

PUBLIC REVIEW DRAFT
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

FOR

ALMOND BLOSSOM ELEMENTARY SCHOOL
Patterson, CA

August 2025

Prepared for:

Patterson Joint Unified School District
510 Keystone Blvd.
Patterson, CA 95363

Prepared by:

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240



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802 W. Lodi Avenue
Lodi, CA 95240
209-224-8213
www.basecampenv.com

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LIST OF ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

AB	Assembly Bill
ARB	California Air Resources Board
BMP	Best Management Practice
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
dB	decibel
dBA	decibel, A-weighted
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EPAP	Existing plus Previously Approved and Pending Projects
ESA	Endangered Species Act (federal)
FEMA	Federal Emergency Management Agency
GAMAQI	Guide for Assessing and Mitigating Air Quality Impacts
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
L _{dn}	Day-Night Average Level
L _{eq}	equivalent continuous sound level
LOS	Level of Service
NPDES	National Pollutant Discharge Elimination System
NO _x	nitrogen oxide
PJUSD	Patterson Joint Unified School District
PEA	Preliminary Endangerment Assessment
PM ₁₀	particulate matter 10 micrometers or less in diameter
PM _{2.5}	particulate matter 2.5 micrometers or less in diameter
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SJVAPCD	San Joaquin Valley Air Pollution Control District
SWMP	Storm Water Management Program
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TK	transitional kindergarten
VMT	vehicle miles traveled

NEGATIVE DECLARATION

A. General Project Information

Project Title: Almond Blossom Elementary School

Lead Agency and Project Sponsor Name and Address: Patterson Joint Unified School District
510 Keystone Blvd.
Patterson, CA 95363

Contact Person and Phone Number: Kristi Ventura, Coordinator of Facilities Construction
(209) 895-7700, extension 2026

Project Location: 1000 Calvinson Parkway, Patterson, CA

General Plan Designation: Public/Quasi-Public (City of Patterson)

Zoning: Public/Quasi-Public (City of Patterson)

Description of Project: The School District proposes development of a 12.11-acre site in southern Patterson for the Almond Blossom Elementary School. The school would accommodate 750 students from transitional kindergarten to 6th grade. The project would consist of 29 classrooms in two buildings, along with a multi-purpose room with kitchen, and an administrative building. Soccer fields, a play area, and a hard court area would be included. Access for parking and parent drop-off/pickup would be provided off Ward Avenue, and parking areas would be provided off Calvinson Parkway and Wolfpack Court.

Surrounding Land Uses and Setting: Lands to the west and north have been developed with single-family residences. The nearby properties east across Ward Avenue are mostly agricultural with limited residential development. The adjoining property to the south is the T.W. Patterson Sports Complex.

Other Public Agencies Whose Approval is Required: The Department of Toxic Substances Control requires a site assessment be conducted to

determine the potential presence of hazardous materials. The California Department of Education reviews the site and building layout to determine if it adequately supports the educational program and provides a safe environment for students. The Division of the State Architect reviews the completed building plans and specifications for compliance with building codes, specifically Americans with Disabilities Act (ADA), Fire, Life, Safety and Structural code compliance.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

No tribes have requested consultation.

B. Environmental Factors Potentially Affected

The environmental factors checked below may be significantly affected by this project, involving at least one impact that is a “Potentially Significant Impact” prior to mitigation. Mitigation measures that would avoid potential effects or reduce them to a less than significant level have been prescribed for each of these effects, as described in the checklist and narrative on the following pages, and in the Summary Table at the end of Chapter 1.0.

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

C. Lead Agency Determination

On the basis of this initial evaluation:

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

PATTERSON JOINT UNIFIED SCHOOL DISTRICT

Kristi Ventura
Coordinator of Facilities Construction

Date

1.0 INTRODUCTION

1.1 Project Brief

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the Almond Blossom Elementary School project (project). The project site is located at 1000 Calvinson Parkway in southern Patterson (Figures 1-1 through 1-5). The IS/MND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). The Patterson Joint Unified School District (PJUSD) is the CEQA Lead Agency for the project.

The project proposes to construct a public elementary school on a 12.11-acre site. The elementary school would accommodate 750 students from transitional kindergarten to 6th grade (TK-6). The basic layout of the proposed school would be classroom buildings with 36 classrooms in the northern and central portions of the project site, along with associated buildings and play areas. Total square footage of the campus would be approximately 72,000 square feet. Outdoor sport fields would be located in the southern portion of the site. The project would require the approval of the PJUSD Board of Education, along with the Department of Education and the State Architect.

1.2 Purpose of Initial Study

CEQA requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of CEQA are found in the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3).

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects as defined by CEQA and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that is less than significant. If the Initial Study indicates that a project would not have significant effects, then the agency prepares a Negative Declaration. If the Initial Study indicates that a project would have significant effects, but these effects would be avoided or reduced to a level that is less than significant with identified mitigation measures, then the agency prepares a Mitigated Negative Declaration. If the project involves significant effects that cannot be readily mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study.

The proposed project is a “project” as defined by CEQA and is not exempt from CEQA consideration. The PJUSD has determined that the project involves the potential for significant environmental effects and requires preparation of this Initial Study. The Initial Study describes the proposed project and its environmental setting, analyzes the potential environmental effects of the project, and identifies feasible mitigation measures for significant environmental effects. The Initial Study considers the project’s potential for significant environmental effects in the following subject areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildlife
- Mandatory Findings of Significance

The Initial Study concluded that the project would have significant environmental effects, but all these effects would be avoided or reduced to a level that would be less than significant with recommended mitigation measures. The PJUSD has accepted all the recommended mitigation measures. As a result, the PJUSD has prepared a Mitigated Negative Declaration and is notifying the public of its intent to adopt the IS/MND. The Notice of Intent, and the time available for comment on the IS/MND, is shown immediately preceding the Negative Declaration.

1.3 Project Background

The PJUSD is a public school district that encompasses approximately 394 square miles of Stanislaus and Santa Clara Counties. Currently, the PJUSD operates nine schools at eight sites that serve a student population of approximately 6,300 in grades from TK to 12th. The nine schools include five elementary schools (one of which serves students TK-8), one middle school, one high school, one alternative high school, and one independent study program.

The PJUSD experienced rapid enrollment growth from 2000 through 2007, and the Facility Master Plan prepared in 2007-08 projected continued rapid growth due in large part to proposed new housing. The economic recession that began shortly after the release of that plan drastically changed the outlook of the housing development market, both locally and nationally. The majority of the development planned in 2007 has still not been constructed. Since the recession, PJUSD enrollment has still grown, but at a more moderate pace. In-migration of families from the San Francisco Bay Area has been mainly responsible for the more recent growth (PJUSD 2017).

PJUSD schools are experiencing capacity shortages. The PJUSD loads many of its classrooms at higher rates, allowing more students to be housed. By State loading factor standards, half of the PJUSD's schools currently have more enrolled students than their capacity value, and the remaining schools are all close to capacity as well. As of 2017, three elementary schools, the middle school, and the high school were determined to be over capacity in varying degrees. Over the years 2017-2026, every PJUSD school except for the alternative high school is projected to exceed its State capacity value at some point (PJUSD 2017).

The project site and adjacent properties were historically used as agricultural land from the early 20th century until the early 2000s. The project site is now mostly vacant, with no existing structures except for a cellular telecommunications tower enclosed by fencing in the northeast corner, adjacent to the intersection of Calvinson Parkway and Ward Avenue. The PJUSD currently owns the project site and has considered development of an elementary school there in the past (PJUSD 2017). The City of Patterson had designated the project site for Public/Quasi-Public use in its 1992 General Plan, and a future elementary school is identified on the site in the City's current General Plan, adopted in 2010 (City of Patterson 2010).

1.4 Environmental Evaluation Checklist Terminology

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist shown in Chapter 3.0 of this IS/MND. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the PJUSD determines whether the project would involve 1) a Potentially Significant Impact, 2) a Less Than Significant Impact, 3) a Less Than Significant Impact with Mitigation Incorporated, or 4) No Impact.

A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., that the environmental effect may be significant, and feasible mitigation measures have not been defined that would reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required.

A Less Than Significant Impact occurs when the project would involve effects on a resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required.

An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or can be reduced to a Less Than Significant Impact with the application of mitigation measures.

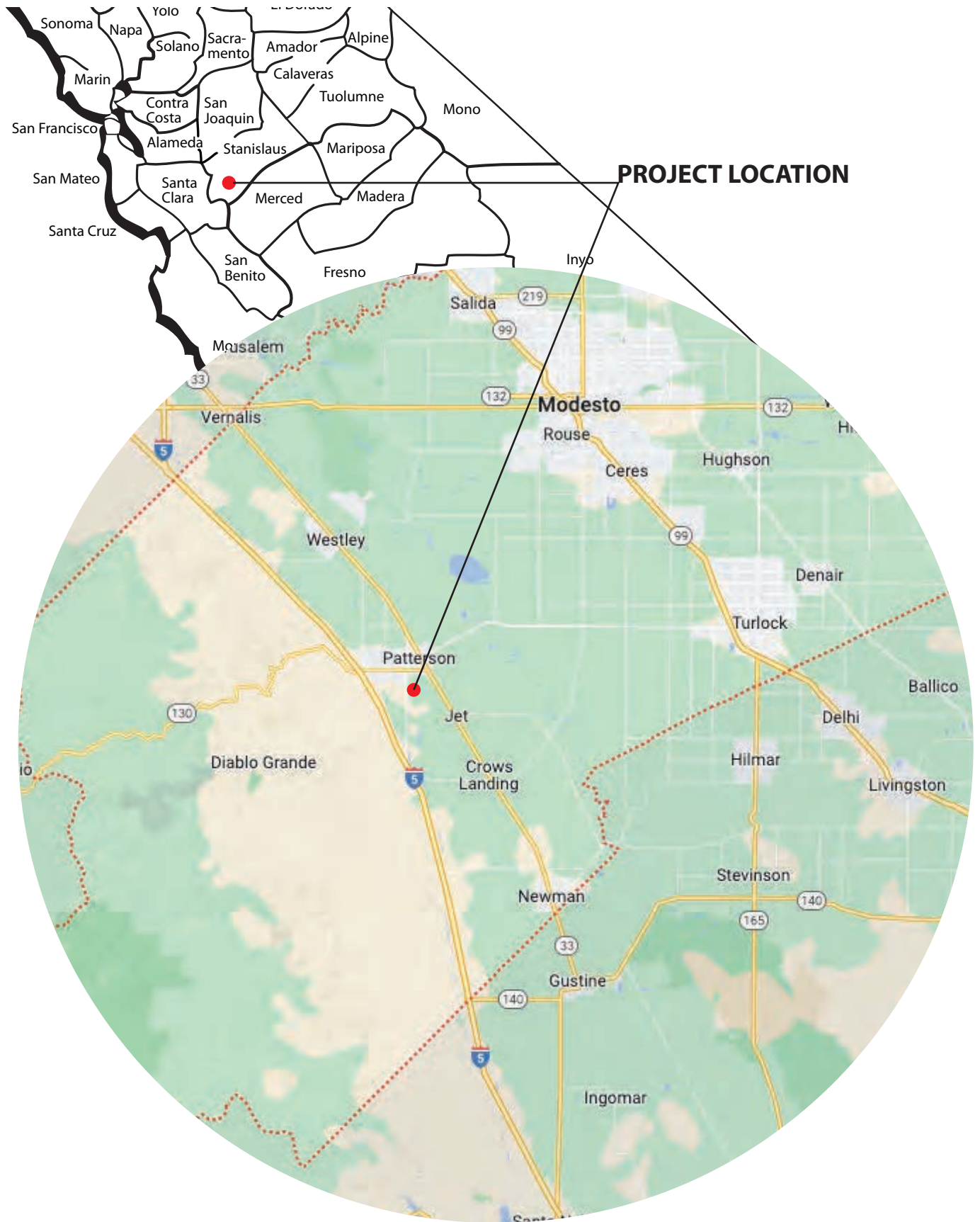
A determination of No Impact is self-explanatory.

This IS/MND identifies potentially significant environmental effects related to the project. Some effects are mitigated by the operation of existing law and standards of practice related to environmental protection. These provisions are considered in the environmental impact

analysis, and the degree to which they would reduce potential environmental effects is discussed. Where needed, additional mitigation measures are specifically identified to reduce potential environmental effects to a level that would be less than significant.

1.5 Summary of Environmental Effects and Mitigation Measures

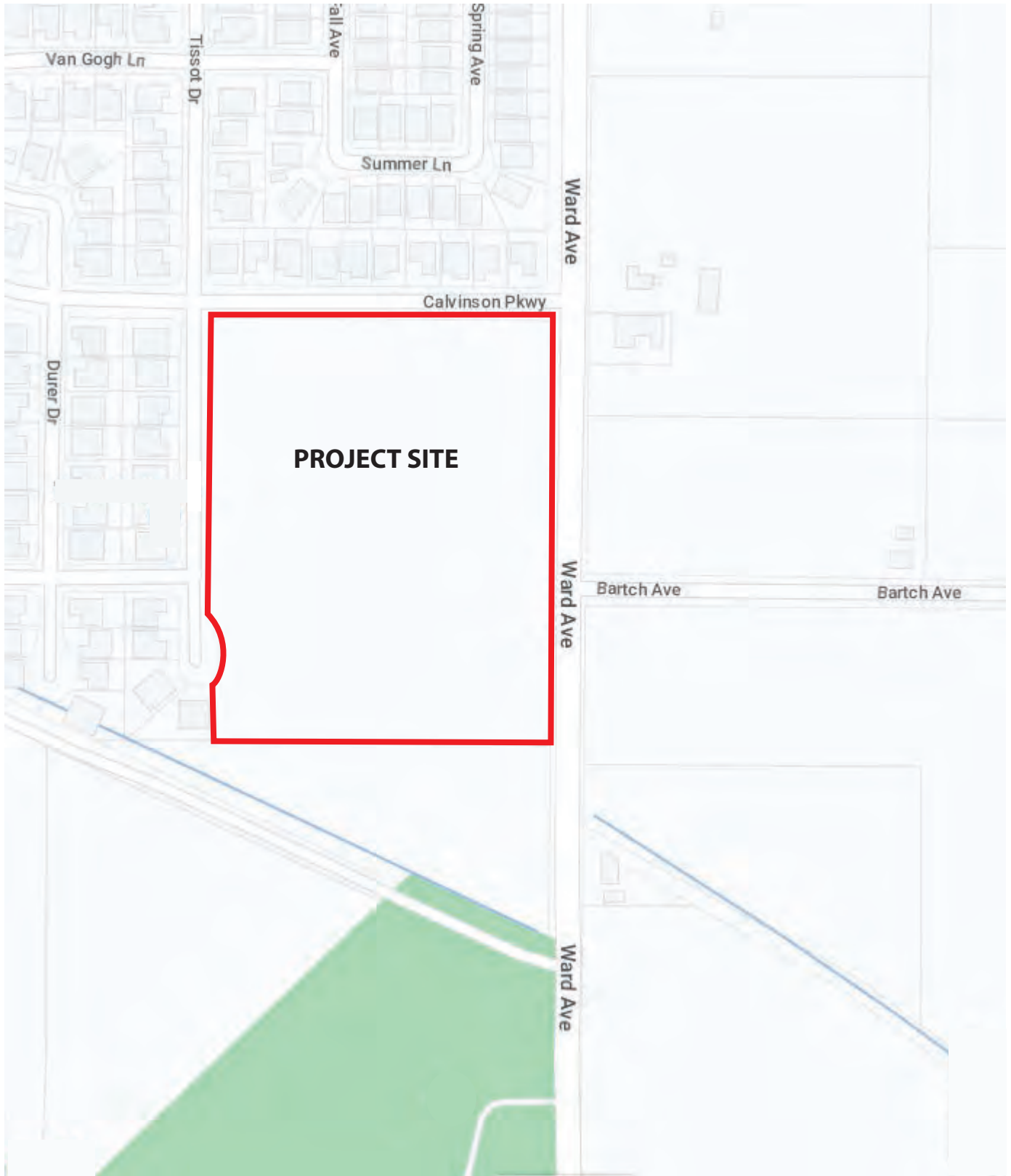
Table 1-1, which follows Figures 1-1 through 1-5, summarizes the results of the Environmental Checklist Form and associated narrative discussion in Chapter 3.0. The potential environmental impacts of the proposed project are summarized in the left-most column of this table. The level of significance of each impact is indicated in the second column. Mitigation measures proposed to avoid or minimize the impacts are shown in the third column, and the significance of the impact after mitigation measures are applied is shown in the fourth column.



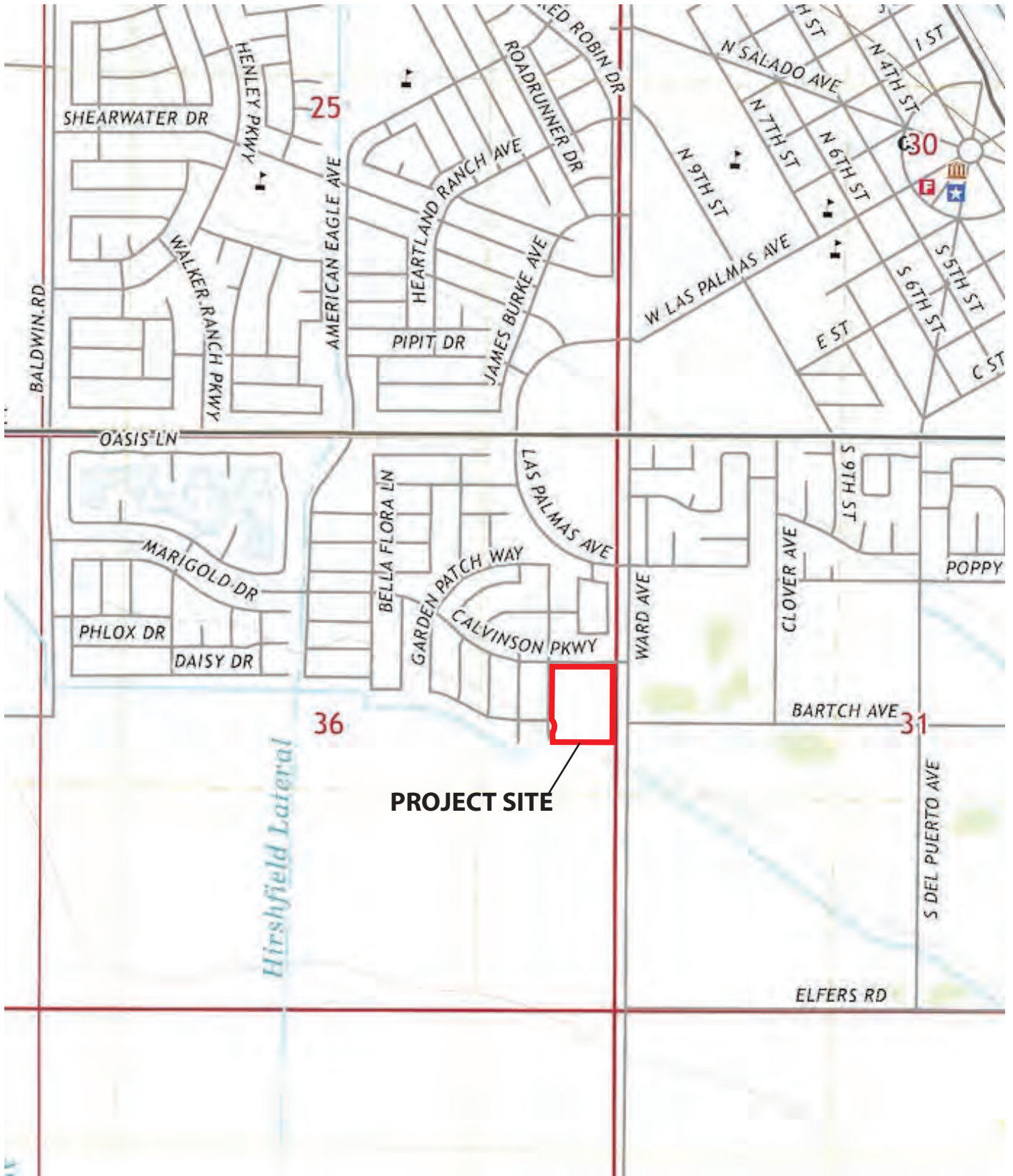
SOURCE: Google Maps



Figure 1-1
REGIONAL LOCATION MAP



SOURCE: Google Maps



SOURCE: USGS Quadrangle Map, Patterson CA, 2021.



