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## **APPENDIX B**

### NOTICE OF PREPARATION AND RESPONSES

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## Notice of Preparation

**SUBJECT:** Notice of Preparation of a Draft Supplemental Environmental Impact Report

**Lead Agency:**

Agency Name Salinas Union High School District

Street Address 320 Rose Street

City/State/Zip Salinas, CA 93901

Contact Karen Luna  
Manager of Maintenance  
Facilities and Planning

**Consulting Firm (if applicable):**

Firm Name EMC Planning Group

Street Address 301 Lighthouse Avenue, St. C

City/State/Zip Monterey, CA 93940

Contact Teri Wissler Adam  
Senior Principal

Salinas Union High School District (SUHSD) will be the Lead Agency and will prepare a supplemental environmental impact report for the project identified below. The original EIR, which was prepared prior to site acquisition, was certified by the SUHSD Board of Trustees on November 28, 2006. The draft and final EIR are available on the SUHSD's website. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for this project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ☐ is ☒ is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Karen Luna, Salinas Union High School District at the address shown above. We will need the name for a contact person in your agency.

**Project Title:** High School #5 Construction

**Project Location:** Salinas, Monterey County  
City (nearest) County

**Project Description: (brief)** Construction of a new 1,800-student high school located on approximately 40 acres on the south side of Rogge Road, northwest of Natividad Road.

Date 3/2/11

Signature Karen Luna

Title Karen Luna, Manager of Maintenance Facilities and Planning, Salinas Union High School District

Telephone 831-796-7074

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

## **PROJECT LOCATION AND SETTING**

### ***Project Site Location***

The 38.97-acre project site is located at 1110 Rogge Road, APN 211-011-011, in the City of Salinas, Monterey County. The site is located on the south side of Rogge Road, with San Juan Road located approximately 3,000 feet to the west, Natividad Road located approximately 2,000 feet to the east, and U.S. Highway 101 located approximately 1.5 miles to the west. The site is within the planned future growth area for the City of Salinas. [Figure 1, Regional Location](#), presents the regional location, and [Figure 2, Project Vicinity](#), presents the site in relation to the City of Salinas and adjacent network of streets.

### ***Project Site Existing Conditions***

The project site is relatively flat, and ranges in elevation from about 140 to about 150 feet above mean sea level. The project site is currently used for agricultural row crops. Improvements on site include several wells for irrigation, an unused wooden water tank on a 20-foot platform, a green plastic above-ground water tank for potable water supply, and one single family residence with associated ornamental plants, as well as several accessory structures used for storage. The accessory structures include a two-car garage, farm machinery shed, and granary. The residence was constructed in 1940 to 1941 and includes a private septic system for wastewater disposal. The septic tank is located directly behind the residence. Several irrigation system structures are located on site. There is an electrical box located north of the water tanks, which is used to power the irrigation pump located about 30 feet east.

Aboveground electrical lines, power poles, and pole-mounted transformers are located along the north, west and southern perimeters of the site. Rogge Road, a rural two-lane road with gutter improvements but no sidewalks, runs along the northern boundary of the site. Rogge Road provides direct driveway access to the existing residence. The site may also be accessed via a dirt agricultural road perpendicular to Rogge Road. An artificial drainage runs along Rogge Road at the northern property line, and north-south along the property perimeter. Site drainage generally flows to the southwest toward the lower site elevations. There are no other creeks or drainages located on site.

## ***Project Vicinity Existing Conditions***

Adjacent land uses include a residential subdivision to the west and row crops to the north, east and south. Rogge Road runs along the northern perimeter. Beyond Rogge Road is agricultural land, a harvesting business with an equipment storage yard, a bus storage yard, and two single family dwellings. The adjacent subdivision includes single-family tract homes, and the La Joya Elementary School. Strawberries are the primary agricultural crop in the vicinity. [Figure 3, Aerial Photograph](#), presents the existing project site and surrounding area.

## ***Planning Designations and Zoning District***

The project site has a Salinas General Plan Land Use Designation of Public/Semipublic and is labeled SHS for “Senior High School” (2002, figure LU-3). Salinas General Plan Land Use Designations for adjacent properties include Low Density Residential, Agriculture, and Mixed Use. [Figure 4, City of Salinas General Plan Land Use Map](#), presents the project site land use designation in context with the City of Salinas and its growth area.

## **PROJECT BACKGROUND**

In 2006, EMC Planning Group prepared the Rogge Road High School Site Acquisition EIR for the school district. The 2006 CEQA documentation allowed the school district to acquire the 39± property for future construction of a 2,000 student high school. That EIR analyzed, to the extent possible, the environmental impacts associated with acquisition and future development of a high school. However, because development of a site plan and construction of the school was not anticipated for several years, the EIR could not fully evaluate impacts associated with aesthetics and lighting, noise, hydrology, and traffic and circulation.

## **PROJECT DESCRIPTION**

The school district is now proposing to construct the new high school located on the project site. The proposed high school has been approved by the California Department of Education for 1,500 students; however the infrastructure would be adequate for 1,800, allowing for future growth. A site plan, dated January 13, 2011, was prepared by Kasavan Architects. Refer to [Figure 5, Site Plan](#).

The proposed high school would include a two-story, L-shaped classroom building located in the northwestern corner of the project site. The classroom building would consist of 54 classrooms,

including eight science labs, three computer labs, a book and media center, a text book storage room, and administrative offices. A 400-seat performing arts auditorium will be located directly to the east of the classroom buildings and will include two music rooms, a green room/drama classroom, dressing rooms, and a TV studio, along with an outdoor stage located in the campus' inner quad. A gymnasium building will be located to the south of the performing arts building and will include a main gym, a small gym, a wrestling gym, a weight room, attached boys and girl's locker rooms, and an athletic training room. A food service building will be located south of the classroom building and west of the gymnasium. The food service building will include a 300-seat food court, an attached kitchen, and two trade related classrooms. Outdoor athletic facilities will include a large stadium used for football, soccer, and track and field competition, seven tennis courts, six basketball courts, two baseball fields, four softball fields, one soccer field.

Parking for approximately 453 vehicles would be provided in several lots throughout the project site. A 130-space staff parking lot would be located along the western edge of the project site, and a parking lot with 34 spaces for staff and 33 spaces for visitor parking, would be located in the northern corner of the project site. A 175-space student parking lot would be located along the northeastern edge of the project site, between the stadium and the L-shaped classroom building. An 81-space special events parking lot would be located along the southeastern boundary of the project site.

The proposed project would include improvements to Rogge Road to allow for better access to and from the project site. A preliminary design, dated February 8, 2011, showing the proposed improvements to Rogge Road was prepared by RBF Consultants. Refer to [Figure 6, Rogge Road Preliminary Design](#).

The Rogge Road High School Site Acquisition EIR (November 6, 2006) assumed that supplemental environmental analysis would be required when the school district commenced with plans to design and build the school. Therefore, this EIR will be supplemental to the 2006 EIR, addressing the issues that could not be addressed at the time the 2006 EIR was prepared.

## **PROBABLE ENVIRONMENTAL EFFECTS**

The EIR analysis will focus on the following issues: aesthetics and lighting, greenhouse gas emissions, hydrology, noise, and traffic and circulation. All other issues were adequately addressed in the 2006 EIR.

