse Avenue
Monterey, CA 93940

EMC PLANNING GROUP INC.

SUBJECT: Comments on the Draft Environmental Impact Report for the Rogge Road High School Site Acquisition

Dear Ms. Tolbert:

Transportation Agency for Monterey County (TAMC) staff has reviewed the Draft Environmental Impact Report (DEIR) for the proposed Rogge Road High School site acquisition proposed by the Salinas Union High School District. TAMC is the Regional Transportation Planning Agency and Congestion Management Agency for Monterey County.

The project involves acquisition of a site to accommodate future development of a new 2000 student high school to serve the High School Districts' projected population of new and existing students in the growing North Salinas vicinity. Construction of this proposed school may be subject to passage of a school bond by voters. TAMC staff offers the following comments for your consideration:

Future Evaluation of Project Traffic Impacts

1. The transportation agency agrees with Mitigation Measure T-1 requiring the school district to prepare subsequent analysis of transportation impacts at such time as a specific project is proposed for the site acquisition being considered. The district should mitigate any identified traffic impacts at that time through construction of necessary site-specific roadway improvements or financial contributions to other planned transportation improvements in the vicinity as appropriate to serve project traffic. Specifically, the school district should coordinate with the City of Salinas and the County of Monterey to identify those improvements.
2. With respect to the school district's financial obligations for mitigating traffic impacts, our agency would like to stress that the district is not required to contribute per trip fees

toward construction of the US 101 Prunedale Improvement Project (PIP), which is a fully-funded project with a high likelihood of beginning construction before the proposed high school site is developed. When a specific project is proposed, project-specific impacts to the nearest US 101 interchange providing access to the school site should be investigated assuming the US 101 PIP will begin construction in the next 5 years.

3. TAMC will not request ad hoc regional impact fees from the future high school project based on our agency's *Nexus Study for a Regional Development Impact Fee*, as we have been requesting from other projects as mitigation for regional cumulative traffic impacts. Our agency does not believe the school district is legally required to contribute these impact fees; TAMC has exempted other proposed school projects from contributing regional fees on this basis. Regardless of this determination, given the project's purpose to serve the existing and projected student population in the local vicinity, TAMC does not believe the proposed high school is truly a regionally significant project that will have significant cumulative impacts to regional roads and highways evaluated in our agency's proposed regional fee program.

Pedestrian, Bicycle, and Transit Access

4. Close attention should be paid to safe, convenient pedestrian and bicycle access to the future school site, including access by transit, in the subsequent project-specific environmental review of the new high school. Specifically, our agency urges:
 - Safe pedestrian crossings of the roadway fronting the school site, and urges that pedestrian access be prioritized to the facility;
 - Site frontages incorporating pedestrian sidewalks connecting to the surrounding street/sidewalk network;
 - Transit pull-outs or stops as necessary consistent with Monterey-Salinas Transit's *Designing for Transit* guidelines manual;
 - Accommodation of bicycle lanes along the site frontage and connections to the local bicycle route network;
 - Inclusion of adequate bicycle storage facilities to serve the student population; and
 - Site design incorporating buildings and entrances oriented toward the street and pedestrian/bicycle/transit access to minimize travel distances by pedestrians, or the need to traverse busy parking lots to reach the school, for instance.

Thank you for the opportunity to review this document. If you have any questions, please contact Andrew Cook of my staff at (831) 775-0903.

Sincerely,



Debra L. Hale
Executive Director

CC: Dave Murray, California Department of Transportation (Caltrans) District 5
Ron Lundquist, Monterey County Department of Public Works
Rob Russell, City of Salinas
Carl Sedoryk, Monterey-Salinas Transit
Nicholas Papadakis, AMBAG
Douglas Quetin, Monterey Bay Unified Air Pollution Control District

LETTER 1 - Response to the letter from TAMC (June 21, 2006)

