



**COUNTY OF PLACER**  
**Community Development Resource Agency**

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

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## INITIAL STUDY & CHECKLIST

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the following described project application. The document may rely on previous environmental documents (see Section C) and site-specific studies (see Section I) prepared to address in detail the effects or impacts associated with the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.) CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR, use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

Project Title: <b>Squaw Valley Preparatory – Creekside Charter, K through 12, Temporary Facility Plan</b>	Plus# PDSB 20130141
Entitlement(s): Design/Site Review	
Site Area: 4.4 acres	APN: 096-540-016-000
Location: The project site is generally located on the far west side of the Olympic Village Parking Lot, west of the Olympic Village Lodge, within the Squaw Valley Resort, Placer County	

### A. BACKGROUND:

#### **Project Description:**

Squaw Valley Preparatory and Creekside Charter School are tuition-free, California public college preparatory programs, providing a Kindergarten through 12<sup>th</sup> grade education, to residents of Placer County and adjacent counties (Nevada, El Dorado, Yuba, Sutter and Sacramento counties). There are no fees associated with enrollment. Squaw Valley Preparatory and Creekside Charter were founded on the necessity and vision for a world-class athletic and academic public charter school program in the Tahoe-Truckee area. The mission of the schools is to cultivate student success through mindful perseverance, critical thinking, resourcefulness and advanced knowledge that will prepare students for high levels of success in school, work and life, while honoring the individuality and passions of each student.

Squaw Valley Preparatory is currently enrolling up to 96 students for the 2013-2014 academic year in grades 7 through 10. Creekside Charter has enrolled 150 students for 2013-2014 academic year in grades Kindergarten through 6.

The Squaw Valley Preparatory – Creekside Charter School are proposing the development of a temporary facility for a joint campus at Squaw Valley Resort. The temporary facility is intended to be used for approximately two years until such time that the schools can acquire property and construct a permanent school facility.

The proposed project will be located on an existing paved parking lot at the far west end of the existing Olympic Village parking lot, west of the existing Olympic Village Lodge. As proposed by the applicant, a single “Sprung” structure (80 feet by 230 feet) would be constructed and placed on the existing parking area. No new grading or impervious surface is proposed in conjunction with the construction of the Sprung structure.

Construction equipment used for the construction of the facility would utilize existing public roadways to access the project site. Requirements of the Sprung structure would necessitate no new impervious surface. The existing asphalt elevation would be raised incrementally by pouring a concrete pad. Minor trenching within the existing parking area will be required to bring services (i.e., sewer and water) to the project site. BMPs will be properly installed prior to all ground-disturbing activities. Any excavated material would be stabilized with BMPs and in accordance with the requirements of the temporary facility location under the Squaw Valley Waste Discharge requirements. Disturbed area would be revegetated (where appropriate) immediately following construction activities. Construction equipment storage would be in a previously disturbed area and stabilized after construction activities. No trees are proposed for removal.

A typical school with 100 students in a playground will generate a noise level of approximately 62 dB, similar to a two-lane roadway. The proposed project site is within an existing employee parking area, adjacent to an existing construction storage area. There are no sensitive receptors adjacent to the project site, and no major increases in existing noise levels is anticipated.

The proposed traffic patten enables both flow-through drop-off and pick-up of students, and there is available parking at the west end of the existing Olympic Village employee parking area. All traffic generated by the schools will be opposite to Squaw Valley’s peak operating times. The schools are proposed to be in session 144 days per year, Monday through Thursday (with Friday being an independent study day). School breaks will coincide with traditional holiday periods. The incremental increase in traffic will not adversely impact the existing public roadway system serving the project area.

#### Project Components Common to all Construction Activities

The following project components are common to all construction activities proposed for Placer County review as part of the proposed project:

- BMPs would be installed and maintained prior to, during and after construction activities.
- Disturbed areas would be revegetated (where appropriate) immediately following construction activities (refer to the project BMP, Erosion, Sediment and Revegetation Plan).
- Equipment storage would be in a previously disturbed/paved area and stabilized after construction activities.
- All vehicles will be fueled in the Squaw Valley parking lot and/or maintenance building.
- Subsequent to approved grading activities, cleared topsoil would be re-spread on the disturbed site, mulched and re-seeded. Where ground disturbance occurs, areas will be revegetated, and mulch or matting would be applied.

#### **Project Site** (Background/Existing Setting):

The proposed project site, located within an existing parking lot west of the Olympic Village Lodge, is a paved/disturbed area that is currently being utilized for employee parking. Vehicular access to the project site is provided by Squaw Valley Road, located to the south of the project site. To the north of the project site is the Squaw Valley Inn and its associated parking lot. To the south of the project site is Squaw Creek, and existing Village Commercial uses south of the creek. To the east of the project site is Squaw Valley Lodge and its associated parking lot. To the west of the project site is existing employee parking areas and a construction yard.