## ***Aesthetics***

The project site is currently undeveloped and is used for agricultural row crops. There is currently minimal light generated from the project site from the single-family residence. The proposed project includes the development of an athletic stadium, the development of which could result in significant lighting impacts. As required by the 2006 EIR, Mitigation Measure AE-1, a lighting study is being prepared for the proposed project. The EIR will present the existing visual setting of the project site and surrounding area. The planned city expansion in the immediate vicinity will be discussed. Impacts on existing and planned adjacent land uses associated with the stadium lighting will be identified. Mitigation measures to reduce or eliminate significant impacts to a less than significant level will be presented.

## ***Greenhouse Gas Emission***

An analysis of the greenhouse gas emissions effects of the project was not required when the 2006 EIR was prepared, but is now required in the CEQA Guidelines. Estimated greenhouse gas emissions will be determined based on results of the URBEMIS air emissions modeling software. The EIR will present the existing policy and regulatory setting, along with a discussion of the thresholds of significance, the science and effects of global warming, and the inventories of greenhouse gas emissions. To the extent feasible, the proposed project's greenhouse gas emissions will be quantified. Cumulative impacts and a determination if the contribution of the cumulative impact is considerable will be made. Mitigation measures to reduce or eliminate significant impacts to a less than significant level will be presented.

## ***Hydrology and Water Quality***

Development of the site would add a significant amount of impervious surfaces, which would alter the existing drainage on site, adding to the cumulative flooding issues in the Carr Lake area. As required by the 2006 EIR, Mitigation Measure HY-1, a hydrological analysis is being prepared for the proposed project. The EIR will present the existing hydrological setting of the project site and the surrounding area. Changes associated with the development of the proposed project will be discussed. Impacts associated with development of the proposed project (groundwater supply, groundwater recharge, drainage patterns, proposed retention/detention of storm water, erosion, flooding, infrastructure) will be identified. Mitigation measures to reduce or eliminate significant impacts to a less than significant level will be presented.

## **Noise**

The proposed project is located south of Rogge Road, a minor arterial, and north of the future extension of Russell Road, a proposed major arterial in the City of Salinas general plan circulation element. Minor arterials are proposed immediately east and west of the project site in the general plan. An existing residential neighborhood is located to the west of the project site. The areas to the south and east are vacant agricultural lands. The area to the north includes a labor contractor bus storage yard and vacant agricultural land. Once the area in the vicinity builds out, the noise environment at the high school would be affected by the traffic noise on the adjacent street system.

A noise assessment is being prepared to address noise impacts to the school, and noise impacts from the school on adjacent land uses. The EIR will summarize the findings of the noise report.

## **Transportation**

The proposed project is located south of Rogge Road, a minor arterial, and north of the future extension of Russell Road, a proposed major arterial in the City of Salinas general plan circulation element. Minor arterials are proposed immediately east and west of the project site in the general plan. The proposed project would add a significant amount of traffic on the adjacent roadway system in the time immediately before school starts (AM peak hour) and immediately upon dismissal (mid-afternoon peak hour).

A traffic study is being prepared to evaluate the proposed project's impacts on the roadway system. The following intersections will be analyzed as part of this study:

1. San Juan Grade Road/Rogge Road
2. San Juan Grade Road/Russell Road
3. San Juan Grade Road/Boronda Road
4. Natividad Road/Rogge Road
5. Natividad Road/Boronda Road

The following traffic scenarios will be analyzed:

1. Existing Conditions
2. Existing Plus Project Conditions
3. General Plan Buildout Conditions

Traffic impacts will be analyzed for the AM, mid-afternoon and PM peak hours at the study intersections. The mid-afternoon period is the time associated with school dismissal.

The EIR will summarize the findings of the traffic report.