1. Comment noted. The school district will analyze traffic impacts associated with a new high school when proposed, and will mitigate associated traffic impacts.
2. Comment noted. The school district agrees that it is not required to pay a fee toward construction of the US 101 Prunedale Improvement Project. The traffic report that will be prepared when the high school is proposed will evaluate the proposed high school's impact on the local and regional system and appropriate and applicable mitigation measures will be identified.
3. Comment noted. The school district agrees that the school district is exempt from the payment of ad hoc regional impact fees.
4. Design of the new high school will consider pedestrian and bicycle safety issues, as well as appropriate pedestrian, bicycle, and transit facilities.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3077
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

June 19, 2006

MON-101-91.90
SCH# 2005081011

Peter Kasavan
Salinas Union High School District
c/o Kasavan Architects
60 West Market Street, Suite 300
Salinas, CA 93901

Dear Mr. Kasavan:

COMMENTS TO ROGGE ROAD HIGH SCHOOL SITE ACQUISITION

The California Department of Transportation (Department), District 5, Development Review, has reviewed the above referenced project and offers the following comments in response to your summary of impacts on transportation facilities.

1. Attached is our correspondence dated August 9, 2005 for the Rogge Road High School, which outlines the Department's recommendations for preparing the traffic study when the school is constructed. Of particular interest are Items 6, 7, and 8 from the letter.
2. In reviewing the Draft EIR for the site acquisition, it is important to clarify a statement made on page 2-59 (Background Traffic Conditions 2010). The paragraph infers that traffic impact mitigation for the school will be partially covered with the construction of the Prunedale Improvement Project (PIP). What is important to also provide detail on in this EIR, and as was stated on Item 8 of the August 9th letter, is that the Salinas Unified School District will have a financial obligation to pay a "per-trip" fee towards PIP construction costs. Monterey County has established a formula that determines the "per trip" cost for the PIP.

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Olejnik".

JOHN J. OLEJNIK
Associate Transportation Planner
District 5 Development Review Coordinator

cc: Jim McKrell (D5)
Andy Cook (TAMC)
Ron Lundquist (Monterey Co DPW)

DEPARTMENT OF TRANSPORTATION

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*Flex your power!
Be energy efficient!*

August 9, 2005

MON-101-91.90
SCH# 2005081011

Peter Kasavan
Salinas Union High School District
c/o Kasavan Architects
60 West Market Street, Suite 300
Salinas, CA 93901

Dear Mr. Kasavan:

COMMENTS TO ROGGE ROAD HIGH SCHOOL

The California Department of Transportation (Department), District 5, Development Review, has reviewed the above referenced project and offers the following comments to consider in preparation of your environmental impact report (EIR).

1. The Department supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development.
2. To ensure the traffic study in the Draft EIR includes the information needed by the Department to analyze the impacts (both cumulative and project-specific) of this project, it is recommended that the analysis be prepared in accordance with the Department's *"Guide for the Preparation of Traffic Impact Studies."*
3. Because the Department is responsible for the safety, operations, and maintenance of the State transportation system, our Level of Service (LOS) standards should be used to determine the significance of the project's impact. We endeavor to maintain a target LOS at the transition between LOS C and LOS D on all State transportation facilities. In cases where a State facility is already operating at an unacceptable LOS, *any* additional trips added should be considered a significant cumulative traffic impact, and should be mitigated accordingly.
4. The traffic study should include information on existing traffic volumes within the study area, including the State transportation system, and should be based on recent traffic volumes less than two years old. Counts older than two years cannot be used.

5. The methodologies used to calculate the LOS should be consistent with the methods in the current version of the Highway Capacity Manual. All LOS calculations should also be included in the Draft EIR as an appendix made available for review. Additionally, the project trip generation rates should be based on the latest edition of the Institute of Transportation Engineers Trip Generation Report.
6. This is a project of regional significance; therefore, a regional analysis should be conducted that includes a discussion of land use and roadway network assumptions used in the forecasts. Further, the Notice of Preparation conspicuously omitted any analysis of the state highway system. The following intersections should be analyzed in addition to those listed on Page 1-14.
 - Highway 101 mainline from south of Laurel to north of Russell
 - Future Southern Interchange/101
 - Laurel/101
 - Boronda/101
 - Russell-Espinosa/101
7. The traffic study for this project should clearly indicate that in addition to mitigating project-specific impacts, the School District is required to pay their pro-rata share of cumulative impact mitigation per the Transportation Agency for Monterey County (TAMC) Nexus Study for Regional Development Impact Fees.
8. Considering the significant peak-hour trips that will be generated, a fair-share contribution to the Prunedale Improvement Project should be identified in the traffic study in addition to project-specific and TAMC fees.

