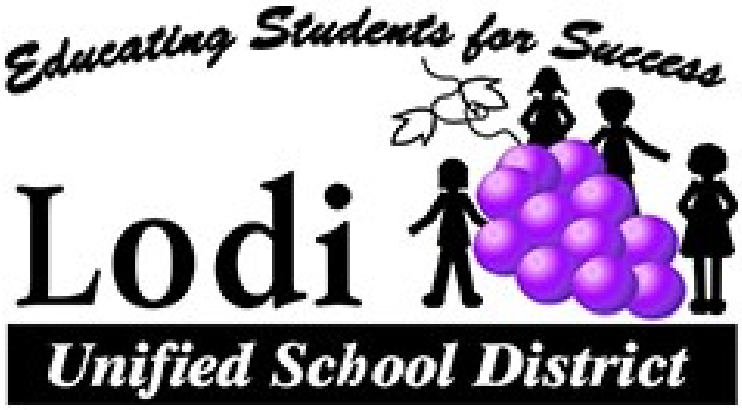

Public Review Draft

Initial Study/
Mitigated Negative Declaration

For the

Houston School – Joe Serna Jr. Charter School – Transition and Expansion Project

April 2019

PUBLIC REVIEW DRAFT

INITIAL STUDY/ PROPOSED MITIGATED NEGATIVE DECLARATION

FOR THE

Houston School – Joe Serna Jr. Charter School – Transition and Expansion Project

Lodi Unified School District

Educating Students for Success

Prepared by
Lodi Unified School District
1305 E Vine Street
Lodi, CA 95240

April 2019

NOTICE OF AVAILABILITY AND NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE
LODI UNIFIED SCHOOL DISTRICT
HOUSTON SCHOOL – JOE SERNA JR. CHARTER SCHOOL –TRANSITION AND EXPANSION PROJECT

The Lodi Unified School District has prepared an Initial Study pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the Houston School – Joe Serna Jr. Charter School –Transition and Expansion Project. The Lodi Unified School District proposes to adopt a Mitigated Negative Declaration ("MND") because the Project construction and operation would not have a significant effect on the environment. This MND and the Initial Study describe the reasons that this project will not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report under CEQA.

PROJECT TITLE: Houston School – Joe Serna Jr. Charter School –Transition and Expansion Project

PROJECT LOCATION: The Project is located at the Houston School campus in Acampo, San Joaquin County, approximately 70 feet east of Highway 99. The Houston School is located in a primarily residential / agricultural area, adjacent to E Acampo Road on the north and State Highway 99 N Frontage Road adjacent west. The Houston School address is 4600 E Acampo Road (APN: 017-310-01), Acampo, California, and consists of 8.57 acres of campus serving kindergarten through eighth grade. The San Joaquin County General Plan 2035 designates the Houston School as a Public Facilities zone. A regional and project location map are included as Figures 1 and 2, respectively. A project site map is included as Figure 3.

PROJECT DESCRIPTION: The Lodi Unified School District is proposing a transition and expansion of the Joe Serna Jr. Charter (K-8) School, located in Lodi, California to Houston School (K-8), located in Acampo, California. Houston School is currently under enrolled, with approximately 130 students and a historic enrollment of approximately 500 students; Joe Serna Jr. Charter is currently enrolled at 360 students. The Joe Serna Jr. Charter School transition will incorporate approximately 360 additional students to share the Houston Elementary School site moving forward post project completion. The proposed project transition includes the relocation of up to six (6) modular buildings currently located at the Joe Serna Jr. Charter School and one (1) modular bathroom building currently located at the Woodbridge Elementary School (located in Lodi, California) to the Houston Elementary School.

One (1) modular currently located at Houston Elementary will be demolished and removed. Minor demolition for the proposed project includes the removal of two or three small trees at proposed location of new modular classrooms, removal of approximately 80 feet of existing chain link fencing/gates, and removal of tetherball posts (two locations), playground backstop and goal posts to facilitate a new fire lane. Additional minor demolition includes sawcut/removal of approximately 380 square feet of asphalt on the western portion of the site, primarily adjacent to the Houston permanent buildings, and approximately 3,000 square feet of sawcut/removal of asphalt on the remaining portion of the project site (north parking area, central site near border

of asphalt and lawn, and south central portion of the site) and removal of a small concrete curb adjacent the most northwest corner of the permanent school building. Four existing sign posts, including concrete base, will be removed along the western site boundary. Actual ground disturbance areas (excavation/trenching/plant removal) for the project are estimated to be approximately 1-acre. Fire service work includes the construction of a 20,000-gallon fire system water tank and necessary underground lines, fire department connections, and connections to existing pressure tanks. Other associated site development work includes new and existing parking lot modifications (fill, patch and cleaning of asphalt, painting asphalt), site utilities, new fencing, a new concrete paved pathway adjacent north of the permanent buildings, and exterior lighting upgrades.

PUBLIC REVIEW PERIOD: As mandated by State law, the minimum public review period for this document is 30 days. The proposed Mitigated Negative Declaration will be circulated for a 30-day public review period, beginning on **Monday, April 15, 2019** and ending on **Wednesday, May 15, 2019**. Copies of the Draft Negative Declaration are available for review at the following location:

- **Lodi Unified School District**, 1305 E. Vine Street, Lodi, CA 95240; and
- **Online at** www.lodiusd.net

Any person wishing to comment in writing on the Initial Study and proposed Negative Declaration must have submitted such comments in writing **no later than 5:00 pm on Wednesday, May 15, 2019** to the following address:

Daniel E. Kramer
Petralogix Engineering, Inc.
26675 Bruella Road
Galt, CA 95632

Facsimiles at (209) 336-0837 were also be accepted up to the comment deadline.

A public hearing to receive comments will be held at Julia Morgan Elementary School. This meeting is scheduled for Tuesday, May 7, 2019 at 7:00 p.m. in the Multipurpose Room at 3777 A G Spanos Blvd., Stockton.

Leonard Kahn, Chief Business Officer

4/15/2019
Date

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LIST OF EXIBITS

1. PROJECT TITLE

Houston School – Joe Serna Jr. Charter School – Transition and Expansion Project

2. LEAD AGENCY NAME AND ADDRESS

Lodi Unified School District
1305 E Vine Street
Lodi, CA 95240

3. CONTACT PERSONS

Leonard Kahn: 209-331-7121

4. PROJECT LOCATION

The Project is located at the Houston School campus in Acampo, San Joaquin County, approximately 70 feet east of Highway 99. The Houston School is located in a primarily residential / agricultural area, adjacent to E Acampo Road on the north and State Highway 99 N Frontage Road adjacent west. The Houston School address is 4600 E Acampo Road (APN: 017-310-01), Acampo, California, and consists of 8.57 acres of campus serving kindergarten through eighth grade. The San Joaquin County General Plan 2035 designates the Houston School as a Public Facilities zone. A regional and project location map are included as Figures 1 and 2, respectively. A project site map is included as Figure 3.

5. PROJECT SPONSOR'S NAME AND ADDRESS

Lodi Unified School District
1305 E. Vine Street
Lodi, CA 95240

6. PROJECT DESCRIPTION

The Lodi Unified School District is proposing a transition and expansion of the Joe Serna Jr. Charter (K-8) School, located in Lodi, California to Houston School (K-8), located in Acampo, California. Houston School is currently under enrolled, with approximately 130 students and a historic enrollment of approximately 500 students; Joe Serna Jr. Charter is currently enrolled at 360 students. The Joe Serna Jr. Charter School transition will incorporate approximately 360 additional students to share the Houston Elementary School site moving forward post project completion. The proposed project transition includes the relocation of up to six (6) modular buildings currently located at the Joe Serna Jr. Charter School and one (1) modular bathroom building currently located at the Woodbridge Elementary School (located in Lodi, California) to the Houston Elementary School.

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7. SURROUNDING LAND USES AND SETTING

The proposed Project is located within the northern portion of the Houston School campus, as well as some improvements and utility routing in the central, west, and southwest portions of the Houston School. To the north is E Acampo Road followed by rural residential homes and a commercial lot to the northwest to the east and south are rural residential homes. A frontage road, 99 E Frontage, is adjacent east to the school, followed by Highway 99. The surrounding area is primarily Agricultural, with some Rural Residential and Commercial designations, per the San Joaquin County General Plan (2035).

8. NECESSARY PUBLIC AGENCY APPROVALS

It is anticipated that the following “typical” permits and compliance may be needed for this Project:

- Lodi Unified School District: Lead agency with responsibility for approving the proposed school repair and improvement project.
- Division of State Architect: Approval of school plans.
- Department of Toxic Substances Control (DTSC): DTSC oversees the environmental review process used to establish if a release or threatened release of hazardous material and/or presence of naturally occurring hazardous material exists at new or expanding school sites and if it presents a risk to the environment and/or human health.
- United States Fish and Wildlife Service – Compliance with the Federal Endangered Species Act: Construction activities would not directly or indirectly adversely affect a federally listed species or its habitat (see Biological Resources section of this document for additional information). Therefore, the proposed project would not be

required to obtain Section 7 clearance from the U.S. Fish and Wildlife Service prior to SRF loan commitment.

- State Historic Preservation Office – Compliance with the National Historic Preservation Act: There are no prehistoric or historic archaeological resources, historic properties, or resources of value to local cultural groups within the project area. Therefore, the proposed project would not be required to demonstrate to the satisfaction of the State Historic Preservation Office that the project complies with Section 106 of the National Historic Preservation Act (see Cultural Resources section of this document for additional information).
- Native American Heritage Commission: Compliance with Assembly Bill 52 (AB 52). Lead agencies consult with Native American tribes who have previously contacted the Lead Agency early in the CEQA planning process.
- San Joaquin Valley Air Pollution Control District (SJVAPCD): Air Quality mitigation permitting.
- San Joaquin County: Preparation of a SWPPP to County of San Joaquin standards. Pollutant Discharge Elimination Permit issued by the County of San Joaquin.

9. PROJECT CONSTRUCTION

Project construction is expected to begin by June 1, 2019 with completion of the proposed project expected July 29, 2019. Construction will consist of seven modular structures supported by isolated and/or spread foundations with a raised wood floor. Demolition of one modular structure located in the mid-northern portion of the site and ground disturbance for foundations and utilities are planned.

A 20,000-gallon water tank is proposed in the mid-southern portion of the school property, with associated utility pipe water conveyance. New renovations to the existing pavement for the bus stop area is proposed north of the proposed structures. Project improvements consist of new construction / repair of asphalt parking lots, exterior flatwork, underground utilities, and landscaping.

Construction activity will first include demolition of one modular structure, vegetation removal, and minor removal of existing concrete flatwork and asphalt. Based on the demolition and site clearing operations which will disturb the surface and near-surface soils creating loose and variable conditions, it is recommended all disturbed soils within building pads and all site structural areas be sub-excavated, processed, and re-compacted as engineered fill to promote uniform support (MPE, 2019). The on-site soils are considered suitable for use as engineered fill materials, provided they are free of rubble, debris, roots and organics, and have the proper moisture content to achieve the desired degree of compaction (MPE, 2019). Roadways will be swept clean as needed. Water will be applied to any potential dust-generating materials during construction.

The Project has been designed to eliminate environmental impacts by requiring the following measures:

- Project design to meet applicable San Joaquin County design standards.
- Air Quality Mitigation and Permitting through SJVAPCD.

- Preparation of a Stormwater Pollution Prevention Plan (SWPPP) to County of San Joaquin.
- Pollutant Discharge Elimination Permit (Stormwater/Erosion Control) issued by the County of San Joaquin.

A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control will be implemented to avoid and minimize impacts on the environment during construction.

Figure 1 - Regional Map

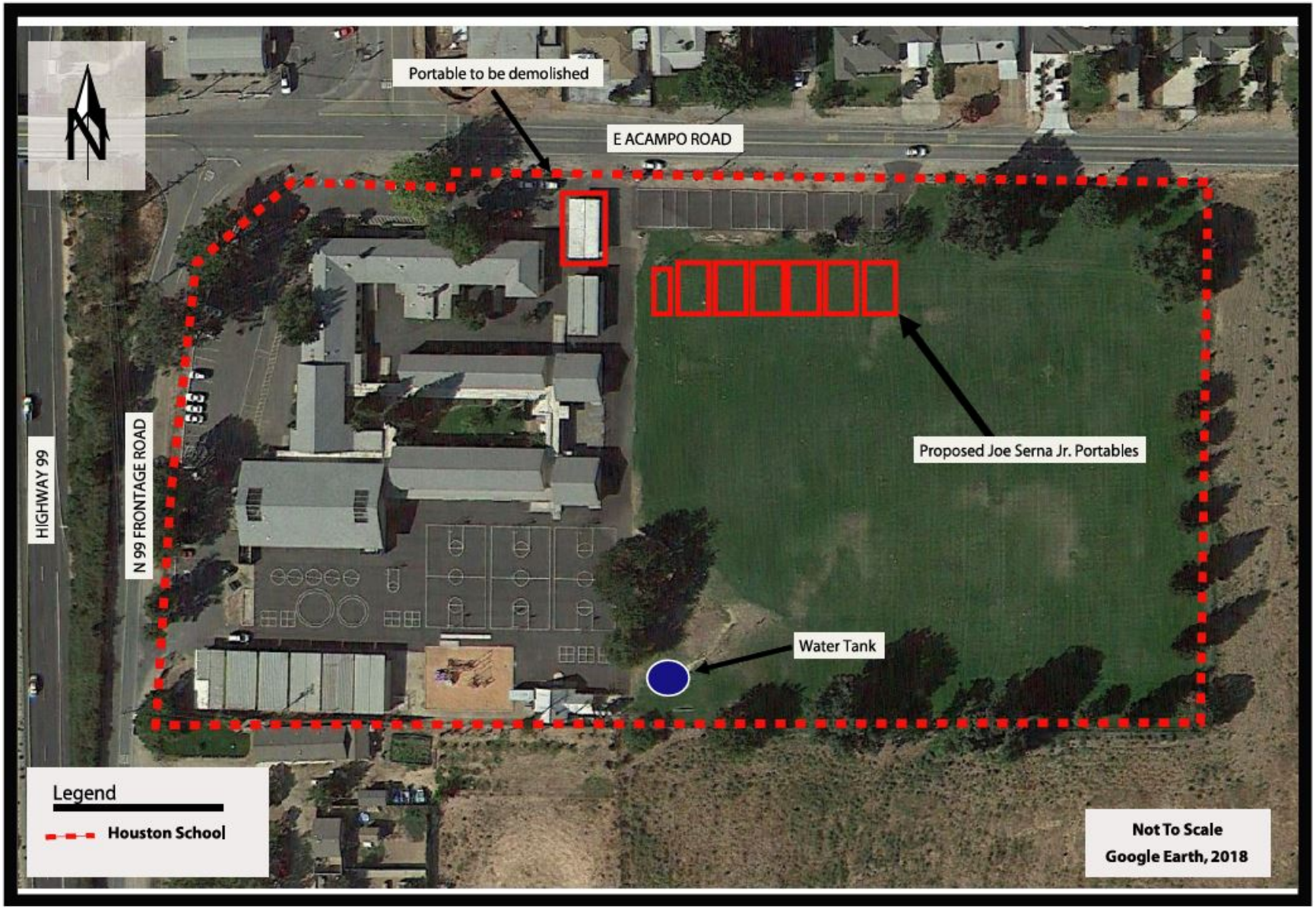

Figure 2 - Site Map

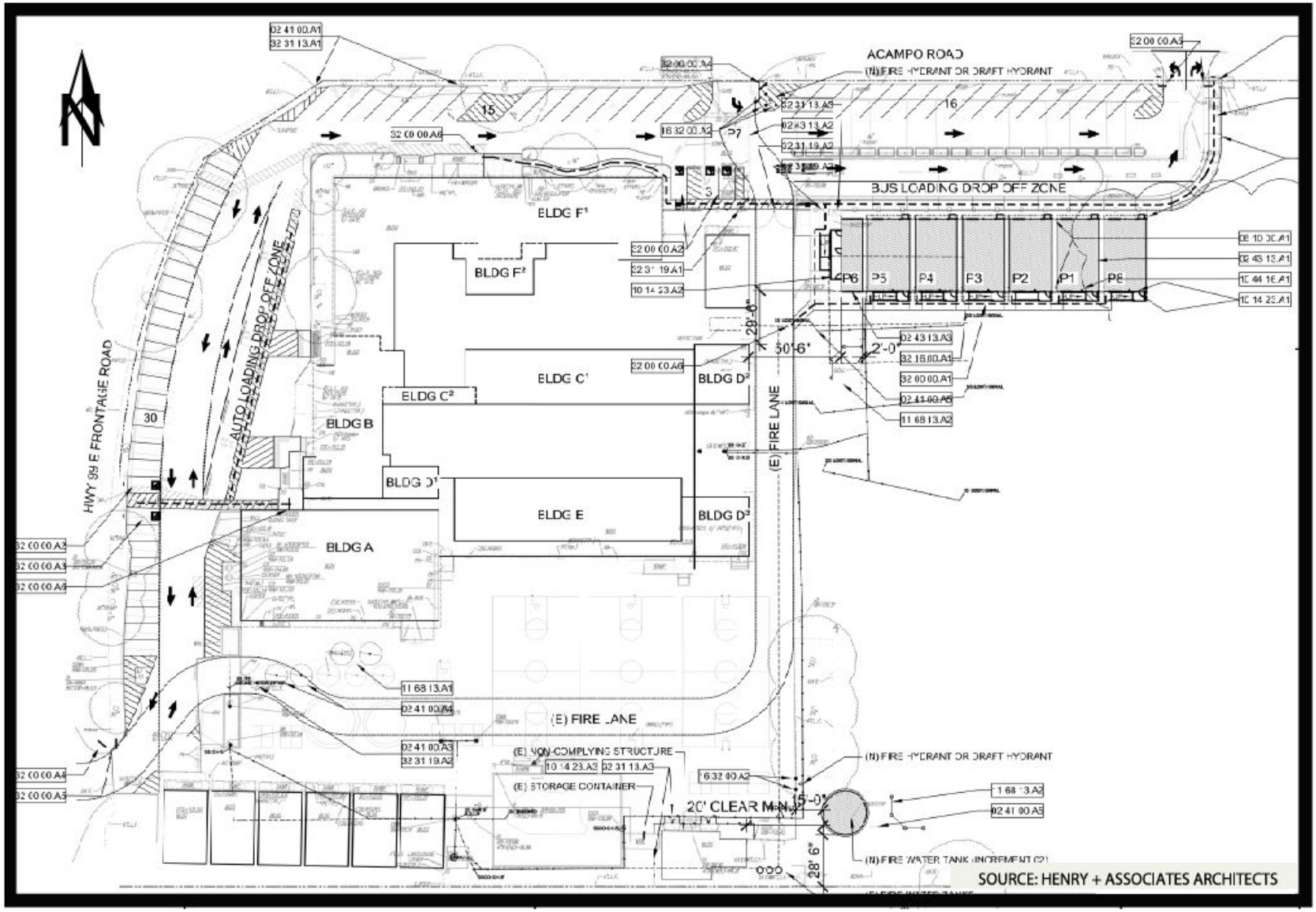

Figure 3 - Project Site Plan

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected		
☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Greenhouse Gas Emissions	☒ Biological Resources	☒ Cultural Resources
☒ Geology/Soils	☒ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities/Services Systems	
☒ None With Mitigation	☐ Mandatory Findings of Significance	