Not to Scale

Source: EMC Planning Group Inc. 2010



Figure 1  
Regional Location

Rogge Road High School SEIR Notice of Preparation

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0 4,500 feet



Project Site

Source: Google Earth 2010

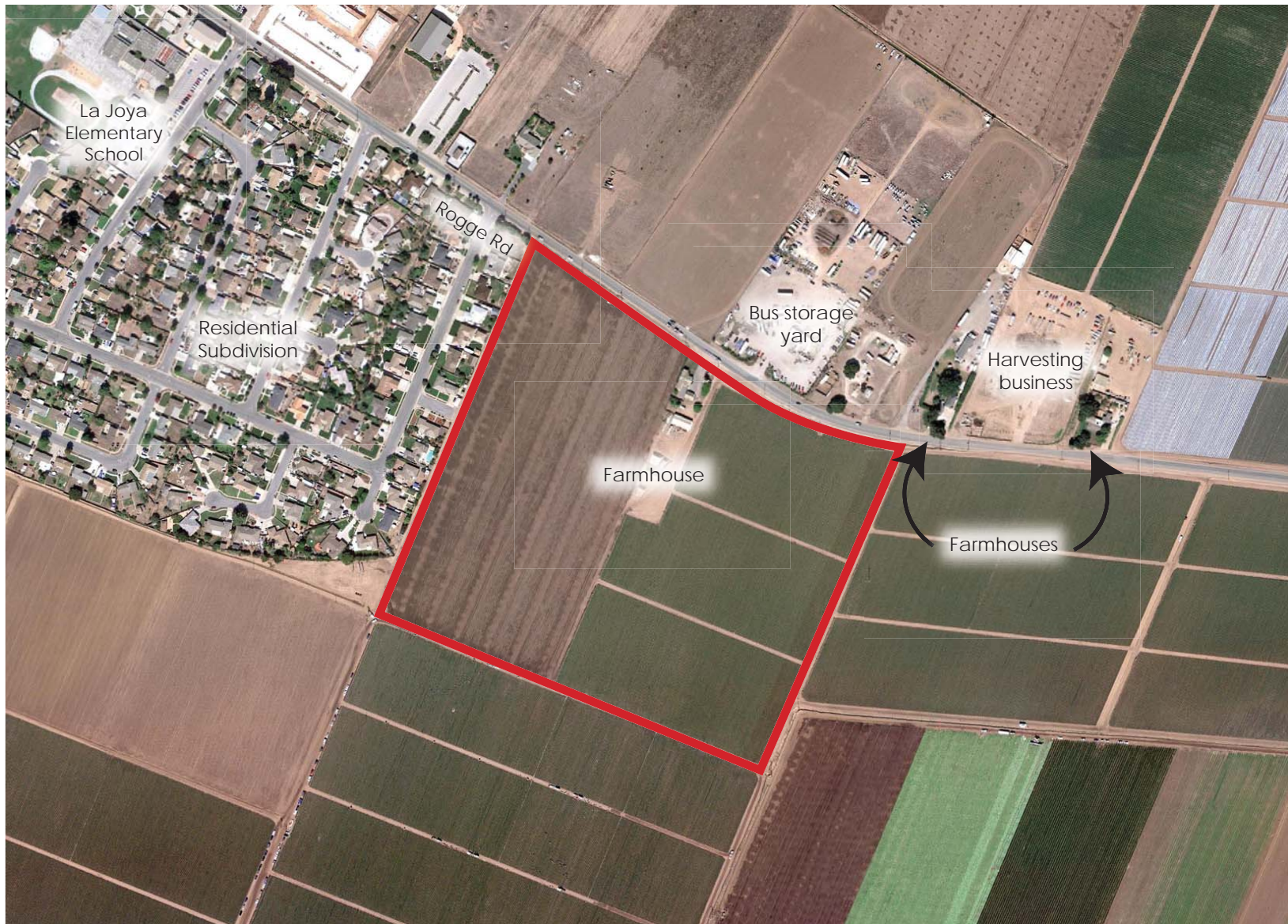


Figure 2  
Project Vicinity

Rogge Road High School SEIR Notice of Preparation

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0 500 feet

Approximate project site boundaries

Source: Google Earth 2009



Figure 3  
Aerial Photograph

Rogge Road High School SEIR Notice of Preparation

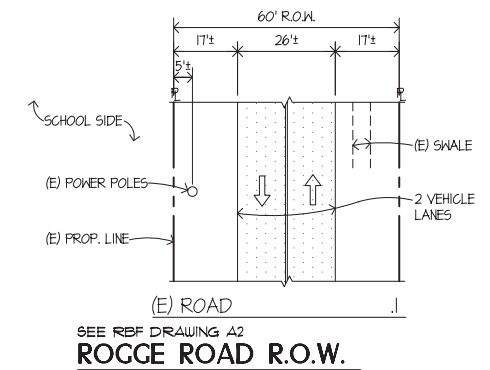
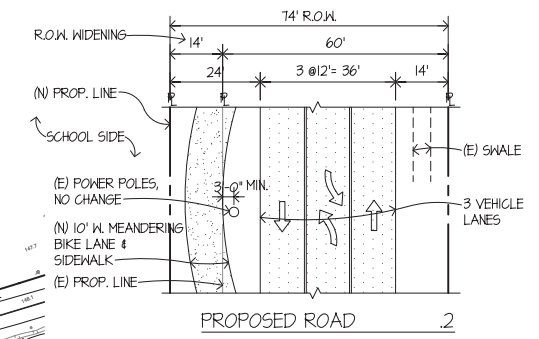
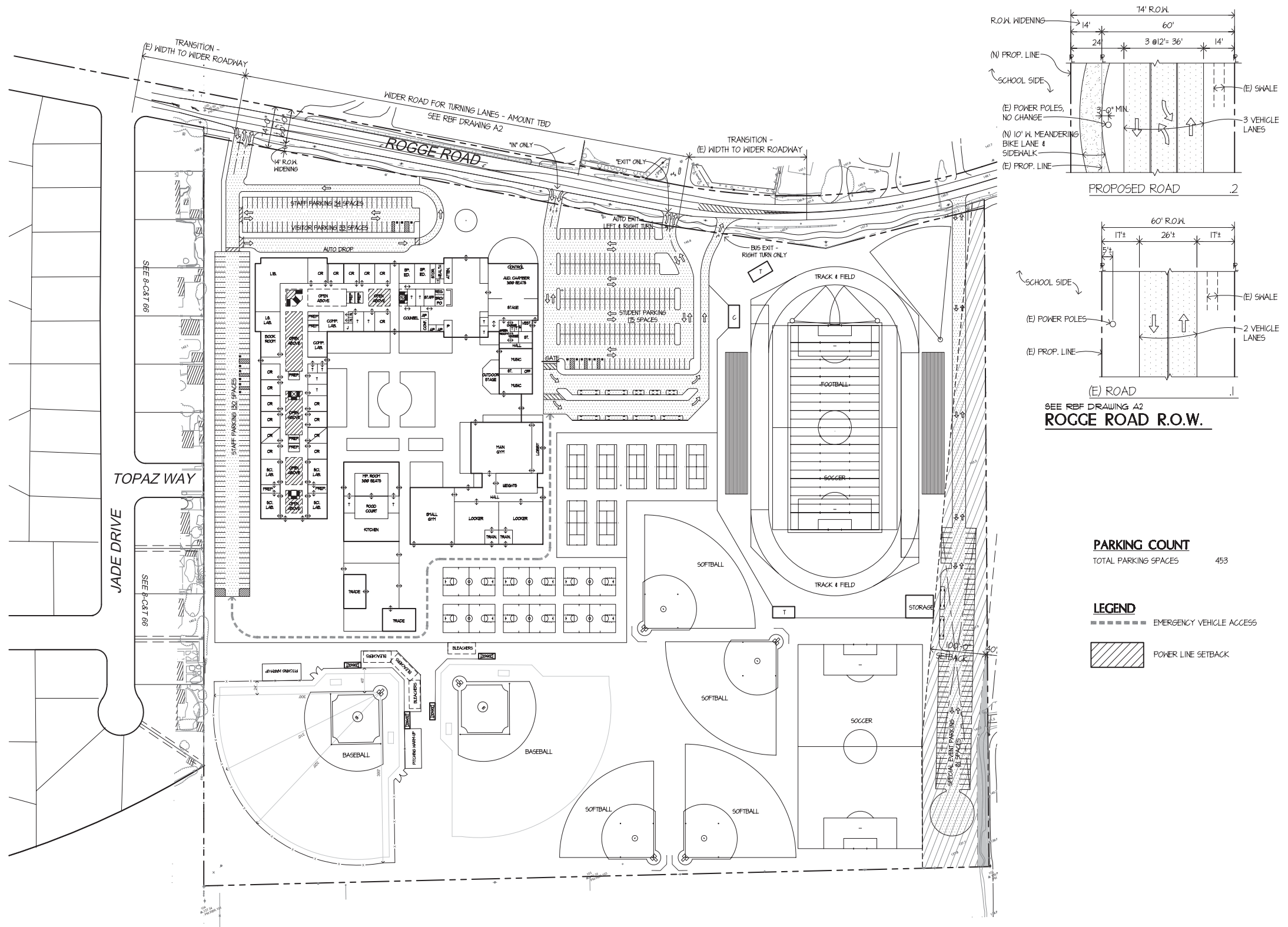
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**PARKING COUNT**

TOTAL PARKING SPACES	453
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**LEGEND**

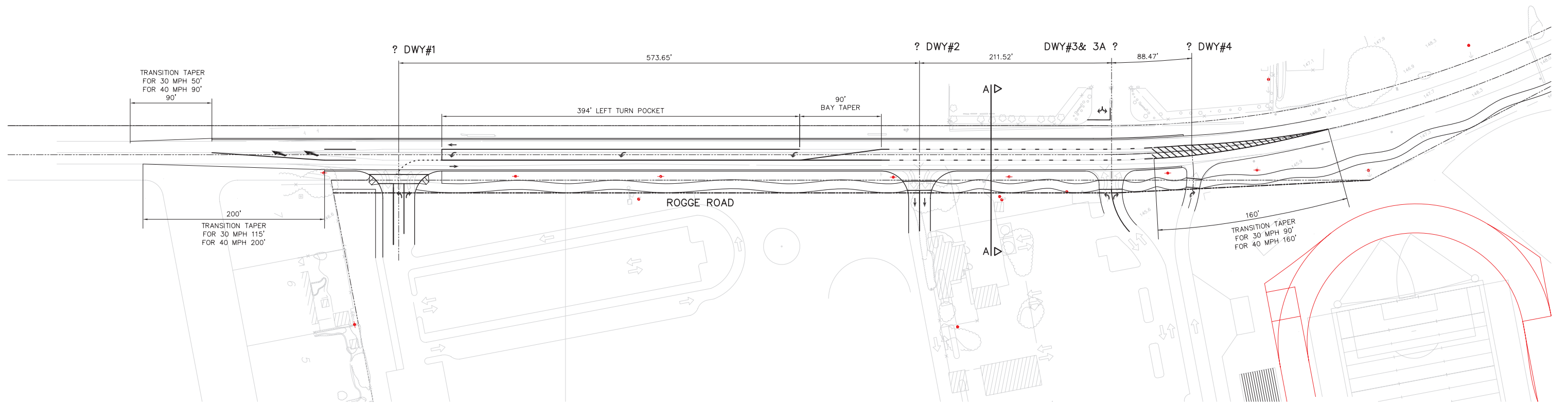
	EMERGENCY VEHICLE ACCESS
	POWER LINE SETBACK



