



**U.S. Department of Housing and Urban
Development**

451 Seventh Street, SW
Washington, DC 20410
www.hud.gov

espanol.hud.gov

Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Manteca Homeless Emergency Center

Responsible Entity: County of San Joaquin, CA

Grant Recipient (if different than Responsible Entity): City of Manteca

State/Local Identifier:

Preparer: R.L. Hastings & Associates, LLC

Certifying Officer Name and Title: Matt Garber, Assistant Director
San Joaquin County Health Care Services

Consultant (if applicable): R.L. Hastings & Associates, LLC

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Project Location:

555 Industrial Park Drive, Manteca, CA (APN: 221-190-76)

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The temporary City of Manteca (CoM) Homeless Emergency Center (Project) is located at 555 Industrial Park Drive. A temporary, 120'x80' tent was previously located at the site to provide services to the unsheltered population of Manteca until services are transitioned to a permanent location. The tent has been removed and the City has an immediate need to purchase two (2) dormitory modular units to provide safe and secure overnight services for all unsheltered individuals in the community of Manteca. The addition of modular units will provide up to 50 beds (25 beds in each unit). They will also provide adequate safety features such as fire sprinklers, smoke and carbon monoxide detectors and will allow individuals to utilize day services such as meals, showers, clothing, a resource center, transportation, and transitional housing.

The Manteca Homeless Emergency Center at 555 Industrial Park Drive is Phase 1 of a larger project. Phase 2 will transfer these services to the soon-to-be constructed Low Barrier Navigation Center (LBNC) at 682 S. Main Street.

The Low Barrier Navigation Center is in preliminary design stages. Once the LBNC is ready, the modular units will be moved to the 682 S. Main Street site and will then be used as transitional housing. In the meantime, there is a dire need to acquire modular units for overnight shelter for the unsheltered individuals in Manteca.

The Project will consist of installation of the described modular units and all necessary infrastructure including lighting, water, sewer, and electrical connections (including undergrounding).

*Description of the Area***City of Manteca**

Located at the crossroads of California and framed by agriculture and orchards, Manteca's family-friendly community provides an exceptional quality of life. The City of Manteca, incorporated May 28, 1918, is in the "heartland" of California, with historical roots as an important agricultural center. For much of the early 20th century, the Manteca area has been predominantly an agricultural area due to the excellent soil, mild climate, and access to clean water. While agriculture still plays an important role in Manteca's economy, the City's economic base has become more diversified with the development of industries and the influx of Bay Area workers seeking affordable housing.

Regional, national and international trends present opportunities and challenges that can lead to the achievement of the long-standing goal of a balanced economy with a wide range of employment opportunities and retail services. Manteca is the epicenter of an emerging interregional metropolitan area that is undergoing an economic transformation. The traditional economic engine of agriculture and food processing, although still important, is being supplanted by warehousing and distribution industries that take advantage of the central location, relatively affordable land, and transportation network. Manteca is also characterized by the high percentage of interregional commuters who are attracted by the community's quality of life and relatively affordable housing. This skilled workforce, presently commuting long distances, is a resource for economic development.¹

The City of Manteca has roughly 85,000 residents and is located in California's San Joaquin Valley.² As of 2021, Manteca residents had a median household income of \$82,538, and a median value of owner-occupied

homes of \$432,100.² Manteca is located 60 miles south of Sacramento and 76 miles east of San Francisco, between Interstate 5 and State Route 99, along State Route 120. 17 miles to the south is the City of Modesto. Stockton, located 15 miles north of Manteca and the San Joaquin County Seat, is the location of the Stockton Metropolitan Airport. Area waterways include the San Joaquin River to the west, Stanislaus River to the south, Woodward Reservoir to the east, and Lone Tree Creek to the north.³

San Joaquin County

San Joaquin County was one of the original 27 counties created when California became a state in 1850. San Joaquin County has a Mediterranean climate with warm, dry summers and mild winters. The San Joaquin Delta, where the Sacramento and San Joaquin Rivers meet before entering the San Francisco Bay approximately 35 northwest of Manteca, is an area rich with outdoor recreation opportunities.⁵

Description of the Surrounding Neighborhood

The Project site is within the City of Manteca, approximately .8 miles southeast of the main business district and adjacent to the southernmost boundary of the proposed City of Manteca Downtown Specific Plan⁶, located between South Mellon Avenue and Bessemer Avenue, along Industrial Park Drive. Much of the area within the City of Manteca is relatively flat, however, only a small portion of the western edge of the City, approximately 1.7 miles from the project site, is within the 200-year floodplain⁷. The project will be located on an approximately 4.91-acre parcel fronting Industrial Park Drive. The site will be accessed directly from Industrial Park Drive. City parks and transit are located within .5 miles of the site.⁸ The site is bound by industrial uses on all sides.