We look forward to receiving the Draft EIR, and providing comments from a more thorough analysis. At that time, we may include comments on other pertinent issues related to environmental justice, water quality, and hydrology.

District 5 staff has been, and will continue to be, committed to working very closely with you to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel. Please don't hesitate to call me at (805) 542-4751.

Sincerely,



JOHN J. OLEJNIK
Associate Transportation Planner
District 5 Development Review Coordinator

cc: Roger Barnes (D5)
Andy Cook (TAMC)
Ron Lundquist (Monterey DPW)

LETTER 2 - Response to the letter from Caltrans (June 19, 2005)

See comment letter from the Transportation Agency for Monterey County and the responses to that comment letter.



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Queth

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

June 23, 2006

Ms. Megan Tolbert
EMC Planning Group, Inc.
301 Lighthouse Avenue, Suite C
Monterey, CA 93940

Sent Electronically to:
tolbert@emcplanning.com
Original Sent by First Class Mail.

SUBJECT: DEIR FOR ROGGE ROAD HIGH SCHOOL SITE ACQUISITION

Dear Ms. Tolbert:

The following comments are submitted for your consideration:

Mitigation Measure AQ-1. PP. S-4 to S-5.

1 Instead of "j. Limit the area under construction at any one time", the District suggests "Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day." The District also suggests that the Project Applicant consider planting tree windbreaks, given the residential neighborhood to the west and agricultural lands to the south, east and north of the site.

Mitigation Measure AQ-2. P. S-5.

2 Given the equipment warranty problems that diesel construction equipment owners are now encountering as a result of using B-99 biodiesel fuel, which was brought to the District's attention last month, the following mitigation measure is suggested as a substitute for what is included in the Draft EIR:

1. All pre-1994 model year and older diesel equipment shall be retrofitted with EPA-certified diesel oxidation catalyst filters, or the entire construction and demolition equipment fleet shall be fueled with B20 biodiesel fuel;
2. The Project Applicant or his construction contractor shall maintain records of all purchases of diesel oxidation catalyst filters or B20 biodiesel fuel associated with item 1, above, until all construction and demolition work has concluded; and
3. The Monterey Bay Unified Air Pollution Control District shall have the right to inspect the construction and demolition equipment, as well as the records specified in item 2, above, at any time during construction or demolition.

DISTRICT BOARD MEMBERS

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Monterey County

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JUN 27 2006

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- Mitigation Measure HZ-1. P. S-7.
- 3 To protect the public from the potential release of asbestos during demolition, the District should be contacted before any demolition or renovation work begins. Please contact Mike Sheehan of the District's Compliance Division.

- Air Monitoring Stations. P. 2-12.
- 4 The Air District maintains eight stations and the National Park Service maintains a station at the Pinnacles National Monument. A current list of the stations, as well as a map, are attached for your reference.

- Long Term Operational Emissions. PP 2-17 – 2-18.
- 5 Table 5-4 of the District's CEQA Air Quality Guidelines addresses various project types and the associated indirect sources with potentially significant impacts on ozone. It does not address direct emissions, which should be analyzed and included in the environmental document when construction of the high school is proposed by the Salinas Union High School District.

- Air Quality and Mitigation Measure CUM-AQ-1. Pp. 3-2 – 3-3.
- 6 The Air District supports the mitigation measures listed under CUM-AQ-1, which include on-site design measures that would promote pedestrian safety, circulation connectivity, carpooling and vanpooling, and other strategies to reduce energy demand / air quality impacts.

Thank you for the opportunity to comment on the project.