SOURCE: Google Earth

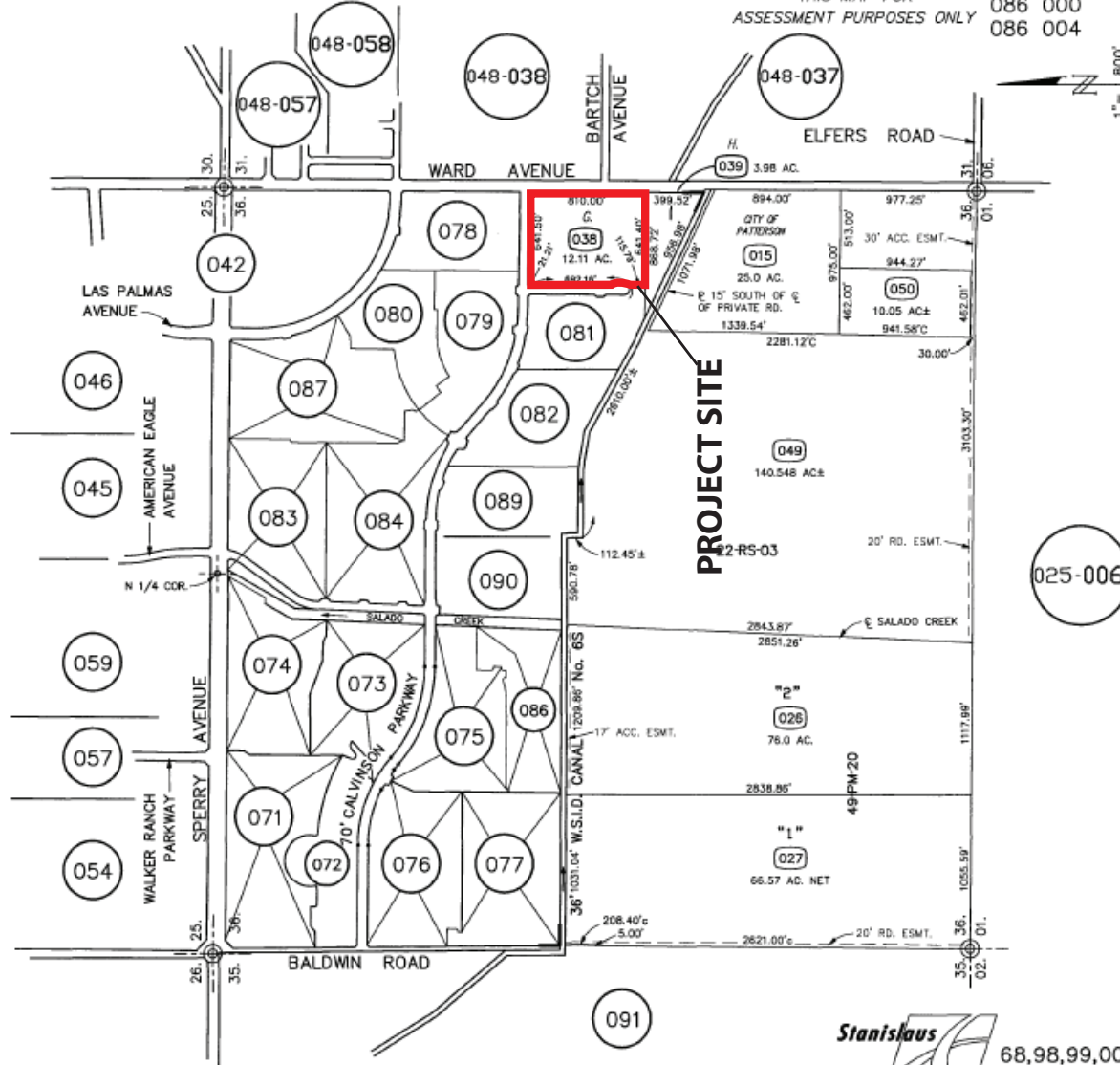
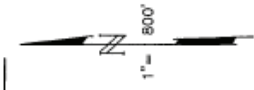


Figure 1-4
AERIAL PHOTO

SECTION 36 T.5S. R.7E. M.D.B.& M.
 PATTERSON GARDENS, UNIT NO. 1 (41M72)

005 043 021 - 027
 005 045
 086 000
 086 004

THIS MAP FOR
 ASSESSMENT PURPOSES ONLY



68,98,99,00,01,
 02,03,05,06,10
 021 - 027

Figure 1-5
 ASSESSOR PARCEL MAP
 BaseCamp Environmental

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	NI	None required	-
b) Scenic Routes and Resources	NI	None required	-
c) Visual Character and Quality	LS	None required	-
d) Light and Glare	PS	<p>AESTH-1: Lighting for the project shall conform to the requirements of Patterson Municipal Code Chapter 18.80. In accordance with this chapter, all outdoor lighting shall be directed downward or toward structures, shall be fully shielded, and shall be maintained to prevent glare, light trespass, and light pollution. Outdoor lighting shall be designed and installed such that illumination of adjoining residential properties shall not exceed 0.01 footcandles. The contractor shall confirm compliance with this standard by taking light measurements at the nearest residences after lighting is activated and making appropriate adjustment if the standard is not met at any location. The contractor shall file a report with the District confirming that the lighting standard has been met.</p> <p>AESTH-2: The school may be fully illuminated during hours of operation. However, after operating hours, lighting shall be dimmed or turned off, with only lighting essential to security or safety to be maintained.</p>	LS
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	-
b) Agricultural Zoning and Williamson Act	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
c, d) Forest Land Conversion and Zoning	NI	None required	-
e) Indirect Conversion of Farmland and Forest Land	NI	None required	-
3.3 AIR QUALITY			
a) Air Quality Plan Consistency	LS	None required	-
c) Cumulative Emissions	LS	None required	-
d) Exposure of Sensitive Receptors	LS	None required	-
e) Odors and Other Emissions	LS	None required	-
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	PS	BIO-1: If project construction commences during the time period from March 1 to August 31, then a pre-construction survey for nesting Swainson's hawk within one-quarter mile of the project site shall be conducted. The survey shall utilize methodologies set forth by the Swainson's Hawk Technical Advisory Committee in its 2000 report <i>Determining a Project's Potential for Impacting Swainson's Hawk</i> . If active nests are found, then a qualified biologist shall determine the need, if any, for temporal restrictions on construction. Any temporal restrictions advised by the biologist shall be implemented by the project.	LS
b) Riparian and Other Sensitive Habitats	NI	None required	-
c) Wetlands and Waters of the U.S.	NI	None required	-
d) Fish and Wildlife Movement	PS	BIO-2: If vegetation removal or project construction commences during the nesting season for raptors (January 1 through July 31), then a pre-construction	LS

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		survey shall be conducted by a qualified biologist. If vegetation removal or project construction commences during the general avian nesting season (March 1 through July 31), then a pre-construction survey shall be conducted by a qualified biologist. In both cases, if active nests are found, work in the vicinity of the nests shall be delayed until the young have fledged. The biologist shall recommend any temporal or other restrictions necessary to ensure no disturbance of the nests, which the project shall implement.	
e) Local Biological Requirements	NI	None required	-
f) Conflict with Habitat Conservation Plans	NI	None required	-
3.5 CULTURAL RESOURCES			
a) Historical Resources	NI	None required.	-
b) Archaeological Resources	PS	CULT-1: If any subsurface cultural resources are encountered during construction of the project, all construction activities within 50 feet of the encounter shall be halted until a qualified archaeologist can examine these materials, determine their significance, and if significant recommend further mitigation measures that would reduce potential effects to a level that is less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery, and curation by qualified professionals. The PJUSD shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report, consistent with the requirements of the CEQA Guidelines.	LS
c) Human Burials	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.6 ENERGY			
a) Consumption of Energy Resources	LS	None required	-
b) Conflict with Energy Plans	LS	None required	-
3.7 GEOLOGY AND SOILS			
a-i) Fault Rupture Hazards	NI	None required	-
a-ii) Seismic Ground Shaking	LS	None required	-
a-iii) Other Seismic Hazards	PS	GEO-1: In accordance with the recommendations of the <i>Patterson Gardens Elementary School Geotechnical Engineering Report</i> , (project previously named "Patterson Gardens"), prepared by Terracon on May 15, 2024, the buildings on the project site may be supported by shallow foundations. Per the 2022 California Building Code, shallow foundations shall be interconnected by foundation ties designed to accommodate the differential settlements between adjacent footings due to the potential for liquefaction. As an alternative, the effects of the anticipated liquefaction settlement could be mitigated by supporting the proposed building on a mat slab or deep foundations that derive support below the potentially liquefiable soils or by ground improvement methods. The method to be used shall be identified on final site plans for the project.	LS
a-iv) Landslides	NI	None required	-
b) Soil Erosion	LS	None required	-
c) Geologic Instability	PS	Mitigation Measure GEO-1.	LS
d) Expansive Soils	PS	GEO-2: The project shall follow the recommendations of the <i>Patterson Gardens Elementary School Geotechnical</i>	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		<i>Engineering Report</i> , (project previously named “Patterson Gardens”), prepared by Terracon on May 15, 2024, to minimize soil expansion impacts. These include completing effective drainage early in the construction sequence and maintaining drainage after construction, along with grading during the warmer and drier times of the year. In addition, the project shall follow the recommendations in the Earthwork section of the geotechnical report regarding site and subgrade preparation, fill materials, and fill placement and compaction, among others. The recommendations shall be incorporated within the final site plans of the project.	
e) Adequacy of Soils for Wastewater Disposal	NI	None required	-
f) Paleontological Resources	NI	None required	-
3.8 GREENHOUSE GAS EMISSIONS			
a, b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	-
3.9 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Material Transport, Use and Storage	LS	None required	-
b) Release of Hazardous Materials	LS	None required	-
c) Emission of Hazardous Materials Near Schools	LS	None required	-
d) Hazardous Materials Sites	LS	None required	-
e) Airport Operations	LS	None required	-
f) Emergency Response and Evacuation	LS	None required	-

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
g) Wildland Fire Hazards	NI	None required	-
3.10 HYDROLOGY AND WATER QUALITY			
a) Surface Waters and Quality	LS	None required	-
b) Groundwater Supplies	LS	None required	-
c-i, -ii, -iii) Drainage Patterns and Runoff	LS	None required	-
c-iv) Flood Flows	NI	None required	-
d) Release of Pollutants in Flood, Seiche, and Tsunami Zones	NI	None required	-
e) Water Quality and Groundwater Plans	LS	None required	-
3.11 LAND USE AND PLANNING			
a) Division of Established Communities	NI	None required	-
b) Conflict with Applicable Plans, Policies and Regulations	LS	None required	-
3.12 MINERAL RESOURCES			
a, b) Loss of Mineral Resource Availability	NI	None required	-
3.13 NOISE			
a) Exposure to Noise Exceeding Local Standards	PS	NOISE-1: Project construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. Construction activities shall not occur on Sundays or federal holidays. All equipment used on the construction site shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers	LS

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures shall be installed on the equipment at all times on the construction site.	Significance After Mitigation Measures
b) Groundborne Vibrations	LS	None required	-
c) Exposure to Airport/Airstrip Noise	NI	None required	-
3.14 POPULATION AND HOUSING			
a) Population Growth Inducement	NI	None required	-
b) Displacement of Housing and People	NI	None required	-
3.15 PUBLIC SERVICES			
a-i) Fire Protection	LS	None required	-
a-ii) Police Protection	LS	None required	-
a-iii) Schools	LS	None required	-
a-iv, -v) Parks and Other Public Facilities	LS	None required	-
3.16 RECREATION			
a, b) Recreational Facilities	LS	None required	-
3.17 TRANSPORTATION/TRAFFIC			
a) Conflict with Transportation Programs and Plans	LS	None required	-
b) Conflict with CEQA Guidelines Section 15064.3(b)	LS	None required	-
c) Traffic Hazards	PS	TRANS-1: The Patterson Joint Unified School District, in consultation with City of Patterson staff, shall implement the pedestrian safety improvements	LS

**TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
		recommended in Figure 10 of the <i>Traffic Impact Study for the Proposed Patterson JUSD New Elementary, Patterson, California</i> , prepared by Advanced Mobility Group August 9, 2024. The improvements shall be installed prior to the start of school operations.	
d) Emergency Access	NI	None required	-
3.18 TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	Mitigation Measure CULT-1	LS
3.19 UTILITIES AND SERVICE SYSTEMS			
a) Relocation or Construction of Utility Facilities	LS	None required	-
b) Water Supplies	LS	None required	-
c) Wastewater Treatment Capacity	LS	None required	-
d, e) Solid Waste Services	LS	None required	-
3.20 WILDFIRE			
a) Emergency Response Plans and Emergency Evacuation Plans	LS	None required	-
b) Exposure of Project Occupants to Wildfire Hazards	NI	None required	-
c) Installation and Maintenance of Infrastructure	NI	None required	-
d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.21 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation measures in Sections 3.4, 3.5 and 3.18	LS
b) Findings on Individually Limited but Cumulatively Considerable Impacts	LS	None required	-
c) Findings on Adverse Effects on Human Beings	PS	Mitigation measures in Section 3.17.	LS

Notes: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project site is located at 1000 Calvinson Parkway, at the southwest corner of the intersection of Calvinson Parkway and Ward Avenue in southern Patterson (see Figures 1-1 through 1-5). The site, approximately 12.11 acres, is within a parcel designated as Assessor's Parcel Number (APN) 021-027-038. It is shown in the U.S. Geological Survey's Patterson 7.5-minute quadrangle map as within the eastern portion of Section 36, Township 5 South, Range 7 East, Mt. Diablo Base and Meridian. The approximate latitude of the project site is 37.4575 North, and the approximate longitude is -121.1422 West.

2.2 Project Details

Proposed School Facilities

The project proposes to construct Almond Blossom Elementary School, a new school that would accommodate 750 students from transitional kindergarten (TK) to 6th grade (Figure 2-1). While several conceptual designs are being considered by the PJUSD, the basic parameters of the school design have been established. Table 2-1 shows the proposed school buildings that would be constructed.

TABLE 2-1
PROPOSED PROJECT CONSTRUCTION

Facility	Square Feet
TK-Kindergarten classroom building (1 story)	6,000
Grades 1-6 classroom building with library (2 story)	35,000
Multipurpose building with kitchen (1 story)	14,214
Administration (1 story)	4,500
Total	59,714

The project proposes the construction of a two-story main building in the center of the project site that would contain 25 classrooms for students from 1st to 6th grade. There would be 12 classrooms that would accommodate up to 288 students from 1st to 3rd grades, and 9 classrooms that would accommodate up to 288 students from 4th to 6th grades. In addition, two classrooms are proposed for up to 24 special education students, and two classrooms would be used for music instruction that could accommodate up to 64 students. The main building also would have space for a library, a staff lounge, and a workroom.

A separate building would be constructed that would have four TK-kindergarten classrooms that would accommodate up to 80 students. This building would be in the northern portion of the project site. The total number of classrooms that would be provided by the project would be 29.

A multipurpose building, approximately 14,214 square feet in floor area, would be constructed in the western portion of the project site. This building would have an adjacent kitchen for food preparation. A separate building for school administration would be constructed in the northwest corner of the project site.

The project proposes to install outdoor play areas and courts in the campus area for physical activity and for organized sports. An outdoor play area would be installed adjacent to the TK-kindergarten classroom building. A hard court area for physical activities such as basketball would be installed south of the main classroom building. Two soccer fields are proposed in the southern portion of the project site.

Circulation and Parking

The project would include parking areas that would provide a total of 111 parking stalls. These would include staff and visitor spaces and spaces for disabled drivers. Of the total 111 stalls, 48 would be provided in a parking area in the northern portion of the project site. This parking area would be accessible from Calvinson Parkway. The other 63 stalls would be provided in a parking area in the western portion of the project site. This area would be accessible from Wolfpack Court.

A pickup/dropoff lane for students brought by parents would be provided off Ward Avenue in the eastern portion of the project site. A bus pickup/dropoff zone would be established off Wolfpack Court adjacent to the western parking area.

Utilities

The project would be served by water, sewer, and storm drainage facilities managed by the City of Patterson. Connections would be made to existing City facilities located in the streets adjacent to the project site. The project would connect to the existing Pacific Gas and Electric electrical system via distribution lines adjacent to the project site.