The project site and surrounding area is part of the original Olympic Village and associated parking areas. The entire project site, as well as the majority of the area surrounding the project site, is currently paved with asphalt and is utilized for employee parking for the Squaw Valley Resort. While there are some existing trees in the vicinity of the project site, there are no existing trees on the project site.

**B. ENVIRONMENTAL SETTING:**

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	Village Commercial	Village Commercial	The project site is currently a paved parking lot that is utilized by Squaw Valley Resort employees.
North	Village Commercial	Village Commercial	Immediately to the north of the project site is the existing parking lot utilized by the Olympic Village Inn. Northeast of the project site is the Olympic Village Inn and the Olympic Village Lodge.
South	Conservation Preserve and Village Commercial	Conservation Preserve and Village Commercial	Immediately south of the project site is Squaw Creek, and beyond Squaw Creek are other existing Village Commercial land uses
East	Village Commercial	Village Commercial	Parking lot and Squaw Valley Lodge
West	Village Commercial	Village Commercial	Existing parking lot and construction yard

**C. PREVIOUS ENVIRONMENTAL DOCUMENT:**

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigatable impacts resulting from the proposed project. Relevant analysis from the County-wide General Plan and Community Plan Certified EIRs, and other project-specific studies and reports that have been generated to date, were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan and Specific Plan Certified EIRs, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15168 relating to Program EIRs indicates that where subsequent activities involve site-specific operations, the agency would use a written checklist or similar device to document the evaluation of the site and the activity, to determine whether the environmental effects of the operation were covered in the earlier Program EIR. A Program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It will also be incorporated by reference to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The following documents serve as Program-level EIRs from which incorporation by reference will occur:

- ➔ Placer County General Plan EIR
- ➔ Squaw Valley General Plan and Land Use Ordinance EIR

Section 15183 states that “projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or site.” Thus, if an impact is not peculiar to the project or site, and it has been addressed as a significant effect in the prior EIR, or will be substantially mitigated by the imposition of uniformly applied development policies or standards, then additional environmental documentation need not be prepared for the project solely on the basis of that impact.

The above stated documents are available for review Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in the County’s Tahoe Division Office, 775 North Lake Boulevard, Tahoe City, CA 96145.

**D. EVALUATION OF ENVIRONMENTAL IMPACTS:**

The Initial Study checklist recommended by the State of California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project (see CEQA Guidelines, Appendix G). Explanations to answers are provided in a discussion for each section of questions as follows:

- a) A brief explanation is required for all answers including "No Impact" answers.
- b) "Less Than Significant Impact" applies where the project's impacts are insubstantial and do not require any mitigation to reduce impacts.
- c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
- d) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- e) All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA Guidelines, Section 15063(a)(1)].
- f) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
  - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.
  - ➔ **Impacts adequately addressed** – Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - ➔ **Mitigation measures** – For effects that are checked as "Less Than Significant with Mitigation Measures," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

**I. AESTHETICS** – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)			X	
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (PLN)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)			X	

**Discussion:** While both State Route 89 and Squaw Valley Road are identified as Scenic Highways in the Squaw Valley General Plan and Land Use Ordinance, the project site is not visible from either roadway. Existing buildings and vegetation prohibit any views of the project site from these identified Scenic Highways.

As noted in the “Project Description” section above, the proposed project is intended to be a temporary use for an approximately two-year period until such time that the schools can acquire property and construct a permanent school facility. In the interim, a “Sprung” structure is proposed to be constructed on the project site to accommodate students, teachers and the daily school activities.

Sprung structures are engineered stressed-membrane structures, constructed of extruded arches that are integrally connected to an all-weather outer performance architectural membrane. This specialized membrane is certified flame-retardant. The Sprung structures are engineered to withstand high wind loads and designed to shed snow. Sprung structures are designed with an effective insulation system, using 8- or 9-inch R-25 and R-30 insulation finished with a tensioned interior finishing membrane. There are a multitude of color options available, and the applicant is proposing the use of earthen tones to compliment this existing surroundings of the project area.

As noted in the “Project Description” section above, the project site is currently a paved parking lot, and there is no existing vegetation, rock outcroppings or historic buildings within the boundaries of the project site. The applicant is proposing to pour a concrete pad to level the site, then place the Sprung structure on the concrete pad. There will be no net increase in impervious surfaces.