11. ENVIRONMENTAL DETERMINATION

☐ I find that the proposed project could not have a significant effect on the environment, and a Negative Declaration will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an Environmental Impact Report is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure 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.

Leonard Kahn, Chief Business Officer

4/15/2019
Date

12. ENVIRONMENTAL CHECKLIST

I. Aesthetics

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐

a) **No Impact**. The San Joaquin County General Plan does not identify any scenic vistas within the Project area.

b) **Less Than Significant Impact.** No State “designated scenic highways” or “eligible scenic highways” are located within the vicinity of the project site (California Scenic Highway Program). There are no rock outcroppings, or historic buildings located on the project site.

c) **Less Than Significant Impact.** The Project would remove six (6) existing modular classrooms from Joe Serna Jr. Charter School (Joe Serna), one (1) existing portable restroom from the Woodbridge School, and relocate these structures to the central northern portion of the Houston School. The Houston School is currently a mix of permanent and portable structures. The additional six portables will occupy a relatively small portion of the campus and will not require any excessive removal of trees or landscaping on the Houston campus. There will be no trees removed from the Joe Serna Jr. campus or the Woodbridge campus during the portable removal process. Therefore, this is a less than significant impact.

d) **Less Than Significant Impact.** The Houston campus will have the appropriate level of outdoor lighting for the convenience and security of the public during any nighttime activities. Several pole mounted lights will be added to the north parking lot. The pole mounted lights will be placed directed toward the campus. The light and glare associated with the project will remain within the project’s environment; this impact is therefore considered less than significant.

II. Agricultural Resources

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
	In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:				
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 in the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c.	Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Sec. 4526), or timberland zoned Timberland Production (as defined in PRC Sec. 51104 (g)?	☐	☐	☐	■
d.	Result in 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?	☐	☐	☐	■

a-e) **No Impact.** According to the California Department of Conservation's (DOC) San Joaquin County Important Farmland Map, 2016, the project site is identified as "Urban and Built-Up Land". According to the DOC, Urban and Built-Up Land is defined as land occupied by structures with a building density of at least 1 unit in 1.5 acres, or approximately six structures to a 10-acre parcel. Examples of land use with this designation include residential, institutional, commercial, and other developed purposes. The Project is not in conflict with a zoning for agricultural use or Williamson Act contract, or conflict with existing forest land zoned for Timberland Production. The Project will not involve the conversion of Farmland to non-agricultural use or result in the loss of forest land; therefore, the project will have **no impact**.

III. Air Quality

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b.	Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	☐	■	☐	☐
c.	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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	■	☐	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

The proposed Project site is located in Acampo, in San Joaquin County, which is within the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The San Joaquin Valley's relatively flat topography surrounded by elevated terrain and its meteorology provide ideal conditions for trapping air pollution and producing harmful levels of air pollutants, such as ozone and particulate matter. Elevated temperatures, cloudless days, low precipitation levels, and light winds during the summer in the Valley are favorable to high ozone levels. Inversion layers in the atmosphere during the winter months can also trap emissions of directly emitted $PM_{2.5}$ (particulate matter that is 2.5 microns or less in diameter) and $PM_{2.5}$ precursors (such as NOx and sulfur dioxide (SO2)) within the Valley for several days, accumulating to unhealthy levels.

The project involves relocating Joe Serna Charter School to Houston School site. The proposed Project consists of the construction / relocation of seven (6) modular classroom buildings, each 1,000 square feet, and one (1) modular restroom, approximately 500 square feet. The site soil is suitable for engineered fill (MPE, 2019), and excavation is anticipated to reach approximately 12 inches below existing grade. A 20,000-gallon fire system water tank and associated conveyance is also planned for the site.

Demolition includes one (1) 1,000 square foot classroom in the northern portion of the site, and isolated areas of asphalt cutting / removal.

Other associated site development work includes parking lot modifications (fill, patch, and cleaning of asphalt, painting asphalt), site utility connections, new fencing, and a small concrete pathway to connect classrooms in the north.

a) **Less Than Significant Impact.** The proposed Project site is located within the jurisdictional boundaries of the SJVAPCD. At the federal level, the jurisdictional area of the SJVAPCD is designated as extreme nonattainment for the 8-hour ozone standard, nonattainment for $PM_{2.5}$,

and attainment or unclassified for all other criteria pollutants. At the State level, the area is designated as severe nonattainment for the one-hour ozone standard, and nonattainment for the 8-hour ozone, PM_{10}, and $PM_{2.5}$ standards. The area is designated attainment or unclassified for all other State standards. Due to the nonattainment designations, the SJVAPCD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the *2013 Plan for the Revoked 1-Hour Ozone Standard*, the *2007 Ozone Plan*, the *2007 PM_{10} Maintenance Plan and Request for Redesignation*, the *2008 $PM_{2.5}$ Plan*, and the *2012 $PM_{2.5}$ Plan*.

The SJVAPCD's recommended thresholds of significant impact are a major component of the SJVAPCD's air quality plans. According to the SJVAPCD, projects with emissions should be compared to the thresholds of significance for criteria pollutants in order to determine potential conflict with or obstruction of the applicable air quality plan. As detailed below, in Section III 3(b, c), the proposed Project would produce temporary emissions of criteria pollutants that will not surpass the applicable thresholds of significance listed in **Table A-1**. Therefore, the proposed Project would not be considered in conflict with or obstruct implementation of the applicable air quality plan.

Table A-1. SJVAPCD Thresholds of Significance

Pollutant	Construction Emissions (tons/yr)	Operational Emissions (tons/yr)
ROG	10	10
NO_X	10	10
CO	100	100
SO_X	27	27
PM_{10}	15	15
$PM_{2.5}$	15	15
Source: SJVAPCD, March 2015.		

b-c) **Less Than Significant Impact with Mitigation Incorporated.** The proposed Project site is located within the jurisdictional boundaries of the SJVAPCD. According to SJVAPCD, the procedure for assessing construction and operation emission impacts must be analyzed using the newer CalEEMod 2016 impact calculator. A CalEEMod analysis was conducted by Petralogix Engineering, Inc (Petralogix, 2019) using the following project characteristics: Elementary School Land Use, 8,000 square feet, and Parking Lot Land Use, 0.5 acres; Climate Zone 3, 2.7 m/s Wind Speed, 51 days Precipitation Frequency, and Pacific Gas & Electric Utility Company. Where project-specific parameters are unknown, the default values in CalEEMod are used as they provide a conservative estimate of emissions.

Typically, construction and operation of a project generates emissions of various air pollutants, including criteria pollutants such as carbon monoxide (CO), ozone precursors such as nitrous oxides (NO_X), reactive organic gases (ROG) or Volatile Organic Compounds (VOC), particulate matter 10 (PM_{10}) and particulate matter 2.5 ($PM_{2.5}$), as well as sulfur oxides (SO_X). For example, typical emission sources during construction include equipment exhaust, dust from wind erosion, earth moving, demolition, excavation and other earthmoving activities, and vehicle movements.

To assist in evaluating impacts of project-specific air quality emissions, the SJVAPCD has adopted thresholds of significance for criteria pollutant emissions, expressed in units of tons per year (tons/yr), as presented in **Table A-1**.

ASSESSMENTS AND FINDINGS

Long Term Operational Emissions. Long-term operational impacts to air quality are greatly determined by land uses and vehicle travel associated with these uses. The amount of long-term emissions that generally result from a project such as a school is largely based on the number of new vehicle trips to the school site as a result of the project. In the case of the proposed Project, the new Joe Serna students represent an increase in vehicle patterns to the site. It should be noted however, that the Houston School is markedly under enrolled at the current 130 student count, with historic peak enrollment of approximately 500 students in the past. LUSD had committed to financing bussing for the Joe Serna families, with the estimated percent of families utilizing the bussing service at 90 percent; CalEEMod input is 80 percent for conservative measure. The bussing service will not be financed by LUSD after the first year, with the site likely to continue bussing service with site funds in future years. The six (6) relocated Joe Serna modular classrooms plus the one (1) modular restroom will be approximately 6,500 square feet. A portion of the school north of the proposed modular will have a new bus zone and sixteen additional parking spaces. The California Emissions Estimator Model (CalEEMod) was used to estimate the projects long term operational emissions using the conservative estimate of 8,000 square feet of new classroom construction. Detailed CalEEMod results are shown in **Appendix A**, while a summary of the long-term operation project emissions is presented in the table below:

Table A-2. Estimated Operational Air Pollutant Emissions

Pollutant	SJVAPCD Significance Threshold (tons/yr)	Unmitigated Emissions		Mitigated Emissions	
		Total (tons/yr)	Total (lbs/day)	Total (tons/yr)	Total (lbs/day)
ROG	10	0.0692	0.4888	0.0678	0.4774
NO_X	10	0.2064	1.5824	0.1924	1.4705
CO	100	0.3114	2.5169	0.2793	2.2358
SO_X	27	0.00111	0.0088	0.00097	0.00775
PM_{10}	15	0.075	0.5923	0.0638	0.5039
$PM_{2.5}$	15	0.0214	0.1673	0.0183	0.1429
Source: SJVAPCD, March 2015.					

The proposed Project is planned for operation beginning in August 2019. The first full operational year for CalEEMod is 2020. All of the operational emissions (Table A-2) are well below the SJVAPCD Thresholds of Significance. Based on the results, we do not expect a cumulative significant impact for CO. A cumulative impact does not already exist in this region and both the unmitigated and mitigated CO emissions (Table A-2) would not result in localized CO concentration above the SJVAPCD thresholds. Mitigation measures include LUSD providing the finances required for full bussing of Joe Serna students, of which 90 percent of families are anticipated to join in. The site is likely to continue bussing service with site funds in future years. The operational period emissions for the project (Appendix A) are all below the thresholds of significance and are considered less than significant.

Project emissions would be short-term, (approximately 2 months), as a result of construction activities, as discussed below.

Short Term, Construction Phase Emissions. Short-term construction impacts to air include the emissions related to construction workers accessing the site, emissions from construction equipment, demolition, and grading, as well as emissions related to the application of architectural coatings.

CalEEMod accounted for these construction project characteristics (Appendix A) during the analysis. Short-term emissions for this project are considered to be related to the construction phase of the project. The construction phase of the project is estimated to begin around June 1, 2019 and continue through July 31, 2019, or approximately 2 months. Of the many emissions generated during this type of construction, however, PM_{10} is the pollutant of greatest concern. PM_{10} emitted throughout the duration of a construction project can vary greatly, contingent on the level of activity, the specific operations, the equipment utilized, local soil, weather conditions and other factors, making quantification difficult. The SJVAPCD has adopted a set of PM_{10} Fugitive Dust Rules, collectively called Regulation VIII. Several components of Regulation VIII specifically address fugitive dust generated by construction related activities. Detailed CalEEMod results are shown in Appendix A of this document, while a summary of the proposed Projects results for construction emissions are presented in the table below.

Table A-3. Estimated Construction Air Pollutant Emissions

Pollutant	SJVAPCD Significance Threshold (tons/yr)	Unmitigated Emissions		Mitigated Emissions	
		(tons/yr)	Total (lbs/day)	Total (tons/yr)	Total (lbs/day)
ROG	10	0.0993	24.3464	0.093	24.3464
NO_X	10	0.2551	23.7934	0.2551	23.7934
CO	100	0.2025	10.433	0.2025	10.433
SO_X	27	0.00038	0.054	0.00038	0.054
PM_{10}	15	0.0196	2.3763	0.187	1.8808
$PM_{2.5}$	15	0.0147	1.2576	0.0144	0.9998
Source: SJVAPCD, March 2015.					

The mitigated and unmitigated emissions are all well below the SJVAPCD Thresholds of Significance (Table A-3). Based on the highest estimated emissions, evaluated per the SJVAPCD Thresholds of Significance, and the implementation of the following **Mitigation Measure Air 1**, which requires appropriate permitting with the SJVAPCD prior to construction, **Mitigation Measure Air 2**, which incorporates Regulation VIII measures, **Mitigation Measure Air 3**, which incorporates District Rule 4641, and the implementation **Mitigation Measure Air 4**, which incorporates District Rule 4002 (National Emission Standards for Hazardous Air Pollutants), the project construction impacts to air quality will be **less than significant with mitigation**.

Air Quality Mitigation 1

The Lodi Unified School District shall not begin construction activities until first securing appropriate permits from the San Joaquin Valley Air Control District.

Air Quality Mitigation 2: Construction of the proposed Project shall comply with all the applicable regulations specified in the San Joaquin Valley Air Pollution Control District Regulation VIII (Fugitive Dust Rules). The following procedures will be adhered to by the construction contractor(s) in accordance with Regulation VIII practices:

- Visible Dust Emissions (VDE) from construction, demolition, excavation or other earthmoving activities related to the Project shall be limited to 20% opacity or less, as defined in Rule 8011.
- Pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.
- Apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads.
- Restrict vehicular access to the disturbance area during periods of inactivity.
- Apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- When materials are transported off-site, stabilize and cover all materials to be transported and maintain six inches of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer) space from the top of the container.
- Remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the Project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of Rule 8041 shall apply.
- Traffic speeds on unpaved roads shall be limited to 15 mph.

- During construction, all earth moving activities shall cease during periods of high winds (i.e., greater than 30 mph). To assure compliance with this measure, grading activities are subject to periodic inspections by LUSD staff.
- Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.
- Areas following clearing, grubbing and/or grading shall receive appropriate BMP treatments (e.g., re-vegetation, mulching, covering with tarps, etc.) to prevent fugitive dust generation.
- All exposed soil or material stockpiles that will not be used within 3 days shall be enclosed, covered, or watered twice daily, or shall be stabilized with approved nontoxic chemical soil binders at a rate to be determined by the on-site construction supervisor.
- Unpaved access roads shall be stabilized via frequent watering, non-toxic chemical stabilization, temporary paving, or equivalent measures at a rate to be determined by the on-site construction supervisor.
- Trucks transporting materials to and from the site shall allow for at least two feet of freeboard. Alternatively, trucks transporting materials shall be covered.