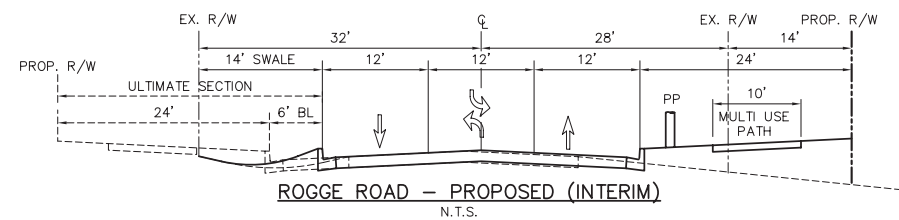
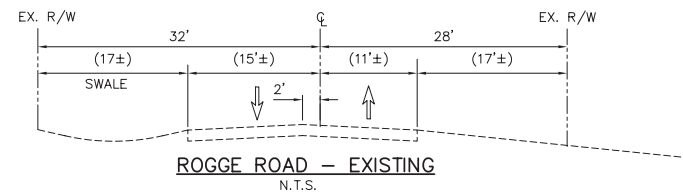
Source: Kasavan Architects 2011

Figure 5  
 Site Plan  
 Rogge Road High School SEIR Notice of Preparation

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PARTIAL SITE PLAN • ROGGE



SECTION A-A

Source: Kasavan Architects 2011

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STATE OF CALIFORNIA

Edmund G. Brown Jr., Governor

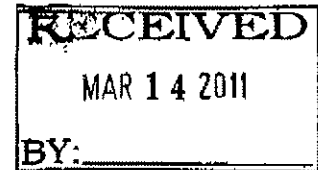
## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
(916) 657-5390 - Fax



March 10, 2011

Karen Luna  
Salinas Union High School District  
320 Rose Street  
Salinas, CA 93901



RE: SCH# 2005081011 High School #5 Construction; Monterey County.

Dear Ms. Luna:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

*Katy Sanchez*  
Katy Sanchez  
Program Analyst  
(916) 653-4040

cc: State Clearinghouse

**Native American Contact List**

Monterey County

March 10, 2011

Indian Canyon Mutsun Band of Costanoan  
Ann Marie Sayers, Chairperson  
P.O. Box 28 Ohlone/Costanoan  
Hollister , CA 95024  
**ams@indiancanyon.org**  
831-637-4238

Trina Marine Ruano Family  
Ramona Garibay, Representative  
30940 Watkins Street Ohlone/Costanoan  
Union City , CA 94587 Bay Miwok  
soaprootmo@msn.com Plains Miwok  
510-972-0645-home Patwin  
209-688-4753-cell

Jakki Kehl  
720 North 2nd Street Ohlone/Costanoan  
Patterson , CA 95363  
jakki@bigvalley.net  
(209) 892-1060

Amah Mutsun Tribal Band  
Valentin Lopez, Chairperson  
3015 Eastern Ave, #40 Ohlone/Costanoan  
Sacramento , CA 95821  
vlopez@amahmutsun.org  
(916) 481-5785

Coastanoan Rumsen Carmel Tribe  
Tony Cerda, Chairperson  
3929 Riverside Drive Ohlone/Costanoan  
Chino , CA 91710  
rumsen@aol.com  
(909) 464-2074  
(909) 524-8041 Cell  
rumsen@aol.com

Amah/Mutsun Tribal Band  
Irene Zwierlein, Chairperson  
789 Canada Road Ohlone/Costanoan  
Woodside , CA 94062  
amah\_mutsun@yahoo.com  
(650) 851-7747 - Home  
(650) 851-7489 - Fax

Ohlone/Coastanoan-Esselen Nation  
Louise Miranda-Ramirez, Chairperson  
PO Box 1301 Esselen  
Monterey , CA 93942 Ohlone/Costanoan  
ramirez.louise@yahoo.com  
408-629-5189  
408-205-7579 - cell

Ohlone/Coastanoan-Esselen Nation  
Christianne Arias, Vice Chairperson  
PO Box 552 Esselen  
Soledad , CA 93960 Ohlone/Costanoan  
831-235-4590

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2005081011 High School #5 Construction; Monterey County.

**Native American Contact List**  
Monterey County  
March 10, 2011

Amah Mutsun Tribal Band  
Edward Ketchum  
35867 Yosemite Ave  
Davis, CA 95616  
aerieways@aol.com

Ohlone/Costanoan  
Northern Valley Yokuts

Amah/Mutsun Tribal Band  
Jean-Marie Feyling  
19350 Hunter Court  
Redding, CA 96003  
jmfgmc@sbcglobal.net  
530-243-1633

Ohlone/Costanoan

Amah/Mutsun Tribal Band  
Joseph Mondragon, Tribal Administrator  
882 Bay view Avenue  
Pacific Grove, CA 94062  
831-372-9015  
831-372-7078 - fax

Ohlone/Costanoan

Amah/Mutsun Tribal Band  
Melvin Ketchum III, Environmental Coordinator  
7273 Rosanna Street  
Gilroy, CA 95020  
408-842-3220

Ohlone/Costanoan

Ohlone/Coastanoan-Esselen Nation  
Pauline Martinez-Arias, Tribal Council woman  
1116 Merlot Way  
Gonzales, CA 93926  
maklici0-us@gmail  
831-596-9897

Esselen  
Ohlone/Costanoan

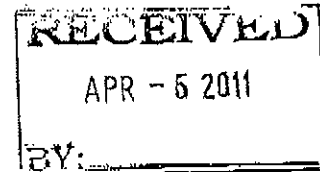
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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed  
SCH# 2005081011 High School #5 Construction; Monterey County.

BRIAN FINEGAN  
A PROFESSIONAL CORPORATION  
ATTORNEY AT LAW  
SIXTY WEST ALISAL STREET, SUITE 1  
POST OFFICE BOX 2058  
SALINAS, CALIFORNIA 93902

AREA CODE 831  
SALINAS TELEPHONE 757-3641  
MONTEREY TELEPHONE 375-8652  
FACSIMILE 757-9329  
E-MAIL brian@bfinegan.com



April 1, 2011

Karen Luna  
Manager of Maintenance Facilities and Planning  
Salinas Union High School District  
320 Rose Street  
Salinas, California 93901

Re: Notice of Preparation – High School #5 Construction

Dear Ms. Luna:

This comment letter is submitted on behalf of land owners and developers in the North of Boronda Future Growth Area (FGA). The proposed high school is located in the FGA, and is intended to serve students who will live in the FGA when it is developed. Thus my clients have a vital interest in the design and operation of the school.