Because of the project site’s location and lack of visibility from any public roadways, implementation of the proposed project will not substantially degrade the existing visual character or quality of the project site or its surroundings. Additionally, the project applicant has proposed to utilize earthen colors for the design of the proposed Sprung structure to minimize and eliminate any visual impacts that may be created. Because the Sprung structure utilizes a membrane material, no new sources of substantial light or glare will be created. No new parking lot lighting, in addition to the existing parking lot lighting, is proposed.

**Mitigation Measures:** While implementation of the proposed project will not create any adverse impacts with regards to Aesthetics, the following mitigation measure is proposed:

- The Sprung structure and its associated membrane surfaces shall utilize earthen colors to blend in and complement the existing structures in the vicinity of the project site.

With the implementation of this mitigation measure, all potential Aesthetic impacts will be reduced to less than significant levels.

**II. AGRICULTURAL & FOREST RESOURCES – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (PLN)				X
2. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN)				X
3. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)				X
4. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (PLN)			X	
5. Involve other changes in the existing environment which, due to their location or nature, could result in the loss or conversion of Farmland (including livestock grazing) or forest land to non-agricultural or non-forest use? (PLN)			X	

**Discussion:** Implementation of the proposed project will not convert Prime Farmland, Unique Farmland or Farmland or Statewide or Local Importance. Implementation of the project will not conflict with the Squaw Valley General Plan or other policies regarding land use buffers for agricultural operations. While the proposed project is located in proximity to forest areas, no trees are located within the boundaries of the project site, and implementation of the proposed project will not adversely impact any trees or forest areas. Because the project site is located on an existing paved parking lot, and because the project site is zoned for Village Commercial land uses, implementation of the proposed project will not result in the loss or conversion of forest land to non-forest uses.

**Mitigation Measures:** None required.

**III. AIR QUALITY – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (PLN, Air Quality)			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN, Air Quality)			X	
3. Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN, Air Quality)			X	
4. Expose sensitive receptors to substantial pollutant concentrations? (PLN, Air Quality)			X	
5. Create objectionable odors affecting a substantial number of people? (PLN, Air Quality)			X	

**Discussion:** The project site is located within the Mountain County Air Basin (MCAB) portion of Placer County, which is within the jurisdiction of the Placer County Air Pollution Control District. The MCAB is designated as a nonattainment area for Federal and State ozone standards, and nonattainment for the State particulate matter standard (PM<sub>10</sub>).

**Operational Emissions:** Implementation of the proposed project will result in similar emissions associated school facilities. Any engine greater than 50 brake horsepower, any boiler that produces heat in excess of one million Btu per hour, or any equipment or process which discharges two pounds or more per day of pollutants is subject to the APCD’s Rule 501 and is subject to the State Health Code Section 39013 (Stationary Source Equipment). Any stationary source equipment associated with the proposed project shall be required to obtain approval of an Authority to Construct permit from the APCD. The new equipment should result in lower emissions compared to a similar existing facility. With the implementation of this mitigation measure, the proposed project will not generate a significant impact to regional air quality, as the related operational emissions would be mitigated below the District’s criteria pollutant threshold. Operation of the project will, therefore, not result in a significant obstruction to the Sacramento Ozone Attainment Plan.

**Construction-Related Emissions:** Construction of the proposed project will include on-site improvements needed to trench utilities to the project area. No other site grading/earth disturbance is proposed with this project.

**Mitigation Measures:** to address potential air quality impacts that may result from the implementation of the proposed project, the following mitigation measures have been identified:

- Stationary source equipment associated with this project – if used - shall obtain approval of an Authority to Construct permit from the Placer County Air Pollution Control District. Any engine greater than 50 brake horsepower, any boiler that produces heat in excess of one million Btu per hour, or any equipment or process which discharges two pounds or more per day of pollutants shall be subject to the APCD’s Rule 501 and shall be subject to the State Health Code Section 39013 (Stationary Source Equipment).
- Prior to the approval of Grading/Improvement Plans (if required), the applicant shall submit a Construction Emission/Dust Control Plan to the APCD.
- In order to control dust, the project applicant shall be responsible for watering disturbed areas during construction hours. In addition, dry, mechanical sweeping is prohibited.

Implementation of the above-referenced mitigation measures will reduce any potential air quality impacts to a non-significant level.