- Where visible soil material is tracked onto adjacent public paved roads, the paved roads shall be swept, and debris shall be returned to the construction site or transported off site for disposal.
- Wheel washers, dirt knock-off grates/mats, or equivalent measures shall be installed within the construction site where vehicles exit unpaved roads onto paved roads.
- Diesel powered construction equipment shall be maintained in accordance with manufacturer's requirements and shall be retrofitted with diesel particulate filters where available and practicable.
- Heavy duty diesel trucks and gasoline powered equipment shall be turned off if idling is anticipated to last for more than 5 minutes.
- Where feasible, the construction contractor shall use alternatively fueled construction equipment, such as electric or natural gas-powered equipment or biofuel.
- Heavy construction equipment shall use low NOx diesel fuel to the extent that it is readily available at the time of construction.
- The construction contractor shall maintain signage along the construction perimeter with the name and telephone number of the individual in charge of implementing the construction emissions mitigation plan, and with the telephone number of the SJVAPCD's complaint line. The contractor's representative shall maintain a log of any public complaints and corrective actions taken to resolve complaints.
- During grading and site preparation activities, exposed soil areas shall be stabilized via frequent watering, non-toxic chemical stabilization, or equivalent measures at a rate to be determined by the on-site construction supervisor.
- During windy days when fugitive dust can be observed leaving the construction site, additional applications of water shall be required at a rate to be determined by the onsite construction supervisor.

Air Quality Mitigation 3

The contractor shall adhere to SJVAPCD District Rule 4641 (*Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations*) to reduce emissions during asphalt paving activities. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

Air Quality Mitigation 4

The Lodi Unified School District shall adhere to SJVAPCD District Rule 4002 (*National emission Standards for Hazardous Air Pollutants for Asbestos*) intended to protect the public from asbestos exposure, promote compliance by providing accurate information to the regulated community, and provide consistency and direction to all SJVAPCD inspectors involved in enforcing provisions of 40 CFR Part 61 Subpart M – Asbestos, NESHAP (District Rule 4002).

These mitigation measures shall be a note on construction plans.

Based on the highest estimated emissions, evaluated per the SJVAPCD Thresholds of Significance and the implementation of the above Mitigation Measures, project construction impacts to air quality will be **less than significant with mitigation**.

d) **Less Than Significant with Mitigation Impact.** Sensitive receptors in the vicinity include the existing campus where the proposed Project is located and residential homes. The project is scheduled to begin June 1, 2019 with construction activities concluding on July 31, 2019, or approximately 2 months, and therefore not considered a long-term "multi-year" project. Since the proposed Project does not exceed any of the threshold criteria established by SJVAPCD and is a short-term construction project, it is not anticipated there would be a change in substantial pollutant concentrations.

e) **No Impact.** The proposed Project does not include any activities that would result in objectionable odors. Therefore, this is no impact.

IV. Greenhouse Gas Emissions

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	■	☐	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Climate change is a global problem. Pollutants with localized air quality effects have generally short atmospheric lifetimes (approximately 1 day), greenhouse gas (GHG) emissions persist in the atmosphere for long enough periods of time (1 year to several thousand years) to be dispersed around the globe. The amount of GHGs required to ultimately result in climate change is not precisely known. What is known is that the amount is enormous, and no single project would measurably contribute to noticeable incremental change in the average global temperature. Thus, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

Prominent GHGs of primary concern from land use development projects include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). There are other GHGs, such as chlorofluorocarbons, hydrofluorocarbons, and sulfur hexafluoride, however, these are less of a concern since construction and operational activities associated with land use development projects are not likely to generate these in substantial quantities. To quantify GHG, a standard of "CO_2-Equivalent" or CO_2E is used. Carbon dioxide equivalency (CO_2E) refers to the amount of mixed GHGs that would have the same global warming potential when measured over a specified timescale (generally 100 years).

California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. These regulations include, but are not limited, to the following:

- **Assembly Bill (AB) 32**. The California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs ARB to develop and implement regulations that reduce statewide GHG emissions.
- **Executive Order S-3-05.** This order establishes GHG emission reduction targets for California and directs the CAL-EPA to coordinate oversight efforts. The targets, which were established by Governor Schwarzenegger, call for a reduction of GHG emissions to 2000 levels by 2010; a reduction of GHG emissions to 1990 levels by 2020; and a reduction of GHG emissions to 80% below 1990 levels by 2050.
- **Senate Bill 375.** Senate Bill (SB) 375 was enacted in order to align regional transportation planning efforts, regional GHG reduction targets, and land use and house allocation. SB 75 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in the MPOs Regional Transportation Plan.
- **Executive Order B-30-15.** This order requires that greenhouse gas emissions in California are reduced by 40 percent below 1990 levels by 2030, and below 1990 levels by 2050.

The San Joaquin Valley Air Pollution Control District has adopted **Rule 9510 – Indirect Source Review (ISR)** in order to:

- Fulfill the District's emission reduction commitments in the PM10 and Ozone Attainment Plans:
- To achieve emission reductions from the construction and use of development projects through design features and on-site measures; and
- To provide a mechanism for reducing emissions from the construction of and use of development projects through off-site measures.

Rule 9510 – Indirect Source Review applies to any applicant that seeks to gain a final discretionary approval for a development project, or any portion thereof, which upon full build-out will include any of the following:

- 50 residential units;
- 2,000 square feet of commercial space;
- 25,000 square feet of light industrial space;
- 100,000 square feet of heavy industrial space;
- 20,000 square feet of medical office space;
- 39,000 square feet of general office space;
- 9,000 square feet of educational space;
- 10,000 square feet of government space;
- 20,000 square feet of recreational space; or
- 9,000 square feet of space not identified above.

a) **Less Than Significant Impact.** The project consists of 6,000 square feet of new classrooms (six modular) and a modular bathroom that is approximately 500 square feet. Based on Rule 9510 – Indirect Source Review, no emission calculation is required for ambient air quality analysis purposes because the development project would not be expected to generate sufficient criteria pollutants to violate any air quality standard or contribute substantially to an existing air quality violation. The CalEEMod model estimated the construction and operational emissions anticipated for the proposed Project (see Appendix A), based on a conservative input of 8,000 square feet of educational space was performed. Based on the CalEEMod results, the proposed Project construction GHG emissions will generate approximately 34.34 metric tons per year of CO_2 equivalent. Neither the SJVAPCD or the State has established a threshold of significance for GHG emissions from construction activities, however, the construction emissions will be short-term (approximately 2 months) and cease once completed. This is considered a less than significant impact.

The Project operational emissions would be approximately 136.31 MT of CO_2 equivalent unmitigated and 123.6609 MT of CO_2 equivalent for mitigated emissions, or a 9.28 percent reduction in GHG. Although this is below the goals set forth in ARB's *Climate Change Scoping Plan* (Scoping Plan), the project is considered small in scope with no emission calculation required. LUSD has incorporated bussing for students for the first year of the transition and continued bus enrollment, the site is likely to continue bussing service with site funds in future years. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 MMT CO2e, or approximately 28% from the State's projected 2020 emission levels. In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. The Scoping Plan recommends

that local governments consider adopting a goal of 15% below current emissions levels to assist the State in implementing AB 32.

Furthermore, in terms of operational emissions, ARB staff allows small projects to be considered insignificant if a project consists of a quantitative threshold of 7,000 metric tons of carbon dioxide equivalent per year for operational emissions. There will be a slight reduction of GHG impacts with the implementation of **Mitigation Measure GHG – 1.** Therefore, greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment is considered **less than significant with mitigation**.

Mitigation Measure GHG – 1

- **LUSD will provide bussing for the first year.**

b) **Less Than Significant Impact.** According to San Joaquin Valley Air Pollution Control District (District), if a proposed Project exceeds 9,000 square feet of educational space, the district concludes that the proposed Project would be subject to District Rule 9510 (Indirect Source Review). The proposed Project consists of six (6) modular classrooms and one (1) modular restroom to be transitioned to the Houston School, and is not considered a significant project by Rule 9510 applicability thresholds land use will remain the same for the site, and additional students are anticipated to take advantage bussing offered by LUSD, which will further reduce GHG emissions. The project would be subject to all applicable permit and planning requirements in place or adopted by the District and San Joaquin County. No significant conflict with GHG reduction policies is anticipated, therefore, there is a **less than significant impact**.

V. Biological Resources

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the proposal:					
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?	☐	■	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	■
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?	☐	☐	☐	■
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 wildlife nursery sites?	☐	☐	☐	■
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
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?	☐	☐	☐	■

Moore Biological Consultants prepared a biological assessment (included in Appendix B) of the proposed project site and how the project could affect the environment within and adjacent to the sites. Their report includes biological information regarding Waters of the U.S. and wetlands, Federal and State special-status species, and other natural resources in the project site, in accordance with the Federal Endangered Species Act (FESA), the Clean Water Act (CWA), the Rivers and Harbors Act, the Migratory Bird Species Act (MBTA), the California Endangered Species Act (CESA), the California Environmental Quality Act (CEQA), the Fish and Game Code of California, the Porter-Cologne Water Quality Control Act, the California Native Plant Protection Act, and the San Joaquin County Multispecies Habitat Conservation and Open Space Plan (SJMSCP). The results of their assessment are hereby incorporated by reference (Moore Biological Consultants, 2019).

Moore Biological Consultants utilized the California National Diversity Database (CNDDB) to identify wildlife and plant species that have been previously documented in the project vicinity or that have the potential to occur based on suitable habitat and geographical distribution. They also

conducted a field survey of the proposed Project site, which included an assessment of potentially jurisdictional waters of the U.S., special-status species, and suitable habitat for special-status species.

a) **Less Than Significant Impact with Mitigation Incorporated.** The Houston School campus consists of developed areas and manicured lawns that are biologically unremarkable. Due to the lack of suitable habitat, it is very unlikely that special-status plants occur in the site (Moore Biological Consultants, 2019). The Project Area is defined by the western portion of the site, with the west-central portion of the site consisting of the development of modular classrooms being constructed in the north, a new bus lane and parking north of the new modular classrooms, and a 20.000-gallon water tank in the south-central portion of the site. One modular classroom will be demolished, and minor demolition includes sawcut/removal of approximately 380 square feet of asphalt on the western portion of the site, primarily adjacent to the Houston permanent buildings, and approximately 3,000 square feet of sawcut/removal of asphalt on the remaining portion of the project site. Sign posts along the western boundary of the site will be removed, as well as fencing replaced in the northwest area. The project includes repaving existing asphalt. Development for the project includes demolition of two small ornamental trees. No birds were observed nesting in these trees (Moore Biological Consultants, 2019).

   The Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. 1531-1543) and subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems upon which they depend. Section 7 of FESA requires Federal agencies to ensure that the actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. Critical habitat is areas mapped by United States Fish and Wildlife Service (USFWS) as being critical to maintain and/or manage in a relatively natural state for the recovery of a listed species. The site is not within designated critical habitat for any federally listed species. The site is not within designated critical habitat for any federally listed species (Moore Biological Consultants, 2019).

   The California Endangered Species Act (CESA) (Fish and Game Code 2050 et seq.) establishes the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species, if reasonable and prudent alternatives are available that would avoid jeopardy. The CDFW is required to issue a written finding indicating if a project would jeopardize threatened or endangered species and specifying reasonable and prudent alternatives that would avoid jeopardy.

   CEQA Guidelines Section 15380 provides that a species not listed under the FESA or CESA may be considered rare or endangered under specific criteria. These criteria have been modeled after the definitions in FESA and CESA.

   While the project site may have provided habitat for special-status species at some point in the past, development has substantially modified natural habitats in the greater project vicinity, which includes those within the site. Of the wildlife species identified in the CNDDB search, Swainson's hawk is the only species that has any potential to occur in the project site on more than a transitory or very occasional basis. Due to the lack of habitat, it is considered unlikely other special- status species have potential to occur at the site (Moore Biological Consultants, 2019).

As noted above, Moore Biological Consultants conducted a field survey of the site. Per Moore Biological, the manicured lawns and developed areas in the school do not provide suitable habitat for Swainson's hawk, however, there are large trees along the fence line surrounding the large lawn just east of the school buildings, a variety of ornamentals surrounding the lawn area, and a few eucalyptus, pine, and other ornamental trees along the western boundary between the school parking lot and Highway 99 Frontage Road which are suitable for nesting raptors and other protected migratory birds. Only the two ornamental trees near the new modular classrooms will be removed.

The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The Migratory Bird Treaty Act and fish and Game Code of California protect Swainson's hawks year-round as well as their nests during nesting season (March 1 through September 15). Swainson's hawk are found in the Central Valley primarily during their breeding season. Swainson's hawk can be disturbed by if loud and intensive construction activities occur near their nests. The raptor usually arrives in the Central Valley in mid-March and begins courtship and nest construction upon arrival at the breeding sites. The young fledge in early July, and most Swainson's hawks leave their breeding territories by late August. The CNDDB contains two records of a pair of Swainson's hawk nesting approximately 1-mile northeast of the site and several additional records within several miles of the site (Moore Biological Consultants, 2019).

No active Swainson's hawk nests were observed in any of the trees surrounding the lawn area just east of the school buildings where the modular buildings and new water tank will be installed, however, a pair of Swainson's hawk were observed exhibiting nesting behavior in the large eucalyptus tree jest west of the school buildings along the Highway 99 Frontage Road (Figure 4) (Moore Biological Consultants, 2019). Moore Biological Consultants have observed this tree being used by nesting Swainson's hawk for the previous three years and consider it likely the pair will lay eggs in the next couple of weeks, verifying this territory is active this season.

Similar to many "urbanized" Swainson's hawks, Moore Biological Consultants states, this pair of hawks has selected a noisy and active area for nesting and appears well accustomed to noise and human activities. The nest is low (approximately 25 feet above ground) and the work areas in the east part of the school (i.e. new modular building and bus parking lot) are not visible from the nest due to low nest height and other permanent buildings between the nest and modular building zone area. Per Moore Biological Consultants, none of the construction in the open field in the east part of the school is expected to generate substantial noise or involve loud equipment such as pile drivers or cranes to off-load modular buildings, place the water tank, or remove the old modular.

In contrast, Moore Biological Consultants states the sawing pavement in three locations on the west edge of the existing school buildings (i.e. the east edge of the parking lot) could be loud and will be directly visible from the nest. It is recommended work on the west portion of the school buildings be delayed until the end of the construction project to allow the Swainson's hawk to complete nesting and for the young to fledge (Moore Biological Consultants, 2019).

Implementation of the following mitigation measure would reduce the above-identified impacts to biological resources to a less-than-significant level.

Biological Resources Mitigation Measure 1 - Preconstruction Survey Requirements

A qualified biologist shall conduct a preconstruction survey for nesting Swainson's hawks within 0.25 miles of the project site if construction commences between March 1 and September 15. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. This determination should be pursuant to criteria set forth by CDFW (CDFG, 1994) and the Swainson's Hawk Technical Advisory Committee (SHTAC) survey guidelines (SHTAC, 2000) (Moore Biological Consultants, 2019).

While it is anticipated construction in the east part of the project area will be able to proceed during the Swainson's hawk nesting season (Moore Biological Consultants, 2019), LUSD understands parking lot improvements west of the existing school may need to be delayed until the Swainson's hawks fledge, which is expected to be in early-July at the latest.

On-site trees, shrubs, and grasslands may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California. A qualified biologist shall conduct a preconstruction nesting bird survey if vegetation removal and/or project construction occurs between February 1 and August 31. If active nests are found within the survey area, vegetation removal and/or project construction should be delayed until a qualified biologist determines nesting is complete (Moore Biological Consultants, 2019).

With the implementation of Mitigation Measure 1 – Preconstruction Survey Requirements, the impact to migratory birds, including specifically (but not limited to) the Swainson's hawks identified by Moore Biological Consultants, will be **less than significant with mitigation**.

b) **No Impact.** The proposed Project site is void of native riparian vegetation or any other sensitive habitat, therefore the project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS (Moore Biological Consultants, 2019). Therefore, there is no impact.

c) **No Impact.** There are no potentially jurisdictional Waters of the U.S. or wetlands in the site. Specifically, there was no observed permanent or intermittent drainages, vernal pools, seasonal wetlands, marshes, ponds, lakes, or riparian wetlands of any variety within the site (Moore Biological Consultants, 2019). Therefore, there is no impact.

d) **No Impact.** The project site is not located on or adjacent to a waterway. The proposed Project will not interfere substantially with the movement of any other 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. Therefore, this is no impact.

e) **Less Than Significant Impact with Mitigation Incorporated.** The proposed Project will result in the removal of some shrubs and two small ornamental trees. The project does not consist of removal of heritage trees such as Native Oak trees, Heritage Oak trees, or Historical trees within the project area, therefore this is a **less than significant impact**.

Removal of trees may affect nesting birds protected by the federal Migratory Bird Treaty. In order to reduce any potential impacts to nesting migratory birds to a less than significant level, Biological Resources Mitigation Measure – 1 is required. With Biological Resources Mitigation Measure – 1 incorporated, this is a **less than significant impact**.

f) **No Impact.** In an effort to protect sensitive and threatened species throughout San Joaquin County, the San Joaquin Council of Governments (SJCOG) prepared the San Joaquin County Multispecies Habitat Conservation and Open Space Plan (SJMSCP). The purpose of the SJMSCP is to provide for the long-term management of plant, fish and wildlife species, especially those that are currently listed or may be listed in the future under the FESA or CESA, and to provide and maintain multiple-use open space that contributes to the quality of life of residents of San Joaquin County.