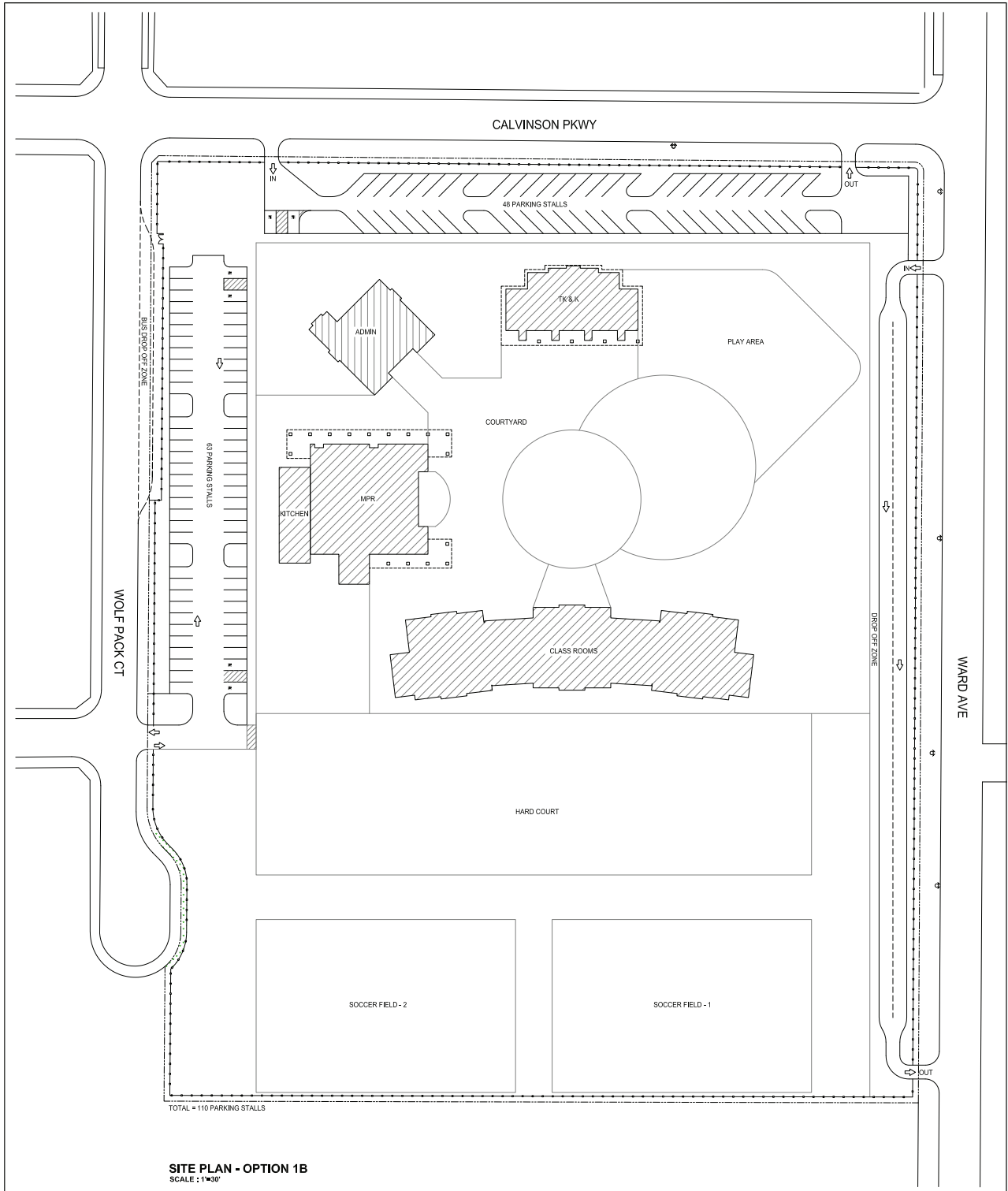
2.3 Permits and Approvals

The project would require the approval of the PJUSD Board of Education. As the CEQA lead agency, the PJUSD would be required to adopt the IS/MND prior to a final decision on the project, along with a Mitigation Monitoring and Reporting Program to ensure implementation of the mitigation measures specified in the IS/MND.

The project proposes to connect to sewer, water, and storm drainage facilities managed by the City of Patterson. The proposed connections would be reviewed and approved by the City's Public Works Department, subject to existing City ordinances and improvement standards.

Proposed school construction plans would require approval from the Department of Education as to the conformity of the proposed site with location and program support criteria. Proposed parking, safety and access requirements would be reviewed for compliance by the Division of the State Architect (State Architect). The Approval of Plans letter is the document that conveys official approval of the plans and specifications for a project based on site plans, structural, mechanical, plumbing, electrical, fire alarm, and fire sprinkler drawings of the project, together with supporting documents.

As part of the approval process for school site development, the California Department of Toxic Substances Control (DTSC) requires that a site assessment known as a Preliminary Endangerment Assessment (PEA) be conducted to determine the potential presence of hazardous materials. The PEA was completed and was submitted to the DTSC. The DTSC declared that No Further Action was required with respect to the project site, since the PEA investigation found no indication of impacts to soil due to historical land use activities at the project site that would pose a threat to human health or the environment (DTSC 2023a).



SITE PLAN - OPTION 1B
SCALE: 1"=30'



PATTERSON GARDENS E.S.

1000 Calvinson Pkwy, Patterson, CA 95363
DATE: 12/11/23



3.0 ENVIRONMENTAL CHECKLIST

The following environmental evaluation considers the potential environmental effects of PJUSD approval of the proposed project, as described in Chapter 2.0, Project Description. The format of this evaluation is based on the Environmental Checklist presented in CEQA Guidelines Appendix G.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is currently vacant and undeveloped except for a cellular telecommunications tower in the northeast corner. Existing night lighting in the project area consists primarily of street lighting along the adjoining streets and on-site security lighting on the residences to the north and west. The site is adjacent to urban residential development to the north and west, agricultural lands to the east, and a recreational facility to the south.

In the Patterson area, the Coast Ranges to the west provide the major scenic vista. Interstate 5 in Stanislaus County is a designated State Scenic Highway (Caltrans 2019). Neither Stanislaus County nor the City of Patterson have designated any scenic roadways.

Public Resources Code Section 21099 states that aesthetic impacts shall not be considered significant for residential, mixed-use residential, or employment center projects on an infill

site within a “transit priority area,” defined as an area within one-half mile of an existing or planned major transit stop. While the project may be considered an infill project, it is not within a designated transit priority area, nor does it involve any of the land uses mentioned in Public Resources Code Section 21099. Therefore, the aesthetic impacts of the project are analyzed in this IS/MND.

Environmental Impacts and Mitigation Measures

a) Scenic Vistas.

As noted, potential scenic vistas are mainly views of the Coast Ranges to the west. Views from the project site are already partially obstructed by existing off-site development and trees. The project would not affect existing off-site conditions related to distance views. The project would have no impact on scenic vistas.

b) Scenic Routes and Resources.

The project site is a mostly vacant parcel previously used for agriculture. There are no outstanding scenic resources such as trees and rock outcroppings. As noted, Interstate 5 is a designated State Scenic Highway. The freeway is approximately 1.75 miles west of the project site, so the project would not affect views from Interstate 5. No other scenic routes have been identified in the project vicinity. The project would have no impact on scenic resources.

c) Visual Character and Quality.

As noted, the project site is vacant. Project construction would alter the visual landscape of the project site as visible from public view areas. The main public view areas are along Calvinson Parkway, Ward Avenue, and Wolfpack Court.

The project site is adjacent to existing residential development to the north and west along Calvinson Parkway and Wolfpack Court. As development of the site occurs, its appearance would be compatible with the existing residential development in the area. Only one of the proposed buildings would have more than one story. That building would have only two stories and would be constructed in the approximate center of the project site. Therefore, it would be set back from residential areas.

The soccer fields would be visually similar to the existing park development to the south as viewed from Ward Avenue. As noted, the two-story building would be in the approximate site center and therefore would be set back from Ward Avenue. Based on this, while the project would alter the visual landscape on the project site, the resultant views would not be substantially different from the nearby urban and park landscape. Project impacts related to visual character and quality are considered less than significant.

d) Light and Glare.

The project would involve the installation of lighting on a site that currently has none. Since the project is adjacent to or near existing residential areas to the west and north, some “spillover” lighting could reach these residential areas, potentially disturbing residents.

This would be a potentially significant impact without mitigation. Mitigation presented below would require the project to include controls on light and glare from new lighting facilities that would be the same as those required by the City of Patterson for new development. Additional mitigation would further reduce impacts of lighting at nighttime on nearby residences by limiting the amount of illumination after operating hours. Implementation of these mitigation measures would reduce light and glare impacts to a level that would be less than significant.

Mitigation Measures:

AESTH-1: Lighting for the project shall conform to the requirements of Patterson Municipal Code Chapter 18.80. In accordance with this chapter, all outdoor lighting shall be directed downward or toward structures, shall be fully shielded, and shall be maintained to prevent glare, light trespass, and light pollution. Outdoor lighting shall be designed and installed such that illumination of adjoining residential properties shall not exceed 0.01 footcandles. The contractor shall confirm compliance with this standard by taking light measurements at the nearest residences after lighting is activated and making appropriate adjustment if the standard is not met at any location. The contractor shall file a report with the District confirming that the lighting standard has been met.

AESTH-2: The school may be fully illuminated during hours of operation. However, after operating hours, lighting shall be dimmed or turned off, with only lighting essential to security or safety to be maintained.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Environmental Setting

The project site and adjacent properties were historically used as agricultural land from the early 20th century until the early 2000s. Agricultural uses of the project site included orchards, irrigated row crops, and feed crops. The project site was used for agricultural production until 2006, when it became a vacant lot (Condor Earth 2022). Lands east of the project site are still used for agricultural production; however, adjacent lands to the north, west, and south have been developed with residential and recreational uses; a cellular telecommunications tower is on the project site itself.

The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland." Collectively, these categories are referred to as "Farmland" in the Environmental Checklist in CEQA Guidelines Appendix G. According to the 2018 Important Farmland Map of Stanislaus County, the project site is designated as Vacant or Disturbed Land (FMMP 2018).

The Williamson Act is State legislation that seeks to preserve farmland by offering property tax breaks to farmers who sign a contract pledging to keep their land in agricultural use. The project site is not subject to a Williamson Act contract.

Environmental Impacts and Mitigation Measures

a) Agricultural Land Conversion.

The project site is designated as Vacant or Disturbed Land, which is not Farmland as defined by CEQA Guidelines Appendix G. No Farmland or any agricultural land would be converted because of the project. The project would have no impact on farmland conversion.

b) Agricultural Zoning and Williamson Act.

The project site is zoned for Public/Quasi-Public use, not for agricultural use. As noted, the project site is not under a Williamson Act contract. The project would have no impact on agricultural zoning or Williamson Act lands.

c, d) Forest Land Conversion and Zoning.

There is no forest land on the project site or in the vicinity, and none of the land in the area is zoned for forest land, timberland, or for timber production. The project would have no impact on forest lands or zoning.

e) Indirect Conversion of Farmland and Forest Land.

The Important Farmland map indicates the presence of Prime Farmland east of the project site, across Ward Avenue. The project would connect to existing infrastructure in the area; no new infrastructure would be extended to the area. Because of this, no indirect conversion of Farmland that might result from the project would occur. Since there is no forest land in the area, the project would have no impact on indirect conversion of forestland to non-forest use. The project would have no impact on indirect conversion of Farmland or forest land.

3.3 AIR QUALITY

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Air Quality Background

The project area is within the San Joaquin Valley Air Basin. The San Joaquin Valley Air Pollution Control District (SJVAPCD), which includes San Joaquin County, has jurisdiction over most air quality matters in the Air Basin. The SJVAPCD is tasked with implementing programs and regulations required by both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional criteria pollutants under its Clean Air Act.

Table 3-1 shows the current attainment status of the Air Basin relative to the federal and State ambient air quality standards for criteria pollutants. Except for ozone and particulate matter, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards.

TABLE 3-1
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

Criteria Pollutant	Designation/Classification	
	Federal Primary Standards¹	State Standards
Ozone - One hour	No Federal Standard	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme	Nonattainment
PM ₁₀	Attainment	Nonattainment
PM _{2.5}	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO _x)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO _x)	Attainment/Unclassified	Attainment
Lead	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	²

¹ Federal primary standards are designed to protect human health.

² Regulated by the State of California as part of its toxic air contaminant program.

Source: SJVAPCD 2023.

Air Pollutants of Concern

The San Joaquin Valley Air Basin is designated a nonattainment area for ozone. Ozone is not emitted directly into the air but is formed when reactive organic gases (ROG) and nitrogen oxides (NO_x) react in the atmosphere in the presence of sunlight. The major sources of ROG are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, drycleaning solutions, and paint

through evaporation. The major human sources of NO_x are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines (Stanislaus County 2016). The SJVAPCD currently has a 2022 Plan for the 2015 8-Hour Ozone Standard and the 2023 Maintenance Plan and Redesignation Request for the Revoked 1-Hour Ozone Standard to attain federal ambient air quality standards for ozone.

The Air Basin is also designated a nonattainment area for particulate matter, a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. Two types of particulate matter are of concern: particulate matter 10 micrometers or less in diameter (PM₁₀), and particulate matter 2.5 micrometers or less in diameter (PM_{2.5}). Major sources of PM₁₀ include motor vehicles; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. PM_{2.5} results from fuel combustion generated by motor vehicles, power generation, and industrial facilities; residential fireplaces; and wood stoves (Stanislaus County 2016). The SJVAPCD currently has a 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards to attain federal ambient air quality standards for PM_{2.5} and the 2007 PM₁₀ Maintenance Plan to maintain its current PM₁₀ attainment status.

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels and is emitted directly into the air, unlike ozone. The main source of CO in the San Joaquin Valley is on-road motor vehicles (SJVAPCD 2015). The San Joaquin Valley Air Basin is in attainment/unclassified status for CO; as such, the SJVAPCD has no CO attainment plans. High CO concentrations may occur in areas of limited geographic size, sometimes referred to as “hotspots,” which are ordinarily associated with areas of heavy traffic volumes and congestion.

In addition to the criteria pollutants, the California Air Resources Board (ARB) has also identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. Other TACs are less common and are typically associated with industrial operations.

Air Quality Regulations

As noted, the SJVAPCD is tasked with implementing programs and regulations required by both the federal and California Clean Air Acts, except for mobile emissions which are regulated by the ARB. The SJVAPCD regulations that are potentially applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM₁₀ Prohibitions)

Rules 8011-8081 are designed to reduce PM₁₀ emissions, predominantly dust/dirt, generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 4601 (Architectural Coatings)

This rule sets limits on the volatile organic compounds, a component of ROG, allowed in various paints and other coatings.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule, is intended to reduce or mitigate construction and operational emissions of NO_x and PM₁₀ generated by new development, either directly and/or by payment of off-site mitigation fees. Construction emissions of NO_x and PM₁₀ exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM₁₀ must be reduced by 33.3% and 50%, respectively. Rule 9510 applies to educational development projects of 9,000 square feet and larger; therefore, the proposed project would be subject to this rule.

Environmental Impacts and Mitigation Measures

In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). GAMAQI defines an analysis methodology, thresholds of significance, and mitigation measures for the assessment of air quality impacts for projects within SJVAPCD’s jurisdiction (SJVAPCD 2015). Table 3-2 shows the CEQA thresholds for significance for pollutant emissions within the SJVAPCD. The significance thresholds apply to emissions from both project construction and project operations.

Based on these thresholds of significance, and using project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. The Small Project Analysis Level in GAMAQI includes the project sizes and vehicle trips below which projects are considered so small as to not exceed the SJVAPCD significance thresholds. For elementary schools, the threshold at which a project is not considered small is 1,875 students. For junior high schools, the threshold is 1,680 students, and for high schools 1,325 students (SJVAPCD 2017).

TABLE 3-2
SJVAPCD SIGNIFICANCE THRESHOLDS
AND ESTIMATED PROJECT EMISSIONS

Pollutant	SJVAPCD Significance Threshold	Maximum Construction Emissions (tons/year)	Annual Operational Emissions (tons/year)
ROG	10	0.15	0.97

NO _x	10	0.83	0.76
CO	100	0.93	4.78
PM ₁₀	15	0.06	0.95
PM _{2.5}	15	0.04	0.26

Sources: CalEEMod v. 2022.4.0, SJVAPCD 2015.

a) Air Quality Plan Consistency.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) computer program, which is approved by the SJVAPCD. Results of the CalEEMod run, available in Appendix A of this IS/MND and shown in Table 3-2, indicate that project construction emissions would not be greater than 2.02 tons for any pollutant in any year in which project construction occurs. All construction emissions would be below the SJVAPCD significance thresholds. Compliance with SJVAPCD Regulation VIII, with its dust control provisions, would further minimize particulate matter emissions already determined to have an impact that would be less than significant.

The project proposes to accommodate an enrollment of no greater than 750 students at grade levels from kindergarten to 8th grade. This total is below the Small Project Analysis Level threshold for elementary schools, which is 1,875 students. This indicates that the project would not have a significant impact on air pollutant emissions. This is confirmed by the annual operational emissions estimated by the CalEEMod run for the project, the results of which are shown in Table 3-2. None of the pollutants generated by project operations would exceed the SJVAPCD significance thresholds.

Project emissions would be consistent with the pollutant reduction objectives of the ozone and particulate matter plans of the SJVAPCD. Moreover, the project would be subject to the ISR, which would further limit NO_x and PM₁₀ emissions. Project impacts related to air quality plans and air quality standards would be less than significant.

b) Cumulative Emissions.

As described in a) above, the project would not generate pollutant emissions that exceed SJVAPCD significance thresholds, and the project is below the Small Project Analysis Level threshold for elementary schools. Future attainment of federal and State ambient air quality standards is a function of successful implementation of the SJVAPCD's attainment plans. Consequently, the application of significance thresholds for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Pursuant to the SJVAPCD's guidance, if project-specific emissions would be less than the thresholds of significance for criteria pollutants, the project would not be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the SJVAPCD is in nonattainment under applicable federal or State ambient air quality standards. Therefore, the project contribution to cumulative air quality impacts would be less than significant.

c) Exposure of Sensitive Receptors.

“Sensitive receptors” refer to those segments of the population most susceptible to poor air quality - children, the elderly, and those with pre-existing serious health problems affected by air quality. Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015). Land uses that may be considered sensitive receptors include the proposed school on the project site and the residences to the north and west.

CO hotspots have the potential to expose nearby sensitive receptors to emissions that violate state and/or federal CO standards, even if the Air Basin is in attainment for federal and state levels. The GAMAQI indicates that a project would create no violations of the carbon monoxide standards if neither of the following criteria are met (SJVAPCD 2015):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Section 3.17, Transportation/Traffic, for an explanation of LOS).

As described in more detail in Section 3.17, Transportation/Traffic, the Patterson General Plan EIR indicates that roads in the project vicinity would not have a LOS of E or F with development in accordance with the adopted Land Use Map. Therefore, the project would not generate CO hotspots. Project impacts on sensitive receptors would be less than significant.

e) Odors and Other Emissions.

In accordance with CEQA Guidelines Appendix G, the GAMAQI states that a project should be evaluated to determine the likelihood that it would result in nuisance odors (SJVAPCD 2015). The project does not have any features that would generate noticeable odors during either construction or operation. As previously noted, the project would not generate any operational air emissions that would exceed SJVAPCD significance thresholds, and therefore would have the potential to affect sensitive receptors. Emissions from traffic would occur only at certain times of the day and would dissipate after peak hours, thereby limiting the exposure of off-site residences.