Yours truly,



Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

Attachments

cc: Mike Sheehan, Compliance Division

CURRENT AMBIENT AIR MONITORING STATIONS IN THE NCCAB
March 2006

Data	SL	HL	CV	SC	WT	SV	DV	KC	PN
Ozone	•	•	•	•	•	•	•	•	•
Nitrogen Dioxide	•						•		
Oxides of Nitrogen	•						•		
Carbon Monoxide	•						•		
Oxides of Sulfur							•		
PM ₁₀ FRM	•	•	•	•	•		•	•	
PM _{2.5} FRM	•			•					
PM ₁₀ BAM	•	•		•					
PM _{2.5} BAM	•			•					
Wind Speed	•	•			•	•	•	•	•
Wind Direction	•	•			•	•	•	•	•
Ambient Temp.	•	•	•	•	•	•	•	•	•
Monitor Designation	SLAMS	SLAMS	SLAMS	SLAMS	SLAMS	SLAMS	SP	SP	SP
Operating Agency	MBU	MBU	MBU	MBU	MBU	MBU	MBU	IND	NPS

G:\WP9\DOCS\CEQA EIRs\Web Tables\Network Sites 2006.wpd

Notes for Table:

SL - Salinas, 855 E. Laurel Dr.
 HL - Hollister, 1979 Fairview Rd
 CV - Carmel Valley, 34 Ford Rd
 SC - Santa Cruz, 2544 Soquel Ave.
 WT - Watsonville, 444 Airport Blvd.
 KC - King City, 1001 Industrial Way
 SC - Scotts Valley, 4859 Scotts Valley Dr.
 PN - Pinnacles National Monument, 5000 Hwy 146
 DV - Davenport, Marine View and Center Ave.

SLAMS - State and Local Ambient Monitoring Station
 SP - Special Purpose Monitor
 MBU - Monterey Bay Unified Air Pollution Control District
 IND - Industry
 NPS - National Parks Service
 FRM - Federal Reference Monitor
 BAM - Beta Attenuation Mass Monitor

Version Dated March 15, 2006



MONTEREY BAY

Unified Air Pollution Control District

-serving Monterey, San Benito, and Santa Cruz counties

Monterey Bay Unified Air Pollution Control District
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(Map)

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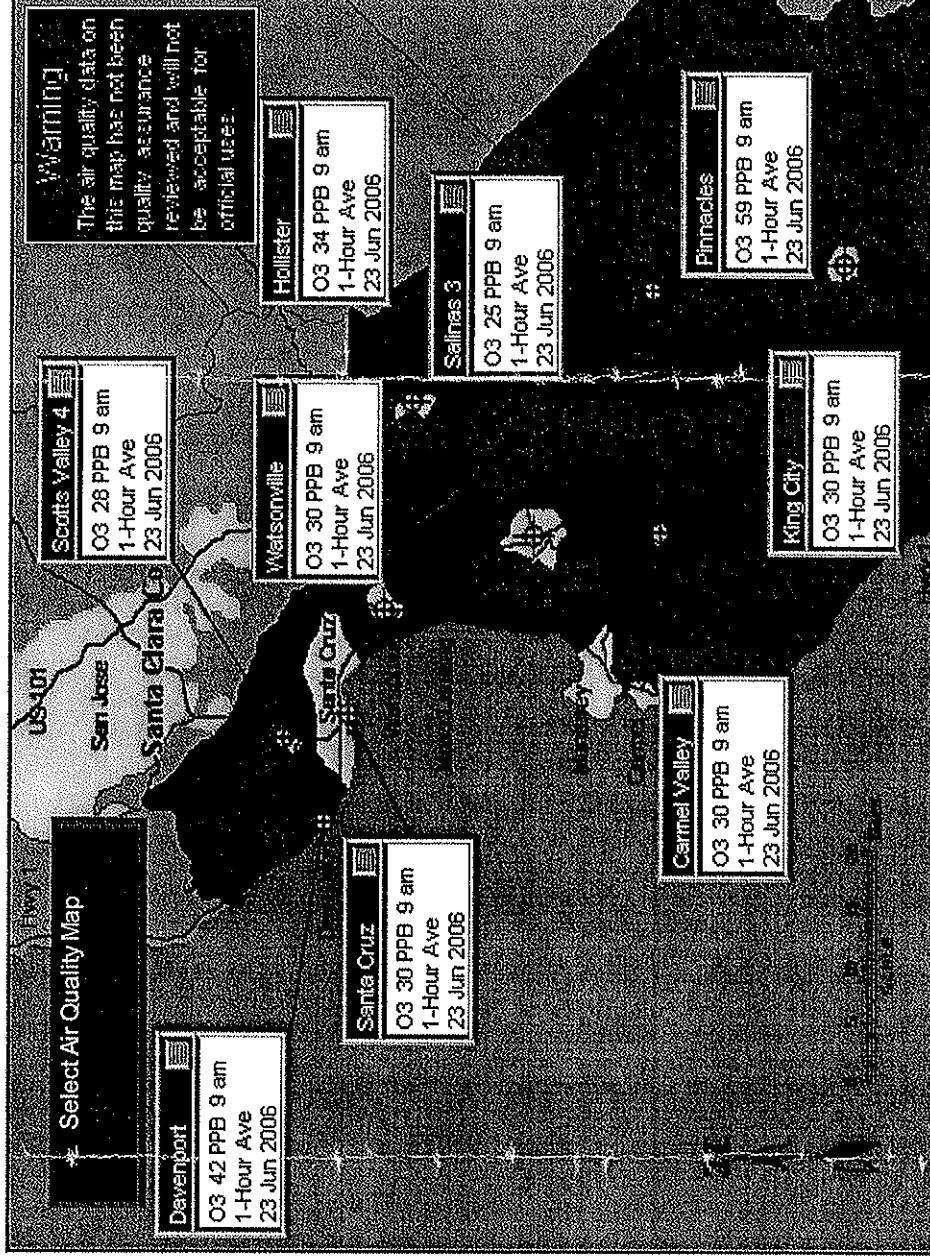
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LETTER 3 - Response to the letter from the MBUAPCD (June 23, 2006)