Participation in SJMSCP is voluntary and LUSD does not currently envision participating in the Habitat Conservation Plan for this project. To assist in any pertinent FESA and CESA biological compliance and review, Moore Biological was hired in place of SJMSCP participation. With the mitigations proposed in other portions of this Biological Resources discussion, the District is in full compliance with the required CEQA processes.

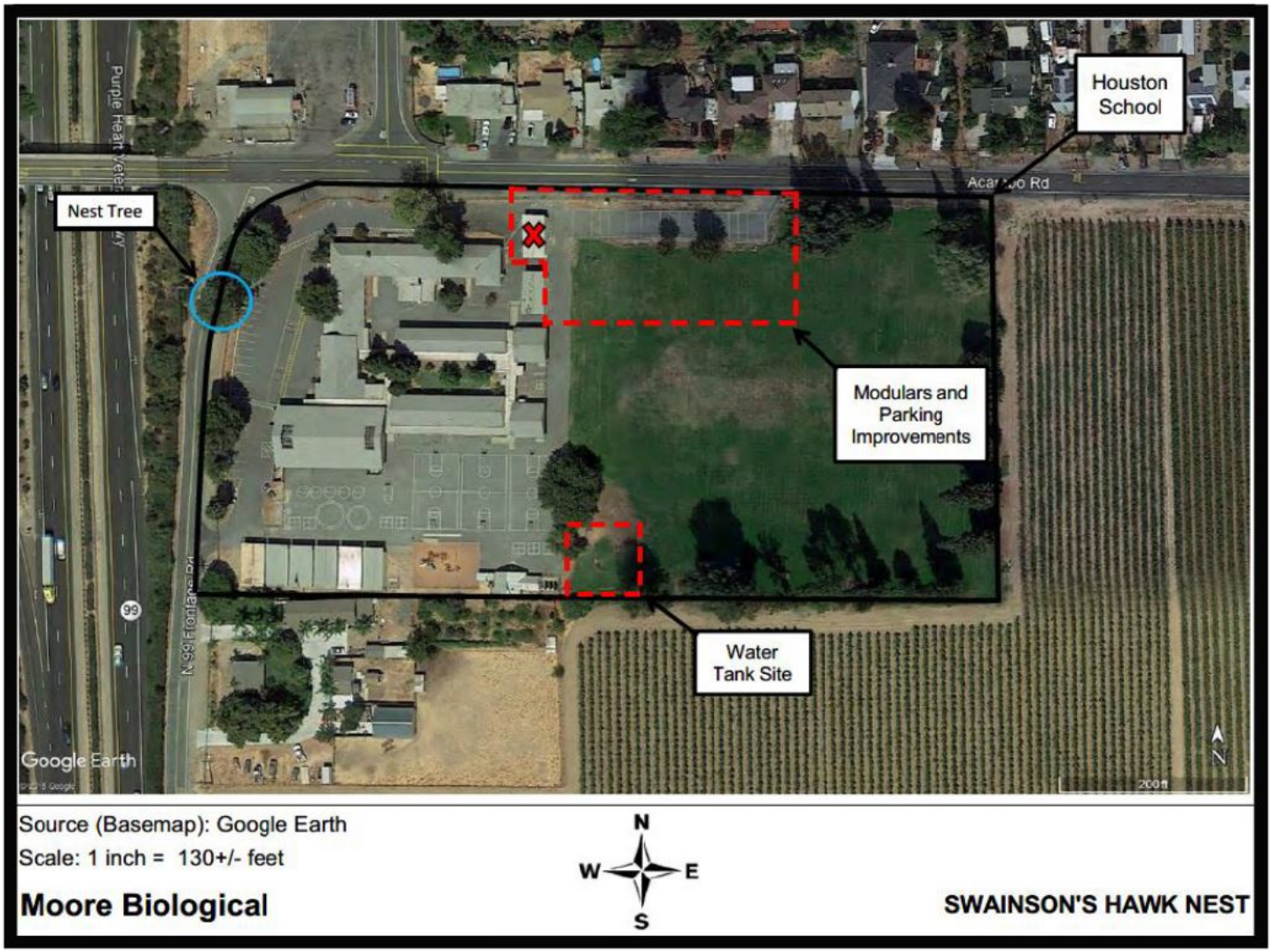

Figure 4 – Swainson's Hawk Nest

VI. Cultural Resources

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
	Would the Project:				
	a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	■	☐
	b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
	c. Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	■	☐	☐
	d. Disturb any human remains, including those interred outside of formal cemeteries.	☐	■	☐	☐
	e. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	☐	■	☐	☐

a) **Less than Significant.** On March 8, 2019, Petralogix Engineering, Inc. (Petralogix), sent a letter describing the project with maps depicting the project area to the San Joaquin County Historical Society. The letter requested any information or concerns about cultural resources in the project area; no response to consultation attempt has been received to date. In addition, Garcia and Associates, in support of environmental review under CEQA, requested staff of the Central California Information Center (CCIC) for a complete records search on April 10, 2019 (File No.:11032L). The records search was conducted for the Project Area with a 0.25-mile search radius. Per GANDA, the CCIC, as part of the California Historical Resources Information System, California State University, Stanislaus, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resource records and reports for San Joaquin County. As part of the records search, the following federal and state of California inventories were reviewed:

- California Inventory of Historic Resources (OHP 1976);
- California Points of Historical Interest (OHP 1992 and updates);
- California Historical Landmarks (OHP 1996); and
- Directory of Properties in the Historic Property Data File (OHP, last updated April 5, 2012) The directory includes listings of the National Register of Historic Places (National Register), National Historic Landmarks, California Register of Historical Resources (California Register), California Historical Landmarks, and California Points of Interest. This is a less than significant impact.

Per GANDA, one built environment resource is identified within the Project Area; the Houston School has not been evaluated for inclusion in the National Register or the California Register. This is considered a **less than significant impact**.

In addition, GANDA identified two cultural resources studies completed within 0.25 miles of the Project Area: 1) Lodi Energy Cultural Resources (Archaeological and Historic Built Environmental Resources) Technical Report, prepared by URS Corporation (Egherman, 2001) and 2) *Archaeological Monitoring Report for the Acampo Area Drainage Innovation Project, Phase II, near Acampo, San Joaquin County, CA.* Prepared by InContext (Weatherbee, 2018). Neither study identified cultural resources within 0.25 miles of the Project Area. This is considered **less than significant**.

b) **Less than Significant with Mitigation Incorporated.** A significant impact would occur if the Project causes a substantial adverse change to an archaeological resource through demolition, construction, conversion, rehabilitation, relocation, or alteration. Although some areas have greater sensitivity than others for the presence of prehistoric or historic archaeological resources, it is possible to encounter archaeological deposits during ground-disturbing activities in almost any location. LUSD has contracted with Garcia and Associates (GANDA) to perform a pre-construction archeological survey of areas that will sustain ground disturbance for the Project. Currently, there is a low to moderate potential that prehistoric resources and/or historic cultural resources could be encountered during ground-disturbance activities at the Project Area, however, in addition to the pre-construction archeological survey, LUSD will implement Mitigation Measure CR-1.

In the event that archaeological resources are observed during Project construction-related activities, **Mitigation Measure CR-1** is in place to reduce impacts to a less than significant level. Therefore, the impact on archaeological resources is considered **less than significant with mitigation incorporated.**

Cultural Resources Mitigation Measure CR-1

If prehistoric or historic-period archaeological deposits are discovered during Project activities, all work within 50 feet of the discovery should be redirected and the Lodi Unified School District (or its representative) shall consult with a qualitied archaeologist to assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to archaeological deposits should be avoided by Project activities, but if such impacts cannot be avoided, the deposits should be evaluated for their California Register eligibility. If the deposits are not California Register–eligible, no further protection of the finds is necessary. If the deposits are California Register–eligible, they should be protected from Project-related impacts, or such impacts should be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

c) **Less than Significant with Mitigation Incorporated.** No evidence of a unique paleontological resource or unique geologic feature was revealed per the “desk study” investigations discussed above. In addition to the desk study/record searches, Garcia and Associates will be performing a pre-construction archeological survey of the Project’s ground disturbance areas. Implementation of **Mitigation Measure CR-2** would ensure that any previously unidentified paleontological resources encountered during ground disturbing activities for the proposed Project would be managed in accordance with applicable regulations. Therefore, the impact on paleontological resources is considered less than significant with mitigation incorporated.

Cultural Resources Mitigation Measure 2

Should paleontological resources be identified on the Project site during any ground disturbing activities related to the Project, all ground disturbing activities within 100 feet of the discovery shall cease and the Lodi Unified School District shall be notified within 24 hours of the discovery. The Project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

d) **Less than Significant with Mitigation Incorporated.** A significant impact may occur if grading or excavation activities associated with the proposed Project would disturb previously interred human remains. Implementation of **Mitigation Measure CR-3** would ensure that human remains encountered during Project activities are treated in a manner consistent with state law and reduce impacts to human remains to a less than significant level as required by CEQA. This would occur through the respectful coordination with descendant communities to ensure that the traditional and cultural values of said community are incorporated in the decision-making process concerning the disposition of human remains that cannot be avoided. The implementation of these mitigation measures would reduce this potential impact to a less than significant level.

Cultural Resources Mitigation Measure 3

Any human remains encountered during Project ground-disturbing activities should be treated in accordance with California Health and Safety Co de Section 7050.5. The lead agency should inform its contractor(s) of the sensitivity of the Direct Area of Potential Effect for human remains and verify that the following directive has been included in the appropriate contract documents:

> If human remains are encountered during Project activities, the Project shall comply with the requirements of California Health and Safety Code Section 7050.5. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the county coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/ construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

e) **Less than Significant with Mitigation Incorporated.** A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe. The Native American Heritage Commission (NAHC) was contacted regarding Sacred Lands File and Native American Contacts List Request on

March 8, 2019. The Native American Heritage Commission responded on March 27, 2019, with a list of tribes with traditional lands or cultured places located within the boundaries of San Joaquin County. Formal notification and request for input/consultation letters were mailed to the tribes listed by the Native American Heritage Commission on March 11, 2019 and March 28, 2019. The Native American correspondence is available in Appendix C.

Rhonda Morningstar, Buena Vista Rancheria of Me-Wuk Indians – In a letter sent via certified mail, the District requested any information that Ms. Morningstar may have regarding tribal cultural resources that may be within the Project Area which could be incorporated into the planning phase. No response to the consultation has been received to date.

Sara Dutschke Setchwaelo, Ione Band of Miwok Indians – In a letter sent via certified mail, the District requested any information that Ms. Dutschke Setchwaelo may have regarding tribal cultural resources that may be within the Project Area which could be incorporated into the planning phase. The certified delivered on March 13, 2019. No response to the consultation has been received to date.

Katherine Erolinda Perez, North Valley Yokuts Tribe – In a letter sent via certified mail, the District requested any information that Ms. Erolinda Perez may have regarding tribal cultural resources that may be within the Project Areas which could be incorporated into the planning phase. The certified delivered on March 13, 2019. No response to the consultation has been received to date.

Gene Whitehouse, United Auburn Indian Community of the Auburn Rancheria – In a letter sent via certified mail, the District requested any information that Mr. Whitehouse may have regarding tribal cultural resources that may be within the Project Areas which could be incorporated into the planning phase. The certified delivered on March 13, 2019. No response to the consultation has been received to date.

California Valley Miwok Tribe AKA Sheep Rancheria of Me-Wuk Indians of California – In a letter sent via certified mail, the District requested any information that Rancheria of Me-Wuk Indians may have regarding tribal cultural resources that may be within the Project Areas which could be incorporated into the planning phase. The certified delivered on April 8, 2019. No response to the consultation has been received to date.

California Valley Miwok Tribe – In a letter sent via certified mail, the District requested any information that California Valley Miwok Tribe may have regarding tribal cultural resources that may be within the Project Areas which could be incorporated into the planning phase. The certified delivered on April 5, 2019. No response to the consultation has been received to date.

Raymond Hitchcock, Wilton Rancheria – In a letter sent via certified mail, the District requested any information that Mr. Hitchcock may have regarding tribal cultural resources that may be within the Project Areas which could be incorporated into the planning phase. The certified delivered on March 13, 2019. A response to the consultation was received via e-mail on March 31, 2019 from **Mr. Ed Silva**. Mr. Silva stated acknowledgement of the letter and communicated a formal request to initiate AB 52 consultation. The letter via e-mail also formally requested allowing Wilton Rancheria tribal representatives to observe

and participate in all cultural resource studies, including pedestrian surveys, geoarchaeology, phases testing, forensic canine surveys, and other management work for the project. Mr. Silva requests LUSD sends all existing cultural resource documentation, including records searches and previous studies and records. LUSD formally initiated AB 52 consultation in response to Mr. Silva on April 11, 2019. LUSD response included information regarding the retainment of Garcia and Associates (GANDA) to complete a cultural resources identification study, and informing Wilton Rancheria that GANDA identified one known cultural resource in the Project Area, which is the school itself. Furthermore, as part of AB 52 consultation, LUSD has invited Ed Silva with Wilton Rancheria to attend the planned pre-construction pedestrian survey with GANDA archaeologist Nichole Jordan Davis. Pedestrian survey coordinate efforts are being made with Wilton Rancheria at the time of the Initial Study / Mitigated Negative Declaration Public Draft published date; correspondence is available for review in Appendix C.

No cultural resources or unique geologic features were identified within the project area, as discussed in questions a) and b). Any additional comments from Wilton Rancheria will be considered prior to Project construction. In the event that Native American remnants are observed during Project construction-related activities, **Mitigation Measures CR-1 and CR-2** are in place to reduce impacts to a less than significant level. Furthermore, AB 52 consultation with Ed Silva of the Wilton Rancheria has been initiated, with tribe consultation planned for the pre-construction pedestrian survey with GANDA, and continued consultation on the project as specified by Mr. Ed Silva as needed. Therefore, the impact on Native American resources is considered less than significant with mitigation incorporated.

VII. Geology and Soils

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	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.	☐	☐	■	☐
	ii. Strong seismic ground shaking?	☐	■	☐	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
	iv. Landslides?	☐	☐	☐	■
b.	Result in substantial soil erosion, or the loss of topsoil?	☐	☐	■	☐
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?	☐	☐	■	☐
d.	Be located on expansive soils, as defined in Table 18-1-13 of the Uniform Building Code (1994), creating substantial 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?	☐	☐	☐	■

Mid Pacific Engineering, Inc. (MPE) completed a *Geologic Hazards and Geotechnical Engineering Report (GER)*, dated March 29, 2019 (included in Appendix C), for the proposed LUSD Houston – Joe Serna School Improvements report. This *GER* provides geotechnical recommendations for (1) project related earthwork, as well as (2) the design and construction of foundations and floor slabs. The *GER* also presents a comprehensive list of the Projects related seismic/faulting hazards and site-specific soil conditions. These findings are based on an extensive review of regional seismic literature, as well as the interpretation of in-situ subsurface exploration data, respectively.

a) **Less than Significant with Mitigation Incorporated.**

i. **Less than Significant Impact.** The Project site is located within California's Central Valley, a region of relatively low to moderate seismic activity. Review of *Fault Rupture Hazard Zones in California, Special Publication 42* indicates that the Project site is not located within the mapped trace of any known faults, nor is it listed within a State designated Alquist-Priolo Earthquake Fault Zone (Bryant and Hart, 2007).

The following table contains California Geologic Survey (CGS) Class A and B fault systems within 100 km of the Project site, as designated by the *United States Geological Survey (USGS) Earthquake Hazards Program, 2008 National Seismic Hazard Maps-Source Parameters* (USGS, 2008). The identified faults are considered capable of producing earthquakes with moment magnitudes (M_w) of 6.4 or greater.