Construction equipment using diesel fuel could generate diesel particulate matter, which is classified as a TAC. However, such emissions would be temporary and would be readily dispersed before reaching any sensitive receptors. Also, diesel particulate matter would have adverse impacts only with long-term exposure by sensitive receptors, and construction emissions would cease when work is completed. Long-term emissions of diesel particulate matter would be generated by passenger vehicles and delivery trucks. However, based on the results of the CalEEMod run, the total diesel particulate matter emissions, which are in the “PM10 Exhaust” category in CalEEMod, would be only 16.2 pounds in a school year. The emissions would readily dissipate before reaching any

sensitive receptors. Overall, project impacts related to odors or other emissions would be less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The analysis in this section is based upon a biological resource assessment conducted by Moore Biological Consultants. The assessment involved a search of the California Natural Diversity Database (CNDDDB) maintained by the California Department of Fish and Wildlife (CDFW), the IPaC Trust Resource Report maintained by the U.S. Fish and Wildlife Service (USFWS), and other databases; a review of pertinent literature; and a visit to the project site. The site visit involved making observations of plant and wildlife species

and habitat conditions, and an assessment for potentially jurisdictional federal and State waters. Appendix B of this IS/MND contains the biological resource assessment.

General Setting

The project site is essentially level and is approximately 135 feet above mean sea level. Surrounding land uses in this portion of Stanislaus County are primarily residential and agricultural. Aerial photographs confirm the project site has been fallow for decades and subject to routine mowing and/or disking, presumably for weed abatement and fire suppression.

Vegetation on the project site consists of grassland that is comprised of mostly non-native species. Oats, foxtail barley, and riggut brome are the dominant grasses on the site. These grasses are intermixed with other grassland species such as wild radish, prickly lettuce, field bindweed, yellow starthistle, and broad-leaf filaree. No trees are on the project site, but there is a row of redwood trees in the T.W. Patterson Sports Complex to the south.

Several birds were observed at the project site during the field survey. Representative species include turkey vulture, red-tailed hawk, mourning dove, American crow, northern mockingbird, and Brewer's blackbird. California ground squirrel was the only mammal observed on the site, along with several ground squirrel burrows. While the project site provides suitable habitat for several larger mammal species, its small size and location reduces the likelihood that larger mammals would occur there. Small rodents, including mice and voles, may occur on or adjacent to the site. Due to lack of suitable habitat, few amphibians and reptiles are expected to use habitats in the site, and none were observed.

Waters of the U.S. and Wetlands

Waters of the U.S., including wetlands, are defined under 33 Code of Federal Regulations 328 to include navigable waterways, their tributaries, and adjacent wetlands. State and federal agencies regulate these habitats, and Section 404 of the federal Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into any Waters of the U.S. Pursuant to a May 2023 U.S. Supreme Court decision, adjacent wetlands must have a continuous surface connection with a jurisdictional Water of the U.S. to be subject to Clean Water Act regulation. However, wetlands not regulated under the federal Clean Water Act, including isolated wetlands, may be subject to State regulation as a Water of the State.

Special-Status Species

Special-status species are plants and animals that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other regulations. Special-status wildlife species also includes species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts and other essential habitat.

Special-status plants include species designated rare, threatened, or endangered and candidate species for listing by the USFWS, and those considered rare or endangered under

the conditions of CEQA Guidelines Section 15380, such as plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California prepared by the California Native Plant Society. Special-status plants may include other species that are considered sensitive or of special concern due to limited distribution or to lack of adequate information to determine listing status, such as those included on List 3 of the California Native Plant Society inventory.

Table 3-3 provides a summary of the listing status and habitat requirements of special-status species that have been documented in the greater project vicinity or for which there is potentially suitable habitat in the greater project vicinity. This table also includes an assessment of the likelihood of occurrence of each of these species in the site, based on the distribution of regional occurrences, habitat suitability, and field observations.

TABLE 3-3
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING
IN THE PROJECT VICINITY

Common Name	Scientific Name	Fed. Status ¹	State Status ²	CNPS List ³	Habitat	Potential for Occurrence
<i>Plants</i>						
Big tarplant	<i>Blepharizoni plumosa ssp. plumosa</i>	None	None	1B	Valley and foothill grassland, usually on clay soils.	<u>Unlikely</u> : the site does not provide suitable habitat for this species.
Lemmon's jewelflower	<i>Caulanthus lemmonii</i>	None	None	1B	Pinyon-juniper woodland, valley and foothill grassland.	<u>Unlikely</u> : the site does not provide suitable habitat for this species and is below the elevation range of this species.
Spiny-sepaled button-celery	<i>Eryngium spinosepalum</i>	None	None	1B	Vernal pools within foothill and valley grasslands.	<u>Unlikely</u> : there are no vernal pools on the site.
Diamond-petaled California poppy	<i>Eschscholzia rhombipetala</i>	None	None	1B	Valley and foothill grasslands, in alkaline and clay soils.	<u>Unlikely</u> : the site does not provide suitable habitat for this species.
Shining navarretia	<i>Navarretia nigelliformis ssp. radians</i>	None	None	1B	Cismontane woodland, valley and foothill grassland, vernal pools, usually in clay soils.	<u>Unlikely</u> : the site does not provide suitable habitat for this species and is below the

Common Name	Scientific Name	Fed. Status ¹	State Status ²	CNPS List ³	Habitat	Potential for Occurrence
						elevation range of this species.
Birds						
California condor	<i>Gymnogyps californianus</i>	E	E	N/A	Rocky shrubland, coniferous forests and oak savannas; found near cliffs or large trees, which they use as nesting sites.	<u>Unlikely</u> : the site does not provide suitable habitat for this species.
Least Bell's vireo	<i>Vireo bellii pusillus</i>	E	E	N/A	Nests in willow thickets and other shrubs, primarily in southern California riparian forests.	<u>Unlikely</u> : there is no suitable habitat for this species on or near the site.
Swainson's hawk	<i>Buteo swainsoni</i>	None	T	N/A	Nests in large trees, usually within riparian corridors. Forages in agricultural fields and annual grassland.	<u>Low</u> : the ruderal grassland in the site provides low-quality foraging habitat, and there are some large trees that are suitable for nesting in close proximity to the site.
Tricolored blackbird	<i>Agelaius tricolor</i>	None	T	N/A	Open water and protected nesting substrate, usually cattails and riparian scrub.	<u>Unlikely</u> : this species may fly over or forage on the site, but there is no nesting habitat on or adjacent to the site.
Burrowing owl	<i>Athene cunicularia</i>	None	SC	N/A	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation.	<u>Unlikely</u> : the grassland in the site is highly disturbed and routinely mowed and/or disked, providing poor-

Common Name	Scientific Name	Fed. Status ¹	State Status ²	CNPS List ³	Habitat	Potential for Occurrence
						quality habitat for this species.
Loggerhead shrike	<i>Lanius ludovicianus</i>	None	SC	N/A	Annual grasslands and agricultural areas; nests in trees and shrubs.	<u>Unlikely</u> : the grassland in the site is disturbed but provides suitable foraging habitat for this species. There are a few suitable nest trees and shrubs near the site that may be used for nesting by this species.
Mammals						
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	E	T	N/A	Open, dry annual or perennial grasslands and scrublands with loose textured soils for denning.	<u>Unlikely</u> : the site does not provide suitable habitat and no dens were observed during the field surveys.
American badger	<i>Taxidea taxus</i>	None	SC	N/A	Drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.	<u>Unlikely</u> : the site does not provide suitable habitat and no dens were observed during the field surveys.
Reptiles and Amphibians						
California tiger salamander	<i>Ambystoma californiense</i>	T	T	N/A	Seasonal water bodies without fish (i.e., vernal pools and stock ponds) and grassland or woodland habitats containing burrows.	<u>Unlikely</u> : there is no potentially suitable breeding habitat for this species on or near the site.
Western pond turtle	<i>Emys marmorata</i>	PT	SC	N/A	Ponds, marshes, streams, and ditches with emergent aquatic vegetation and basking areas.	<u>Unlikely</u> : there is no suitable habitat on or adjacent to the site for this species.

Common Name	Scientific Name	Fed. Status ¹	State Status ²	CNPS List ³	Habitat	Potential for Occurrence
Western spadefoot	<i>Spea hammondi</i>	PT	SC	N/A	Breeds and lays eggs in seasonal water bodies such as deep vernal pools or stock ponds.	<u>Unlikely</u> : there is no suitable breeding habitat on or adjacent to the site for this species.
San Joaquin coachwhip	<i>Masticophis flagellum ruddocki</i>	None	SC	N/A	Open, dry habitats with little or no tree cover; valley grassland.	<u>Unlikely</u> : the site does not provide suitable habitat for this species; the grassland on the site is highly disturbed.
<i>Fish</i>						
Steelhead - Central Valley DPS	<i>Oncorhynchus mykiss irideus pop. 11</i>	T	None	N/A	Riffle and pool complexes with adequate spawning substrates within Central Valley drainages.	<u>None</u> : there is no aquatic habitat on the site.
Green sturgeon - southern DPS	<i>Acipenser medirostris pop. 1</i>	T	None	N/A	Non-spawning adults occupy marine/estuarine waters; Delta estuary important for rearing juveniles. Spawning occurs in cool sections of mainstem rivers in deep pools.	<u>None</u> : there is no aquatic habitat on the site.
<i>Invertebrates</i>						
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	E	None	N/A	Vernal pools.	<u>Unlikely</u> : there are no vernal pools on the site.
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	T	None	N/A	Vernal pools and seasonally inundated depressions within the Central Valley.	<u>Unlikely</u> : there are no vernal pools or seasonal wetlands on the site.
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	T	None	N/A	Elderberry shrubs in the Central Valley and surrounding foothills.	<u>Unlikely</u> : no blue elderberry shrubs were observed on or adjacent to the site.

Common Name	Scientific Name	Fed. Status ¹	State Status ²	CNPS List ³	Habitat	Potential for Occurrence
Monarch butterfly	<i>Danaus plexippus</i>	C	None	N/A	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.	<u>Unlikely</u> : although this species may fly over the site during its migration, the site has a lack of floristic resources.
Crotch bumble bee	<i>Bombus crotchii</i>	None	CE	N/A	Open grassland and scrub habitats throughout California; rarely found in the Central Valley.	<u>Unlikely</u> : the site does not provide suitable habitat for this species.

¹ T = Threatened; E = Endangered; PT = Proposed for Threatened listing; C = Candidate.

² T = Threatened; E = Endangered; SC=State of California Species of Special Concern, R = Rare.

³ 1B = Rare, threatened, or endangered in California and elsewhere; N/A = not applicable.

Environmental Impacts and Mitigation Measures

a) Special-Status Species.

As indicated in Table 3-3, the likelihood of occurrence of listed, candidate, and other special-status species on the project site is extremely low. Only five special-status plant species are documented in the CNDDDB within five miles of the project site. The site does not provide suitable habitat for any of these five special-status plant species, and none of them are expected to occur on the site.

A CNDDDB query found 12 special-status wildlife species within five miles of the project site. The IPaC report identified eight other special-status wildlife species. While the project site may have provided habitat for one or more special-status wildlife species at some time in the past, agriculture and development have substantially modified natural habitats in the greater project vicinity, including those within the site. Due to a lack of suitable habitat, most of the wildlife species listed in Table 3-3 have essentially no potential to occur in or near the site on more than a transitory basis, with one exception.

Swainson's hawk is listed as a threatened species under the California Endangered Species Act. A migratory bird, Swainson's hawk is found in the Central Valley primarily during its breeding season, although a population is known to winter in the San Joaquin Valley. Swainson's hawks prefer nesting sites that provide sweeping views of nearby foraging grounds consisting of grasslands, irrigated pasture, hay, and wheat crops. The Migratory Bird Treaty Act and the California Fish and Game Code protect Swainson's hawks year-round and their nests during the nesting season (March 1 through September 15).

The conversion of approximately 13 acres of potential low-quality Swainson's hawk foraging habitat to developed uses is viewed as less than significant. The grasslands in the site are not irrigated and are routinely mowed and/or disked; the foraging habitat qualities

of the dry grassland are substantially lower than those of nearby fields of alfalfa and row crops. The potential use of the grasslands in the site by foraging Swainson's hawk is also reduced by the small size of the field and surrounding development.

However, Swainson's hawk may nest in adjacent or nearby trees. Construction activities could disturb any Swainson's hawk nests established in these trees, which would be a potentially significant impact. The biological assessment recommended a pre-construction survey for Swainson's hawk. The recommendation is incorporated as a mitigation measure presented below. Implementation of this mitigation measure would reduce project impacts on Swainson's hawk to a level that would be less than significant.

Mitigation Measure:

BIO-1: If project construction commences during the time period from March 1 to August 31, then a pre-construction survey for nesting Swainson's hawk within one-quarter mile of the project site shall be conducted. The survey shall utilize methodologies set forth by the Swainson's Hawk Technical Advisory Committee in its 2000 report *Determining a Project's Potential for Impacting Swainson's Hawk*. If active nests are found, then a qualified biologist shall determine the need, if any, for temporal restrictions on construction. Any temporal restrictions advised by the biologist shall be implemented by the project.

b) Riparian and Other Sensitive Habitats.

The project site is not located on, adjacent to, or near a stream. No riparian habitat exists on the site. The biological assessment did not identify any sensitive natural communities on the project site. The project would have no impact on riparian and sensitive habitats.

c) Wetlands.

The biological assessment noted that the project site is upland grassland and has soils that appear to be well draining. No potentially jurisdictional Waters of the U.S. or wetlands were observed on the site. No blue-line streams are reflected on the USGS topographic map (see Figure 1-3), and no aquatic features were recorded in the National Wetlands Inventory maintained by the USFWS. There are also no areas on the site meeting the criteria of Waters of the State, including wetlands. The project would have no impact on wetlands.

d) Fish and Wildlife Movement and Nesting.

As noted, there are no streams on or near the project site that could provide a fish or wildlife migration corridor. The biological assessment found no wildlife movement corridors on or near the site.

Due to the presence of relatively large trees and suitable foraging habitat (i.e., open fields) near the site, it is possible that raptors could nest near the project site. Ground-nesting songbirds such as killdeer may nest on the ground on and near the site, and the grassland vegetation in parts of the site may be suitable for grassland-nesting species, such as red-

winged blackbird. The Migratory Bird Treaty Act and provisions of the California Fish and Game Code protect raptors, as well as other bird species.

The biological assessment recommended mitigation that is presented below, which would reduce impacts on any nesting birds on the project site, some of which may be protected species. Implementation of this mitigation measure would reduce impacts on nesting birds to a level that would be less than significant.

Mitigation Measures:

BIO-2: If vegetation removal or project construction commences during the nesting season for raptors (January 1 through July 31), then a pre-construction survey shall be conducted by a qualified biologist. If vegetation removal or project construction commences during the general avian nesting season (March 1 through July 31), then a pre-construction survey shall be conducted by a qualified biologist. In both cases, if active nests are found, work in the vicinity of the nests shall be delayed until the young have fledged. The biologist shall recommend any temporal or other restrictions necessary to ensure no disturbance of the nests, which the project shall implement.

e) Local Biological Requirements.

Neither the City of Patterson nor the PJUSD have enacted any ordinances or other requirements that protect biological resources. The project would have no impact related to compliance with local biological resource policies and ordinances.

f) Conflict with Habitat Conservation Plans.

No habitat conservation plans or similar plans have been adopted by, or apply to, the PJUSD, the City of Patterson, or Stanislaus County. Therefore, the project would not conflict with the provisions of any habitat conservation plan or other approved conservation plan. The project would have no impact on this issue.

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis in this section is based upon a cultural resources assessment conducted by Natural Investigations Company. The assessment involved a records search by the Central California Information Center and other databases, a review of pertinent literature, and a visit to the project site. Appendix C of this IS/MND contains the cultural resources assessment.

Environmental Setting

At the time of European contact, most of the San Joaquin Valley, including the project site, was occupied by the Northern Valley Yokuts. Section 3.18, Tribal Cultural Resources, discusses the Yokuts in more detail.

The city of Patterson is located within the boundaries of the Rancho Del Puerto that was a land grant to Mariano and Pedro Hernandez. The rancho was granted to the Hernandez brothers on January 30, 1844, by the Governor of California, Manuel Micheltozero. Subsequently, and after several changes of ownership, a total of 18,462 acres were possessed by Thomas W. Patterson and William W. Patterson. The land was later sold to the Patterson Ranch Company on May 16, 1908.

Thomas W. Patterson subdivided the land into ranches of various sizes and planned the design of the town of Patterson. The town was laid out in the shape of a wagon wheel with the streets converging on a plaza where the Hotel Del Puerto was built in 1910. The office of the Patterson Ranch Company was also built in the plaza and is still in use as the Patterson City Museum. In addition, major streets were planted with palm, eucalyptus, and sycamore trees, and an irrigation project was built to bring water to Patterson from the San Joaquin River. The Patterson Colony map was filed with the Stanislaus County Recorder's Office on December 13, 1909, and Patterson was incorporated as a city on December 22, 1919.

Patterson became, and remains, a principal city on the west side of the San Joaquin Valley. The city maintains agriculture as its primary economic base. With the completion of Interstate 5 in the late 1960s, and the subsequent development of Interstate 580, waves of exurban settlers have flocked to the area, with the population more than doubling between 1998 and 2008; many new residents commute to the nearby San Francisco Bay Area.

Environmental Impacts and Mitigation Measures

a) Historical Resources.

Natural Investigations Company requested a records search of the California Historical Resources Information System by the CCIC at California State University, Stanislaus to identify any previously recorded prehistoric or historic cultural resources and previously conducted surveys on and within one-quarter mile of the project site. The records search did not identify any previous surveys or previously recorded cultural resources on the project site. Four previous surveys within the one-quarter mile radius were recorded, but none of them identified any previously recorded cultural resources.

The field survey conducted on the project site did not identify any new prehistoric or historic sites or isolated artifacts. The cellular communications tower on the site is not considered a historical resource. The project would have no impact on historical resources.

b) Archaeological Resources.

As noted in a) above, a CCIC records search did not identify any cultural resources on or within one-quarter mile of the project site, including archaeological resources. The project site consists of alluvial fan deposits and Vernalis series soils that typically date to the Late Pleistocene period, which typically predates human occupation of the area. The project site is considered to exhibit a very low sensitivity for the presence of buried deposits of cultural resources. In addition, the project site has been previously disturbed by agricultural activity; consequently, it is not likely that buried deposits of cultural resources are present on the project. Archival research and the pedestrian surface survey did not identify any evidence to suggest that subsurface deposits of cultural resources are likely to be present.

Although unlikely, it is possible that previously unknown cultural resources could be unearthed during ground-disturbing construction activity. The establishment of procedures to address encountered resources would reduce potential impacts on these resources to a level that would be less than significant. These procedures are set forth in the following mitigation measure.

Mitigation Measures:

CULT-1: If any subsurface cultural resources are encountered during construction of the project, all construction activities within 50 feet of the encounter shall be halted until a qualified archaeologist can examine these materials, determine their significance, and if significant recommend further mitigation measures that would reduce potential effects to a level that is less than significant. Such measures could include 1) preservation in place or 2) excavation, recovery, and curation by qualified professionals. The PJUSD shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in a written report, consistent with the requirements of the CEQA Guidelines.

c) Human Burials.

Given the results of the records search and past disturbance of the project site, it is unlikely that any human burials, particularly Native American burials, would be uncovered during project construction work. CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery, in accordance with California Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. All work in the vicinity of the find shall be halted, and the County Coroner shall be notified to determine if an investigation of the death is required. If the remains are determined to be Native American in origin, more procedures shall be followed. Section 3.18, Tribal Cultural Resources, discusses the treatment of Native American burials.