**IV. BIOLOGICAL RESOURCES – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries? (PLN)				X
2. Substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of restrict the range of an endangered, rare, or threatened species? (PLN)				X
3. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)				X

4. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodlands, identified in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers or National Oceanic and Atmospheric Administration Fisheries? (PLN)			X	
5. Have a substantial adverse effect on federal or state protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)				X
6. Interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nesting or breeding sites? (PLN)				X
7. Conflict with any local policies or ordinances that protect biological resources, including oak woodland resources? (PLN)			X	
8. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				X

**Discussion:** As the entirety of the proposed project site is an existing parking lot, implementation of the proposed project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries. The proposed project will not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of restrict the range of an endangered, rare, or threatened species.

Because of the proximity to Squaw Creek, implementation of the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural community. However, as noted in the project description submitted by the applicant, the proposed project will incorporate the following measures to assure that project does not adversely impact Squaw Creek:

- BMPs shall be installed and maintained prior to, during and after construction activities.
- Disturbed areas shall be revegetated (where appropriate) immediately following construction activities (refer to the project BMP, Erosion, Sediment and Revegetation Plan).
- Equipment storage shall be in a previously disturbed/paved area and stabilized after construction activities.
- All vehicles shall be fueled in the Squaw Valley parking lot and/or maintenance building.
- Subsequent to approved grading activities, cleared topsoil shall be re-spread on the disturbed site, mulched and re-seeded. Where ground disturbance occurs, areas will be revegetated, and mulch or matting would be applied.

There are no known Federal or State protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) or as defined by state statute, on the project site. As previously stated, the entirety of the project site is an existing paved parking lot. Accordingly, implementation of the proposed project will not conflict with any local policies or ordinances that protect biological resources, and implementation of the project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State Habitat Conservation Plan.

**Mitigation Measures:** Because the entirety of the project site is an existing paved parking lot, implementation of the proposed project will not result in adverse impacts to biological resources. To assure that implementation of the proposed project does not adversely impact Squaw Creek, and consistent with the Project Description for this project, the following Mitigation Measures are to be included as Conditions of Approval:



- BMPs shall be installed and maintained prior to, during and after construction activities.
- Disturbed areas shall be revegetated (where appropriate) immediately following construction activities (refer to the project BMP, Erosion, Sediment and Revegetation Plan).
- Equipment storage shall be in a previously disturbed/paved area and stabilized after construction activities.
- All vehicles shall be fueled in the Squaw Valley parking lot and/or maintenance building.
- Subsequent to approved grading activities, cleared topsoil shall be re-spread on the disturbed site, mulched and re-seeded. Where ground disturbance occurs, areas will be revegetated, and mulch or matting would be applied.

Implementation of these measures will reduce possible biological impacts to less than significant levels.

**V. CULTURAL RESOURCES** – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially cause adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5? (PLN)				X
2. Substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)				X
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)				X
4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)				X
5. Restrict existing religious or sacred uses within the potential impact area? (PLN)				X
6. Disturb any human remains, including those interred outside of formal cemeteries? (PLN)				X

**Discussion:** There are no known cultural resources in the vicinity of the proposed project site. As the project site is currently a paved parking lot, implementation of the proposed project will not cause adverse change in the significance of an historical resource as defined in CEQA Guidelines, Section 15064.5, and the proposed project will not cause adverse change in the significance of a known unique archaeological resource.

**Mitigation Measures:** The Grading/Improvement Plans for the project shall include a note stating that if any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work shall be stopped immediately in the area, and a certified archaeologist shall be retained to evaluate the find in consultation with the Washoe Tribe. Implementation of this mitigation measure will reduce all cultural resource impacts to less than significant levels.

**VI. GEOLOGY & SOILS** – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Expose people or structures to unstable earth conditions or changes in geologic substructures? (ESD)				X

2. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)				X
3. Result in substantial change in topography or ground surface relief features? (ESD)				X
4. Result in the destruction, covering or modification of any unique geologic or physical features? (ESD)				X
5. Result in any significant increase in wind or water erosion of soils, either on or off the site? (ESD)				X
6. Result in changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake? (ESD)				X
7. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? (ESD)			X	
8. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (ESD)				X
9. Be located on expansive soils, as defined in Chapter 18 of the California Building Code, creating substantial risks to life or property? (ESD)				X

**Discussion:** There are no known unstable earth conditions or changes in geologic substructures that would result from the construction of a Sprung structure on the existing paved parking lot. Implementation of the project will not result in any disruptions, displacements, compaction or overcrowding of soils in the project area. As the project is currently paved and relatively level, implementation of the project will not result in substantial change in topography or surface relief features, and the project will not result in the destruction, covering or modification of any unique geologic or physical features.

While there are no known avalanche hazards in the vicinity of the project site, there are avalanche hazard areas within the larger Squaw Valley Resort area. The nearest known avalanche hazard area is located approximately one-quarter mile to the west in the vicinity of Granite Chief. The proposed project site is outside of any area identified to be impacted by avalanches in the Granite Chief area.