1. Mitigation measure AQ-1 has been revised to include the specific limits to grading quantities per day. However, planting tree windbreaks does not seem necessary or feasible, given the other dust control measures that would be employed.

See Section 3.0, Changes to the Draft EIR, for edits to mitigation measure AQ-1.

2. Comment noted. Mitigation Measure AQ-2 has been revised to include the requested modifications.

See Section 3.0, Changes to the Draft EIR, for edits to mitigation measure AQ-2.

3. The school district recognizes that a demolition permit from the air district may be required prior to demolition activities on site. This issue will be addressed in the environmental review process for construction of the high school.

4. Comment noted.

See Section 3.0, Changes to the Draft EIR, for edits.

5. Comment noted. Direct emissions will be addressed during the environmental review process for construction of the high school.

6. Comment noted.

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3.0 Changes to the Draft EIR

This section contains text, tables, and graphics from the draft EIR with changes indicated. Additions to the text are shown with underlines and deletions are shown with ~~strikethroughs~~.

The following edits were made to mitigation measure AQ-1. in section 2.3, page 2-20, and in the summary section, Table S-1, page S-4:

- j. Limit ~~the area under construction at any one time~~ grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.

The following edits were made to mitigation measure AQ-2. in section 2.3, page 2-20, and in the summary section, Table S-1, page S-5:

AQ-2. SUHSD shall include the following requirements in all construction bids and documents (and implemented during construction activities) for the purpose of reducing diesel particulates and acrolein emissions during construction of the Rogge Road High School:

- a. All pre-1994 model year and older diesel equipment shall be retrofitted with EPA-certified diesel oxidation catalyst filters, or the entire construction and demolition equipment fleet shall be fueled with B20 (20 percent biodiesel and 80 percent petroleum diesel) biodiesel fuel;
- b. The school district or their ~~C~~contractor shall maintain records of all purchases of diesel oxidation catalyst filters or B20 biodiesel fuel associated with item 1 above, until all construction and demolition work has concluded is complete; and
- c. The Monterey Bay Unified Air Pollution Control District shall have the right to inspect all construction and demolition equipment, as well as the ~~contractor's~~ records specified in item 2 above, at any time during demolition and/or construction.

The following edits were made to page 2-12, paragraph 4, first sentence:

Ambient air quality in the project area is monitored at ~~ten~~ nine monitoring stations in the air basin. The Air District maintains eight stations and the National Park Service maintains a station at the Pinnacles National Monument.