Compliance with the applicable State codes, as outlined in CEQA Guidelines Section 15064.5(e), would ensure that any human remains encountered during project construction would be treated with appropriate dignity. Project impacts on human remains would be less than significant.

3.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Electricity and natural gas are major energy sources for residences and businesses in California. In Stanislaus County, electricity consumption in 2022 totaled approximately 5,245 million kilowatt-hours, of which approximately 2,026 million kilowatt-hours were consumed by residential uses and the remainder by non-residential uses (CEC 2024a). Natural gas is another major energy source. In Stanislaus County, natural gas consumption in 2022 totaled approximately 203 million therms, of which approximately 62 million therms were consumed by residential uses and the remainder by non-residential uses (CEC 2024b).

Motor vehicle use also accounts for substantial energy usage. Approximately 236 million gallons of fuel were consumed annually in Stanislaus County, of which approximately 197 million gallons were gasoline and 39 million gallons were diesel fuel (StanCOG 2022).

The State of California has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Code of Regulations, Title 24. Part 6 of Title 24 is referred to as the California Energy Code. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, and interior environmental quality. It also mentions energy efficiency, although CALGreen defers to the Energy Code for actions.

California also has adopted a Renewables Portfolio Standard, the intent of which in part is to reduce the use of fossil fuels, a main source of greenhouse gas (GHG) emissions. The Renewables Portfolio Standard requires electricity retailers in the state to generate 33% of electricity sold in California from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. Almost all the electricity retail sellers reported meeting the 2020 compliance target (CPUC 2022). In 2018, Senate Bill (SB) 100 was signed into law, which increased the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045. In 2022, SB 1020 was enacted, which sets additional goals for electricity generation from renewable sources - 90% by the end of 2035 and 95% by the end of 2040.

Environmental Impacts and Mitigation Measures

a) Project Energy Consumption.

Project construction would involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. The ARB is actively working to reduce emissions from construction equipment by requiring such equipment to meet zero and near-zero emission standards. However, construction-related fuel consumption would be finite, short-term, and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant emissions. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

According to the 2018 Commercial Buildings Energy Consumption Survey by the U.S. Energy Information Administration, the most recent such survey conducted, elementary school facilities consumed on average 8.4 kWh of electricity per square foot annually and 27.8 cubic feet of natural gas per square foot annually (EIA 2018). Based upon these factors, it is estimated that proposed development would consume 604,800 kWh of electricity and 2,001,600 cubic feet of natural gas annually.

As indicated in the CalEEMod run (see Appendix A), the vehicle miles traveled (VMT) generated by project traffic would be 3,018,603 annually, or approximately 11,578 miles per weekday. Based on estimates by StanCOG, such vehicle traffic would consume approximately 1,486 gallons of gasoline and diesel fuel per weekday.

The project would be required to comply with the adopted California Energy Code and CALGreen in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified. Overall, project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. Project impacts related to energy consumption are considered less than significant.

b) Consistency with Energy Plans.

The PJUSD does not have adopted plans for renewable energy or energy efficiency. However, the PJUSD would be required to comply with the requirements of the California Energy Code and CALGreen, which are designed to further State energy conservation goals. Project impacts related to energy plans would be less than significant.

3.7 GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Environmental Setting

Topography and Soils

The project area lies in the San Joaquin Valley, which is in the southern portion of the Great Valley Geomorphic Province. The San Joaquin Valley is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. Large alluvial fans have developed on each side of the Valley, with the smaller and more sloping deposits along the Coast Range side to the west. The Geologic Map of the San Francisco-San Jose Quadrangle designates the underlying geology of the project area as Quaternary alluvial fan deposits (Wagner et al. 1991, Condor Earth 2022).

According to a custom soil resource report prepared for the project, there are two soil types underlying the project site (USDA NRCS 2002, 2023):

- Vernalis loam, 0 to 2 percent slopes, rarely flooded. Vernalis loam is the predominant soil type on the project site. Vernalis soils are very deep, well-drained, nearly level soils. Vernalis loam was formed in alluvium from mixed rock sources. Permeability is moderate, and runoff is negligible to low. The water erosion hazard is slight. The highest shrink-swell potential of the soil is moderate.
- Elsalado loam, 0 to 2 percent slopes Elsalado loam is found in the southwestern corner of the project site. Elsalado soils are very deep, well-drained soils. Elsalado loam was formed in alluvium from sandstone and shale. Permeability is moderate, and runoff is negligible to low. The water erosion hazard is slight. The shrink-swell potential of the soil is low.

Seismic Hazards

The nearest fault to the project site is the San Joaquin Fault, which marks the approximate boundary between the Coast Ranges and the San Joaquin Valley. The fault, located approximately one mile west of the project site, has shown no evidence of movement

within the last 15,000 years (Condor Earth 2022). However, the Ortigalita Fault, which is classified as an active fault, is approximately 15 miles southwest of the project site. It is the only active fault within Stanislaus County (Stanislaus County 2016).

Potential seismic hazards include ground shaking, liquefaction, and lateral spreading. Soil compaction and settlement can result from seismic ground shaking. Liquefaction occurs when saturated soil loses shear strength and deforms from increased pore water pressure induced by strong ground shaking during an earthquake. As the excess pore pressure dissipates, volume changes are produced within the liquefied soil layer that can manifest at the ground surface as settlement of structures, floating of buried structures, and failure of retaining walls. Soil types most susceptible to liquefaction are saturated, loose, sandy soils. Lateral spreading is lateral ground movement, with some vertical component, caused by liquefaction (City of Patterson 2012).

Paleontological Resources

Natural Investigation Company conducted a search of the database of the University of California Museum of Paleontology. The results of the search found 237 fossil localities and 998 paleontological specimens in Stanislaus County. As noted, the underlying geology of the project site is Quaternary alluvial fan deposits. These deposits have no known fossils, and the upper portion of these deposits is likely too young to contain fossils. However, the depositional environment and the age of the lower portion indicate these deposits have the potential to contain fossils, especially if they overlie paleontologically sensitive units such as the Modesto Formation (Stanislaus County 2016).

Environmental Impacts and Mitigation Measures

a-i) Fault Rupture Hazards.

As noted, there are no recently active faults within or near the project site. The California Geological Survey does not include the project site or the Patterson area in an Alquist-Priolo Earthquake Fault Zone (California Geological Survey 2024). The project would have no impact related to fault rupture.

a-ii) Seismic Ground Shaking.

The project site, along with the rest of the County, is subject to seismic shaking from fault features east and west of the County. It is expected that building construction would follow applicable building codes, which include seismic safety requirements. Project impacts related to ground shaking would be less than significant.

a-iii) Other Seismic Hazards.

As noted above, soil types most susceptible to liquefaction are saturated, loose, sandy soils. The soils on the project site are loams. As part of a geotechnical report for the project, a liquefaction hazard screening analysis was conducted, assuming a 24-foot depth to groundwater and an earthquake magnitude of 6.38. The analysis concluded that, under these conditions, there is a potential for liquefaction at the site, with seismically-induced settlements of up to one inch expected. However, due to the cohesive nature and thickness

of non-liquefiable soils across the surface of the site as well as the lithology consisting predominantly of clayey soils, the probability for liquefaction to manifest at the surface is minor (Terracon 2024). This geotechnical report is available in Appendix D of this document.

If the proposed buildings can tolerate the estimated total and differential settlements noted, the building may be supported by shallow foundations, in accordance with the provisions of the 2022 California Building Code. As an alternative, the effects of the anticipated liquefaction settlement could be mitigated by supporting the proposed building on a mat slab or deep foundations that derive support below the potentially liquefiable soils or by ground improvement methods (Terracon 2024). These recommendations are incorporated within a mitigation measure presented below.

The geotechnical report also evaluated the likelihood of lateral spreading. The site is situated in a relatively planar area of low relief. As with liquefaction potential, the nature of the on-site soil and the predominance of clayey soils make the potential for lateral spreading very low (Terracon 2024). Project impacts related to other seismic hazards, such as liquefaction and lateral spreading, are considered less than significant.

Mitigation Measures:

GEO-1: In accordance with the recommendations of the *Patterson Gardens Elementary School Geotechnical Engineering Report*, (project previously named “Patterson Gardens”), by Terracon on May 15, 2024, the buildings on the project site may be supported by shallow foundations. Per the 2022 California Building Code, shallow foundations shall be interconnected by foundation ties designed to accommodate the differential settlements between adjacent footings due to the potential for liquefaction. As an alternative, the effects of the anticipated liquefaction settlement could be mitigated by supporting the proposed building on a mat slab or deep foundations that derive support below the potentially liquefiable soils or by ground improvement methods. The method to be used shall be identified on final site plans for the project.

a-iv) Landslides.

The project site is in a topographically flat area, so there would be no landslide hazard. The project would have no impact related to landslides.

b) Soil Erosion.

Both soils on the project site have a low potential for erosion. However, project construction may loosen soils, leaving them exposed to potential water and wind erosion.

Measures associated with SJVAPCD Regulation VIII, which is discussed in Chapter 6.0, Air Quality, would reduce potential wind erosion impacts. Also, development projects that disturb one or more acres of soil are required to obtain the Construction General Permit, administered by the State Water Resources Control Board (SWRCB). The Construction

General Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) to address potential water quality issues associated with construction discharges. The SWPPP includes a site map and description of construction activities and identifies the Best Management Practices (BMPs) that will be employed to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of stormwater-related pollutants.

Compliance with the requirements of SJVAPCD Regulation VIII and the Construction General Permit would minimize the amount of erosion that may occur because of soil disturbance associated with project construction. Once construction work is completed, no soil erosion is expected to occur as the development and landscaping mature. Project impacts related to soil erosion would be less than significant.

c) Geologic Instability.

As noted, the project geotechnical report evaluated the potential for liquefaction and for lateral spreading. The analysis and conclusion are in a-iii) above, along with recommended mitigation. No other issues associated with geologic instability were identified in the geotechnical report. With implementation of Mitigation Measure GEO-1, project impacts related to soil instability would be less than significant.

Mitigation Measures: Implementation of Mitigation Measure GEO-1.

d) Expansive Soils.

Expansive soils can lead to damage of building foundations and pipelines if not addressed. The shrink-swell potential of the Elsalado loam has been classified as low. Vernalis loam, the predominant soil on the project site, has a shrink-swell potential that is moderate at depths greater than 20 inches below ground surface (USDA NRCS 2002). The project geotechnical report confirmed that medium plasticity soils that are slightly expansive are present on the project site. The near-surface, medium stiff to very stiff, medium plasticity lean clay could become unstable with typical earthwork and construction traffic, especially after precipitation events. (Terracon 2024).

As noted, it is expected that building construction would follow applicable building codes, which include requirements related to soils. Project impacts related to expansive soils would be less than significant.

Mitigation Measures:

GEO-2: The project shall follow the recommendations of the *Patterson Gardens Elementary School Geotechnical Engineering Report*, (project previously named “Patterson Gardens”), prepared by Terracon on May 15, 2024, to minimize soil expansion impacts. These include completing effective drainage early in the construction sequence and maintaining drainage after construction, along with grading during the warmer and drier times of the year. In addition, the project shall follow the

GHG emissions in California in 2021, the most recent year for which data are available, were estimated at approximately 381.3 million metric tons carbon dioxide equivalent (CO₂e). Transportation was the largest contributor to GHG emissions in California, with 38.2% of total emissions. Other significant sources include industrial activities, with 19.4% of total emissions, and electric power generation, both in-state and imported, with 16.4% of total emissions (ARB 2023). According to the most recent information available, Patterson generated 287,003 metric tons CO₂e of GHG emissions in 2009. Transportation accounted for 62.7% of these emissions (City of Patterson 2010c).

The State of California has implemented GHG emission reduction strategies through Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. The 2020 state GHG emissions were 61.8 million metric tons CO₂e below the AB 32 target (ARB 2022a). In 2016, Senate Bill (SB) 32 became law. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. To achieve the SB 32 reduction target, the State adopted an updated Scoping Plan that continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addressed for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017).

In 2022, ARB adopted an update to the Scoping Plan. The 2022 Scoping Plan assesses progress towards achieving the SB 32 2030 reduction target and lays out a path to achieve carbon neutrality no later than 2045. Proposed strategies to achieve these reductions include rapid movement to zero-emission transportation, phasing out fossil fuel use for heating homes and buildings, restricting use of chemicals and refrigerants that are thousands of times more powerful at trapping heat than carbon dioxide, expanded development of renewable energy sources, increased use of natural and working lands for incorporating and storing carbon, and greater employment of carbon removal technology (ARB 2022b).

Environmental Impacts and Mitigation Measures

a, b) Project GHG Emissions and Consistency with GHG Reduction Plans.

CaleEMod was used to estimate the total GHG construction and operational emissions associated with the project (see Appendix A of this IS/MND). Based on results from the CaleEMod run, total project construction GHG emissions would be approximately 805 metric tons CO₂e. Project operational GHG emissions would be approximately 1,214 metric tons CO₂e annually under “unmitigated” conditions (i.e., without implementation of any project features or regulations that would reduce GHG emissions). The CaleEMod run incorporated the following project features and regulations that would reduce GHG emissions:

- Building exceeds 2019 Title 24 energy efficiency standards.

- In accordance with SBX7-7, new development would implement water conservation measures that lead to a 20% reduction in indoor and outdoor water use.
- In accordance with AB 341, new development would divert 75% of its solid waste stream through recycling and other measures.

With incorporation of these measures, estimated operational GHG emissions would be reduced to approximately 1,173 metric tons CO₂e annually, a 3% reduction in GHG emissions from unmitigated levels.

Neither the State, SJVAPCD, nor PJUSD has established significance thresholds for GHG construction or operational emissions. However, construction emissions would be limited to a relatively short time period and would cease once work is completed. In addition, implementation of SJVAPCD Regulation VIII, noted in Section 3.3, Air Quality, is expected to reduce incrementally the amount of GHGs generated by project construction.

In addition to the reductions that would occur with the project features described above, the school would relieve potential overcrowding at other elementary schools in the PJUSD; the project by itself would not generate new students. Therefore, overall GHG emissions generated by PJUSD facilities would not change with project implementation. Given this and the implementation of GHG reduction measures, the project is expected to be consistent with the objectives of the State's GHG reduction plans. Project impacts related to GHG emissions would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Environmental Setting

This section focuses on hazards associated with hazardous materials, proximity to airports, and wildfires. Geologic and soil hazards are discussed in Section 3.6, Geology and Soils, and flooding hazards are discussed in Section 3.9, Hydrology and Water Quality.

Data on hazardous material sites are kept in the GeoTracker database, maintained by the SWRCB, and in the EnviroStor database, maintained by the DTSC. Both GeoTracker and EnviroStor provide the names and addresses of hazardous material sites, along with their cleanup status. A search of the GeoTracker database indicated no record of active or closed hazardous material sites (i.e., sites not cleaned up) at or in the vicinity of the project site (SWRCB 2023). However, the EnviroStor database had a record of a “school investigation” on the project site (DTSC 2023b). This investigation was connected with the proposed project, as described below.

An Environmental Hazards Assessment was conducted on the project site by Condor Earth. This assessment is available in Appendix E of this document. The report on the assessment stated that, based on review of publicly available information, none of the properties listed in the environmental database search appear to pose a risk to the project site, and no nearby or onsite sources of contamination were identified that would pose a subsurface vapor intrusion risk to future occupants of the project site. However, the report recommended that a PEA be conducted under DTSC oversight to evaluate the project site for residual chemicals potentially left over from past agricultural operations, particularly organochlorine pesticides and arsenic (Condor Earth 2022).

A PEA of the project site was subsequently conducted, as noted in Chapter 2.0, Project Description. This PEA is also included in Appendix E. The PEA concluded that there was no indication of impacts to soil due to historical land use activities that would pose a threat to human health or the environment from organochlorine pesticides and arsenic when compared to screening levels published by DTSC and the EPA. The DTSC concurred with the finding of No Further Action and that the project site is suitable for school development (DTSC 2023a).

A list of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit did not show any locations within the project area (CalEPA 2016a). Likewise, a list by SWRCB containing sites under

Cease and Desist Orders and Cleanup and Abatement Orders showed no locations (CalEPA 2016b).

There are no existing or proposed airports within two nautical miles of the project site. The nearest airport is the NASA Crows Landing Airport and Test Facility, which is approximately 2.6 nautical miles southeast of the project site (Condor Earth 2022). However, the Stanislaus County Airport Land Use Compatibility Plan indicates that the project site is within the Airport Influence Area of the Crows Landing airport. A “major land use action” within an Airport Influence Area is subject to review by the Stanislaus County Airport Land Use Commission. Major land use actions include any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval is required. (Stanislaus County ALUC 2016).

Environmental Impacts and Mitigation Measures

a) Hazardous Materials Transportation, Use and Disposal.

Construction activities on the project site may involve the use of hazardous materials such as fuels and solvents. Construction vehicles would transport and use fuels in ordinary quantities. Other substances used in the construction process would be stored in approved containers and used in relatively small quantities, in accordance with the manufacturers’ recommendations and/or applicable regulations.

Schools do not require large quantities of hazardous materials in their operations. The only potentially hazardous materials typically used by schools are consumer and cleaning products, which are used in small amounts and do not present a hazard when properly used and stored. Project impacts related to transport, use, and disposal of hazardous materials would be less than significant.

b) Release of Hazardous Materials

Construction activities on the project site may involve the potential for fuel spills. Fuel spills, if any occur, would be minimal and would not typically have significant adverse effects. Potential hazardous materials spills during construction are addressed in the required SWPPP, described in Section 3.6, Geology and Soils. In accordance with SWPPP requirements, contractors have absorbent materials at construction sites to clean up minor spills. As noted in a) above, the school would involve minimal use of hazardous materials. No hazardous materials would be used that would present a general health hazard to students and staff if released into the environment. Project impacts related to release of hazardous materials would be less than significant.

c) Emission of Hazardous Materials Near Schools.

As noted in a) above, the school would involve minimal use of hazardous materials. No hazardous materials would be used that would present a general health hazard to students and staff if released into the environment. The Environmental Hazards Assessment noted the presence of 115-kilovolt single-phase electrical transmission lines, operated by Pacific Gas and Electric Company, (PG&E) along Ward Avenue adjacent to the southeastern portion of the project site. However, the assessment did not explicitly identify these lines

as potential hazards (Condor Earth 2022). Project impacts related to emissions of hazardous materials near schools would be less than significant.

d) Hazardous Materials Sites.

None of the lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5 contains sites within the project area. As noted in the Environmental Setting, a search of the GeoTracker and EnviroStor databases did not identify any active hazardous material sites on or near the project site, except for a “school investigation” on record in the EnviroStor database. However, as noted above, this PEA concluded that the project site had no significant levels of soil contamination and therefore is suitable for school development.