Because the proposed project will be constructed on top of an existing parking lot, and because there are no known expansive soils in the vicinity of the project site, implementation of the proposed project will not create substantial risks to life or property.

**Mitigation Measures:** No geologic impacts were identified that may result from the implementation of the proposed project. No mitigation is required.

**VII. GREENHOUSE GAS EMISSIONS – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant and/or cumulative impact on the environment? (PLN, Air Quality)			X	
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (PLN, Air Quality)			X	

**Discussion:** Greenhouse Gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO<sub>2</sub>), methane, and nitrous oxide. Construction-related activities resulting in exhaust emissions may come from fuel combustion from heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by students/parents and off-site emissions at utility providers associated with the project's electricity and eater demands.

The proposed project would result in the operation of stationary source equipment and minor grading for utility trenches. Operation of the temporary school facilities should result in fewer CO<sub>2</sub> emissions compared to older structures in which the schools are currently operating. The construction and operational-related GHG emissions resulting from the project would not substantially hinder the State's ability to attain the goals identified in AB 32 (i.e., reduction of State-wide GHG emissions to 1990 levels by 2020 (approximately a 30 percent reduction from projected 2020 emissions). As a result, the construction and operation of the proposed project will not generate substantial GHG emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHG. Accordingly, implementation of the proposed project is considered to have a less than significant impact, and no mitigation is required.

**VIII. HAZARDS & HAZARDOUS MATERIALS** – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials? (EHS)				X
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EHS)				X
3. Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school? (PLN, Air Quality)				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (EHS)				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (PLN)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area? (PLN)				X
7. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (PLN)			X	
8. Create any health hazard or potential health hazard? (EHS)			X	
9. Expose people to existing sources of potential health hazards? (EHS)			X	

**Discussion:** As noted in the Project Description, the proposed project will be a temporary school facility located on an existing paved parking lot. Accordingly, implementation of the proposed project will not create a significant hazard to the public or the environment through the routine handling, transportation, use or disposal of hazardous or acutely hazardous materials. The proposed project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. There are no known hazardous emissions, substances or waste within one-quarter mile of this proposed school site.

The project site is not located within a sensitive airport land use plan area, nor is the project site in proximity to a private airstrip. Because the project site is within a forested area, implementation of the proposed project may expose people or structures to a significant risk of loss, injury or death involving wildland fires.

**Mitigation Measures:** To address potential impacts that may result from wildland fires, all structures within the proposed project will be required to be equipped with an automatic fire extinguishing system. Additionally, all structures associated with the proposed project will be required to be designed in a manner consistent with the County’s Urban Wildland Interface Design standards. Implementation of these mitigation measures will reduce the identified hazards impacts to less than significant levels.

**IX. HYDROLOGY & WATER QUALITY – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any federal, state or county potable water quality standards? (EHS)				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies (i.e. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (EHS)				X
3. Substantially alter the existing drainage pattern of the site or area? (ESD)				X
4. Increase the rate or amount of surface runoff? (ESD)			X	
5. Create or contribute runoff water which would include substantial additional sources of polluted water? (ESD)			X	
6. Otherwise substantially degrade surface water quality?(ESD)			X	
7. Otherwise substantially degrade ground water quality? (EHS)				X
8. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map? (ESD)			X	
9. Place within a 100-year flood hazard area improvements which would impede or redirect flood flows? (ESD)			X	
10. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (ESD)			X	
11. Alter the direction or rate of flow of groundwater? (EHS)			X	

12. Impact the watershed of important surface water resources, including but not limited to Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)			<b>X</b>	
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**Discussion:** Implementation of the proposed project will be required to connect to water service delivery currently provided by the Squaw Valley Public Services District. Implementation of the proposed project, which is consistent with the current Zoning and General Plan land use designations for the property, will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies.

Because the project site is currently a paved parking lot, placement of the temporary Sprung structures on the project site will not substantially alter the existing drainage patter of the site or the project area, and implementation of the proposed project will not increase the rate or amount of surface run-off. Additionally, the proposed project will not create or contribute run-off water which would include substantial additional sources of polluted water. Conversely, because it will be displacing parking spaces, implementation of the proposed project will incrementally improve the quality of run-off water from the project site.