Table G-1. Faults Influential to the Houston School

Fault Name	Maximum Magnitude (M_W)	Distance to Site Miles (km)
Foothills Fault System – Segment 1	**6.5**	**21.2 (34.1)**
Great Valley Fault System – Segment 5	**6.5**	**27.3 (43.9)**
Foothills Fault System – Segment 2	**6.5**	**29.2 (47.0)**
Great Valley Fault System – Segment 7	**6.7**	**33.6 (54.1)**
Foothills Fault System – Segment 3	**6.5**	**33.9 (54.5)**
Great Valley Fault System – Segment 4	**6.6**	**35.4 (56.9)**
Mount Diablo – MTD	**6.7**	**37.0 (59.5)**
Greenville – GN	**6.7**	**37.0 (59.6)**
Greenville – Floating	**6.2**	**40.3 (64.8)**
Greenville – GS	**6.6**	**40.3 (64.8)**
Greenville – GS+GN	**6.9**	**40.3 (64.8)**
Concord/GV – Floating	**6.2**	**43.9 (70.7)**
Concord/GV – CON	**6.3**	**43.9 (70.7)**
Concord/GV – CON+GVS	**6.6**	**43.9 (70.7)**
Concord/GV – CON+GVS+GVN	**6.7**	**43.9 (70.7)**
Concord/GV – GVS+GVM	**6.5**	**45.3 (72.9)**
Concord/GV – GVS	**6.2**	**45.3 (72.9)**
Calaveras CS+CC+CN	**6.9**	**47.6 (76.6)**
Calaveras – CC+CN	**6.2**	**47.6 (76.6)**
Calaveras – Floating	**6.2**	**47.6 (76.6)**
Calaveras – CN	**6.8**	**47.6 (76.6)**
Concord/GV – GVN	**6.0**	**48.5 (78.0)**
Great Valley Fault System – Segment 8	**6.6**	**51.4 (82.8)**
Great Valley Fault System – Segment 3	**6.9**	**53.1 (85.4)**
West Napa	**6.5**	**53.5 (86.1)**
Hunting Creek – Berryessa	**7.1**	**54.4 (87.6)**
Hayward – Floating	**6.9**	**56.3 (90.6)**
Hayward – HS+HN+RC	**7.3**	**56.3 (90.6)**
Hayward – HS	**6.7**	**56.3 (90.6)**
Hayward – HS+HN	**6.9**	**56.3 (90.6)**
Hayward – HN+RC	**7.1**	**57.0 (91.8)**
Hayward – HN	**6.5**	**57.0 (91.8)**
Calaveras – CS+CC	**6.4**	**58.5 (94.2)**
Calaveras CC	**6.2**	**58.5 (94.2)**
Calaveras – CS+CC Floating	**6.2**	**58.5 (94.2)**

Given the distance of these faults to the Project site, earthquake hazards are considered to have a **less than significant impact.**

ii. **Less than Significant with Mitigation Incorporated.** In general, strong ground shaking from an earthquake is the cause for most seismic ground shaking damage. Site specific seismic design parameters were considered for the mitigative design of the proposed Project improvements. Seismic design parameters outputs were calculated by software provided by the Structural Engineers Association of California in association with the California Office of Statewide Health Planning and Development (SEAOC/OSHPD), in accordance with Section 1613.1 of the California Building Code (CBC; 2016 edition) and ASCE Standard 7 for seismic design. These values assume a stiff soil profile for the Project site, which correlates to CBC Site Classification D. Based on these parameters, the mean peak ground acceleration (PGA_m) for the project site is expected to be 0.32g, a relatively moderate value (MPE, 2019).

Project construction will be required to meet the design standards set forth in the San Joaquin County Ordinance No. 4489 and the seismic design criteria specified within the 2016 CBC.

Based on (1) the required design standards, (2) a site location outside of any designated Alquist-Priolo Earthquake Fault Zone, and (3) moderate PGA_M anticipated for the Project site, ground shaking is considered **less than significant** with incorporated mitigation design.

Geology and Soils Mitigation 1
Standard design and construction techniques will be used to mitigate the potential for damage due to seismically induced strong ground shaking.

Based on (1) the planned mitigation, (2) the project located outside a designated Alquist-Priolo Earthquake Fault Zone, and (3) moderate PGA_M values anticipated for the Project site, ground shaking damage is considered **less than significant** with mitigation.

iii. **Less than Significant Impact.** Liquefaction is a mode of ground failure that results from the generation of excess soil pore-water pressures during earthquake ground shaking, which causes loss of shear strength. This phenomenon generally occurs in areas of high seismicity where groundwater is shallow, and soils are loose and granular.

Liquefaction hazards include bearing capacity failure, lateral spreading, and differential settlement of soils below foundations, which can contribute to structural damage or collapse. Strong seismic shaking may also induce cyclic softening of saturated, relatively non-plastic fine-grained soils.

The CGS has developed three criteria for delineating liquefaction hazards zones for the 1990 SHMA based on site geology, peak ground acceleration, and depth to groundwater (CGS SP 118, 1992; revised 2004). The CGS criteria are:

1. Areas containing soil deposits of late Holocene age (current river channels and their historical floodplains, marshes and estuaries) where the M7.5-weighted

peak acceleration that has a 10-percent probability of being exceeded in 50 years is greater than or equal to 0.10 g and the anticipated depth to saturated soil is less than 40 feet;

2. Areas containing soil deposits of Holocene age (less than 11,000 years), where the M7.5-weighted peak acceleration that has a 10-percent probability of being exceeded in 50 years is greater than or equal to 0.20 g and the anticipated depth to saturated soil is less than 30 feet; or,
3. Areas containing soil deposits of latest Pleistocene age (between 11,000 years and 15,000 years) where the M7.5-weighted peak acceleration that has a 10-percent probability of being exceeded in 50 years is greater than or equal to 0.30 g and the anticipated depth

MPE did not encounter groundwater within the CPT borings advanced at the project site to a maximum of 50 feet below existing grades. However, review of historical and recent measurements by Department of Water Resources (DWR) historical records from 1960 to 2013 indicate that groundwater elevations for the area have fluctuated between 47.6 feet and 93 feet below the ground surface (MPE, 2019). Based on the age and composition of the Pleistocene-aged alluvium deposits, site seismologic constraints (i.e., PGA_m=0.32g), and depth to groundwater (greater than 45 feet), MPE concluded the site is not likely susceptible to large scale liquefaction (MPE, 2019).

Although the site is likely not susceptible to liquefaction, MPE subsequently performed a liquefaction analysis in accordance with 2016 CBC standards for CPT soundings CPT-1 and CPT-2 using commercially available software program CLiq (Version 2.0) developed by Geologismiki. The liquefaction analysis was performed using the Robertson (2009) methodology. Input earthquake ground motion for the liquefaction analysis was PGA_m=032g (PGA_m, 2016 CBC Section 1830A.5.11 for Site Classification D); M6.7 (USGS Interactive Deaggregations webpage); and, an in-situ depth to groundwater of approximately 45 feet based on historical groundwater measurements for wells monitored by DWR and Geotracker located approximately ¼ mile from the site. As required by Note 48, a factor of safety (FS) of 1.3 was used in the analysis. The liquefaction analysis potential (LPI) for both CPT soundings is zero. (MPE, 2019). LPI values range from zero to 100, with suggested liquefaction effects (Iwaski et al., 1982) low for 0<LPI<5; moderate for 5<LPI<15; and major for LPI>15. Both of the CPT sounding tests for soils at approximately 45 feet below the ground surface yielded Liquefaction Potential Index (LPI) values zero and a maximum total seismic settlement of approximately 0.5 inches for on-site soils. These results suggest that liquefaction hazards for the project site are low for the Project site (Iwasaki et al., 1982).

Based on the data presented, the depth to groundwater, and the nature of the underlying strata, the potential for seismically induced liquefaction at this site is considered low risk (MPE, 2019). This is a **less than significant impact.**

iv). **No Impact**. The Project area is located on geographically level terrain (average grade less than five degrees) considered insufficient to produce a landslide. The Project area is not located within an earthquake-induced landslide zone (defined as “an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement”) per the reviewed Official Maps of Seismic Hazard Zones

provided by the State of California Department of Conservation. As a result, no impacts related to landslides are anticipated.

b) **Less than Significant Impact**. The on-site surface and near-surface soils primarily consist of slightly clays, silty sands which are suitable for use as engineered fill (MPE, 2019). Per MPE's recommendations regarding site preparation, excavation, subgrade preparation and placement of engineered fills for the Project, the subgrade should be excavated to a minimum depth of 12 inches below the existing or final grade, or below the planned bottom, whichever is deeper. The exposed subgrade should subsequently be scarified to a minimum depth of 12 inches, moisture conditioned and uniformly recompacted to at least 95 percent of the ASTM D1557 maximum dry density to promote uniform support of planned structures (MPE, 2019). The resulting excavation should be restored to grade with compacted engineered fill, which shall be placed in horizontal lifts exceeding not exceeding six inches in compacted thickness (MPE, 2019). Further reading on the proposed Project soil engineering specifications are available in *Geologic Hazards and Geotechnical Engineering Report (GER)*, dated March 29, 2019 (included in Appendix C).

As a normal and standard requirement, the Project would be required to prepare and have approved individual Stormwater Pollution Prevention Plans (SWPPPs) that mandate construction and post-construction water quality provisions, including but not limited to erosion control plans during construction, installation of biofilters and/or mechanical cleansing of stormwater run-off, and similar elements. As a result of these standard engineering measures, the Project would have a **less than significant impact** on substantial soil erosion and issues resulting from the removal of topsoil during and after the construction process.

c) **Less than Significant Impact**. The *Geologic Hazards and Geotechnical Engineering Report* performed by MPE for the Joe Serna School Improvements project consisted of four borings drilled to depths of 16.5 to 25.0 feet below ground surface (bgs) within the footprint of the proposed Project modular classrooms. The borings generally exposed soils consisting of very loose and loose, slightly clayey, silty sands to approximate depths of five to nine feet below existing grades. The near-surface soils were underlain by medium dense to dense silty sands, medium dense poorly graded sands with silt and dense sandy silt to the maximum depth explored to approximately 25 feet below existing grade.

As previously stated, groundwater was not observed during MPE's subsurface exploration (maximum depth of 26.0 feet below ground surface) of the at the Project site. It should be noted that future groundwater conditions may change as a result of to rainfall, construction activities, irrigation, or other factors not evident at the time the borings were performed. Therefore, groundwater levels during construction may be higher or lower than the levels indicated during the investigation. Groundwater measurements taken over the past 30 years by the DWR and California State Water Resources Control Board indicate the groundwater elevation in this area has varied between approximately 50 to 93 feet below existing site grades (MPE, 209).

Index (LPI) values of zero and a susceptible to only minor seismic settlement for on-site soils (MPE, 2019). These results suggest that liquefaction hazards for the project site are low for the Project site (Iwasaki et al., 1982).

Based on the data presented, the depth to groundwater and the dense nature of the underlying strata, the potential for seismically induced liquefaction at this site is considered negligible (MPE, 2019); **this is a less than significant impact**.

Based on their observations during subsurface exploration, laboratory testing, and analysis, MPE's opinion is recompacted soils, as recommended, can support the proposed modular structures, provided the further recommendations regarding site preparation and soils compaction are followed. MPE indicates that engineered fill, properly place and compacted in accordance with the report (MPE, 2019) will be capable of supporting the proposed developments. Additionally, landslide potential in the area is negligible due to the flat topography at the site; this is a **less than significant impact**.

d) **Less than Significant Impact**. Based on the results of their subsurface exploration, laboratory testing and analysis, MPE concluded that special site preparation or foundation design to mitigate expansive soils will not be required for development at the site (MPE, 2019). Therefore, this is considered **no impact**.

e) **No Impact**. The proposed Project currently utilizes two septic tanks and associated septic systems at the site. The system was sized for previous peak enrollment student numbers. This is considered **no significant impact**.

VIII. Hazards and Hazardous Materials

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
	Would the Project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	■	☐	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	■	☐	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e.	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	■
f.	For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	■
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

a,b) **Less than Significant Impact with Mitigation Incorporated.** The proposed Project is intended to facilitate the transition of Joe Serna Jr. Charter school to the currently under enrolled Houston School campus. The project does not produce hazardous material. The proposed school project relocation and expansion would not involve the routine use, transport, or disposal of hazardous material(s); however, there is the potential accidental release of hazardous material through possible spills associated with the construction equipment, such as oil and/or hydraulic fluid, during the construction phase of the project.

The project does not produce hazardous material. Any hazardous substances are stored in small quantities and consist of supplies used for routine cleaning, grounds upkeep and maintenance. With the implementation of **Mitigation Measure Hazards and Hazardous Materials 1**, which requires standard spill prevention measures and a procedure for spill response if one does occur, the projects potential to create a significant hazard to the public or the environment involving transport, use, disposal, or accidental release of hazardous materials, the impact is less than significant with mitigation incorporated.

Hazards and Hazardous Materials Mitigation 1
Spill Prevention and Control Measures will be implemented and include the following:

- Any fuel products, lubricating fluids, grease, or other products and/or waste released from the Contractor(s) vehicles, equipment, or operations, shall be collected and disposed of immediately, and in accordance with State, Federal, and local laws.
- Spill clean-up materials will be stored near potential spill areas (such as vehicle and equipment staging areas).
- Spill kits will include sorbent material (such as pads designed for oil and gas), socks and/or pads to prevent spread of hazardous material, and containers for storing and proper disposal.
- Employees and contractor(s) will be trained on proper hazardous spill clean-up practices.

c) **Less Than Significant Impact**. **Air Emission Facilities** —California Department of Education Code Section 17213(b); Public Resources Code Section 21151.8(a)(2); and the California Code of Regulations, Title 5, Section 14011(i) requires a school district, in consultation with the local air pollution control district, to identify facilities within one-quarter mile of the proposed site that might reasonably be anticipated to emit hazardous air emissions or handle hazardous or acutely hazardous materials and substances of waste. The San Joaquin Valley Air Pollution District (SJVAPD) is responsible for providing written notification of any findings to the school district.

A letter was submitted to the SJVAPD requesting the identification and review of all sites potentially emitting hazardous air emissions within one-quarter mile of the proposed Project site. SJVAPD responded to the records request, assigned No. N-2019-3-11 stating a search of the District's databases has returned no files for this location. No records of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of the existing Houston School site is **less than significant impact**.

d) **Less Than Significant Impact with Mitigation Incorporated**. The bulk of the project takes place within the boundary of the Houston School campus grounds. The project is not included in any hazardous materials sites compiled pursuant to Government Code Section 65962.5. A record request was submitted with the San Joaquin County Environmental Health Department (EMD) on March 21, 2019 requesting Hazardous Waste/Hazardous Materials, Underground Tank (monitoring/removal/LOP), Above Ground Tank, Spill/Release Response, Solid Waste Facility/Vehicle, Food Facility, and Land Use Application Sites information for the Houston School address (4600 E Acampo Road and 1600 E Acampo Road) both associated with the boundary of the proposed Project. The Department of Toxic Substances Control ENVIROSTOR website and the State Water Resources Control Board GeoTracker website were additionally reviewed for the site and adjacent parcels, in an attempt to identify hazardous materials that would create a

significant hazard to the public or the environment. In addition, a Phase I Environmental Site Assessment report performed by Petralogix Engineering, Inc., dated April 2, 2019 engaged the services of Environmental Data Resources, Inc. (EDR) of Milford, Connecticut; EDR provided Petralogix a list and profile of the recorded sites within the project area that have been identified by regulatory agencies of significance. Select findings obtained from the San Joaquin County Environmental Health Department and EDR results summarized in the Phase I are discussed below. The Phase I is available for review as Appendix D.

A review of San Joaquin County Environmental Health Department (EHD) records for the Houston School property (Petralogix, 2019) indicate the site is listed on the UST and HIST UST database, with the facility type reported as a School. There is one historic 550-gallon regular fuel UST listed. A review of San Joaquin County Environmental Health records for the site indicate the removal of the 500-gallon UST occurred on June 22, 1987. Records indicate the San Joaquin County Environmental Health Department (EHD) was onsite for inspection during removal, that no odor of petroleum was observed, and soil samples obtained during removal indicate TPH was non-detect; EHD issued a "No Further Action Required" letter on February 16, 1994. The former UST is therefore **less than significant impact**.

There are seven (7) sites listed in the EDR Report within ¼ mile from the subject property as reviewed in the Phase I (Petralogix, 2019); the sites located within ¼ mile do not appear to represent a threat to the subject property.

The information reviewed collectively for the parcel within the Houston School boundary and project site are interpreted to have a less than significant impact. In addition, based on the EDR database and EHD records reviewed for surrounding land (Petralogix, 2019), no hazardous materials impact was identified from any surrounding parcels.

Pipelines

According to the National Pipeline Mapping System (NPMS), there are three pipeline operators in the project area: Pacific Gas & Electrical Company, SFPP, LP (Kinder Morgan), and Lodi Gas Storage, LLC. Based on a telephone conversation with Robert Russel with Lodi Gas Storage on April 8, 2019, there are no pipelines within over 3 miles of the project site. A utility distribution map was requested via email on March 9, 2019, and a non-disclosure agreement to obtain proprietary utility maps was sent via email to Pacific Gas & Electric on March 26, 2019, however, delivery is currently pending. According to Pacific Gas & Electric online interactive natural gas transmission pipeline map, and NRMS one natural gas transmission pipeline has been identified approximately 2,000 feet south of the site; the gas transmission line trends east-west between E Acampo Road to the north and Woodbridge Road to the south. According to an email correspondence from Kinder Morgan representative Patrick Riban, on April 4, 2019 the nearest Kinder Morgan owned pipeline is approximately 4700 feet west of the site. In addition, according to the NPMS online viewer, there is a hazardous liquid pipeline approximately 0.80 mile west of the site. The contractor(s) responsible for construction phases of the project will call 811 prior to digging or excavation in order to assure no smaller pipelines that may be within the project site are damaged. There is **less than significant impact** from gas transmission pipelines or hazardous materials pipelines.

High Voltage Transmission Lines

A utility distribution map was requested via email on March 9, 2019, and a non-disclosure agreement to obtain proprietary utility maps was sent via email to Pacific Gas & Electric on March 26, 2019, however, delivery is currently pending. The electrical plan for the project calls out PG&E document #045202; the project will work with PG&E to comply with easements, if any. There are overhead primary transmission lines located adjacent the southern boundary plus off site near the western and northern boundaries of the site on the 12 kV (12,000 volts). Any work conducted near the transmission lines will be in conformance with power line safety laws/regulations. This is **less than significant impact** from high voltage transmission lines.