Naturally occurring asbestos is an issue of concern in and near foothill areas. It is typically associated with ultramafic rocks; i.e., dark-colored rocks with a high magnesium and iron content. According to published geologic maps, the nearest ultramafic rocks are approximately nine miles west of the project site in Del Puerto Canyon. The project site is located 3.5 miles south of the drainage watershed and alluvial fan of Del Puerto Canyon and is not hydraulically connected to that drainage. The drainage and watershed that is hydraulically connected to the project site does not have ultramafic rock units within it. Therefore, naturally occurring asbestos is not likely present and does not appear to pose a risk to the project site (Condor Earth 2022).

In summary, no project site contamination has been identified, either from historical land uses or from naturally occurring asbestos. Project impacts related to hazardous materials sites are less than significant.

e) Airport Operations.

A review of Google Earth revealed no public use airports or private airstrips within two miles of the project site. The project site is within the Airport Influence Area of the Crows Landing Airport, which would require the project to be reviewed by the County Airport Land Use Commission. However, the project site is outside the designated safety zones of the airport (Stanislaus County ALUC 2016). There are no structures proposed on the project site that would be higher than two stories. Therefore, it is anticipated that the project would not affect Crows Landing Airport operations. Project impacts related to airport operations are considered less than significant.

f) Emergency Response and Evacuation.

Project construction work such as vehicle access and utility connections could extend into adjacent streets. These streets are used by emergency vehicles to access nearby residential areas and likely would be used in evacuations. Project work in the adjacent streets is not expected to require closure or any major restriction on public use of the roads, so project construction is not expected to substantially obstruct emergency vehicles or any evacuation activity that may be required in the area. Project operations would not obstruct any roadways. Project impacts on emergency response or emergency evacuation plans would be less than significant.

g) Wildland Fire Hazards.

Wildland fires are an annual hazard in Stanislaus County. Wildland fires, which include rangeland, brush, and grass fires, burn natural vegetation on undeveloped lands. High hazard areas for wildland fires are generally limited to the foothills on the east and west sides of the County (Stanislaus County 2016). The project site is within an area mixed with urban development and agricultural fields. This area does not have any wildlands; therefore, the project would have no impact related to wildland fire hazards. Refer to Section 3.20, Wildfire, for further discussion of potential wildfire hazards.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river runoff or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Surface Waters

The project site is in an essentially flat, urbanizing area. The nearest natural surface stream is Salado Creek, less than one-half mile west of the project site. Salado Creek, an intermittent stream, originates in the Diablo Mountains south of Patterson, flows south to north across the City, and discharges into the San Joaquin River northeast of the City. Between SR 33 and the San Joaquin River, Salado Creek runs underground through 36-inch and 96-inch diameter pipelines (City of Patterson 2010b) and is channelized through the City. The Delta-Mendota Canal and the California Aqueduct, two constructed water channels, are approximately 1.5 miles to the west.

Surface water quality in the Valley and Delta regions is managed by the Central Valley Regional Water Quality Control Board (RWQCB) by means of The Water Quality Control Plan for the Sacramento River and San Joaquin River Basins, revised in June 2015. The beneficial uses of surface waters in the region include municipal and domestic water supply; industrial service and process supply; agricultural irrigation; groundwater recharge; navigation; contact and non-contact recreation; commercial and sport fishing; migration of aquatic organisms; wildlife habitat; and habitat for rare, threatened, and endangered species (RWQCB 2015).

The SWRCB has prepared a list under the federal Clean Water Act Section 303(d) that identifies surface waters in California considered impaired in water quality, along with the pollutants responsible for the impairment. Salado Creek is listed as having impaired water quality from fecal indicator bacteria and salinity (SWRCB 2022).

The Clean Water Act was amended in 1972 to prohibit the discharge of pollutants to Waters of the United States from any point source unless the discharge complies with a National Pollutant Discharge Elimination System (NPDES) permit. Section 402(p) was added to the Clean Water Act in 1987 to establish the framework for regulating municipal and industrial stormwater discharges under the NPDES program through a two-phase implementation plan. Phase II regulations, promulgated in 1999, require small municipalities to obtain coverage under the NPDES municipal program. The City of Patterson is subject to Phase II regulations and has prepared a Storm Water Management Program (SWMP) to comply with these regulations (General Permit Number CAS000004, Water Quality Order No. 2013-0001-DWQ, effective July 1, 2013). The intent of the SWMP is to implement BMPs to reduce the discharge of pollutants from the City to the maximum extent practicable.

In collaboration with the cities of Lathrop, Lodi, Manteca, and Tracy and with San Joaquin County, the City of Patterson adopted a Multi-Agency Post-Construction Stormwater Standards Manual to comply with the Post-Construction Storm Water Management requirements of the SWMP. The manual provides guidance for planning, implementing, and maintaining effective control measures with the intention of improving water quality and mitigating potential water quality impacts, including hydromodification, from stormwater and non-stormwater discharges. It includes examples of BMPs to be implemented on new development and redevelopment projects, including site design

measures, source control measures, Low Impact Development treatment control measures, and post-construction peak runoff control measures (City of Patterson 2018a).

Groundwater

The City of Patterson overlies the Delta-Mendota Groundwater Subbasin, which covers 1,170 square miles in western Fresno, Madera, Merced, and Stanislaus counties and is a subbasin of the San Joaquin Valley Groundwater Basin. The Delta-Mendota Subbasin near Patterson contains two primary aquifers separated by the Corcoran Clay confining unit: a lower, fully confined water-bearing zone (“lower aquifer”) and an upper semi-confined zone (“upper aquifer”). The Corcoran Clay unit is present under the City of Patterson and thins out to the west as the Del Puerto Creek alluvial fan rises toward the base of the Coast Range near Interstate 5 and the Delta-Mendota Canal. The lower aquifer can range from below ground surface to about 2,000 feet deep. The upper aquifer extends to depths ranging from about 150 feet to greater than 350 feet below ground surface (City of Patterson 2021).

The lower aquifer is utilized as a source of groundwater for drinking water and other uses such as agricultural irrigation, whereas upper aquifer groundwater is of lower quality. Groundwater elevations typically increased or remained relatively stable during the period from the 1980s through the early 2000s. Wells in the lower aquifer generally exhibited fewer seasonal differences in groundwater elevations, with a general decline during the 2012-2016 drought years followed by recovery in 2017-2018 (City of Patterson 2021). Geotechnical borings conducted on the project site did not encounter any groundwater within the maximum drill depth of 51.5 feet. However, data from a nearby State well indicate a groundwater depth of 24 feet below ground surface in April 1978 (Terracon 2024).

In 2014, the State enacted the Sustainable Groundwater Management Act. This act requires the formation of local groundwater sustainability agencies that must assess conditions in their local water basins and adopt locally based Groundwater Sustainability Plans for sustainable use of groundwater and avoidance of overdraft. Plans for “critically overdrafted” basins must be completed and adopted by January 31, 2020, while plans for high- and medium-priority basins have an adoption deadline of January 31, 2022. A Groundwater Sustainability Plan for the Delta-Mendota Subbasin, identified as a critically overdrafted basin, was submitted to the California Department of Water Resources (DWR) in January 2020 and resubmitted in July 2022. DWR currently considers the Groundwater Sustainability Plan for the Delta-Mendota Subbasin inadequate.

Flooding Hazards

According to a Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (FEMA), the project site lies within an area classified as Zone X (FEMA 2008). Zone X denotes areas outside the 100-year floodplain, which is the standard flood used in flooding evaluations, but within the 500-year floodplain. The project site is outside the one identified inundation area of potential dam failure - that of San Luis Reservoir (City of Patterson 2010a).

SB 5 and associated legislation requires protection for a 200-year flood for urban and urbanized areas in the Central Valley. Under SB 5, new development in moderate or special hazard areas within the Central Valley is permitted if the local agency can provide substantial evidence that the development would be subject to less than 3 feet of flooding during a 200-year flood event. Based on information provided by the California Department of Water Resources, the project site is not within a 200-year floodplain.

Environmental Impacts and Mitigation Measures

a) Surface Waters and Quality.

The project site does not have, and is not adjacent to, any streams or bodies of water. Potential discharges from project construction would not reach any surface waters, particularly with the implementation of the conditions of the Construction General Permit. Discharges from project operations would be subject to the requirements of the City of Patterson's SWMP, which would minimize the potential storm water quality impacts of the project on surface waters. Project impacts on surface waters and their quality would be less than significant.

b) Groundwater Supplies and Recharge.

The project would not directly draw upon groundwater supplies. As noted above, the City of Patterson would provide water service to the project, and the City relies on groundwater for its supplies. However, as discussed in Section 3.18, Utilities and Service Systems, the City would have adequate water supplies to serve the project and still be below what is considered a "safe yield" from local aquifers.

The additional impervious surfaces from buildings and pavement associated with the project would reduce the area on the project site where precipitation can percolate into the ground. This percolation is one source of groundwater recharge. However, the southern portion of the project site would be used for sports fields, the grass surfaces of which would continue to allow percolation. Given that Patterson is within a predominantly agricultural and open space area which provides for recharge, the reduction of the recharge area on the project site would have no substantial impact on groundwater recharge. Project impacts on groundwater supplies and recharge would be less than significant.

c-i, -ii, -iii) Drainage Patterns and Runoff.

The project would increase the coverage of the project site with impervious surfaces from buildings and pavement. Since the project site is mostly undeveloped, the project would alter existing drainage patterns on the project site. Since more impervious surfaces would be placed on the project site, less precipitation would percolate into the ground. Therefore, the project would increase the amount of runoff that would remain on the project site surface.

The project would be connected to the City of Patterson's storm water drainage system. Runoff generated by the project would be accommodated by the City's system; therefore, the change in drainage patterns and additional runoff would not lead to erosion or flooding. As noted in a) above, the project would be subject to the requirements of the City's SWMP,

which would include implementation of applicable BMPs from the Multi-Agency Post-Construction Stormwater Standards Manual. Compliance with the applicable BMPs is expected to lead to less runoff to be accommodated by the City’s storm drainage system. Also, the project would be required to comply with other provisions of the City’s SWMP that would reduce the pollutants in runoff from the project site. Based on this information, project impacts on drainage patterns and runoff would be less than significant.

c-iv) Flood Flows.

The project would not involve placement of any structures within identified flood hazard areas or floodways. As noted, the project site is not located within a 100-year floodplain as designated by FEMA; as such, no structures would impede or redirect flows from 100-year floods. The project site also is not within an area potentially subject to a 200-year flood. The project would have no impact related to flood flows.

d) Release of Pollutants in Flood, Seiche, and Tsunami Zones.

As noted in c-iv) above, the project site is not within a flood hazard area. It is also not within identified potential dam failure inundation zones. The project site is in a topographically flat area away from large bodies of water, so the project would not be subject to seiches or tsunamis. Because of this, the project would not present any hazard of releasing any pollutants in areas subject to floods, seiches, or tsunamis. The project would have no impact on this issue.

e) Conflicts with Water Quality or Groundwater Management Plans.

As discussed above, project storm drainage would be subject to the requirements of the City’s NPDES permit and its SWMP, both of which are intended to maintain surface water quality. As noted, a Groundwater Sustainability Plan for the Delta-Mendota Subbasin has been submitted in accordance with the Sustainable Groundwater Management Act, but DWR currently deems it inadequate. The project is not, however, expected to interfere with implementation of projects and management actions associated with the Groundwater Sustainability Plan once DWR determines it adequate. Project impacts on water quality and sustainable groundwater plans would be less than significant.

3.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is currently vacant, except for a cellular communications tower in its northeast corner. As discussed in Chapter 1.0, Introduction, the project site is owned by PJUSD and is designated as an elementary school site in the City of Patterson General Plan. The project site is on the edge of a residential area of southern Patterson, with existing residential development to the north and west. Adjacent to and south of the project site is the T.W. Patterson Sports Complex, a City recreational facility. As noted in Section 3.2, Agricultural Resources, agricultural land is located east of the project site across Ward Avenue, outside the Patterson city limits.

Environmental Impacts and Mitigation Measures

a) Division of Established Communities.

The project site is adjacent to an established residential community. The project would not substantially alter existing community character or divide the existing residential community. No impact related to division of an established community would occur.

b) Conflict with Applicable Plans, Policies and Regulations.

The proposed project would be consistent with existing City of Patterson General Plan designations and zoning. The General Plan designates the project site as Public/Quasi-Public, and zoning on the project site is Public/Quasi-Public. A public school is an allowed land use in the Public/Quasi-Public designation and zone.

This IS/MND analyzes the potential environmental effects of the project, and no significant effects have been identified that cannot be mitigated to a level that would be less than significant. As such, the project is not expected to conflict with General Plan policies or with City ordinances designed to avoid or mitigate environmental effects. Land use effects of the project would be less than significant.

3.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

Environmental Setting

The California Division of Mines and Geology, now part of the California Geological Survey, has classified portions of the state into Mineral Resource Zones. The lands on and surrounding the project site are not classified within a Mineral Resource Zone, indicating that no significant mineral deposits have been identified. No oil or natural gas wells or fields have been identified in the Patterson area (DOGGR 2024).

Environmental Impacts and Mitigation Measures

a, b) Loss of Mineral Resource Availability.

There are no identified mineral resources areas in the project vicinity, nor are there any oil or gas fields. The project would have no impact on the availability of, or access to, known or locally designated mineral resources.

3.13 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Sound is defined as any pressure variation in air that the human ear can detect. To provide a manageable way to measure sound, the decibel (dB) scale was devised. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. Within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by the A-weighting network. There is a strong correlation between A-weighted decibels (dBA) and the way the human ear perceives noise.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state, A-weighted sound level containing the same total energy as a time-varying signal over a given time period, usually one hour. The L_{eq} shows very good correlation with community response to noise as is the basis for other noise descriptors such as the Day-Night Average Level (L_{dn}). The L_{dn} is based upon the average hourly L_{eq} over a 24-hour day, with a +10-dB weighting applied to noise during the hours between 10:00 p.m. and 7:00 a.m. to account for greater sensitivity during that period.

The project site is vacant and thus has no existing noise sources. Residential land uses are north and west of the project site, a recreational sport complex is to the south, and agricultural lands are to the east. The existing ambient noise environment is defined primarily by traffic on the adjacent local surface roadways, mainly Ward Avenue and Calvinson Parkway. Lesser traffic noise is generated at Wolfpack Court. Other potential noise sources in the project vicinity are agricultural equipment and outdoor activities at the sports complex.

The Health and Safety Element of the Patterson General Plan contains noise level performance standards for new projects that include non-transportation noise sources. Table 3-4 shows these standards for both daytime and nighttime hours. For transportation noise sources, the Health and Safety Element allows a maximum of 60 dB noise exposure on outdoor activity areas of residences.

TABLE 3-4
CITY OF PATTERSON NOISE PERFORMANCE STANDARDS

Noise Level Descriptor	Standards for Non-Transportation Sources	
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent sound level (L_{eq}), dB	50	45
Maximum sound level, dB	70	65

Source: City of Patterson 2010a.

Patterson Municipal Code Chapter 6.44 prohibits operating equipment or performing any outside construction or repair work on buildings, structures, or projects from 10:00 p.m. to 7:00 a.m. in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance.

Groundborne vibration is not a common environmental problem. However, one source of groundborne vibration is construction activities such as blasting, pile driving, and operating heavy earth-moving equipment. Caltrans has prescribed a methodology for evaluating

groundborne vibration impacts from construction related to potential damage to structures, based on transient sources such as blasting and drop balls or continuous/frequent intermittent sources such as impact and vibratory pile drivers and vibratory compaction equipment (Caltrans 2013). Measurements of groundborne vibrations are presented in peak particle velocity, with the unit of measure being inches per second. Table 3-5 presents thresholds for impacts related to groundborne vibration, based on the Caltrans methodology.

TABLE 3-5
 GROUNDBORNE VIBRATION THRESHOLDS

Guidelines for:	Maximum Peak Particle Velocity (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
<i><u>Structure and Condition</u></i>		
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
<i><u>Human Response</u></i>		
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans 2013.

Environmental Impacts and Mitigation Measures

a) Exposure to Noise Exceeding Local Standards.

Noises typically associated with a school include noise from play areas on the school site and vehicle traffic associated with picking up and dropping off students, as well as traffic associated with special events on the campus. Noise-sensitive land uses near the project site include existing residences to the north and west. The main sources of project noise that could affect these receptors would be vehicle traffic to and from the school and school activities. Temporary noise level increases would likely occur during project construction.

Traffic Noise

The potential increase in traffic noise exposure due to the project is a factor in determining the significance of project-related traffic noise impacts. Research into the human perception of changes in sound level indicates the following:

- A +3-dB change is barely perceptible,
- A +5-dB change is clearly perceptible, and
- A +10-dB change is perceived as being twice as loud as the baseline noise level.

The Patterson General Plan EIR evaluated potential noise impacts of development based on the designated land uses on the Land Use Map. Noise impacts evaluated include those generated by traffic. Under existing (2010) conditions, traffic on Ward Avenue south of Sperry Road was predicted to generate noise of 56.2 dB approximately 75 feet from the road centerline. At the same distance from centerline, projected traffic at 2030 on Ward Avenue would generate 62.2 dB – an increase of 6.0 dB (City of Patterson 2010b). Based on the above impact thresholds the traffic noise increase would be “clearly perceptible”. The noise estimate assumes development in the vicinity of the project site consistent with the Land Use Map of the Patterson General Plan, which in turn designates most of the surrounding area for single-family residential development.

The proposed project is consistent with the existing General Plan designation for the site. As such, traffic generated by the project would be consistent with the noise analysis conducted as part of the preparation of the General Plan. While the project would contribute to the increase in traffic on Ward Avenue, it would not be the sole contributor. In fact, the school would make a relatively minor noise contribution compared with the potential residential development in the surrounding area. As noted, a school is typically constructed in response to population growth, and does not by itself cause population, and subsequently traffic, growth.

As noted, most vehicle traffic at schools occurs at the start and at the end of the school day. At other times, there would be relatively little traffic. As such, traffic noise levels would be confined mainly to around the times school starts in the mornings and the time school ends in the afternoons. Unless special events occur, there would be no traffic noise at night or on weekends. Because of this, project impacts on traffic noise levels are considered less than significant.

School Activities

Use of the play area by students would generate noise; however, ordinary use of these facilities would not cause noise standards to be exceeded. The play area is in the northeastern portion of the site and is set back approximately 135 feet from the nearest residences. The soccer fields are in the southern portion of the site, where the closest of the fields are approximately 75 feet from the nearest residence. Use of the play area and fields would be intermittent and would not occur at night, when residents would be especially sensitive to noise. No loudspeaker sound system, stadium development, or development of other facilities for intensive outdoor use would be developed in conjunction with school

construction. Project impacts regarding increases in ambient noise from school activities would be less than significant.

Project Construction

Noise from construction activities would temporarily increase ambient noise in the immediate project vicinity. Noise would also be generated by onsite use of heavy equipment as well as increased traffic associated with delivery of materials and equipment to the site, and construction worker trips. As indicated in Table 3-6, onsite equipment use involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at 50 feet.