While Squaw Creek is located to the south of the project site, the project applicant is incorporating design measures into the project to minimize any hydrological impacts or run-off from the project into Squaw Creek. These measures include:

- BMPs shall be installed and maintained prior to, during and after construction activities.
- Disturbed areas shall be revegetated (where appropriate) immediately following construction activities (refer to the project BMP, Erosion, Sediment and Revegetation Plan).
- Equipment storage shall be in a previously disturbed/paved area and stabilized after construction activities.
- All vehicles shall be fueled in the Squaw Valley parking lot and/or maintenance building.
- Subsequent to approved grading activities, cleared topsoil shall be re-spread on the disturbed site, mulched and re-seeded. Where ground disturbance occurs, areas will be revegetated, and mulch or matting would be applied.

The project site is not within an identified 200-year floodplain, and implementation of the proposed project will not result in the placement of any structures to impede existing flows within Squaw Creek.

**Mitigation Measures:** Because the entirety of the project site is an existing paved parking lot, implementation of the proposed project will not result in adverse impacts to hydrological resources. To assure that implementation of the proposed project does not adversely impact Squaw Creek, and consistent with the Project Description for this project, the following Mitigation Measures are to be included as Conditions of Approval:

- BMPs shall be installed and maintained prior to, during and after construction activities.
- Disturbed areas shall be revegetated (where appropriate) immediately following construction activities (refer to the project BMP, Erosion, Sediment and Revegetation Plan).
- Equipment storage shall be in a previously disturbed/paved area and stabilized after construction activities.
- All vehicles shall be fueled in the Squaw Valley parking lot and/or maintenance building.
- Subsequent to approved grading activities, cleared topsoil shall be re-spread on the disturbed site, mulched and re-seeded. Where ground disturbance occurs, areas will be revegetated, and mulch or matting would be applied.

Implementation of these measures will reduce possible hydrological impacts to less than significant levels.

**X. LAND USE & PLANNING – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)				X
2. Conflict with General Plan/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect? (EHS, ESD, PLN)				X
3. Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects? (PLN)				X
4. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)			X	
5. Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? (PLN)			X	
6. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (PLN)				X
7. Result in a substantial alteration of the present or planned land use of an area? (PLN)			X	
8. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)				X

**Discussion:** As stated in the Project Description above, the current General Plan and Zoning land use designations for the project site are Village Commercial. Public and Private Schools are identified as a permitted use within the Village Commercial zoning district. Accordingly, implementation of the proposed project will not physically divide an established community, and the proposed project is consistent with the General Plan/Zoning Designations for the project site. There are no Habitat Conservations Plans that have been adopted in the vicinity of the project site.

As stated above, the proposed temporary school use is a permitted land use on this project site. Accordingly, implementation of the proposed project will not result in the development of incompatible uses and/or the creation of land use conflicts. While the project site is within a forested area, implementation of the proposed project will not affect timber resources or operations.

There no low-income or minority communities established on the project site, so implementation of the proposed project will not disrupt or divide the physical arrangement of an established community, and implementation of the proposed project will not cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration.

Implementation of the proposed project will not result in any land use impacts. No mitigation is required.

**XI. MINERAL RESOURCES – Would the project result in:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. The loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (PLN)				X
2. The loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (PLN)				X

**Discussion:** As previously noted, the entire project site is currently paved and utilized as a parking lot. With the implementation of the proposed project, the project applicant will be pouring a thin layer of concrete to level the property. As the project site is currently designated for Village Commercial uses, implementation of the proposed project will not result in the loss of availability of a known mineral resource, nor is the project site designated on the County General Plan as a mineral resource recovery site. No mineral resource impacts will result, and no mitigation is required.

**XII. NOISE – Would the project result in:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? (PLN)			X	
2. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	
3. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	
4. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X
5. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X

**Discussion:** The project site is located within a parking area at the Squaw Valley Resort. Existing noise sources in the vicinity of the project site include typical noises associated with parking lots, noises from the nearby swimming pool at the Squaw Valley Inn, and general ski resort noises. While there will be some outdoor activities associated with the school, the noises generated by the school will be similar in character to the existing background noises in the project area.

Construction of the proposed project may temporarily increase ambient noise levels in the immediate project area. However, this impact is considered to be temporary and less than significant. The following standard note will be required on the Improvement Plans:

Construction noise emanating from any construction activities shall be subject to the following restrictions:

Monday through Friday, 7:00am to 8:00pm  
 Saturday and Sunday, 8:00am to 6:00pm

Implementation of this mitigation measure will reduce all noise-related impacts to less than significant levels.

**XIII. POPULATION & HOUSING** – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (i.e. by proposing new homes and businesses) or indirectly (i.e. through extension of roads or other infrastructure)? (PLN)				X
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (PLN)				X

**Discussion:** Implementation of the proposed temporary school project, on an existing paved parking lot, will not induce substantial population growth, nor will it displace any existing residences. No impacts will result, no mitigation is required.