We participated in a meeting with you and your staff on May 17, 2010, at which and others expressed considerable concern about the design and configuration of the proposed high school. Although you and your counsel expressed a desire to continue the dialog regarding our concerns, we have heard nothing from the District since that date. It appears that the design of the school has changed little if at all from the design we reviewed last year.

Your Notice of Preparation invites comment on the scope and content of the environmental document to be prepared by the District in connection with the construction of the school. In submitting these comments, we have reviewed the draft and final EIRs certified by the District in 2006 in connection with the acquisition of the site. The site acquisition EIR contemplated that a supplemental EIR (SEIR) would be prepared in connection with the construction of the school to address a number of important issues that were not capable of being analyzed in advance of the design of the school. We assume that the District will now prepare and circulate that SEIR, and not rely on an EIR addendum or negative declaration.



April 1, 2011

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The FGA concerns relate primarily to three significant issues that we ask to be analyzed in the SEIR: 1) land use planning, 2) traffic and circulation, and 3) drainage and stormwater management.

### 1. Land Use and Planning.

Since the certification of the 2006 EIR, the FGA has been annexed to the City of Salinas and zoned New Urbanism (NU) anticipating the preparation and adoption of statutory Specific Plans for the development of the FGA.

The 2006 EIR states in several places that the new high school is intended to serve the City of Salinas' planned growth in the vicinity. The FGA landowners and developers have always anticipated that the new high school would be an integral part of the FGA community, and would share the same design and development principles that are laid down for the FGA in the City's General Plan and zoning ordinance. As Goal 3 of the Community Design Element of the General Plan, the City directs that new development "create a community that promotes a pedestrian-friendly, walkable environment." General Plan Policy CD-3.1 of the General Plan calls for schools to be "within the neighborhood" and "easily accessible and within walking distance." Unfortunately, the design of High School #5 turns its back on the neighborhood it is intended to serve (the FGA), and places a continuous barrier fence around the site that precludes convenient pedestrian access to and from the neighborhood.

This conflict with the fundamental principles of the General Plan and concept for the FGA must be analyzed thoroughly in the SEIR. The SEIR should include mitigation measures and alternative designs that will mitigate this negative impact on the future FGA community. One of the alternatives should include a site plan that would turn the project 180 degrees, so that it would be accessed from Russell Road (as proposed in the 2006 EIR), and face the community of which it is intended to be a functional part (the FGA).

### 2. Traffic and Circulation.

In the 2006 EIR, the new high school was proposed to take access from Russell Road, a FGA major thoroughfare designed to serve the level of traffic anticipated from the school and the surrounding residential community. Now it is proposed to provide access from Rogge Road, without significant improvements to the existing road (sidewalks, turning lanes, bicycle lanes). Neither the General Plan nor the plans for development of the FGA anticipate improvements to Rogge Road (it is a county road). The new EIR must include a thorough traffic report analyzing the adequacy of Rogge Road to serve the new high school, and recommend mitigation measures to reduce any identified impacts to less than significant.

The proposed design of High School #5 encroaches on the proposed right of way of the extension of El Dorado Drive. El Dorado Drive is designated as a major collector street in the Circulation Element of the General Plan. It is proposed to have a 66' right-

April 1, 2011

Page 3 of 3

of-way, with parking, bike land, landscaping strip and sidewalk along the westerly side. According to City regulations, right-of-way dedication and half-street improvements are to be provided by adjoining landowners. As proposed, the plan for the new school would not only not provide the right-of-way and improvements, but would occupy the area proposed for right-of-way. The EIR must analyze this inconsistency with the adopted plans for El Dorado Drive, and examine an alternative that would be consistent with the El Dorado alignment.

Finally, as noted above, the proposed plan is not readily accessible to pedestrians from the FGA. In the 2006 EIR, TAMC commented urged "that pedestrian access be prioritized to the facility." The District's response was: "Design of the new high school will consider pedestrian and bicycle safety issues as well as appropriate pedestrian, bicycle and transit facilities." The current design provides none of these. The EIR must analyze this issue and propose one or more alternatives that provide feasible pedestrian access from the FGA.

### 3. Drainage.

Although prepared after the issuance of the City's NPDES permit, the 2006 EIR fails to discuss the terms and requirements of that permit. Furthermore, the City has subsequently adopted Stormwater Development Standards and a Stormwater Ordinance to implement the NPDES permit.

The 2006 EIR states that the District will perform supplemental analysis to address drainage and stormwater management issues. The new EIR must thoroughly analyze these issues and recommend mitigation measures to assure that drainage and stormwater are managed in accordance with the City's NPED permit, the Stormwater Development Standards, and the Stormwater Ordinance so that negative impacts to the FGA are avoided or reduced to a less than significant level.

We thank you for the opportunity to comment on the Notice of Preparation, and we look forward to reviewing and commenting on the draft EIR when it is circulated.

Very truly yours,



Brian Finegan

cc: Future Growth Area  
EMC Planning Group  
Tara Hullinger, City of Salinas

# MONTEREY COUNTY

## RESOURCE MANAGEMENT AGENCY



### DEPARTMENT OF PUBLIC WORKS

Yazdan T. Emrani, M.S., P.E., Director

April 1, 2011

168 W. Alisal Street, 2<sup>nd</sup> Floor  
Salinas, CA 93901  
(831) 755-4800  
Fax: (831) 755-4958  
[www.co.monterey.ca.us](http://www.co.monterey.ca.us)

KAREN LUNA  
SALINAS UNION HIGH SCHOOL DISTRICT  
320 ROSE STREET  
SALINAS CA 93901

**SUBJECT: RESPONSE TO NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE HIGH SCHOOL #5 CONSTRUCTION PROJECT.**

Dear Ms. Luna:

We have received your Notice of Preparation (NOP) of a Supplemental Draft Environmental Impact Report (SDEIR) for the High School #5 Construction Project. The Department of Public Works is very interested to know about the project's potential impacts to the surrounding traffic circulation network, especially given the congestion currently experienced in the vicinity of the project.

We offer the following information and recommendations to aid you with the environmental documentation review process:

- Your analysis proposed by the project should conform to regional planning documents, such as the 2010 Monterey County General Plan and TAMC's Regional Transportation Plan.
- The methodologies used to calculate the Levels of Service (LOS) should be consistent with the methods in the latest edition of the Highway Capacity Manual. The LOS analysis should account for the bus component of the project traffic.
- The Traffic Study should identify mitigation measures for all traffic circulation impacts on County roads. The significance criteria for County roads is described as follows:
  - Signalized Intersection: A significant impact would occur if an intersection operating at LOS A, B, C, or D degrades to E, or F. For intersections already operating at unacceptable levels D and E, a significant impact would occur if a project adds 0.01 during peak hour or more to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.
  - Unsignalized Intersections: A significant impact would occur if any traffic movement has LOS F or any traffic signal warrant is met.