Railroad Tracks

According to the San Joaquin Valley Air Pollution District correspondence letter dated March 7, 2019, there are no railways located within one-quarter mile of the site. Based on review of aerial photographs provided by Google Earth and the *2015 United States Geological Survey (USGS) 7.5-Minute Series Topographic Map, Lodi North Quadrangle, California* map, there are railroad tracks approximately three-quarter mile west of the site. There is **no impact** to the site from railroad tracks.

Traffic Corridors

The proposed Project is located within 500 feet of a freeway (Highway 99), per the *Education Code* Section 17212 (d)(9) and *Public Resources Code* 21151.8I(9) a negative declaration shall not be approved for a project involving the purchase of a new school site of the construction of a new elementary or secondary school if a site is within 500 feet of the edge of the closest traffic lane of a freeway (or other busy traffic corridor). The school has been established for several decades and is transitioning Joe Serna Jr. Charter School due to under enrollment at Houston School and over enrollment at Joe Serna Jr. Charter School. In addition, there are no significant hazardous emissions noted within one-quarter mile of the school site, and the school is in a generally agricultural area. Therefore, this is considered a **less than significant impact** to the site from traffic corridors.

Asbestos

Asbestos is a generic term for the naturally occurring fibrous (asbestiform) variety of any of several minerals (crocidolite, tremolite, actinolite, anthophyllite, amosite and chrysotile) which separate into long flexible fibers and occur naturally in ultramafic rock formations. These igneous ultramafic rocks (pyroxenite, peridotite, dunite, and hornblendite) form below the earth's surface at very high temperatures and are exposed by uplift and erosion. During high-pressure processes involving tectonic deformation and burial, they may be altered to the metamorphic rock serpentinite. Chrysotile, the most common asbestos mineral in California, forms fibrous crystals in small veins in serpentinite rock. According to the California Department of Conservation, Division of Mines and Geology Open File Report 2000-19, the subject property is not located in an area more likely to contain naturally occurring asbestos. Based on this information and given the geological conditions in the site area, the issue of naturally occurring asbestos from rock/soil is not expected to be a concern at the site. This is considered a **less than significant impact**.

There is one portable building slated for demolition. The portables on site were constructed after the effect ban of most asbestos containing building materials; therefore, the risk is considered low for asbestos containing material. However, if asbestos containing material is present, asbestos removal will be conducted by a certified and licensed asbestos abatement contractor. This is considered **less than significant with mitigation impact**.

Radon Potential

Radon is a gas that is produced by the decay of uranium and radium. This naturally occurring, colorless, odorless, and tasteless gas is produced in most soil or rock. Consequently, all buildings have some radon, as well as the outdoor air. Radon can move with ease through any porous material through which a gas can move. Void spaces and pores are found in the soil underlying any building. Radon is a known carcinogen which the Surgeon General has warned is the second leading cause of lung cancer in the United States.

The National Radon Database has been developed by the United States Environmental Protection Agency and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years of 1986 through 1992.

According to EPA publication 402-R-93-025, titled EPA's Map of Radon Zones, California, dated September 1993, San Joaquin County is reportedly in Zone 3. Zone 3 has a predicted average radon screening level of less than 2 pCi/l. This is considered to be the lowest value of geologic radon potential. Therefore, the impact to the site from radon is considered **less than significant**.

e,f) **No Impact.** The California Department of Education requires, per Education Code Section 17215, that all airport runways and helipads (public or private) located within two miles of a proposed school site be identified. However, the Education Code pertains to the proposed acquisition or lease of a site and per Section 17215(f), this section does not apply to sites acquired prior to any additions or extensions to those sites.

Based on review of aerial photographs provided by Google Earth, along with the most recent topographic maps (Lodi North, 2015 and Lodi South, 2015), the nearest runway is the Lodi Airport, located approximately 1.75 miles northwest of the project site. Per the San Joaquin County Land Use Commission's review, the project site is not located within Lodi Airport's Influence Area and further review reveals the project is compatible with the 2018 San Joaquin County Airport Land Use Compatibility Plan (ALUCP). Therefore, Lodi Airport is considered **less than significant**.

g) **No Impact**. The proposed Project is not expected to interfere with road access, adopted emergency response plan or emergency evacuation plans for safety vehicles or personnel. The additional student enrollment will be similar to historic peak enrollment. The construction of the Project is not expected to generate excessive traffic for the area. There will be a path of travel (POT) plan formulated prior to construction activities beginning. The POT will be compliant with the current applicable California building code accessibility provisions for path of travel requirements. During construction, if POT items within the scope of the project represented as code compliant are found to be non-conforming beyond reasonable construction tolerances, they shall be brought into

compliance. In addition, there will be a fire apparatus plan that will call for fire department access during construction activities. No **impact is expected**.

h) **No Impact**. The Project is located within a region that consists of residential houses, commercial businesses, and vacant land. The Project will not expose people or structures to a significant risk of loss, injury or death involving wild land fires. Therefore, **no impact** is expected.

IX. Hydrology and Water Quality

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	■	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f.	Otherwise substantially degrade water quality?	☐	☐	■	☐
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h.	Place within a 100-year floodplain structures which would impede or redirect flood flows?	☐	☐	☐	■
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

The construction will take place on Lodi Unified School District owned land, within the boundaries of the Houston School campus, and not within county road ditches or waterways. Construction impacts will be temporary and best management practices will be in place. The Project is subject to Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, and disturbances to the ground, such as excavation. The Construction General Permit requires the development and

implementation of a Storm Water Pollution Prevention Plan (SWPPP). As such, the construction activities will include the preparation and implementation of a SWPPP to reduce construction impacts to waterways and sources.

a) **Less Than Significant Impact**. The State Water Resources Control Board (SWRCB) has adopted a National Pollutant Discharge Elimination System (NPDES) general permit for Storm Discharges Associated with Construction Activity (state permit) which requires every construction project greater than one acre to submit a Notice of Intent (NOI) for coverage, and to prepare a Storm Water Pollution Prevention Plan (SWPPP). The ground disturbance for the project is estimated at approximately 1.0 acres where the new portables, utility routing, minor demolition of fencing, etc. is located. Therefore, the project is subject to the NOI and SWPPP requirement. The project will comply with the terms and conditions of the NPDES, as approved by the State Water Resources Control Board under Section 402 of the Clean Water Act. If it is determined that the project is less than 1.0 acre of disturbed ground, the contractor shall employ proper Best Management Practices (BMP's) to protect the site from an illegal non-storm water discharge.

   Compliance with the terms and conditions of the NPDES, development and implementation of a SWPPP, and compliance with the Regional Water Quality Control Board discharge requirements and BMP's will ensure a **less than significant impact**.

b) **No Impact**. The proposed Project property utilizes a private well and local groundwater supplies from the San Joaquin Valley Basin, Eastern San Joaquin Valley Sub-basin. The current Houston School is under enrolled; Joe Serna Jr. Charter School students transitioned to the site will raise the student body level to historic enrolled levels. The student body enrollment anticipated at approximately 460 students will not substantially interfere with groundwater recharge or the production rate of pre-existing nearby wells. Impacts to groundwater supplies will be **less than significant**.

c-e) **Less Than Significant Impact**. The proposed Project is located within the Houston School campus. No streams are located near the project site, therefore, there will be no alterations of stream courses. The Houston campus is located on relatively flat topography, and the total project disturbed ground footprint area is limited, estimated at approximately 1 acre; the completed project will be covered with flatwork, structures, and landscaping. No substantial erosion and no flooding will occur; the project will not substantially alter the existing drainage pattern of the site or area. Therefore, this is a less than **significant impact**.

   f) **Less Than Significant Impact**. The project is located within the Houston School campus. The proposed project is not involved with any industrial processes and will not produce significant sources of pollution. The proposed Project will have water provided by the onsite well; this is considered **less than significant**.

g-h) **No Impact**. The site is not located within a Special Flood Hazard Area (SFHA). According to the Federal Emergency Management Agency (FEMA) Flood Insurance Map (FIRM) 06077C0170F, the proposed site is located within Flood Zone X (unshaded) – defined as an area determined to be outside the 500-year flood and protected by levee from 100-year flood. Therefore, there is **no impact**.

   The site is located within less than 400 feet of the San Joaquin County (SJC) Department of Public Works Special Flood Hazard Area – Historic Flood Area (non-FIRM) based on

historic flooding recorded for the site and surrounding area in 1958. The site is also located within the East Bay Municipal Utility District's (EBMUD) flood control area; EBMUD operates the Pardee and Camanche Reservoirs with a reported combined storage to provide up to 200,000-acre feet of flood control space, with the primary flood control space at Camanche. Although the site is located within this SJC Historic Flood Area, it should be noted that since the construction of the Camanche dam in 1963, no flood event has exceeded the 5,000 cubic feet per second (cfs) channel capacity, whereas prior Camanche flows were reported in excess of 10,000 cfs. Based on the Lodi Unified School District and Houston School anecdotal accounts of recent record precipitation years (1997, 2006, and 2011), the only portion of the site that experienced flooding has been observed in the south central and southeast portions of the site, away from proposed new structures. This is considered a **less than significant impact**.

i) **Less than Significant Impact**. As discussed above, the site does not fall within a 100-year flood hazard area. Based on review of the *San Joaquin County Flood and Dam Failure Hazard Annex* (adopted March 2019), the school project site is located within an area of potential dam inundation zone. Surface water stored in reservoirs on the Calaveras, Mokelumne, and Stanislaus river systems present a potential risk to inhabitants of the Acampo area. Dams that present a threat of inundation to the site include Camanche, Camanche South and North Dikes, and Pardee. The flooding hazard associated with dam or levee failure is considered a low risk hazard. This is considered a l**ess than significant impact**.

j) **No Impact**. The Project site is not adjacent to any body of water that has the potential to experience a seiche or tsunami. The Project site is not in the path of any potential mudflow. This is considered **no impact**.

X. Land Use and Planning

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
	Would the Project:				
a.	Physically divide an established community.	☐	☐	☐	■
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	☐	☐	☐	■
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

a) **No Impact**. The project would be located within the parcel boundary of the established Houston School campus and would not result in the physical division of a community. Therefore, there is **no impact** related to physical division of an established community.

b) **No Impact**. The *San Joaquin County General Plan* (2010) designates the Houston School site as “Public Facilities”, of which educational facilities meeting State requirements for primary, secondary, and higher education are included. The Project also does not propose to change any existing zoning. Thus, there is **no impact**.

c) **Less Than Significant Impact**. Participation in SJMSCP is voluntary and LUSD does not currently envision participating in the Habitat Conservation Plan for this project. To assist in any pertinent FESA and CESA biological compliance and review, Moore Biological was hired in place of SJMSCP participation. With the mitigations proposed in other portions of this Biological Resources discussion, the District is in full compliance with the required CEQA processes. Therefore, **no impact** is anticipated.

Mineral Resources

	Issues	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?	☐	☐	☐	■
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?	☐	☐	☐	■

According to the *San Joaquin County General Plan 2035*, the primary extractive resources in San Joaquin County are sand, gravel and natural gas.

a,b)**No Impact**. According to the State Aggregate Resource Areas Map, and per the Significant Natural Resources of San Joaquin County, the proposed Project site is not located within an area of primary extractive resources. Therefore, there is **no impact.**

XI. Noise

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c.	A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	■	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	■	☐
e.	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	■
f.	For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	■

Environmental Setting

Noise is defined as unwanted sound. Sound is defined as any pressure variation detectable by the human ear. Sound levels are measured in decibels (dB), Typical examples of noise decibel levels used would be low decibel level of 50 dB for light traffic to high decibel level of 120 dB for a jet taking off at approximately 200 feet distance (FTA, 2006). The project location is a school site which is generally considered a sensitive receptor to noise. Community noise is generally described as “ambient” noise level, which is defined as the “all-encompassing” noise associated with a specific environment. The ambient noise located at the project location is defined by Highway 99, local roadways, residential housing, commercial, and agricultural practices. Although the western portion of the Houston School site is located approximately 100 feet east of Hwy 99 and it’s designated 65 dB noise level per the San Joaquin County Parcel Viewer online. However, the freeway is located at an underpass and Houston School is protected by a broad/tall vegetation barrier that extends on an earth mound berm approximately 10 to 15 feet high, thus greatly reducing ambient noise levels.

Regulatory Setting

Section 9 – 1025.9 of the San Joaquin County Ordinance Code addresses noise (generally defined as unwanted or undesirable sounds) within the Noise Ordinance and the Noise Element of the San Joaquin County General Plan 2035. Noise standards applicable to the

project include Section 9 – 1025.9 (b)(1) new stationary noise sources shall be required to mitigate the noise level so as not to exceed the noise level standard of 50 dB L_{eq} during the daytime and 45 dB L_{eq} during the nighttime for outdoor activity areas of noise sensitive land uses, and new stationary sources shall be required to mitigate noise levels so as not to exceed the maximum sound level (Lmax) of 70 dB during the daytime and 65 dB during the nighttime four outdoor activity areas of noise sensitive land uses, with the exemption that activities conducted on school grounds including, but not limited to school athletic and school entertainment events. Section 9 – 1025.9 also provides an exemption for noise sources associated with construction, provided such activities do not take place prior to 6:00 a.m. or after 9:00 p.m. on any day.

a) **Less Than Significant with Mitigation Incorporated.** The Project is located within the Houston School campus boundary. Nearby sensitive noise-receptors include the campus faculty, students, and existing residences. The existing residences to the project include the residential houses adjacent east and south, as well the residences north following E Acampo Road.

Noise levels associated with construction activities will be above the ambient noise levels currently within the existing Project site. Noise impact from construction activities will vary based on construction activity levels, project phase, and construction equipment being utilized. However, noise levels will not be substantially higher for extended periods of time and would subside when construction activity of the proposed Project is completed, which is anticipated to be very short-term (approximately one month). Standard construction activities which anticipated to generate noise include demolition, grading, excavation, site preparation, and site development. The proposed Project is not anticipated to include generation of significant ground vibration equipment which would attribute to long-term increases of ground borne noise levels. Due to the proximity of the adjacent residential housing, the construction noise activity noise impacts would most likely impact the residential houses north following E Acampo Road. Based on the sensitive noise receptors and anticipated noise impact from short-term construction activities, the following mitigation measures would be implemented to reduce potential construction noise to less-than-significant-levels:

Mitigation Measure Noise-1

The Lodi Unified School District shall ensure the construction contractor implements the following noise reduction measures:

- Construction activities shall be limited to the hours of 7:00 am to 7:00 pm Monday through Friday;
- All equipment shall have sound-controlled devices, such as quieted and enclosed air compressors and muffled exhaust pipes;
- Stationary noise sources shall be located as far from sensitive receptors as possible;
- Stationary noise sources shall be shut off when not in use;
- Consideration and selection of quieter demolition methods when possible; and
- The use of noise producing communication signals will be limited to safety warning purposes only.

Once completed, the project is anticipated to have a similar level of noise as currently exists. Therefore, with the implementation of **Mitigation Measure Noise-1**, exposure of

persons to or generation of noise levels in excess of standards established bin the local general plan or noise ordinance with be **less than significant with mitigation.**

b) **Less Than Significant Impact.** Any ground-borne vibrations associated with the project are due to the construction activities (primarily excavation and utility trenching operations) and will be intermittent and of short duration. This is considered a **less than significant impact**.

c) **Less Than Significant Impact.** The proposed Project is not anticipated to increase ambient noise levels above levels currently existing within the project site. This is considered **less than significant**.

d) **Less Than Significant Impact with Mitigation Incorporated.** The project would generate a temporary increase in ambient noise associated with short-term construction activities. The San Joaquin County Ordinance Code Section 9 – 1025.9, provides an exemption for noise sources associated with construction activities, provided such activities do not take place prior to 6:00 a.m. or after 9:00 p.m. on any day. As discussed under (a) and (c) of this section, the proposed Project would not substantially increase the ambient noise levels in the Project's proposed vicinity greater than existing conditions. Mitigation Measure Noise -1 would reduce construction noises to **less than significant**.

e,f) **No Impact.** The project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest runway is the Lodi Airport is located approximately 2.0 miles northwest of the project site. Therefore, there is no noise impact associated with the construction and/or operation of this project relative to private airports or airstrips.

XII. Population and Housing

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Project:					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a-c) **No Impact**. The Project area is within the Houston school campus. The Project would not include the creation of new housing nor displace any existing housing or people. The Project would not result in local area population growth or lead to the creation of or necessity for new housing; any workers required for project construction and operation are anticipated to be drawn from the regional employment base. Similarly, the Project would not indirectly induce substantial population growth through the extension of major infrastructure. Consequently, no impacts related to population and housing would occur.