Construction and Design Description

The Manteca Homeless Emergency Center will consist of the temporary installation of two modular, dormitory style buildings, located at 555 Industrial Park Drive, a developed industrial lot located in Manteca California. The Project will provide services to the unsheltered population of Manteca until services are transitioned to a permanent location. They will also provide adequate safety features such as fire sprinklers, smoke and carbon monoxide detectors and will allow individuals to utilize day services such as meals, showers, clothing, a resource center, transportation, and transitional housing.

Construction of structures is not proposed for this location; however, the installation of site utilities will require conventional methods of undergrounding.

Permanent Sources of Project Funding:

1.	San Joaquin County CDBG:	\$ 500,000
2.	City of Manteca	<u>\$ 40,352</u>
Total Estimated Project Cost		\$ 540,352

Development Partners will include:

1. The City of Manteca

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The project site has been the location of a temporary, 120x80 tent that provided shelter and services for approximately 60 individuals daily; however, this tent was removed in October of 2022. The City is now in immediate need to obtain two (2) dormitory modular units for the unsheltered individuals of the community. The addition of modular units will provide centralized services for all unsheltered people within Manteca to seek assistance in a safe environment. The project is time sensitive due to the loss of the tent and inclement weather.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The project site is located approximately 5 miles east of Interstate 5, 1.2 miles west of CA SR 99, and .23 miles north of CA SR 120. The downtown core of Manteca is located approximately .8 miles northwest of the Project. The site is completely surrounded by industrial uses and is currently used to provide temporary services for unhoused individuals.

The City’s goal is to replace the temporary tent that was removed from the site with the modular units, with a goal of transitioning all services to a permanent location approximately .2 miles northwest of the site. It will be difficult to achieve these goals without governmental assistance such as the anticipated funding for this project.

Funding Information

Grant Number	HUD Program	Funding Amount
B-20-UC-06-0009	CDBG	\$500,000

Estimated Total HUD Funded Amount: \$500,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$540,352.

¹ <https://www.manteca.gov/home/showpublisheddocument/3436/637914933919400000>

² <https://www.census.gov/quickfacts/mantecacitycalifornia>

³ <https://www.rivers.gov/california.php>

⁴ <https://manteca.org/about-manteca/>

⁵ <https://www.sjgov.org/business/quality-of-life>

⁶ <https://www.manteca.gov/home/showpublisheddocument/1970/637915866549570000>⁶

⁷ <https://www.manteca.gov/departments/engineering/flood-maps>

⁸ <https://www.manteca.gov/departments/development-services/manteca-transit/fixe-route-service-fares>



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Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p><i>The project is not located within an FAA-designated civilian airport Runway Clear Zone (RCZ), or within a military airfield Clear Zone (CZ) or Accident Potential Zone (APZ), therefore no disclosure is required.</i></p> <p>- The project site is located approximately 9 miles south of the Stockton Metropolitan Airport and 10.5 miles northwest of the New Jerusalem Airport. The project is outside of all safety zones.</p> <p>- There are no military airfields in or near the project area; therefore, there are no CZ or APZ in the project area. The nearest military airfield is Travis Air Force Base, approximately 51 miles northwest of the site.</p> <p>- The project is in compliance with 24 CFR Part 51 Subpart D and noticing is not required.</p> <p>Verified by: https://data.ca.gov/dataset/military-airport https://www.epa.gov/nepa/nepassist</p> <p>See Attach A: Airport Hazards</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p><i>There are no Coastal Barrier Resources in California</i></p> <p>Verified by: https://www.fws.gov/cbra/maps/Mapper.html</p> <p>- See Attach B: Coastal Barrier Resources</p>