- Road segment: A significant impact would occur if a roadway segment operating at A through E degrades to a lower level of service of E or F. If a segment is already operating at LOS F any increase during peak hour (one vehicle) is considered significant.
- The traffic study should address the project's impacts on all county, regional, and city roadways. The geographic area covered in the scope of the traffic study should be of sufficient size to adequately identify all of the project's impacts. The EIR should also identify the school service area as this will determine the intersections to be analyzed.
- In developing the cumulative scenarios for the traffic forecasts, trip distributions and traffic analysis, should be consistent with regional traffic model projections, i.e. AMBAG model.
- At a minimum the following project scenarios should be analyzed: "Existing conditions", "Existing plus project", "Background conditions", "Background plus project", "Cumulative no project", and "Cumulative plus project". The background scenario needs to consider the proposed development along the north side of Rogge Road.
- The report should address the needs and benefits of providing pedestrian/ bicycle facilities. The project should also strive to provide school buses, vanpools and other alternative modes of transportation that will reduce the peak demand on roadways in the project area.
- The traffic report should analyze sight distance at project's access points.
- Frontage improvements on Rogge Road need to include curb, gutter and sidewalk; and proposed improvements on Rogge Road would require additional ROW and should be dedicated as part of the project.
- The traffic report should consider access points on Russell Road extension, a City of Salinas' General Plan improvement, with this alternative.
- The EIR should analyze the project's impacts on neighboring streets such as Topaz Way.

Thank you for taking our comments into consideration. We also look forward to reviewing and commenting on the Draft Environmental Report. Should you have any further questions please call Rick Sauerwein (831) 796-3071.

Sincerely,

**YAZDAN T. EMRANI, M.S., P.E.**  
**DIRECTOR OF PUBLIC WORKS**

By



**Richard P. Sauerwein, Jr., P.E.**  
**Community Development Manger**

**RPS/rm/kg**



# MONTEREY COUNTY

## RESOURCE MANAGEMENT AGENCY

PLANNING DEPARTMENT, Mike Novo, Director

168 W. Alisal St., 2<sup>nd</sup> Floor  
Salinas, CA 93901

(831) 755-5025  
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April 4, 2011

Salinas Union High School District – Lead Agency  
C/O EMC Planning Group  
320 Rose Street  
Salinas, Ca 93901

EMC Planning Group  
301 Lighthouse Avenue, Ste. C  
Monterey, CA 93940  
Attention: Teri Weisler Adam

Dear Ms. Adam,

Thank you for the opportunity to review the Notice of Preparation for the Salinas Union High School District. The NOP was distributed to our land use agencies and the following comments were received from the Planning Department. The Department of Public Works mailed a letter dated April 1, 2011 (attached).

### Planning Department

1. Site Lay-out. There does not appear to be a student drop off area. For the safety of faculty and students dropped off on Roggie Road there should be a designated drop off area to alleviate any conflicts with pedestrian traffic. Drop off areas should also take into consideration students walking from Roggie Road towards the school, possibly utilizing a designated walkway for foot traffic.
2. Conversion of farmlands. The NOP mentions that this resource would have been addressed in the first EIR however the previous EIR did not fully discuss the mitigations being used for this project from the City of Salinas's General Plan, nor the over-riding consideration basis.

Thank you again for the opportunity to comment on the NOP.

Respectfully,

//vn

Valerie H. Negrete M.U.P.

***Assistant Planner***

Phone: 831-755-5227 Fax: 831-757-9516

**RMA - Monterey County Planning Department**



April 4, 2011

Ms. Karen Luna, Manager  
Maintenance, Facilities and Planning  
Salinas Union High School District  
320 Rose Street  
Salinas, CA 93901

SUBJECT: NOTICE OF PREPARATION FOR SUPPLEMENTAL EIR:  
HIGH SCHOOL #5 CONSTRUCTION

Dear Ms. Luna:

The Air District submits the following comments concerning the proposed Draft Supplemental EIR for the proposed new high school at 1110 Rogge Road:

Section VII, Mandatory Findings of Significance; Subsection (b). Pages 35-36.

As you are well aware, the recently-adopted CEQA Guidelines describe what is required to analyze greenhouse gases under CEQA. New Section 15064.4(b)

*(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:*

*1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*

*(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.*

*(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.*

Thank you for circulating the document for our review.

Best regards,

Jean Getchell  
Supervising Planner  
Planning and Air Monitoring Division

cc: Teri Wissler Adam, EMC Planning Group

**CITY OF SALINAS****Community Development Department • Community Development Department**

65 West Alisal Street • Salinas, California 93901 • (831) 758-7206 • Fax (831) 775-4258

April 13, 2011

Karen Luna  
Salinas Union High School District  
Manager of Maintenance Facilities and Planning  
320 Rose Street  
Salinas, California 93901

**Re: Notice of Preparation of a Draft Supplemental Environmental Impact Report for the  
construction of Proposed High School #5 located on Rogge Road.**

Dear Ms. Luna:

On March 14, 2011, the Community Development Department received the above-referenced Notice of Preparation (NOP) for the construction of a new high school facility located on Rogge Road. Staff has reviewed the subject document and has the following comments in regard to issues which should be addressed in the Draft Supplemental Environmental Impact Report (EIR) being prepared for the project:

1. General Plan Consistency/Land Use and Planning – The NOP does not identify inconsistency with the City's General Plan/Land Use and Planning as a potential impact to be addressed in the Supplemental EIR. The City's adoption of the 2002 General Plan update anticipated the proposed school campus and designated a site on the General Plan Land Use and Circulation Policy Map to accommodate the facility. However, the designation of the site on the land use map, does not, in and of itself, imply consistency with the City's General Plan. A proposed use must also be consistent with the objectives of the General Plan's Land Use, Community Design, Conservation, Circulation, Noise and Safety Elements.

Prior to the development of any land within the Future Growth Area (FGA) of the City, the General Plan requires the approval of Specific Plans to ensure the planning and design of the neighborhoods in this area incorporate the New Urbanism design principles envisioned under the General Plan. In accordance with these principles, civic and public facilities (such as that being proposed), commercial and institutional uses are to be incorporated and integrated into surrounding neighborhoods to promote walkability and accessibility to adjacent residents.

School district representatives, County staff, FGA representatives, and City staff met on May 17, 2010 to discuss a preliminary site plan for the proposed high school. At that time, concerns were expressed by staff and others regarding the proposed siting of the school buildings and related sports facilities. It was requested that the school district explore relocating the proposed school buildings so that they would be potentially front or have primary access from El Dorado Drive with associated parking areas located to the side or rear of the buildings. The need for pedestrian connections and other issues were also discussed.



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These modifications were requested to promote land use compatibility with the future West Area Specific Plan (FGA) residential neighborhoods, facilitate pedestrian accessibility and reduce the potential for traffic related issues in the area.