XIII. Public Services

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☐	■
b. Police protection?	☐	☐	☐	■
c. Schools?	☐	☐	☐	■
d. Parks?	☐	☐	☐	■
e. Other public facilities?	☐	☐	☐	■

a-e) **No Impact**. Houston School receives fire protection from Woodbridge Fire Station 1, located at 400 East Augusta Street, Woodbridge under 3 miles from the campus. The proposed Project includes a new fire lane and 20,000-gallon fire tank. The campus security is provided by the San Joaquin County Police Department. The proposed Project will approximately match historic enrollment at Houston School, and would not place any substantial adverse impacts on fire protection, police protection, schools, or parks. The proposed Project would not increase the need to expand current park facilities or to create new parks, nor would the project require expansion or addition of other public facilities. Therefore, the project will have **no impact**.

XIV. Recreation

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b.	Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

a,b) **No Impact**. The proposed Project will transition the Joe Serna Jr. Charter School to the Houston School campus. The proposed project will have no impact on the physical deterioration of any recreational facilities in the existing neighborhood. The proposed Project is not intended to have recreational facilities. There is **no impact**.

XV. Transportation/Traffic

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	■	☐	☐
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	■	☐	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	■	☐
e.	Result in inadequate emergency access?	☐	☐	☐	■
f.	Result in inadequate parking capacity?	☐	☐	■	☐
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■

Project Overview

The proposed Project is intended to transition the Joe Serna Jr. Charter School to the Houston School. Houston School has a historic enrollment of up to 500 students and is currently under enrolled serving 120 to 130 students. The proposed Project involves additional classroom structures and changes to access / on-site circulation to accommodate up to 360 Joe Serna Jr. Charter school students. Presently, Houston School is accessed via driveway entrance on the East SR 99 Frontage Road, and most traffic exits at a driveway on Acampo Road opposite the northern leg of the East SR 99 Frontage Road. With the proposed Project, the areas for on-site drop-off will be lengthened, and new access will be created; inbound access will remain off of the East SR Frontage Road, however outbound traffic will additionally be allowed. The existing exit onto Acampo Road will be closed. A new right-turn-only bus entrance will be created on Acampo Road, and a new exit will be created at the eastern end of the site. Currently, LUSD provides bussing for Houston School's special needs students. LUSD anticipates offering bus service between the existing campus and the new Houston School site during the first year of school operation, with the site likely to continue bussing service with site funds in future years. KD Anderson & Associates, a transportation engineering firm, provided LUSD a "worst case" evaluation of traffic impacts assuming no Joe Serna School students are bussed. See Figure 5 below for the Project plus existing traffic volume and configurations.

The following discussion is based on the *Traffic Impact Analysis for Lodi Unified School District Joe Serna Charter School Relocation Project* performed by the transportation

engineering firm KD Anderson & Associates, Inc. (KDA, 2019). This traffic study investigated the project's traffic impacts to the surrounding street system and assesses the adequacy of site access under current and proposed conditions (the addition of 360 Joe Serna students). In order to identify potential project impacts for review under the California Environmental Quality Act (CEQA), KDA's, analysis of traffic operating conditions under the following scenarios presented in the traffic study are as follows:

- Existing conditions, based on current a.m. peak hour traffic volume counts;
- Existing Plus Project conditions assuming relocation of Joe Serna School students and completion of site improvements;
- Long Term future conditions assuming background growth in this area of San Joaquin County but no changes at Houston School; and
- Long Term future conditions with the proposed Project.

The existing conditions analysis focuses on the operation of the public road intersections that are already or may be affected by school traffic.

Existing Intersection Level of Service

- Acampo Road / West SR 99 Frontage Road
- Acampo Road / SB SR 99 Frontage Road
- Acampo Road / East SR 99 Frontage Road – South leg
- Acampo Road / East SR 99 Frontage Road / School Exit
- East SR 99 Frontage Road / FR 99 NB ramps
- Acampo Road / East Exit

Existing Mainline SR 99 Level of Service

- South of Acampo Road
- Acampo Road to Peltier Road
- Peltier Road to Acampo Road
- South of Acampo Road

The traffic study investigated the anticipated traffic conditions for the proposed Project at the following locations:

Existing *Plus* Project Intersection Level of Service

- Acampo Road / West SR 99 Frontage Road
- Acampo Road / SB SR 99 Frontage Road
- Acampo Road / East SR 99 Frontage Road – South leg
- Acampo Road / East SR 99 Frontage Road / School Exit
- East SR 99 Frontage Road / FR 99 NB ramps
- Acampo Road / East Exit

Existing *Plus* Project Mainline SR 99 Level of Service

- South of Acampo Road
- Acampo Road to Peltier Road
- Peltier Road to Acampo Road
- South of Acampo Road

Significance Criteria

The traffic study presents analyses of traffic conditions at intersections near the project site that may be affected by the proposed project. The limits of the study were identified based on review of comments received from the California Department of Transportation (Caltrans) and San Joaquin Council of Governments (SJCOG) and KDA's understanding of the study area. The roadways include State Route 99 (SR 99), Acampo Road, SR 99 East Frontage Road, and SR 99 West Frontage Road.

The traffic study utilizes a qualitative measure deemed Level of Service (LOS) to analyze the quality of motor vehicle traffic for roadways and intersections. Levels of Service categorizes traffic flow by assigning quality levels based on performance measures including vehicle speed, congestion, density, etc. Level of Service is categorized for a range of operations, from LOS A (the best) to LOS F (the worst). In the referenced traffic impact study, the significance of the project's impact is considered significant if implementation of the project would result in LOS changing from levels of service considered acceptable to levels considered unacceptable. The above referenced Traffic Study is available for review in **Appendix E**.

Regulatory Setting

Policy TM-31, Roadway Provision, of the *San Joaquin County General Plan Policy Document* (County of San Joaquin 2016) states, in part:

> "The County shall maintain Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standard for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other noon-CMP designated County roadways and intersections."

The *San Joaquin County 2035 General Plan Environmental Impact Report* (County of San Joaquin 2014) states:

> "For any regional congestion management program (RCMP) designated roadway or intersection currently operating or expected to operate at LOS D or better under No Project conditions, the project would result in a significant impact if the project-added traffic would result in LOS E or F operating conditions. For RCMP intersections or roadways currently operating or expected to operate at LOS E or F under No Project conditions, the project would result in a significant impact if it would increase:
>
> - "Average delay by 4 seconds or more (intersections); or
> - The volume to capacity (v/c) ratio by 1.0 or more.

Per KDA, only SR 99 is designated an RCMP roadway. Therefore, based on *the San Joaquin County General Plan Policy Document* and the *San Joaquin County 2035 General Plan Environment Environmental Impact Report*, LOS D is considered acceptable for study facilities along these two roadways. For other study facilities, LOS C is considered acceptable.

If the project would result in LOS at a study facility changing from acceptable LOS or better to unacceptable LOS or worse, the impact will be considered significant. Mitigation measures which would result in acceptable LOS at the study facility will be considered to reduce the impact to a less than significant level.

Consistent with the *San Joaquin County 2035 General Plan Environmental Impact Report*, if an RCMP study facility is already operating at an unacceptable LOS E or F under Existing conditions, or under Cumulative No Project conditions, increasing delay at an intersection by four seconds or more will be considered a significant impact.

San Joaquin County of Governments (SJCOG) Congestion Management Agency (CMA) determined the project may fall under Tier 2 Review based on estimated trip generation greater than 500 total daily trips during the average weekday/Saturday and 125 trips during the AM/PM Peak Hour. This estimation, however, is based on the additional 360 Joe Serna Charter students proposed to transition to Houston School and does not account for the historic peak of 500 students at Houston School; the total students anticipated for Houston and Joe Serna students combined will be at approximate historic enrollment traffic levels for the site. In addition to bringing the enrollment back to historic levels, LUSD proposes to provide bussing service to the Joe Serna students the first year, with bussing likely to continue thereafter.

At a minimum, state statute requires that all state highways be designated as part of the RCMP roadway network. As discussed above, SR 99 is the only roadway within the sites RCMP network. A total of 112 intersections have been designated as part of the RCMP Network; the site is not located near a designated surface street intersection or freeway ramp intersection. The traffic study analyzed and compared the existing and existing plus project level of service for Mainline SR 99 as follows:

Northbound SR 99
- South of Acampo Road
- Acampo Road to Peltier

Southbound SR 99
- South of Acampo Road
- Acampo Road to Peltier

a,b) **Less Than Significant.** Based on calculated levels of service as reported in the *Traffic Impact Analysis for Lodi Unified School District: Joe Serna Charter Relocation Project* performed by the transportation engineering firm KD Anderson & Associates, Inc. (KDA, 2019), implementation of the project, even with no bussing, would not result in Intersection Levels of Service in excess of the County's minimum LOS C standards and SR 99 Mainline Level of Service volume of traffic will not change the current Level of Service and the SJCOG CMP minimum LOS D standard will be met.

Existing Traffic Volumes and Levels of Service

Per KDA, current a.m. peak hour intersection turning movement traffic volume counts conducted at many study intersections in February 2018 was available from another traffic study; driveway traffic counts were conducted in March 2019 for this study, with data collected in both cases during the morning peak hour when school traffic would be heaviest. A seasonal adjustment to account for rural traffic caused by agricultural activity was accounted for with non-school traffic increased accordingly for the analysis. SR 99

Freeway Mainline current a.m. peak hour LOS on SR 99 north and south of the Acampo Road interchanges were considered for existing conditions; northbound SR 99 approaching Acampo road would carry the majority of project trips in the morning and operates at LOS B in the a.m. peak hours, while in the same area southbound SR 99 operates at LOS C. Both SR 99 peak a.m. for these areas satisfy the CMP minimum LOS D. The following tables, Table T-1 and Table T-2 show existing Levels of Service as provided by KDA:

Table T-1. Existing Intersection Level of Service

Intersection	Control	AM Peak Hour	
		Average Delay (sec/veh)	LOS
Acampo Road/West SR 99 Frontage Road	NB/SB Stop	10	B
Acampo Road/SB SR 99 ramps	SB Stop	10	B
Acampo Road / East SR 99 Frontage road – South leg	NB	9	A
Acampo Road/East SR 99 Frontage Road/School Exit	NB/SB Stop	12	B
East SR 99 Frontage Road / SR 99 NB ramps	EB Stop	9	A
Acampo Road / East Exit	NB Stop	8	A

Source: Traffic Impact Analysis for Lodi Unified School District: Joe Serna Relocation Project, KD Anderson & Associates, 2019

Table T-2. Existing Mainline SR 99 Level of Service

Location	AM Peak Hour		
	Peak Hour Volume	Vehicle Density (vphpl)	LOS
Northbound SR 99			
South of Acampo Road	1,902	15	B
Acampo Road to Peltier Road	1,889	15	B
Southbound SR 99			
Peltier Road to Acampo Road	2,487	20	C
South of Acampo Road	2,526	20	C

Source: Traffic Impact Analysis for Lodi Unified School District: Joe Serna Relocation Project, KD Anderson & Associates, 2019

Existing Plus Project Impacts

The project consists of relocating 360 Joe Serna Charter School Students to the Houston site. It is anticipated that Joe Serna students will be bussed in the morning from the current Joe Serna campus, with Joe Serna student's school day beginning 30 minutes prior to Houston School and Joe Serna students leaving the school site in the afternoon at different times due to participation (60 to 70 percent) in after school programs. Approximately 60 to 70 percent of Joe Serna students are expected to take the afternoon bus at 4:00 p.m. and 20 to 30 percent of Joe Serna students are expected to be picked up by their parents at 5:30.The traffic analysis accounts for new access points which will be created as part of the project; the trips currently associated with existing Houston School will be diverted to the new access as well. The traffic analysis evaluated a "worst case" scenario without bussing. Figure 5 identifies the redistribution of traffic volumes and lane configurations caused by the project with no bussing. The existing plus project analysis tables indicate the impacts from the projects "worst case" scenario is not significant.

Table T-3. Existing Plus Project Intersection Level of Service

Intersection	Control	AM Peak Hour			
		Existing		EX Plus Project	
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Acampo Road/West SR 99 Frontage Road	NB/SB Stop	10	B	11	B
Acampo Road/SB SR 99 ramps	SB Stop	10	B	13	B
Acampo Road / East SR 99 Frontage road – South leg	NB	9	A	16	C
Acampo Road/East SR 99 Frontage Road/School Exit	NB/SB Stop	12	B	15	B
East SR 99 Frontage Road / SR 99 NB ramps	EB Stop	9	A	10	A
Acampo Road / East Exit	NB Stop	8	A	19	C

Source: Traffic Impact Analysis for Lodi Unified School District: Joe Serna Relocation Project, KD Anderson & Associates, 2019

As indicated in Table T-3 above, the Existing Plus Project Intersection Levels of Service, even with no bussing, would not result in Levels of Service above the County's minimum Level of Service C standards for intersections. Therefore, from the standpoint of CEQA, this is considered a less than significant impact. KDA states If Joe Serna School was to operate without bussing, LUSD would likely need to utilize staff to "expedite" the flow of traffic through the drop-off zone to ensure that queuing was not an issue, as well as implement a "no exit" policy at the East SR 99 Frontage Road access during peak school hours.

Table T-4. Existing Mainline SR 99 Level of Service

Location	AM Peak Hour					
	Existing			Existing Plus Project		
	Peak Hour Volume	Vehicle Density (vphpl)	LOS	Peak Hour Volume	Vehicle Density (vphpl)	LOS
Northbound SR 99						
South of Acampo Road	1,902	15	B	2,044	16	C
Acampo Road to Peltier Road	1,889	15	B	1,910	15	C
Southbound SR 99						
Peltier Road to Acampo Road	2,487	20	C	2,491	20	C
South of Acampo Road	2,526	20	C	2,634	21	C

Source: Traffic Impact Analysis for Lodi Unified School District: Joe Serna Relocation Project, KD Anderson & Associates, 2019

As indicated in Table T-4 above, the volume of traffic added by the school will not change the current Level of Service, and the SJCOG CMP minimum LOS D standard will be met. This is considered a less than significant impact.

Pedestrian Traffic Impacts

Per KDA, the project is not likely to generate an appreciable number of new pedestrians, and the planned improvements will increase pedestrian safety.

Cumulative Traffic Impacts

CEQA requires assessment of cumulative impacts, either based on assessment of the effects of other reasonably foreseeable projects or in the case of transportation, based on long-term background forecasts. Forecasts of background future year traffic volumes were

developed based on methods employed for other recent traffic studies in rural north San Joaquin County area (KDA, 2019). Per KDA, the SJCOG Three-County regional travel demand model was used to develop future traffic volume forecasts for the Joe Serna traffic impact study. Because the "course" nature of the model results in unrealistically uneven traffic volumes along individual study roadways, KDA applied the growth factor of 1.11 (i.e. an 11 percent increase) for Acampo Road and a 1.21 growth factor for SR 99 to develop future year traffic volumes forecasts.

Based on the cumulative volumes estimated by applying the identified growth rates to both Existing and Existing Plus Project conditions, KDA determined traffic conditions with the "worst case" no bussing scenario would not result in future Levels of Service in excess of the County's minimum Level of Service C standard for intersections. This is considered a **less than significant impact.** KDA also compares mainline SR 99 cumulative traffic impacts Level of Service for Existing and Existing Plus Project (and no bussing) conditions; per KDA the background growth volume; the analysis states the volume of traffic added by the school Project will not change the current Level of Service, and the SJCOG CMP minimum LOS D standard will be met. Therefore, the cumulative impacts of the proposed Project are considered to be **less than significant**.

Future traffic volume forecasts and conclusions are available for review in the *Traffic Impact Analysis for Lodi Unified School District Joe Serna Charter School Relocation Project* performed by the transportation engineering firm KD Anderson & Associates, Inc. in **Appendix E**.

c) **No Impact.** Based on a review of the most recent topographic maps (Lodi North, 2015 and Lodi South, 2015), the Lodi Airport is the nearest airport, located approximately 2.0 miles northwest of the proposed project site. Due to the distance and height of the proposed project, there will be **no impact** on air traffic patterns.

d) **Less than Significant Impact**. The proposed Project would not include any new streets or roads and is compatible with the current land use designation. The proposed project would not increase hazards due to a design feature, such as a sharp curve or dangerous intersection, incompatible uses, such as farming equipment, or inadequate emergency access. Therefore, the project would have **less than significant impact**.

e) **No Impact**. A new fire lane is proposed as part of the Project. The proposed project will not result in inadequate emergency access to the project area. During on-site construction, vehicles will not block emergency access routes. A path of travel (POT) will be identified in the construction documents, which will be compliant with the current applicable California building code accessibility provisions for path of travel requirements. During construction, if POT items within the scope of the project represented as code compliant are found to be non-conforming beyond reasonable construction tolerances, they shall be brought into compliance. Therefore, the project would have **no impact** to emergency access.

f) **Less Than Significant Impact.** A portion of the proposed Project will be focused on an adding 16 new parking locations north of the planned bus loading/drop off zone and 15 new parking locations will be stripped near the northern entrance where there is currently some parallel parking. Approximately 31 new parking spaces will be created. While most Joe Serna Jr. students are anticipated to take the bus to the site, a conservative estimate of 10 percent for students traveling by automobile is considered. With the project

approximately 30 combined staff are expected. Any construction parking impacts will be short term. This is a less **than significant impact**.

g) **No Impact**. The Project would not conflict with any applicable land use plan, policy, or regulation supporting alternative transportation of an agency with jurisdiction over the project. The project does not interfere with any planned bikeway as shown in the *San Joaquin County Bicycle Master Plan Update* (County of San Joaquin 2010), nor will the project eliminate or adversely affect an existing bikeway or pedestrian facility. **No impact** would result during the construction or operation phase.