<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does not involve property acquisition, land management, construction, or improvement within a 100-year floodplain (Zones A or V) identified by FEMA maps.</i></p> <p>- According to FIRM map 06077C0640F dated October 16, 2009, the site is in Zone X, "Area of Minimal Flood Hazard."</p> <p>- Flood insurance is available, but not required.</p> <p>Verified at: FEMA Flood Map Service Center Search By Address</p> <p>- See Attach C: Floodplain Management</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project site is located in an area with two (2) Federal criteria pollutants classified as "Nonattainment."</i></p> <p>- Per the EPA Greenbook, PM 2.5 and 8-Hour Ozone are two Federal criteria pollutants classified as Nonattainment within San Joaquin County; however, these pollutants are widespread across the basin and would affect projects of this nature in the same manner regardless of location within the City of Manteca. Additionally, this temporary project is replacing/upgrading the facility already in operation, and would not result in operational emissions (both direct and indirect) that exceed the de minimis thresholds established for each criteria pollutant.</p> <p>- Verified by: EPA Greenbook "Currently Designated Nonattainment Areas for all Criteria Pollutants at https://www.epa.gov/green-book -and- https://ww2.valleyair.org/about/ https://nepassisttool.epa.gov/nepassist/nepamap.aspx</p> <p>- The project is in compliance.</p> <p>- See Attach D: Clean Air</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, Sections 117(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>This project is not located in the coastal zone and therefore does not involve the placement, erection, or removal of materials, nor increase the intensity of use in the coastal zone.</i></p> <p>- The project site is within the San Joaquin Valley of California, approximately 68 miles east of the nearest California Coastal Zone per the County of San Francisco Coastal Zone map downloaded from</p> <p>- Verified by: https://www.coastal.ca.gov/maps/czb/.</p> <p>- See Attach E: Coastal Zone Management</p>
<p>Contamination and Toxic Substances</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project involves utilization of temporary modular structures for habitation and is not located within one mile of an NPL ("Superfund") site, within 2,000 feet of a Federal CERCLIS, SEMS or SEMS-archive site. The project does not contain structures that contain ACM and</i></p>

<p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>		<p>LBP.</p> <p>The modular units used for this temporary site are new; therefore, there are no lead-based paints or asbestos-containing materials.</p> <p>There are no active CCS Listings within 1-Mile of the Subject Property.</p> <p>All the LUST Sites within ½-mile of the project site are Closed No Further Action Cases, of no environmental concern, nor liability to the Subject Property.</p> <p>Verified by: https://www.epa.gov/superfund/search-superfund-sites-where-you-live https://geotracker.waterboards.ca.gov/map/</p> <p>- See Attach F: Contamination & Toxic Substances</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project will not affect Federally listed or proposed threatened and endangered species, nor designated or proposed critical habitat.</i></p> <p>- The Project is the installation and utilization of temporary, modular buildings on a paved parking lot that is currently being used for the same purpose and is adjacent to an existing industrial structure. The modular units will be used as indicated in the project description. As verified by the USFWS Critical Habitat for Threatened & Endangered Species map viewer, the site does not contain habitat for endangered species. There are trees located in the landscaped areas adjacent to the site; however, the project will not affect the trees and compliance with the Migratory Bird Act will ensure nesting birds will not be harmed.</p> <p>Verified by: https://ipac.ecosphere.fws.gov/ https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77</p> <p>- See Attach G: Endangered Species</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project will expose neither people nor buildings to above-ground explosive or flammable fuels or chemicals containers hazards.</i></p> <p>- The Project is the installation and utilization of temporary modular buildings on a paved parking lot that is currently being used for the same purpose and is adjacent to an existing industrial structure. The modular units will be used as indicated in the project description. The project is not the development of a hazardous facility, and does not include development, construction, or rehabilitation that will increase residential densities or conversion.</p> <p>- There are several sites that store materials, such as oil, waste oil, LPG gas, acetylene, propane, and diesel fuel within 1 mile of the project site. Utilizing the Acceptable Separation Distance (ASD) Electronic Assessment Tool provided by</p>