TABLE 3-6
CONSTRUCTION EQUIPMENT NOISE LEVELS

Type of Equipment	Maximum Noise Level (dBA at 50 feet)
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Paver	77
Pneumatic Tools	85

Source: FHWA 2006.

Most of the building construction would occur at distances of 50 feet or greater from the nearest residences. Moreover, noise levels decrease by 6 dBA with every doubling of distance from a source (Harris 1991). Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Nevertheless, some construction work may occur periodically in the vicinity of nearby residential areas. It is anticipated that some construction noise would occasionally exceed City standards for residential land uses. This is considered a potentially significant impact.

As noted, the Patterson Municipal Code includes restrictions on construction noise. Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, is prohibited, except for emergency work of public service utilities. However, daytime noise also could have an adverse impact on nearby residences, even if the noise would be temporary. Although the PJUSD is not subject to provisions of the Patterson Municipal Code, mitigation presented below would be consistent with Municipal Code noise provisions by reducing the time nearby residences would be exposed to construction noise and would require muffling of noise. Implementation of this mitigation measure would reduce impacts from construction noise to a level that would be less than significant.

Mitigation Measures:

NOISE-1: Project construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. Construction activities shall not occur on Sundays or federal holidays. All equipment used on the construction site shall be fitted with mufflers in accordance with manufacturers' specifications. Mufflers shall be installed on the equipment at all times on the construction site.

b) Groundborne Vibration.

The only potential source of groundborne vibrations from the project would be from equipment used in construction activities. Using the methodology prescribed by Caltrans, the ground vibration produced by a large bulldozer - the most likely construction equipment listed in Table 3-6 that would be used - would have a peak particle velocity of approximately 0.0247 inches per second at the nearest residence, which is approximately 80 feet west of the project site. The predicted peak particle velocity is just below the "Distinctly Perceptible" threshold of 0.25 inches per second for transient sources (see Table 3-5). It is also below the threshold of potential damage to newer residential structures, which is 1.0 inches per second.

Potential vibration impacts would be intermittent and short-term, and they would cease after construction work is completed. School operations would not generate any noticeable vibrations, including from bus and truck traffic. Therefore, project impacts related to groundborne vibration would be less than significant.

c) Exposure to Airport/Airstrip Noise.

As noted in Section 3.8, Hazards and Hazardous Materials, there are no public airports or private airstrips in the vicinity. The project would have no impact related to this issue.

3.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

Environmental Setting

According to the 2020 U.S. Census, the population of Patterson was 23,781, an increase of approximately 16.5% from its 2010 U.S. Census population of 20,413. By comparison, the population of California increased by 6.1% during the same period, and the population of Stanislaus County increased by 7.5% (U.S. Census Bureau 2020). The estimated population of Patterson as of January 1, 2024 is 24,790 (California Department of Finance 2024).

The California Department of Finance estimated a total of 7,231 housing units in Patterson in 2024. Of that total, 6,315 were single-family detached units - typical houses - approximately 87.3% of the total. Another 442 were multifamily units in buildings of five or more, which was approximately 6.1% of the total. By comparison, approximately 9.9% of all housing units in Stanislaus County were in multifamily units of five or more (California Department of Finance 2024).

Environmental Impacts and Mitigation Measures

a) Population Growth Inducement.

The project would not directly induce population growth, as no housing or employment centers would be constructed. The project is in a developed residential area, so no indirect inducement of population growth is expected. Many of the students would come from the nearby residential areas. The project would have no impact on this issue.

b) Displacement of Housing and People.

The project would not affect existing housing in the vicinity; consequently, it would not displace housing or people. The project would have no impact on this issue.

3.15 PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

As noted, the PJUSD provides school services to K-12 students in an area covering portions of Stanislaus and Santa Clara Counties. The PJUSD consists of four K-6 elementary schools, one K-8 elementary school, one middle school, and two high schools. It also offers an independent study program, a preschool/TK learning center, and an adult education program. The PJUSD currently serves a student population of approximately 6,300.

Fire protection services in Patterson are provided by the Patterson Fire Department. The Fire Department operates from two fire stations; the nearest to the project site is Station 1 at 344 West Las Palmas Avenue. Law enforcement services are provided by the Patterson Police Department, with its station at 33 South Del Puerto Avenue. The Patterson Recreation and Community Services Department provides park and recreational services to City residents. The project site is adjacent to and north of the T.W. Patterson Sports Complex. Other public services include the Patterson branch of the Stanislaus County Library, located at 46 North Salado Avenue.

Environmental Impacts and Mitigation Measures

a-i) Fire Protection.

As the project site is within the Patterson city limits, it is currently served by the Patterson Fire Department. Since the project site is currently vacant, project development could increase demand for fire protection and emergency services. However, the proposed school would be required to comply with the requirements of the Fire and Life Safety Program of the State Architect. These requirements are related to fire-resistive building materials, fire alarms, fire suppression equipment, safe occupant egress, and firefighting equipment access. Compliance with these requirements would reduce the risk of fire potentially occurring on the project site, thereby reducing potential demand for fire protection services

and the need for new or expanded facilities to serve the potential demand. Project impacts on fire protection services would be less than significant.

a-ii) Police Protection.

The project site is currently served by the Patterson Police Department. Since the project site is currently vacant, project development could increase demand for police protection services. However, incidents on school campuses that would require police intervention are infrequent. It is expected that any potential demand for police services could be accommodated without the need for new or expanded facilities. Project impacts on police protection services would be less than significant.

a-iii) Schools.

As described in Chapter 1.0, Introduction, the intent of the project is to provide a new elementary school facility for students residing in the PJUSD. As noted in Chapter 1.0, Introduction, about half of the PJUSD schools currently have enrollment that exceeds school capacity, and more schools are expected to be in this situation in the future. The project would add capacity for elementary school students, thereby reducing capacity demands on other elementary schools. This would be considered a beneficial effect. Adverse project impacts related to schools and educational services would be less than significant.

a-iv, -v) Parks and Other Public Facilities.

The project site is currently served by parks and a library available in the City of Patterson. The project site is adjacent to the T.W. Patterson Sports Complex, which may experience increased usage, but this increased use can be accommodated without new or expanded park facilities. The project is not expected to increase demand for other public facilities such as the library, particularly since the students that would attend the school already reside in the Patterson area. Project impacts on parks and other public facilities would be less than significant.

3.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

As noted in Section 3.14, Public Services, the Patterson Recreation and Community Services Department provides park and recreational services to City residents. The City manages 28 parks, ranging in size from a tot lot of less than one acre to the T.W. Patterson Sports Complex (City of Patterson 2010c). The sports complex, approximately 25.5 acres in size, offers two baseball/softball fields and a soccer field, along with a playground, a gazebo, and picnic tables. It is adjacent to and south of the project site.

Environmental Impacts and Mitigation Measures

a, b) Recreational Facilities.

As discussed in Section 3.14, the project site is currently served by City of Patterson parks and recreational facilities. The sports complex may experience increased use because of the project, but this use can be accommodated without new or expanded park facilities. In addition, the project proposes its own onsite sport fields, which would reduce potential demands on the sports complex. The project is not expected to increase demand for parks and recreational facilities beyond the sports complex. Project impacts related to recreation would be less than significant.

3.17 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards to a geometric design feature (e g., sharp curves or dangerous intersections) or incompatible uses (e g, farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A transportation impact study was prepared for the project by Advanced Mobility Group (AMG) to evaluate potential effects of the proposed elementary school project on existing transportation facilities and services in the project area. The proposed school would accommodate approximately 744 students. A copy of the Traffic Study is shown in Appendix F of this document.

The AMG study did not identify any significant effects. AMG found that all the study intersections operate at acceptable LOS D or better under existing plus existing plus approved or pending conditions except the intersection of Calvinson Parkway/Ward Avenue which is estimated to operate of LOS E (LOS F under Cumulative Conditions) during the AM peak hour. However, the peak hour signal warrants are not met, so installation of a signal is not recommended. AMG made other relevant site circulation and school area roadway safety improvement recommendations which are discussed in the following analysis.

Environmental Setting

The AMG study assessed traffic conditions on the following regional and local streets (Figure 3-1). Additional detail on these facilities is provided in Appendix F:

Regional Roadways

Interstate 5 (I-5) is a major north-south freeway connecting San Diego to the south and Seattle to the north. Per the 2021 traffic counts obtained from the Caltrans website, I-5 carries between 45,000 to 52,000 vehicles per day (vpd) in the vicinity of Sperry Avenue. For regional travel, residents rely primarily on I-5, a major north-south freeway to the west of the city limits. I-5 and I-580 to the north provide access to regional employment centers. Primary access to the project site from I-5 is provided via interchange at Sperry Avenue.

State Route 33 (SR-33) is located approximately three miles to the east of I-5. SR-33 provides north-south access to Westley to the north and the City of Newman to the south. SR 33 is the main north-south roadway in Patterson; its ADT is approximately 6,000 vpd. .

Local Roadways

Sperry Avenue is a two to four-lane major arterial roadway that serves as the major route of travel between I-5 to the west and the City of Patterson to the east. Sperry Avenue terminates at SR-33, three miles east of I-5. Near the project site, Sperry Avenue is a three-lane divided roadway with no sidewalk adjacent to the project site. A recent count to the east of Rogers Road showed the ADT to be approximately 15,040 vpd

Ward Avenue is a bi-directional two-lane north-south collector in the City from State Route 33 in the north to the City limit in the south. The average daily traffic is approximately 2,200 vehicles per day (vpd). There are no bicycle facilities present near the study area. Continuous sidewalks are present in both directions along the north, west and east approaches. Sidewalks are present on the westside along Ward Avenue, south of the intersection of Ward Avenue/Mackilhaffy Drive.

Calvinson Parkway is a two-lane east-west residential collector to the south of Sperry Avenue that connects connect from Baldwin Road in the west to Ward Avenue to the east. There are three mini-roundabouts located along the roadway. Near the proposed school site, the Parkway is an approximately 34-foot wide two-lane road with an ADT

of approximately 1,750 vpd; residential homes are located on the northside of the street. .

Las Palmas Avenue is a two-lane east-west circular minor collector in the study area that connects from Ward Avenue in the east to Sperry Avenue to the north. The posted speed limit within the study area is 25 mph. The Walmart Shopping Center is located north of Las Palmas Avenue near the study intersection with an entrance and exit driveway on Las Palmas Avenue. There is no on-street parking on Las Palmas Avenue near the study intersection. There are no bicycle facilities present near the study area. Continuous sidewalks are present in both directions along Las Palmas Avenue.

Mackilhaffy Drive is a two-lane east-west local street from Ward Avenue to Moray Way in the east. There is on-street parking on Mackilhaffy Drive in both directions. There are no bicycle facilities present near the study area. Continuous sidewalks are present in both directions along Mackilhaffy Drive.

Existing Pedestrian and Bicycle Facilities

There are no existing bicycle facilities near the project site. The City of Patterson's Active Transportation Plan indicates a Class I Bike Path on Calvinson Parkway and Ward Avenue near the project site. Class I Bike Paths have been designated along Calvinson Parkway and Ward Avenue adjacent to the project site (City of Patterson 2022).

Pedestrian facilities in the study are include sidewalks that are 6 feet wide. Existing sidewalk exists on Calvinson Parkway and on the west side of Ward Avenue near the project site. Near the proposed school site, crosswalks do not exist at any of the cross-street intersections along Calvinson Parkway. Existing sidewalks have been installed along the project site frontage on all adjacent streets. However, not all pedestrian ramps at the intersections near the project site are compliant with the requirements of the Americans with Disabilities Act.

Although not described in the traffic impact study, another street of note is Wolfpack Court, a two-lane residential street adjacent to and west of the project site. Wolfpack Court extends south from Calvinson Parkway and ends in a cul-de-sac adjacent to the project site. It serves residential development along its western side.

The intersection of Ward Avenue and Calvinson Parkway, which is a three-way intersection, has a stop sign only on the Calvinson Parkway leg. The Calvinson Parkway/Wolfpack Court intersection is a four-way intersection with Tissot Drive extending north, with stop signs on the Wolfpack Court and Tissot Drive legs.



SOURCE: AMG



Figure 3-1
 Study Intersections

Public transit service is provided by Stanislaus Regional Transit (StaRT). StaRT runs Routes 40, 45E, and 45W through Patterson, along with a commuter route between Turlock and the East Dublin/Pleasanton BART Station. No bus routes pass by the project site. StaRT also manages dial-a-ride services in Patterson. The PJUSD operates its own bus service, transporting its students to and from school based on their grade level and distance from the school.

The State of California has recently added Section 15064.3 to the CEQA Guidelines, which is meant to incorporate SB 743 into CEQA analysis. SB 743 was enacted in 2013 with the intent to balance congestion management needs and the mitigation of the environmental impacts of traffic with statewide GHG emission reduction goals, mainly by developing an alternative mechanism for evaluating transportation impacts. Section 15064.3 states that VMT is the preferred method for evaluating transportation impacts, rather than LOS. The VMT metric measures the total miles traveled as a result of a given project. Unlike LOS, VMT accounts for the total environmental impact of transportation associated with a project, including use of non-vehicle travel modes. The City of Patterson has not yet adopted a VMT policy.

Environmental Impacts and Mitigation Measures

Trip Generation and Distribution

a) Conflict with Transportation Plans, Ordinances and Policies.

The project would lead to an increase in traffic on adjacent and nearby streets. Traffic generally would peak in the morning when students are dropped off, and again around mid-afternoon when students are picked up at the end of the school day.

Traffic impacts were evaluated under existing plus previously approved and pending (EPAP) conditions without and with the project, which include existing traffic conditions plus traffic generated by the Baldwin Ranch and Sperry Commercial #2 projects. As discussed, the AMG study did not identify any significant effects. AMG found that all the study intersections operate at acceptable LOS D or better under existing plus existing plus approved or pending conditions except the intersection of Calvinson Parkway/Ward Avenue which is estimated to operate of LOS E (LOS F under Cumulative Conditions) during the AM peak hour. However, the peak hour signal warrants are not met, so installation of a signal is not recommended. Analysis details are available in Appendix F. AMG made other relevant site circulation and school area roadway safety improvement recommendations which are discussed in the following analysis.

Although neither LOS standards nor traffic signal warrants were triggered, the AMG study recommended reversing the proposed entry/exit driveways so that the entry is closer to the intersection. This would ensure exiting vehicles would not be blocked by vehicle queues at Ward Avenue that overflow on Calvinson Parkway. It is anticipated that the PJUSD will incorporate this recommendation in the plans and specifications for the project.

The project would not have a substantial effect on public transit service in the area. The PJUSD operates its own bus system, so impacts on StaRT bus use are expected to be

minimal. Implementation of the project would result in an increase in demand for bicycle and pedestrian facilities. Existing sidewalks and bicycle routes would remain, although some sidewalks may be temporarily affected by project site construction. Overall, impacts related to transportation plans and systems are considered less than significant.

b) Conflict with CEQA Guidelines Section 15064.3, subdivision (b).

CEQA Guidelines Section 15064.3(b) describes specific considerations for evaluating the transportation impacts of a project. For land use projects, Section 15064.3(b) states that a project exceeding an applicable significance threshold may indicate a significant impact. As noted, the City of Patterson has not established a VMT policy.

The passage of Senate Bill (SB) 743 requires jurisdictions to identify new Vehicle Miles Travelled (VMT) metrics for identifying and mitigating transportation impacts within CEQA. The City of Patterson has yet to adopt official VMT guidelines. So, the project has been evaluated based on the general guidelines contained in the technical advisory provided by the Governor's Office of Planning and Research (OPR).

The OPR indicated that "Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."

In addition, some project types are presumed to have a less than significant transportation impact absent substantial evidence to the contrary as their uses are local serving in nature. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

Local-serving K-12 public schools can also be screened from project-level assessment as they are presumed to have a less than significant impact due to their local serving nature, unless there is evidence to the contrary. Therefore, the proposed project can be screened from project-level assessment as they are presumed to have a less than significant impact due to their local serving nature. The traffic impact study did not identify any contrary evidence regarding project VMT impacts. As such, the project is not expected to conflict with the objectives of CEQA Guidelines Section 15064.3, subdivision (b). Project impacts are considered less than significant.

c) Traffic Hazards.

Many students would be accessing the school from the neighborhoods immediately north and south of Calvinson Parkway using Calvinson Parkway. Additional students could be expected on Calvinson Parkway from future residential units as Baldwin Ranch which is currently under construction.

Two driveways which will serve a 45-parking stall lot adjacent to Calvinson Parkway, a one-way in and out lot with the inbound located approximately 100-feet to the east of

School zones can be unsafe for students, issues with erratic drivers and distractions such as driving while on the phone, double parking or not following the rules of the road. AMG recommends that these concerns be mitigated with clearly marked advance signing and striping of key access roadways, provisions of signing and striping based on the California Manual on Uniform Traffic Control Devices (MUTCD) and speed limits of 20 mph (within 1,320 feet of the school) on roadways adjacent to the school (Figure 3-2). These recommendations are incorporated in the mitigation measures below.

Implementation of the mitigation measure, which would include making pedestrian ramps compliant with the Americans with Disabilities Act, would enhance the safety of students and parents walking to and from the project site, thereby reducing potential safety impacts to a level that would be less than significant.

Mitigation Measures:

TRANS-1: The Patterson Joint Unified School District, in consultation with City of Patterson staff, shall implement the pedestrian safety improvements recommended in Figure 10 of the *Traffic Impact Study for the Proposed Patterson JUSD New Elementary, Patterson, California*, prepared by Advanced Mobility Group August 9, 2024. The improvements shall be installed prior to the start of school operations.

d) Emergency Access.

As indicated on Figure 2-1, the project site would be accessible from Calvinson Parkway and Wolfpack Court, as well as potentially from the pickup/dropoff zone along Ward Avenue. The project would provide adequate access for emergency vehicles. The project would have no impact related to emergency access.