In reviewing Exhibit 5 of the NOP, it appears that the proposed site plan is similar to the one reviewed last May and that the requested changes have not been incorporated into the design. In this regard, staff's primary concern with the site plan continues to be that the proposed high school does not consider the FGA neighborhood context in which it will be situated. The site plan is primarily automobile-oriented in nature with parking lots and vehicular "drop-off" areas generally dominating the Rogge Road street frontage. The buildings and architectural elements of the proposed school, which, in accordance with **New Urbanism** principles should enhance the public realm and provide human scale and architectural interest to the streetscape, are pushed back from street behind parking lots and will be visually and physically separated from the future surrounding FGA neighborhoods. Although the proposed school may serve students from outside the FGA area, it is part of and is located in the Future Growth Area. As such, its design should be compatible and complementary with the New Urbanism design principles required under the General Plan for development in the FGA and relate to the future residential uses to the south and east of the site.

Additionally, the siting of the proposed school buildings (in the extreme northern portion of the site) generally does not lend itself to being accessible to future residents in the FGA. Pedestrian linkages need to be provided to the school buildings and facilities. It is unclear if the site will be fenced or not and how pedestrian linkages would be achieved. It appears that the location of the proposed stadium has the potential for adverse lighting and noise impacts and may conflict with the future residential uses planned to the east and south. The potential impacts associated with these issues should be addressed in the draft Supplemental EIR being prepared for the project.

2. Utilities and infrastructure - The City will want to the opportunity to review the proposed future improvements for the site in addition to any review by the California Department of Education and Division of the State Architect. The development will require preparing on-site improvement plans in the area, including: a grading/drainage plan; sanitary sewer and storm drain plan; site improvement plans/details; and a landscape plan. On-site improvements will require the provision of on-site security lighting with cut-off lenses and/or shields to eliminate spillover onto public streets or adjacent properties. The development shall also comply with all applicable Title 24 requirements in effect when building permits are issued (disabled parking stalls, path of travel to the building, building access, restrooms, etc.).

The project needs to identify how the site design and layout will integrate into the ultimate/overall West Area Specific Plan infrastructure for said FGA area (sanitary sewer, water, "dry" utilities, storm drain, streets, etc.). Development plans for all required improvements to be constructed, both on-site and public, will need to be submitted to the

Karen Luna  
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City for review and approval to verify conformance with City Standards, especially if temporary access/service is to be provided in advance of the accompanying residential development and appurtenant improvements. The City cannot determine the impact of the proposed projects on its facilities without these reviews and the projects will have access via City streets, connect to City facilities and will be subject to compliance with the City's Storm Water Development Standards as mandated by State Water Quality Control Board Region 3 in conformance with our approved storm water permit. All site and frontage improvements will be required to conform to City Standards. All new on-site utilities/services will be required to be installed underground per City Code requirements.

The City will require will serve letters from each utility company prior to approving any construction. A water assessment shall be provided to confirm sufficient groundwater exists to serve the site/land use in accordance with state/federal requirements. Staff would note that Republic Services of Salinas (formerly BFI) is the City's solid waste provider and should also be contacted to determine if the provisions for solid waste management facilities have been met.

The proposed school will be required to connect to the City's sanitary sewer system. No sanitary sewer line currently exists in the area to City staff's knowledge. A sanitary sewer analysis needs to be prepared which identifies how sanitary sewer discharges will be handled. The City has a fair amount of information that could assist in this regard, but coordination with the West Area Specific Plan planning efforts is critical.

3. Public Services and Facilities – The School District will be required to pay all City impact fees to mitigate impacts to sanitary sewer, storm drain, street tree, fire apparatus and traffic (including the payment of TAMC regional traffic impact fees) and impact fees for required FGA facilities (e.g. police substation, fire station and library) associated with the proposed facility. It should also be noted that under the General Plan, a Fiscal Impact Analysis is typically required prior to the approval of a Specific Plan/development in the FGA to determine the financial impacts of new development and identify appropriate fees and financing mechanisms to address necessary roads, water, sewer, storm water, public safety, library, and other facility needs to serve the school. As part of the City's annexation of the FGA, a Public Services and Public Facilities Financing Plan was prepared which provided a financing plan for ongoing municipal services and maintenance functions as well as construction or enhancement of infrastructure and provision of facilities to support the FGA development in accordance with the service levels standards established in the General Plan.

The Police Department has indicated that the proposed school is located in the Salinas Police Department 1 beat area of responsibility. This area is staffed with only one officer per shift. This area contains several elementary schools and one middle school, as well as commercial and large residential areas. A new police substation will be required in the FGA to maintain service levels. The Fire Department indicates that this site will be served by Fire Stations 5 and 6 until FGA Fire Station 7 is constructed. Both of these facilities will be required to

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maintain and ensure consistency with General Plan service levels in the FGA.

4. On-Site Landscaping and Parkway Requirement - All on-site landscaping shall be owned and maintained by the applicant. Street parkways shall be maintained by the applicant until such time that a landscape assessment district is formed to maintain such areas in the FGA. All landscaped areas shall be landscaped/irrigated per City Zoning Code and Water Conservation Ordinance requirements and shall include the use of drought-tolerant plants and water-minimizing irrigation system (low-flow systems are encouraged).
5. Page 1, Project Site Location - City records show the correct address as being 1100 Rogge Road. The word "Grade" has been omitted from "San Juan Grade Road."
6. Page 1, Project Site Existing Conditions – The existing irrigation wells and storage tank shall all be required to be closed in accordance with Monterey County Environmental Health Department requirements. As indicated in this section, the historical use of the property has been agricultural in nature. Staff would note that past school developments on agricultural lands have revealed high fertilizer concentration levels that caused some minor delays in construction (this was most significant at the McKinnon Elementary school site which is located in the vicinity of the subject site). Staff understands from review of the previous EIR (prepared for the acquisition of the proposed school site) that high levels were not found at the subject site.
7. Page 2, Planning Designations and Zoning District - The current Zoning for the site is New Urbanism Interim with a Specific Plan Overlay. The environmental document should clarify that the project site is located within the City of Salinas and that it was annexed to the City on September 8, 2008. A Final Supplement for the Salinas General Plan Final Program EIR was certified in conjunction with the annexation to the City and is applicable to land located in the FGA. This document should be addressed in the proposed environmental document and reviewed as to applicability to the subject proposal.
8. Page 2, Project Background (last sentence) – The impacts related to General Plan consistency and Land Use and Planning should be also be considered as previously discussed above. The impacts associated with these issues could not be fully evaluated until a site plan was proposed. Additionally green house gas and climate change were not addressed at that time of the previous analysis and should be included in applicable sections of the Draft Supplemental EIR.
9. Pages 2 and 3, Project Description – See comments above regarding concerns and potential impacts associated with the proposed site plan.
10. Page 3, Probable Environmental Effects - As previously indicated, the impacts related to land use planning and General Plan Consistency should also be evaluated.