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Appendix

Mitigation Monitoring Program

Mitigation Monitoring Program

Rogge Road High School Site Acquisition and Development Preliminary Mitigation Monitoring Program

Introduction

CEQA Guidelines section 15097 requires public agencies to adopt reporting or monitoring programs when they approve projects subject to an environmental impact report or a negative declaration that includes mitigation measures to avoid significant adverse environmental effects. The reporting or monitoring program is to be designed to ensure compliance with conditions of project approval during project implementation in order to avoid significant adverse environmental effects.

The law was passed in response to historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. In addition, monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate the effectiveness of the mitigation measures.

A definitive set of project conditions would include enough detailed information and enforcement procedures to ensure the measure's compliance. This monitoring program is designed to provide a mechanism to ensure that mitigation measures and subsequent conditions of project approval are implemented.

Monitoring Program

The basis for this monitoring program is the mitigation measures included in the *Rogge Road High School Site Acquisition Environmental Impact Report*. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to less than significant levels. These mitigation measures become conditions of project approval, which the school district is required to complete during and after implementation of the proposed project, as specified in the timing threshold for each mitigation measure.

The attached checklist is proposed for monitoring the implementation of the mitigation measures. This monitoring checklist contains all appropriate mitigation measures in the EIR.

This mitigation monitoring program will likely be modified after completion of the CEQA process for construction of the high school.

Monitoring Program Procedures

The Salinas Union High School District (SUHDS) shall use the attached monitoring checklist for the proposed project. The monitoring program should be implemented as follows:

1. The SUHDS is responsible for coordination of the monitoring program, including the monitoring checklist. The SUHSD is responsible for completing the monitoring checklist and distributing the checklist to the responsible individuals or agencies for their use in monitoring the mitigation measures;
2. Each responsible individual or agency will then be responsible for determining whether the mitigation measures contained in the monitoring checklist have been complied with. Once all mitigation measures have been complied with, the responsible individual or agency should submit a copy of the monitoring checklist to the SUHSD to be placed in the project file. If the mitigation measure has not been complied with, the monitoring checklist should not be returned to the SUHSD;
3. The SUHSD will review the checklist to ensure that appropriate mitigation measures and additional conditions of project approval included in the monitoring checklist have been complied with at the appropriate time, e.g. prior to construction, etc. Compliance with mitigation measures is required; and
4. If a responsible individual or agency determines that a non-compliance has occurred, a written notice should be delivered by certified mail to the SUHSD within 10 days describing the non-compliance and requiring compliance within a specified period of time. If non-compliance still exists at the expiration of the specified period of time, construction may be halted at the discretion of the SUHSD.

Rogge Road High School Mitigation Monitoring Checklist

Step 1 Prior to **purchase of the school site**, the following mitigation measure shall be implemented:

HZ-2. The Salinas Union High School District shall verify that the 55-gallon drum of motor oil has been removed prior to acquisition of the site. If removal of the container results in any soil staining, the SUHSD shall have the soil tested for potential contamination, and shall appropriately remediate any contaminated soils.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

Step 2 Prior to **approval of school design and engineering plans**, the following mitigation measure shall be implemented:

AE-1. The Salinas Union High School District shall prepare a lighting study evaluating the future proposed school facilities when available and prior to completion of future supplemental environmental review pursuant to CEQA. The lighting study shall identify methods for reducing potential lighting impacts to neighbors, motorists, and nighttime views while maintaining safety and the objectives of the school facility. The study shall consider, but not be limited to, recommending the following measures that may serve to minimize potential light pollution: the use of energy efficient lights and/or low- or high-pressure sodium lights; exclusion of mercury vapor lights; light shielding and proper direction; light pole height; and, hours of lighting. All economically feasible recommendations in the lighting study that do not compromise school programs shall be implemented prior to occupancy of the school, or prior to use of lighting for nighttime visibility during school activities, whichever comes first.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

AE-2. The Salinas Union High School District shall design the high school with placement of lighted fields and parking lots in the least obtrusive location to existing and/or planned surrounding land uses, balancing the educational needs with the environmental impacts and without jeopardizing the use and value of the school facility or compromising school programs