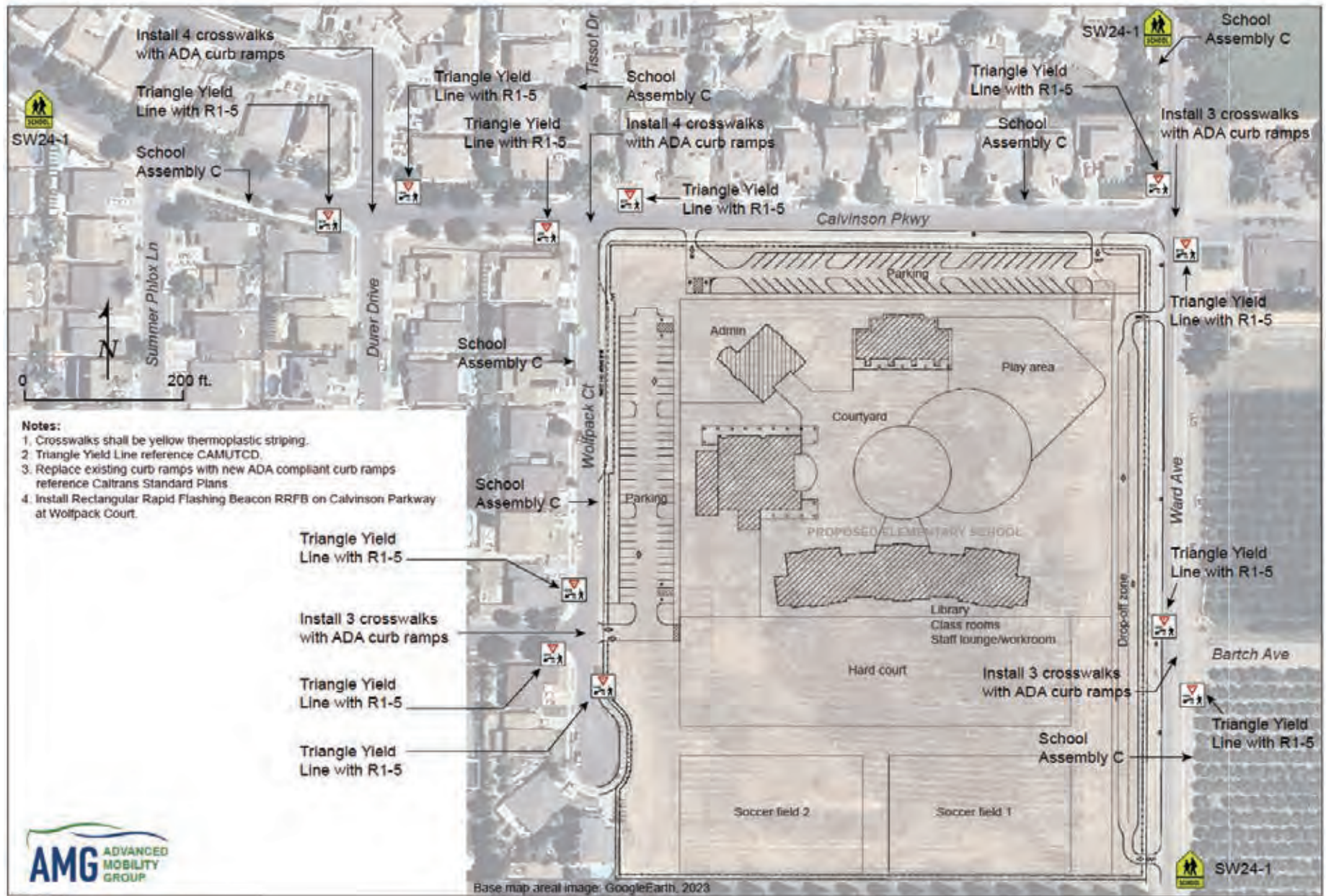


Figure 3-2
Traffic Recommendations

3.18 TRIBAL CULTURAL RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

As noted in Section 3.5, Cultural Resources, the project site is within the ethnographically reported territory of the Northern Valley Yokuts. The Northern Valley Yokuts inhabited the Central Valley from the area between the Calaveras and Mokelumne rivers in the north to Mendota in the south. The basic social and economic group of Northern Valley Yokuts is the family or household unit. These basic units were combined into distinct, named village or hamlet groups which functioned as headquarters of a localized patrilineage. Lineage groups were important political and economic units that combined to form tribes numbering between 300 and 500 persons.

Subsistence activities of Northern Valley Yokuts included hunting, fishing, and collection of plant resources, particularly acorns. They built a variety of structures including residential dwellings, ceremonial structures, and semi-subterranean sweat lodges. The typical dwelling was a thatched house covered by brush, grass, or tules. A variety of flaked and ground stone tools (e.g., knives, arrow and spear points, and rough cobble and shaped pestles) were common among Northern Valley Yokuts. Obsidian was a highly valued material for tool manufacture and was generally imported. Northern Valley Yokuts also engaged in trading relationships with surrounding groups for commodities such as salt, marine shells, and basketry.

Euroamerican contact with Native American groups living in the Central Valley of California began during the last half of the eighteenth century. At this time, the attention of Spanish missionaries shifted away from the coast to the missionization of interior populations, including Northern Valley Yokuts. The efforts of the Spanish to missionize the Native American population began a history of destructive Euroamerican interactions

with Native Americans. Despite this, the Yokuts tribe continues to exist today; the Nototomne/North Valley Yokut Tribe, Inc., represents the Northern Valley Yokuts in the region.

AB 52

In 2015, the California Legislature enacted AB 52, which focuses on consultation with Native American tribes on land use issues potentially affecting the tribes. The intent of this consultation is to avoid or mitigate potential impacts on “tribal cultural resources,” which are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.” More specifically, Public Resources Code Section 21074 defines tribal cultural resources as:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are included or determined to be eligible for inclusion in the California Register of Historical Resources, or included in a local register of historical resources; or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 [i.e., eligible for inclusion in the California Register of Historical Resources].

Under AB 52, when a tribe requests consultation with a CEQA lead agency on projects within its traditionally and culturally affiliated geographical area, the lead agency must provide the tribe with notice of a proposed project within 14 days of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency’s own project. The tribe has up to 30 days to respond to the notice and request consultation; if consultation is requested, then the local agency has up to 30 days to initiate consultation.

Environmental Impacts and Mitigation Measures

a, b) Tribal Cultural Resources.

As noted in Section 3.5, Cultural Resources, Natural Investigations Company the Central California Information Center conducted a records search for historical and archaeological resources and other items of cultural significance. The report states that no discoveries of potential prehistoric resources within or near the project site have been reported.

Natural Investigations Company contacted the Native American Heritage Commission to request a search of their Sacred Lands File for sensitive Native American cultural resources in or near the project site. The results of the Sacred Lands File search were negative. Based on a contact list provided by the Native American Heritage Commissions, Natural Investigations Company sent out notification letters to representatives of five tribes inviting them to consult on the project per AB 52: Amah Mutsun Tribal Band, Northern Valley Yokut/Ohlone Tribe, Southern Sierra Miwuk Nation, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band. The only response received was from a representative of the Amah Mutsun tribe, who stated that the project site was outside the

traditional tribal territory. No other responses were received, so the PJUSD considers its obligations under AB 52 fulfilled.

As indicated in Section 3.5, there are no records of any human burials occurring on the project site, includes Native American burials. CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when Native American remains are uncovered, in accordance with Public Resources Code Section 5097.98. If remains are determined to be Native American in origin, then the County Coroner must contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the most likely descendants of the deceased Native American, and the most likely descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity. If a most likely descendant cannot be identified, the descendant fails to make a recommendation, or the landowner rejects the recommendations of the most likely descendant, then the landowner shall rebury the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance.

As discussed in Section 3.5, Cultural Resources, it is unlikely that any intact cultural resources would be found on the project site due to past disturbance. However, it is possible that project development could involve activities that may disturb cultural resources, including tribal cultural resources. Mitigation Measure CULT-1 sets forth procedures for the treatment and disposition of any resources discovered inadvertently during construction. Implementation of Mitigation Measure CULT-1 would minimize impacts on tribal cultural resources to a level that would be less than significant.

Mitigation Measures: Implementation of Mitigation Measure CULT-1.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

demand in addition to the provider's existing commitments?

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Environmental Setting

Water service in the project area is provided by the City of Patterson. The City relies on groundwater for 100% of its water supply. The City operates seven potable water production wells with water storage tanks for potable water needs and three non-potable water production wells to serve public and commercial irrigation needs. In 2020, the City pumped approximately 4,454 acre-feet of groundwater (City of Patterson 2021). Existing City water lines are located beneath adjacent sections of Ward Avenue, Calvinson Parkway, and Wolfpack Court.

The City also provides services for the collection and treatment of wastewater in the area. Municipal wastewater treatment services are provided at the City's Water Quality Control Facility, located on Poplar Avenue northeast of Patterson. According to the City's website, the Water Quality Control Facility has a design capacity of 2.25 million gallons per day (mgd) and currently treats approximately 1.8 mgd of wastewater. Treated wastewater is discharged into the San Joaquin River in accordance with RWQCB WDR Order No. R5-2018-0070 (City of Patterson 2021). Existing wastewater collection lines are located in the project vicinity.

The City provides stormwater drainage collection services. Existing stormwater lines are located beneath Calvinson Parkway and Wolfpack Court. Most runoff collected in the City is discharged into Salado Creek, with lesser amounts discharged into Del Puerto Creek and Black Gulch Creek. The City of Patterson collects and discharges storm drainage in accordance with its Storm Water Management Program developed pursuant to RWQCB Order No. 2013-0001-DWQ (City of Patterson 2018a).

Solid waste generated in Patterson is collected by Bertolotti Disposal under a franchise agreement with the City. Solid waste is disposed of at the Fink Road Landfill in Crows Landing. The landfill, located at 4000 Fink Road, currently has a permitted capacity of 28.3 million cubic yards and has approximately 19 million cubic yards of remaining capacity, which is expected to allow the landfill to operate to 2050 (CalRecycle 2024).

Environmental Impacts and Mitigation Measures

a) Relocation or Construction of Utility Facilities.

The project site would connect to existing infrastructure in the vicinity. No new infrastructure lines or facilities would be installed, other than connections to existing lines. Since existing infrastructure is within already developed areas, connecting lines would have no offsite environmental impacts.

The project would not require the relocation of existing utility facilities. The existing cellular communications tower in the northeast corner of the project site would remain. Project impacts related to relocation or construction of utility facilities would be less than significant.

b) Water Supplies.

The project site would be connected to the City of Patterson water system, which relies exclusively on groundwater for its supply. The City's Urban Water Management Plan indicates that 12,000 acre-feet per year would be considered the maximum "safe yield" for groundwater pumping (City of Patterson 2021). As noted, the City's water system pumped approximately 4,454 acre-feet in 2020. According to the City's Water Master Plan, public/quasi-public land uses are estimated to generate a water demand of 1.1 acre-feet per year per acre (City of Patterson 2018b). Based on this factor, the project is estimated to generate a water demand of approximately 13.3 acre-feet per year. Therefore, it appears that the City would have an adequate water supply to support the project and would not need to obtain additional supplies. Project impacts related to water supplies would be less than significant.

c) Wastewater Treatment Capacity.

The project site would be connected to the City of Patterson wastewater system. As noted, the Water Quality Control Facility has approximately 2.25 mgd of treatment capacity and currently treats approximately 1.8 mgd of wastewater. According to the Wastewater Master Plan prepared for the City, a public/quasi-public land use such as a school would generate wastewater at a rate of 400 gallons per day per acre (City of Patterson 2016). Based on this rate, the project would generate approximately 4,844 gallons of wastewater per day. Therefore, the Water Quality Control Facility could accommodate the additional load from the project without requiring an expansion of existing capacity. Project impacts related to wastewater treatment capacity would be less than significant.

d, e) Solid Waste Services.

The project would likely generate a demand for solid waste services above current demand. CalRecycle posted a solid waste generation rate for educational facilities of 0.5 pounds per student per day (CalRecycle 2019). Using this factor, the project would generate an estimated 375 pounds per day. While the content of a ton of solid waste varies, it has been approximated that a cubic yard of solid waste weighs 300 pounds, so the project would generate approximately 1.25 cubic yards of solid waste per day.

The current solid waste collector, Bertolotti Disposal, would accommodate the additional demand. As indicated above, Fink Road Landfill would have adequate capacity to accommodate the amount of solid waste that would be generated by the project. The project would comply with applicable state and local statutes and regulations related to solid waste. Project impacts on solid waste are considered less than significant.

3.20 WILDFIRE

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

As noted in Section 3.9, Hazards and Hazardous Materials, wildland fires are an annual hazard in Stanislaus County. Wildland fires, which include rangeland, brush, and grass fires, burn natural vegetation on undeveloped lands. High hazard areas for wildland fires are generally limited to the foothills on the east and west sides of the County (Stanislaus County 2016). The project site is approximately two miles east of the Coast Range foothills, which are considered an area prone to wildfires.

The California Department of Forestry and Fire Protection’s Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area; rather, it is within a Local Responsibility Area,

where local fire districts or departments have primary firefighting responsibility. The project site and vicinity are not in any designated fire hazard zones (Cal Fire 2024).

Environmental Impacts and Mitigation Measures

a) Emergency Response Plans and Emergency Evacuation Plans.

The project site is not part of a State Responsibility Area, and Cal Fire maps indicate the site is not designated within a Very High Fire Hazard Severity Zone or a zone of higher severity. As discussed in Section 3.9, Hazards, project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area, and project operations would not obstruct any roadways. Project impacts related to wildfire emergency response plans or emergency evacuation plans would be less than significant.

b) Exposure of Project Occupants to Wildfire Hazards.

As noted, the project site is in an area with a mix of urban and agricultural land uses, neither of which is susceptible to wildfires. The foothills west of Patterson are susceptible to wildfires, as described above. However, the project site is separated from the foothills by two miles, much of which is occupied by urban development or agricultural fields. Moreover, Interstate 5 and two aqueducts are between the project site and the foothills, and these features would act as firebreaks.

The project would reduce the existing fire hazard on the parcel by replacing existing grasses and weeds with industrial development. Cal Fire maps indicate that the project site is in a low-risk wildfire area. As with the approved project, impacts of the revised project related to wildland fire hazards would be less than significant. The project would have no impact related to exposure of project occupants to wildfire hazards.

c) Installation and Maintenance of Infrastructure.

The project proposes the installation of parking areas and the extension of utilities. The installation of these facilities is not expected to exacerbate the wildfire risk on the project site, as explained in b) above. The project would have no impact related to infrastructural exacerbation of wildfire hazards.

d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.

The project site is in a topographically flat area. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. The project would have no impact related to risks from runoff, post-fire slope instability, or drainage changes.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Findings on Biological and Cultural Resources.

The project’s potential biological resource, cultural resource, and tribal cultural resource impacts were described in Sections 3.4, 3.5, and 3.18, respectively. The project could have potentially significant impacts on all three types of resources, but mitigation measures described in Sections 3.4, 3.5, and 3.18 would reduce impacts to levels that are less than significant.

b) Findings on Cumulatively Considerable Impacts.

The potentially significant environmental effects of the project identified in this IS/MND would be reduced to a level that is less than significant with proposed mitigation measures. With mitigation, none of these impacts would be considered cumulatively considerable, either in combination with other impacts associated with the project, or when considered in conjunction with the environmental impacts of other urban development.

The cumulative impacts of development within the City of Patterson have been addressed in the Patterson General Plan EIR (City of Patterson 2010b), which identified several cumulatively considerable impacts on land use, population and housing, fire and police protection, water supply, traffic, air quality and climate change, noise, biological resources, agricultural resources, water quality, flooding, and light and glare. The proposed project

would contribute to some of these cumulatively considerable impacts, such as air quality, traffic, and agricultural resources.

However, development of the project site for Public/Quasi Public use was considered in the General Plan EIR and was part of its cumulative impact analysis. As noted, the project site was designated in the current Patterson General Plan for a future elementary school. The proposed development would not introduce new or more severe impacts that would be inconsistent with the analysis and conclusions regarding cumulative impacts in the most recent General Plan EIR. Mitigation measures described in this IS/MND would avoid or minimize some of the project impacts that may contribute to cumulative effects.

Traffic

The traffic impact study for the project evaluated traffic impacts under Cumulative conditions without and with the project. As defined in the traffic impact study, Cumulative conditions are similar to existing conditions, but with a projected growth rate of one percent per year applied over 20 years to project traffic demands to approximately the year 2044 (Advanced Mobility Group 2024). Table 3-8 presents LOS at the study intersections under Cumulative No Project and Cumulative Plus Project conditions during AM and PM peak hours. More detailed information is available in the traffic impact study in Appendix F of this document.

TABLE 3-7
INTERSECTION LOS - CUMULATIVE CONDITIONS

No. 1	Intersection	Cumulative No Project LOS		Cumulative Plus Project LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
1	Ward Ave./Sperry Ave.	C	C	C	C
2	Ward Ave./Las Palmas Ave./Mackilhaffy Dr.	B	B	D	C
3	Ward Ave./Calvinson Parkway	B	B	F	C
4	Ward Ave./Bartch Ave.	A	B	B	B
5	Calvinson Parkway/Tissot Dr.	A	B	C	B
6	Fountain Grass Dr./Wolfpack Ct.	A	A	A	A

¹ See Figure 3-1 for locations.

Bold indicates unacceptable LOS.

Source: Advanced Mobility Group 2024.

As indicated in Table 3-8, LOS at the study intersections, without and with the project under Cumulative conditions, would be above the minimally acceptable LOS D except for the Ward Ave./Calvinson Parkway intersection, which would operate at LOS F during the AM peak hour. As noted in Section 3.17, Transportation, the eastbound AM peak hour volume at this intersection is quite high. Moreover, it is likely a vehicle queue that backs up from this intersection could block exiting traffic from the proposed northern parking area.

As discussed in Section 3.17, the peak hour signal warrant is not met for the Ward Ave./Calvinson Parkway intersection, so a traffic signal is not warranted there. However, the traffic impact study recommended reversing the proposed entry/exit driveways so that the entry is closer to the intersection. This would ensure exiting vehicles would not be blocked by vehicle queues at Ward Avenue that overflow on Calvinson Parkway. The PJUSD shall make this recommendation a condition of approval for the project. In any case, as noted, LOS is no longer used to determine the significance of the transportation environmental impacts of a project.

In summary, none of the environmental impacts described in this IS/MND would be considered significant at the project level or cumulatively considerable from a CEQA perspective, either in combination with other impacts associated with the project, or when considered in conjunction with the environmental impacts of other ongoing urban development in the City of Patterson.

c) Findings on Adverse Effects on Human Beings.

Potential adverse effects on human beings were discussed in Section 3.7, Geology and Soils (seismic hazards); Section 3.9, Hazards and Hazardous Materials; Section 3.10, Hydrology and Water Quality (flooding); and Section 3.17, Transportation/Traffic (traffic hazards). The project would have no adverse impacts on human beings, except for potential safety impacts related to traffic. Section 3.17 discusses the potential safety hazards for pedestrians and describes mitigation that would reduce these potential hazards to a level that would be less than significant.

4.0 REFERENCES

4.1 DOCUMENT PREPARERS

This IS/MND was prepared by BaseCamp Environmental, Inc. for use by and under the supervision of the PJUSD. The following persons were involved in preparation of the IS/MND:

Patterson Joint Unified School District

Michelle Spragg, Facilities Planner
Kristi Ventura, Coordinator of Facilities Construction

BaseCamp Environmental, Inc.

Charlie Simpson, Principal
Terry Farmer, AICP, Senior Environmental Planner
Krista Simpson, Environmental Planner/Graphics
Rayanna Beck, Environmental Planner/Document Preparation

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4.3 PERSONS CONSULTED

Dewitt, Alex P.G. Vice President of Environmental Services, Condor Earth.

Spragg, Michelle. Facilities Planner, Patterson Joint Unified School District.

5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers, except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used: Identify and state where they are available for review.
 - b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures: For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures, which were

incorporated or refined from the earlier document, and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The checklist in CEQA Guidelines Appendix G is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.