**XIV. PUBLIC SERVICES** – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Fire protection? (ESD, PLN)			X	
2. Sheriff protection? (ESD, PLN)			X	
3. Schools? (ESD, PLN)			X	
4. Maintenance of public facilities, including roads? (ESD, PLN)			X	
5. Other governmental services? (ESD, PLN)			X	

**Discussion:** While the implementation of the proposed project will incrementally increase demand for fire protection and Sheriff services, as well as other utility services, the proposed project is consistent with the underlying General Plan and Zoning designations for the project site, and the project applicant will be required to pay the identified impact fee to address its fair-share contribution towards the provision of public services. With the payment of the identified impact fees, all potential impacts will be reduced to a less than significant level. No mitigation is required.



**XV. RECREATION – Would the project result in:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (PLN)				X
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN)			X	

**Discussion:** The proposed project is a school facility that will include its own recreational amenities for its students. Implementation of the proposed project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No recreational impacts will result, and no mitigation is required.

**XVI. TRANSPORTATION & TRAFFIC – Would the project result in:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ESD)			X	
2. Exceeding, either individually or cumulatively, a level of service standard established by the County General Plan and/or Community Plan for roads affected by project traffic? (ESD)			X	
3. Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)			X	
4. Inadequate emergency access or access to nearby uses? (ESD)			X	
5. Insufficient parking capacity on-site or off-site? (ESD, PLN)			X	
6. Hazards or barriers for pedestrians or bicyclists? (ESD)			X	
7. Conflicts with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities? (ESD)			X	
8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				X

**Discussion:** Implementation of the proposed project will include the construction of a temporary school facility within the Squaw Valley Resort. While the proposed project is located within a paved parking area that is currently used for employee parking, there are other existing employee parking areas located to the west of this project site

that are currently underutilized, and all displaced employee parking can be accommodated in the existing employee parking area to the west of the project site.

Access to the project site will be from Squaw Valley Road. Squaw Valley Road is a public roadway with an approximately 70-foot-wide right-of-way that is capable of accommodating the incremental increase in traffic that would be generated from the temporary school project. Upon entering the existing parking area for the Squaw Valley Lodge, the applicant has proposed to install signing to direct users of the school to the school facility. A round-about turn-around is proposed to the west of the school site, allowing parents and guardians the ability to drive in a westerly direction, drop off their children directly in front of the school, the proceed around the round-about and exit in an easterly direction. The same process would apply for parents when picking up children.

The school hours will be set such that no new trips will be generated during the AM and PM peak hours. The aiseways/driveways accessing the temporary school site are a minimum of 25-feet in width, allowing for convenient two-way circulation from Squaw Valley Road to the project site. Parking demand for the proposed school facility, based upon an anticipated staff of 20 teachers and five administrators, would be 25 parking spaces. There are approximately 35 parking spaces located immediately to the west of the project site that are currently available and can be utilized as staff parking for the proposed project.

**Mitigation Measures:** To address the potential traffic and circulation impacts that may be generated from the implementation of the proposed project, the following mitigation measures are recommended:

- Provide a minimum of 25 off-street parking spaces to the west of the project site for faculty parking.
- Provide a round-about turn-around to the west of the project site to facilitate two-way traffic in front of the school site.
- Maintain 25-foot-wide driveway aisles for two-way access to the school site from Squaw Valley Road.

Implementation of these mitigation measures will reduce the traffic and circulation impacts to less than significant levels.

**XVII. UTILITIES & SERVICE SYSTEMS – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ESD)			X	
2. Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (EHS, ESD)			X	
3. Require or result in the construction of new on-site sewage systems? (EHS)				X
4. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ESD)			X	
5. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (EHS)			X	
6. Require sewer service that may not be available by the area's waste water treatment provider? (EHS, ESD)			X	
7. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws? (EHS)			X	

**Discussion:** As described above, the proposed project is a permitted land use on the project site, and the Squaw Valley PSD has anticipated development on and around this project site. As a result, sufficient wastewater treatment capacity exists to serve the proposed project. No new wastewater or water delivery systems will need to be constructed to accommodate the development of the proposed project. The Cabin Creek Sanitary Landfill, located three miles north of the project site, has sufficient capacity to accommodate any solid waste generated by the proposed project. No utilities and service system impacts were identified, and no mitigation is required.