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11. Page 4, Aesthetics – The City annexed the subject property on September 8, 2008 and will authorize development through the Specific Plan approval process as required under the General Plan. It should be noted that the “planned” land uses to the east and south of the site will be residential. As previously indicated, the FGA area surrounding the school will be designed to reflect New Urbanism design principles. The event parking located along the eastern boundary of the site and the proposed siting of the school buildings located away from the future neighborhoods do support these principles. The facility should be designed to enhance the public realm and provide human scale and architectural interest along the streetscape rather than being pushed back from street behind parking lots and being visually/physically separated from the future neighborhoods in the FGA. Given this fact, the potential impacts related to visual character should be addressed.
12. Page 4, Air Quality/Greenhouse Gas Emissions – GHG emissions should be evaluated within the context of the Final Supplement for the Salinas General Plan Final Program EIR and how the City’s approach to analyzing this has evolved since that time period.
13. Page 4, Hydrology and Water Quality - Since the preparation of the original EIR, the City has adopted Stormwater Development Standards and a Stormwater Ordinance to implement the City’s NPDES permit. In accordance with the Final Supplement to the Final General Plan Program EIR, all development in the FGA is required to limit runoff to the pre-development case. This issue should be evaluated within the context of this document. The improvements shown on the document provided do not appear to provide for the incorporation of Low Impact Development (LID) features and Best Management Practices (BMPs) as required for conforming to the City’s Storm Water Development Standards (SWDS). The City recommends the applicant prepare a Preliminary Storm Water Control Plan at this state in conformance with the SWDS so the project is designed in accordance with the SWDS. Through early analysis, the cost of complying with the SWDS is minimized due to careful planning. A final Storm Water Control Plan (SWCP) will be required prior to project approval. The project at a minimum shall be required to provide for filtering of all storm runoff through vegetated filter strips, bioswales, storm water planters and similar BMPs in compliance with the SWDS. It will be desirable to provide for attenuation of storm water flows and volumes with these types of BMPs to meet the SWDS hydro-modification requirements. If site soils do not allow for the practical application of these types of BMPs for low and volume control, fingerprinting may be allowed to determine suitable locations for detention/retention ponds for Flow and volumetric controls only. The MCWRA also will be proposing flow and volume control requirement in excess of the City’s SWDS requirements for all development tributary to Gabilan Creek and Carr Lake Based on new impervious area. It is advisable to address this issue with the site BMPs. The applicant will be required to comply with all NPDES requirements related to SWPP and NOI preparation during and post construction.
14. Page 5, Noise – Residential uses will be located to the east and south of the site. The potential for noise-related impacts on these uses should also be addressed.

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15. Page 5, Transportation - The proposed site plan needs to identify how the site design and layout of the proposed school facility will be integrated into the ultimate/overall planned streets in the West Area Specific Plan (Russell Road extension, El Dorado Drive, Rogge Road, etc.)

Rogge Road currently extends along the northern boundary of the site and will provide primary access to the site under the current proposal. The site frontage improvements shall be consistent with the City of Salinas Future Growth Area (FGA) street section and the applicant shall be responsible for dedicating the required rights of way and constructing the required street improvements. In accordance with the Specific Plan planning efforts that has occurred thus far in regard to street sections required in the FGA, frontage improvements (including a 24 foot wide landscaped parkway with 8' wide sidewalk) will be required along the length Rogge Road. Street frontage improvements (along the proposed high school site) shall include the installation of City-standard street improvements (curb & gutter, street pavement widening designed for a traffic index of 9.0, street lighting with LED fixtures, street trees, and detached 8-foot sidewalk with mild meander connecting to nearby sidewalk facilities, and fire hydrants as required by the Salinas Fire Marshall). An analysis of the existing pavement shall be undertaken to determine traffic loads that can currently be accommodated and ensure a TI of 9 can be accommodated when the school is built. Resurfacing or potentially an AC overlay may be required over the existing pavement may to handle bus/delivery vehicle traffic loads. The Rogge Road street sections must include 6-foot wide bicycle lanes in each direction.

The General Plan and Specific Plan planning efforts which have occurred thus far call for El Dorado Drive to be extended from its current location (south of Boronda Road) to Rogge Road. The alignment of this road will be located along the eastern boundary of the site. This street section should be shown on the site plan. The extension of El Dorado is required to ensure adequate vehicular circulation (including emergency access) is provided to the school and the surrounding area. This street is required to be extended from its current location south of Boronda Road to Rogge Road in accordance with the General Plan Land Use and Circulation policy map. The general alignment of the road through the FGA is shown on the map and is subject to refinement as part of the Specific Plan approval process. The land use plans developed to date show the alignment of the road extending along the eastern boundary of the high school site. The alignment of the road was discussed at our previous meeting but has not been reflected on the proposed site plan. Bicycle lanes will also be required on this street frontage.

If existing structures will not have access to the existing Topaz Way stub street, and access is not required for an emergency or public safety purpose, the school district shall be required to remove the existing street improvements and request abandonment of the street right of way to the adjacent property owners.

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The traffic analysis prepared for the project should be consistent with the scope of the proposed Cloverfield/Gateway Shopping Center development currently being processed by the City. This center is located at the easterly quadrant of the Boronda-San Juan Grade Road intersection. Rob Russell, the City's Traffic Engineer should be contacted for information in this regard. The traffic analysis should include the following:

- a. A traffic scenario will be required with the Prunedale Improvement Project (PIP) improvements that are commencing in April/May of 2011 as was requested of the Cloverfield CEQA analysis/traffic, in addition to the 3 scenarios identified in the High School development NOP;
- b. Street segment analyses shall be provided for:
  - San Juan Grade Road (Boronda to Russell, Russell to Rogge, and northeast of Rogge.);
  - Rogge Road (San Juan Grade to Jade, and Jade to Natividad);
  - Russell Road (U.S. 101 to San Juan Grade Road);
- d. Include some analysis of the Jade-Rogge intersection to determine potential impacts at this proposed residential intersection;
- e. Street sections shown are generally acceptable on the site plan, but shall include 6-foot wide bike lanes in each direction of travel in addition to the vehicular travel lane widths.
- f. A traffic engineer licensed in the state of California shall analyze the suggested routes to school, and identify required/suggested safety enhancements to eliminate conflicts and congestion when the school is opened for business, and ensure positive bus/vehicular flow during arrival and dismissal hours.
- g. Review potential impacts to the adjacent residential area to the west (especially noise and traffic).
- h. The expected attendance boundary limits for this school should be considered, as this will impact the travel patterns between student's homes and the school site.

The proposed school site lies over land that is currently encumbered with an adopted Official Plan Line (OPL) for Russell Road (Vol. 1, O.P.L. at Page 84), which was brought to the attention of the design team at our May 2010 meeting. The CEQA document or development plan should identify how non-compliance with this OPL will be handled.

The Police Department has raised concerns regarding the potential for traffic safety impacts given the location of the project entrances on Rogge Road which is a two lane county road. They have indicated that the proposed two-way left turn lane and single lanes in each direction could result in vision obstruction and frustration of the part of motorists.

Thank you for the opportunity to comment on the subject document. Please include the City in any future scoping meetings or other meetings related to the environmental document or project. The City looks forward to receiving and reviewing the Draft Supplemental EIR. The City has previously expressed its desire to work with the school district to resolve issues related to the proposed school

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facility and would reiterate our desire to continue to do this. Please feel free to contact me with any questions at 831-758-7407 or [tarah@ci.salinas.ca.us](mailto:tarah@ci.salinas.ca.us). I would also be happy to coordinate another meeting with school district representatives, County staff and FGA representative should you so desire.

Sincerely,



Tara Hullinger  
Principal Planner

C: Jeff Weir, Economic and Community Development Director  
Alan Stumpf, Deputy Economic and Community Development Director  
Rob Russell, City Engineer  
Chris Callihan, Assistant City Attorney  
Gary Petersen, Public Works Director  
Brian Finegan, Esq.