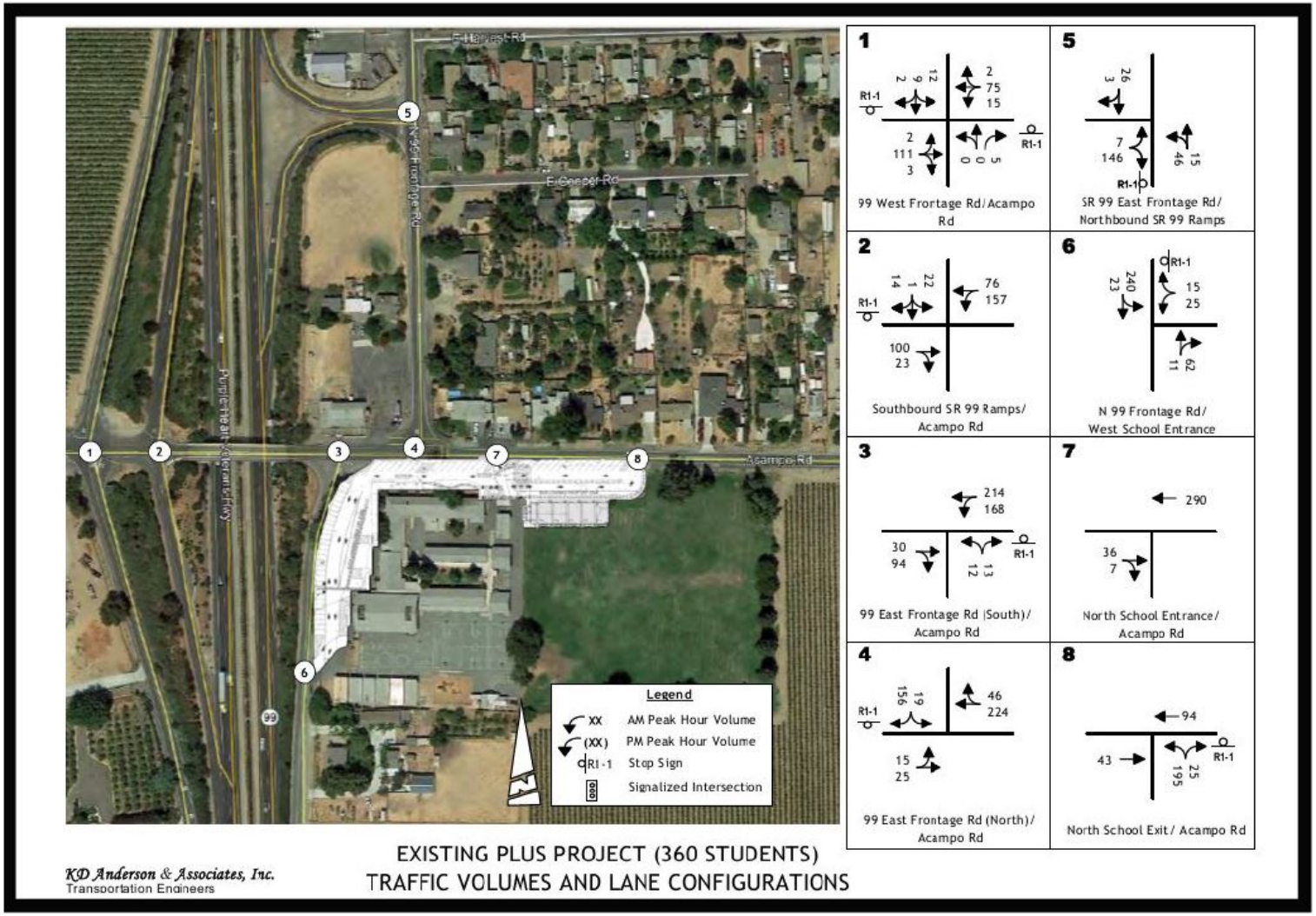

Figure 5 - Existing Plus Project

Utilities and Service Systems

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d.	Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	■	☐
g.	Comply with federal, state, and local statutes, and regulations related to solid waste?	☐	☐	■	☐

a,b) **Less Than Significant Impact**. The project will tie into the existing septic infrastructure already in place at the Houston School, which is currently under enrolled. The proposed Project will bring the enrollment capacity back to approximately historic peak levels. This is considered a **less than significant impact**.

c) **Less Than Significant Impact**. The Project may include a modest number of additional storm drains north of the portables; the project will not require the construction of new storm water drainage facilities. The overall storm drain configuration will remain relatively similar, as the project does not significantly increase the percentage of impermeable surfaces, nor does it expand facilities to accommodate and increase in student or faculty loads. A Stormwater Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan will be prepared and implemented to avoid and minimize impacts on water quality during construction and operations. Best management practices (BMPs) for erosion control will be implemented to avoid and minimize impacts on the environment during construction. There will be a **less than significant impact**

d) **Less Than Significant Impact.** The proposed Project development will not require a new water supply and/or need the expansion of water sources. The Houston School site is service by a private well, and the expected enrollment including the Joe Serna Jr. Charter

students will approximate the peak historic enrollment of Houston School and is not expected to greatly expand water needs for the site. The impact is **less than significant**.

e) **Less Than Significant Impact.** Wastewater is captured by two septic systems onsite which is determined to have sufficient capacity for the additional Joe Serna Jr. Charter School students. Therefore, the project is not anticipated to significantly increase wastewater treatment demand. This is a **less than significant impact**.

f,g) **Less Than Significant Impact.** The proposed Project is intended to facilitate current staff and student enrollment; the Project would not require the development of a new landfill facility. Solid waste collection for Houston School is provided by Cal-Waste Recovery Systems, solid waste is then hauled to the North County Landfill, located at 17720 E. Harney Lane in San Joaquin County. According to the California Waste Management Board (CIWMB), the North County Landfill is Class III landfill with a current daily maximum waste load of approximately 541 tons per day average, which is well below the permit limit of 1,200 tons per day. Construction or long-term operation of the proposed project would not require the development of a new landfill facility. The amount of solid waste that would be generated by the operation of the facility would not have a significant impact on the operation or the life expectancy of the landfill. There is no conflict with federal, state or local regulations. This is a **less than significant impact**.

XVI. Mandatory Findings of Significance

Issues		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?	☐	■	☐	☐
b.	Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	☐	☐	■	☐
c.	Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a) **Less than Significant with Mitigation Incorporated.** As discussed in Section 5, *Biological Resources* and Section 6, *Cultural Resources*, with the incorporation of the Mitigations Measures outlined, the Project does not have the potential to substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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. Mitigation Measures included to address potential impacts to Swainson's hawk, nesting migratory birds, and potential impacts to cultural resources are reduced to less than significant levels.

b) **Less than Significant Impact.** The proposed Project would not result in cumulatively considerable impacts. Based on the CalEEMod air quality analysis, emissions for the project are below federal or state ambient air quality thresholds and will not result in a net increase of any criteria pollutant. The proposed school expansion and transition project will not result in cumulative traffic impacts, even considering a "worst case" scenario of no bussing for to the transitioned Joe Serna students (KDA, 2019). This is a **less than significant impact**.

c) **Less than Significant Impact.** The proposed project site is not located within an Airport Community Planning Area, or within a Special Flood Hazard Zone. The proposed Project site is not located on or near a hazardous materials site, or a known fault zone. Potential short-term effects on air quality during the construction phase will comply with all applicable regulations specified by the San Joaquin Valley Air Pollution Control District. The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

13. SUMMARY OF MITIGATION MEASURES

This section represents the required mitigation measures identified in Section 12.0 Environmental Checklist. Implementation of these mitigation measures would reduce all impacts of the proposed Project to a less than significant level. The Lodi Unified School District has committed to implementing all required mitigation measures.

AIR QUALITY

Air Quality Mitigation 1

The District shall not begin construction activities until first securing appropriate permits from the San Joaquin Valley Air Control District.

Air Quality Mitigation 2: Construction of the proposed Project shall comply with all the applicable regulations specified in the San Joaquin Valley Air Pollution Control District Regulation VIII (Fugitive Dust Rules). The following procedures will be adhered to by the construction contractor(s) in accordance with Regulation VIII practices:

- Visible Dust Emissions (VDE) from construction, demolition, excavation or other earthmoving activities related to the Project shall be limited to 20% opacity or less, as defined in Rule 8011.
- Pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.
- Apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads.
- Restrict vehicular access to the disturbance area during periods of inactivity.
- Apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- When materials are transported off-site, stabilize and cover all materials to be transported and maintain six inches of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer) space from the top of the container.
- Remove carryout and trackout of soil materials on a daily basis unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the Project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of Rule 8041 shall apply.
- Traffic speeds on unpaved roads shall be limited to 15 mph.

- During construction, all earth moving activities shall cease during periods of high winds (i.e., greater than 30 mph). To assure compliance with this measure, grading activities are subject to periodic inspections by LUSD staff.

- Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.
- Areas following clearing, grubbing and/or grading shall receive appropriate BMP treatments (e.g., re-vegetation, mulching, covering with tarps, etc.) to prevent fugitive dust generation.
- All exposed soil or material stockpiles that will not be used within 3 days shall be enclosed, covered, or watered twice daily, or shall be stabilized with approved nontoxic chemical soil binders at a rate to be determined by the on-site construction supervisor.
- Unpaved access roads shall be stabilized via frequent watering, non-toxic chemical stabilization, temporary paving, or equivalent measures at a rate to be determined by the on-site construction supervisor.
- Trucks transporting materials to and from the site shall allow for at least two feet of freeboard. Alternatively, trucks transporting materials shall be covered.
- Where visible soil material is tracked onto adjacent public paved roads, the paved roads shall be swept, and debris shall be returned to the construction site or transported off site for disposal.
- Wheel washers, dirt knock-off grates/mats, or equivalent measures shall be installed within the construction site where vehicles exit unpaved roads onto paved roads.
- Diesel powered construction equipment shall be maintained in accordance with manufacturer's requirements and shall be retrofitted with diesel particulate filters where available and practicable.
- Heavy duty diesel trucks and gasoline powered equipment shall be turned off if idling is anticipated to last for more than 5 minutes.
- Where feasible, the construction contractor shall use alternatively fueled construction equipment, such as electric or natural gas-powered equipment or biofuel.
- Heavy construction equipment shall use low NOx diesel fuel to the extent that it is readily available at the time of construction.
- The construction contractor shall maintain signage along the construction perimeter with the name and telephone number of the individual in charge of implementing the construction emissions mitigation plan, and with the telephone number of the SJVAPCD's complaint line. The contractor's representative shall maintain a log of any public complaints and corrective actions taken to resolve complaints.
- During grading and site preparation activities, exposed soil areas shall be stabilized via frequent watering, non-toxic chemical stabilization, or equivalent measures at a rate to be determined by the on-site construction supervisor.
- During windy days when fugitive dust can be observed leaving the construction site, additional applications of water shall be required at a rate to be determined by the onsite construction supervisor.

Air Quality Mitigation 3

The contractor shall adhere to SJVAPCD District Rule 4641 (*Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations*) to reduce emissions during

asphalt paving activities. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

Air Quality Mitigation 4

The Lodi Unified School District shall adhere to SJVAPCD District Rule 4002 (*National emission Standards for Hazardous Air Pollutants for Asbestos*) intended to protect the public from asbestos exposure, promote compliance by providing accurate information to the regulated community, and provide consistency and direction to all SJVAPCD inspectors involved in enforcing provisions of 40 CFR Part 61 Subpart M – Asbestos, NESHAP (District Rule 4002).

These mitigation measures shall be a note on construction plans.

GREENHOUSE GAS EMISSIONS

Mitigation Measure GHG – 1

- LUSD will provide bussing for the first year.

BIOLOGICAL RESOURCES

Biological Resources Mitigation Measure 1 - Preconstruction Survey Requirements
A qualified biologist shall conduct a preconstruction survey for nesting Swainson's hawks within 0.25 miles of the project site if construction commences between March 1 and September 15. If active nests are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. This determination should be pursuant to criteria set forth by CDFW (CDFG, 1994) and the Swainson's Hawk Technical Advisory Committee (SHTAC) survey guidelines (SHTAC, 2000) (Moore Biological Consultants, 2019).

While it is anticipated construction in the east part of the project area will be able to proceed during the Swainson's hawk nesting season (Moore Biological Consultants, 2019), LUSD understands parking lot improvements west of the existing school may need to be delayed until the Swainson's hawks fledge, which is expected to be in early-July at the latest.

On-site trees, shrubs, and grasslands may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California. A qualified biologist shall conduct a preconstruction nesting bird survey if vegetation removal and/or project construction occurs between February 1 and August 31. If active nests are found within the survey area, vegetation removal and/or project construction should be delayed until a qualified biologist determines nesting is complete (Moore Biological Consultants, 2019).

CULTURAL RESOURCES

Cultural Resources Mitigation Measure CR-1

If prehistoric or historic-period archaeological deposits are discovered during Project activities, all work within 50 feet of the discovery should be redirected and the archaeologist should assess the situation, consult with agencies as appropriate, and make recommendations regarding the treatment of the discovery. Impacts to archaeological deposits should be avoided by Project activities, but if such impacts cannot be avoided, the deposits should be evaluated for their California Register eligibility. If the deposits are not California Register–eligible, no further protection of the finds is necessary. If the deposits are California Register–eligible, they should be protected from Project-related impacts, or such impacts should be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate.

Cultural Resources Mitigation Measure CR-2

Should paleontological resources be identified on the Project site during any ground disturbing activities related to the Project, all ground disturbing activities within 100 feet of the discovery shall cease and the Lodi Unified School District shall be notified within 24 hours of the discovery. The Project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less than significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the Project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, specific plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

Cultural Resources Mitigation Measure CR-3

Any human remains encountered during Project ground-disturbing activities should be treated in accordance with California Health and Safety Co de Section 7050.5. The lead agency should inform its contractor(s) of the sensitivity of the Direct Area of Potential Effect for human remains and verify that the following directive has been included in the appropriate contract documents:

> If human remains are encountered during Project activities, the Project shall comply with the requirements of California Health and Safety Code Section 7050.5. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the county coroner has determined the manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. Project personnel/ construction workers shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will

identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

GEOLOGY AND SOILS

Geology and Soils Mitigation 1
Standard design and construction techniques will be used to mitigate the potential for damage due to seismically induced strong ground shaking. Based on the planned mitigation, and the project being located outside an Alquist-Priolo Earthquake Fault Zone, ground shaking damage is considered **less than significant with mitigation.**

HAZARDS AND HAZARDOUS MATERIALS

Hazards and Hazardous Materials Mitigation-1
Spill Prevention and Control Measures will be implemented and include the following:

- Any fuel products, lubricating fluids, grease, or other products and/or waste released from the Contractor(s) vehicles, equipment, or operations, shall be collected and disposed of immediately, and in accordance with State, Federal, and local laws.
- Spill clean-up materials will be stored near potential spill areas (such as vehicle and equipment staging areas).
- Spill kits will include sorbent material (such as pads designed for oil and gas), socks and/or pads to prevent spread of hazardous material, and containers for storing and proper disposal.
- Employees and contractor(s) will be trained on proper hazardous spill clean-up practices.

NOISE

Mitigation Measure Noise-1
The Lodi Unified School District shall ensure the construction contractor implements the following noise reduction measures:

- Construction activities shall be limited to the hours of 7:00 am to 7:00 pm Monday through Friday;
- All equipment shall have sound-controlled devices, such as quieted and enclosed air compressors and muffled exhaust pipes;
- Stationary noise sources shall be located as far from sensitive receptors as possible;
- Stationary noise sources shall be shut off when not in use;
- Consideration and selection of quieter demolition methods when possible; and
- The use of noise producing communication signals will be limited to safety warning purposes only.

14. DOCUMENTS REFERENCED

- Alquist-Priolo Earthquake Fault Zoning Act (http: www.consrv.ca.gov/dmg/shezp/maps/mora4.htm).
- 2016 California Environmental Quality Act Statute and Guidelines.
- California Department of Conservation (CDC), Division of Mines, *California Geological Survey - SMARA Mineral Land Classification Map 2006*.
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- Cortese list of Hazardous Waste and Substances Sites, http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, accessed online March 30, 2019.
- Department of Toxic Substances Control ENVIROSTOR Site, http://www.envirostor.dtsc.ca.gov/public/search.asp?basic=True, accessed online March 30, 2019
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