**E. MANDATORY FINDINGS OF SIGNIFICANCE:**

Environmental Issue	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?		<b>X</b>
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		<b>X</b>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		<b>X</b>

**F. OTHER RESPONSIBLE AND TRUSTEE AGENCIES** whose approval is required:

<input checked="" type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input checked="" type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input checked="" type="checkbox"/> California Department of Health Services	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input checked="" type="checkbox"/> U.S. Army Corp of Engineers
<input type="checkbox"/> California Department of Transportation	<input checked="" type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> _____

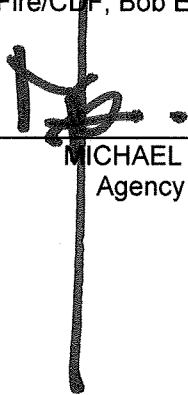
**G. DETERMINATION – The Environmental Review Committee finds that:**

<input type="checkbox"/>	The proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input checked="" type="checkbox"/>	Although the proposed project <b>COULD</b> have a significant effect on the environment, there <b>WILL NOT</b> be a significant effect in this case because the mitigation measures described herein have been added to the project. A <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-adopted Negative Declaration, and that only minor technical changes and/or additions are necessary to ensure its adequacy for the project. An <b>ADDENDUM TO THE PREVIOUSLY-ADOPTED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	The proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required (i.e. Project, Program, Subsequent, or Master EIR).
<input type="checkbox"/>	The proposed project <b>MAY</b> have a significant effect(s) on the environment, and at least one effect has not been adequately analyzed in an earlier document pursuant to applicable legal standards. Potentially significant impacts and mitigation measures that have been adequately addressed herein or within an earlier document are described on attached sheets (see Section D.f. above). A <b>SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT</b> will be prepared to address those effect(s) that remain outstanding.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-certified EIR, and that some changes and/or additions are necessary, but none of the conditions requiring a Subsequent or Supplemental EIR exist. An <b>ADDENDUM TO THE PREVIOUSLY-CERTIFIED EIR</b> will be prepared.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-certified Program EIR, and that no new effects will occur nor new mitigation measures are required. Potentially significant impacts and mitigation measures that have been adequately examined in an earlier document are described on attached sheets, including applicable mitigation measures that are imposed upon the proposed project (see Section D.f. above). <b>NO FURTHER ENVIRONMENTAL DOCUMENT</b> will be prepared (see CEQA Guidelines, Sections 15168(c)(2), 15180, 15182, 15183).
<input type="checkbox"/>	Other _____

**H. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):**

Planning Services Division, Paul Thompson, Chairperson  
 Planning Services Division, Air Quality, Lisa Carnahan  
 Engineering and Surveying Division, Richard Eiri  
 Department of Public Works, Transportation  
 Environmental Health Services  
 Flood Control Districts, Andrew Darrow  
 Facility Services, Parks, Andy Fisher  
 Environmental Engineering Division, Janelle Heinzler  
 Placer County Fire/CDF, Bob Eicholtz/Brad Albertazzi

Signature \_\_\_\_\_



MICHAEL J. JOHNSON, AICP  
 Agency Director

Date: May 13, 2013

**I. SUPPORTING INFORMATION SOURCES:** The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available for public review, Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, Environmental Coordination Services, 3091 County Center Drive, Suite 190, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 775 North Lake Blvd., Tahoe City, CA 96145.

<b>County Documents</b>	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input checked="" type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input type="checkbox"/> Tree Ordinance	
	<input type="checkbox"/> _____	
<b>Trustee Agency Documents</b>	<input type="checkbox"/> Department of Toxic Substances Control	
	<input type="checkbox"/> _____	
<b>Site-Specific Studies</b>	Planning Services Division	<input type="checkbox"/> Biological Study
		<input type="checkbox"/> Cultural Resources Pedestrian Survey
		<input type="checkbox"/> Cultural Resources Records Search
		<input type="checkbox"/> Lighting & Photometric Plan
		<input type="checkbox"/> Paleontological Survey
		<input type="checkbox"/> Tree Survey & Arborist Report
		<input type="checkbox"/> Visual Impact Analysis
		<input type="checkbox"/> Wetland Delineation
		<input type="checkbox"/> Acoustical Analysis
		<input type="checkbox"/> _____
	Engineering & Surveying Department, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input type="checkbox"/> Preliminary Grading Plan
		<input type="checkbox"/> Preliminary Geotechnical Report
		<input type="checkbox"/> Preliminary Drainage Report
		<input type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input type="checkbox"/> Traffic Study
		<input type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input type="checkbox"/> Utility Plan
	<input type="checkbox"/> Tentative Map	
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
		<input type="checkbox"/> _____

	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/> _____
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
		<input type="checkbox"/> _____
	Mosquito Abatement District	<input type="checkbox"/> Guidelines and Standards for Vector Prevention in Proposed Developments
<input type="checkbox"/> _____		