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

- G-1. Once a preliminary design of the new high school is prepared, the Salinas Union High School District shall have a supplemental geotechnical analysis prepared to determine the suitability, stability, and appropriate recommendations for construction of a specified school design/siting if adequate sampling and analysis is not presented in the *Preliminary Geotechnical Investigation Proposed School Site, Rogge Road, Salinas, California* (Kleinfelder, Inc. 2005). The supplemental analysis shall be completed prior to approval of the site plan by the Salinas Union High School District School. The recommendations in the supplemental analysis shall be used in all relative phases of design, site preparation, and construction. The supplemental report shall include, but not be limited to, 1) performing additional subsurface exploration within proposed building footprints, as required by California Code of Regulations, Title 24, and the 2001 California Building Code, once building layout is determined, 2) review of plans and specifications, 3) observation and in-place density testing of subgrade preparation and grading, engineered fill installation, utility trench backfill, aggregate base installation, 4) observation of building foundation excavations and pavement construction, and 5) observation of retaining wall construction.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

- HZ-3. The SUHSD shall design the Rogge Road high school in compliance with State Department of Education requirements, particularly to avoid siting of facilities within 100 feet of the power transmission line right-of-way along the eastern boundary of the site. If final site design includes facilities within the 100-foot buffer, SUHSD shall obtain the appropriate EMF setback exemption from the State Department of Education.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

- HY-1. The SUHSD shall coordinate with the City of Salinas for connecting to the city's storm water infrastructure, or conveying water to an off-site detention pond if available. If City storm water infrastructure or other privately owned detention facilities are not available or do not have adequate capacity, the SUHSD shall have a hydrological analysis prepared and the results included in a supplemental EIR for the school development project. The hydrological analysis shall determine adequate storm water conveyance and detention infrastructure, including sizing and on-site or off-site detention requirements. Storm water management infrastructure shall be in place prior to occupancy of the school.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

N-1. The SUHSD shall prepare an acoustical analysis when layout of the future school is determined, as a part of the supplemental environmental review process. The acoustical analysis shall determine, but not be limited to, potential impacts to the school from the surrounding noise environment; potential impacts to neighboring uses due to school-related events; and, recommendations for reducing potential noise impacts within acceptable levels. The acoustical analysis shall be completed and mitigation considered prior to approval of the school design by the SUSHD School Board.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

T-1. Prior to approval of a site plan and construction of the high school, the SUHSD shall conduct supplemental environmental review to evaluate the impacts on the roadway system, as well as access issues for vehicles, busses, pedestrians, and bicycles.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

CUM-AE-2. To the extent financially feasible and in alignment with educational programs and facilities, the SUHSD shall design the high school with “Traditional Neighborhood Development” characteristics. The SUHSD should consult with the City of Salinas regarding the city’s design standards.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

CUM-AQ-1. The SUHSD Board of Trustees shall require to the extent financially feasible and in alignment with educational programs and facilities the following measures, as identified by the Monterey Bay Unified Air Pollution Control District, in final improvement plans prior to approval of the campus design plans.

- a. Access points shall include street lighting to provide pedestrian safety;
- b. Sidewalks shall be designed for connectivity and access, providing continuous, safe pedestrian circulation;
- c. Street trees shall be planted along roadways to provide a cooler, comfortable and attractive pedestrian route, and to uptake CO for natural filtration;
- d. Buildings shall be situated in a north-south orientation as much as feasible to reduce heating and cooling needs, energy demand, and district costs;

- e. Parking areas shall include landscaping with trees that provide at least 30 percent shade (canopy) cover at maturity, or maximum potential shade cover considering the design and utility of the parking areas. The vegetation and shade provide a temperature buffer and natural coolant, as well as natural air filtration;
- f. Parking areas should provide preferential carpool/vanpool spaces; and
- g. The school should provide secure bicycle parking and storage conveniently accessible and in a safe, visible area of campus.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

Step 3 Prior to **contractual agreement with construction company(ies)**, the following mitigation measure shall be implemented:

AQ-2. SUHSD shall include the following requirements in all construction bids and documents (and implemented during construction activities) for the purpose of reducing diesel particulates and acrolein emissions during construction of the Rogge Road High School:

- a. All pre-1994 model year and older diesel equipment shall be retrofitted with EPA-certified diesel oxidation catalyst filters, or the entire construction and demolition equipment fleet shall be fueled with B20 (20 percent biodiesel and 80 percent petroleum diesel) biodiesel fuel;
- b. The school district or their contractor shall maintain records of all purchases of diesel oxidation catalyst filters or B20 biodiesel fuel associated with item 1 above, until all construction and demolition work has concluded; and
- c. The Monterey Bay Unified Air Pollution Control District shall have the right to inspect all construction and demolition equipment, as well as the records specified in item 2 above, at any time during demolition and/or construction.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

Step 4 At commencement and/or during construction, grading, and demolition activities, the following mitigation measure shall be implemented:

AQ-1. The following mitigation measures shall be implemented during construction activities, and included as contractual conditions by and between the SUHSD and construction company, for the purpose of reducing PM₁₀ emissions during site preparation and construction, as well as related improvements, of the Rogge Road High School:

- a. Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure (and prevent visible emissions and off-site drift);
- b. When possible, perform grading activities during morning hours when winds are generally calmer, and prohibit grading activities during periods of high wind speed (over 15 mph);
- c. Haul trucks shall maintain at least two feet of freeboard;
- d. All trucks hauling dirt, sand, or loose materials shall be covered;
- e. Cover inactive storage piles;
- f. Install wheel washers at the entrance to construction sites for all exiting trucks;
- g. Post a publicly visible sign that specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance);
- h. Plant vegetative ground cover in disturbed areas as soon as possible;
- i. Sweep street if visible soil material is carried out from the construction site; and
- j. Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

CU-1. Due to the possibility that significant buried cultural resources may be found during construction, and in accordance with CEQA Guidelines section 15064.5, the SUHSD shall ensure that the following language is included in all construction contracts and permits:

If archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

- G-2. The recommendations presented in the *Preliminary Geotechnical Investigation Proposed School Site Rogge Road, Salinas, California* (Kleinfelder, Inc., 2005, pp 11-27), and supplemental analysis if warranted, shall be implemented as appropriate. The recommendations pertain to site clearing and stripping, recompaction of loose/weak near-surface soils, subgrade preparation, material for fill, fill placement and compaction, utility trench excavation and backfill, surface drainage, seepage control, wet weather construction, construction observation, building foundations, conventional footing foundations, settlement, lateral load resistance, concrete floor slabs, moisture vapor transmission, exterior concrete slabs-on-grade, retaining walls, pavements, and rigid concrete pavements.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

- HZ-1. As a component of the PEA required of the SUHSD by DTSC, the SUHSD shall include, but not limit the PEA to, analysis of the existing structures to determine the presence of asbestos containing materials, lead based paint, and soil conditions near the 55-gallon oil storage drum. The PEA shall be completed and submitted to DTSC prior to acquisition of the site, or if not complete, the SUHSD shall enter into an environmental oversight agreement with DTSC prior to acquisition of the site. If the structures do contain either hazardous material, the PEA shall present recommendations and requirements for demolition and disposal. Prior to occupancy of the school, the SUHSD shall ensure the structures are demolished and disposed according to the most recent legal requirements, and provide evidence to DTSC as the oversight agency.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

- N-2. All construction activities and use of heavy equipment at the project site shall be limited to the hours of 7:00 a.m. to 7:00 p.m. on all workdays. This requirement shall be included in any construction contracts obtained by the district for activities on the project site.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

Step 5 Prior to **occupancy of the school**, the following mitigation measure shall be implemented:

HY-2. The SUHSD shall consult with the RWQCB to determine if a Small MS4 Permit applies to the SUHSD. If it is determined that the SUHSD qualifies as a Small MS4, the SUHSD shall initiate the process to obtain the appropriate permits from the RWQCB.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

CUM-AE-1. The SUHSD shall prepare and implement a landscape plan that promotes greater visual and functional compatibility with the planned adjacent residential developments and pedestrian and bicycle use to the extent financially feasible and in alignment with educational programs and facilities.

Party responsible for implementation: SUHSD

Party responsible for monitoring: SUHSD

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