		<p>HUD, the site nearest the project, located at 1019 Bessemer Ave was analyzed for compliance. The Bessemer site, located approximately .19 miles (1,003ft) from the project site, includes up to 599 gallons of propane and 8,999 gallons of diesel fuel daily. Per the ASD tool, the acceptable separation for propane of this volume is 223ft and diesel is 691 ft. The project is in compliance.</p> <p>- Verified by: https://siteportal.calepa.ca.gov/nsite/map/results https://www.hudexchange.info/environmental-review/asd-calculator/</p> <p>- See Attach H: Explosive and Flammable Hazards</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The site does not contain soils that meet the criteria for “Prime Farmland” as outlined in the U.S. Department of Agriculture’s Land Inventory and Monitoring (LIM) Project for the San Joaquin County, soil survey. The entire project is located on an infill site in a developed area of the City; therefore, the project is exempt.</i></p> <p>- 100% of site soils are in Map Unit Symbol hhsc (Delhi-Urban land complex) defined as "Farmland of statewide importance." However, the California Important Farmland Finder indicates the entire area is “Urban and Built-Up Land.”</p> <p>- Verified through Web Soil Survey downloads from the USDA, NRCS website at https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm</p> <p>- Verified through Web Soil Survey downloads from the UC Davis website at https://casoilresource.lawr.ucdavis.edu/gmap/</p> <p>- The California Department of Conservation – California Important Farmland Finder classifies the site as “Urban and Built-Up Land” https://maps.conservation.ca.gov/DLRP/CIFF/</p> <p>- See Attach I: Farmlands Protection</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does not involve property acquisition, land management, construction or improvement within a 100-year floodplain (Zones A or V) identified by FEMA maps.</i></p> <p>- According to FIRM map 06077C0640F dated October 16, 2009, the site is in Zone X, “Area of Minimal Flood Hazard.”</p> <p>Verified by: FEMA Flood Map Service Center Search By Address</p> <p>- See Attach C: Floodplain Management</p>
<p>Historic Preservation</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The City of Manteca made a Finding of ‘no historic properties affected’ by the undertaking. SHPO did not object within 30 days.</i></p>

<p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>		<p>- SHPO did not respond within 30 days; per 36 CFR Part 800.4(d)(1), lack of objection within 30 days means Federal agency has completed its Section 106 responsibilities.</p> <p>- Attachment J contains the following supporting documentation:</p> <p>- City SHPO consultation letter dated 3.6.23 wherein the City stated it's finding of "No Historic Properties Affected" per 36 CFR Part 800.4(d)(1); a CHRIS report dated 1.27.23; Native American Heritage Commission (NAHC) response letter dated 3.2.23; Tribal Directory Assessment Information (TDAT) listing; Consultation letters sent to NAHC list contacts dated 2.13.23 – no responses were received; National Register of Historic Places (NRHP) map of NRHP sites which identifies no sites in the area of the project site. The nearest site is approximately 11 miles southwest of the project site.</p> <p>See Attach J: Historic Preservation</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project involves the development of noise sensitive uses and is located within 3,000 feet of an active railroad line. The project is located within 15 miles of the Stockton Metropolitan Airport and New Jerusalem Airport. Structures are not located in noise contours of 65 dBA or greater and mitigation will not be required.</i></p> <p>- The project site is located approximately 1,420 feet south of the Union Pacific Railroad, between crossings 752440S and 752438R. Per U.S. DOT crossing inventory form 2130-0017, this track has moderate use with 9 through trains per day and 9 trains per night. The train speeds range from 30 to 70 mph. Specific train information, such as number of engines and cars is not available for this segment of railroad. Using the HUD Exchange DNL Calculator, two different scenarios were modeled. The first assumes a train with two (2) engines and 50 railway cars and average speed of 50mph which resulted in a combined project DNL of 47. The second scenario assumes a train with 10 engines and 100 railway cars and an average speed of 70mph, which resulted in a combined project DNL of 52. A threshold of 10 engines and 100 railway cars was chosen due to the diminishing effects of adding more. The railroad will have minimal effect on the project. No mitigation is required.</p> <p>- The project site is located approximately 9 miles south of the Stockton Metropolitan Airport and 10.5 miles northeast of the New Jerusalem Airport. The flight patterns for the airports generally follow a northwest/southeast pattern. The noise contours per the National Transportation Noise Map indicate the noise contours nearest the project end approximately 3.6 miles to the north. The airports would have no effect on the project and no mitigation is required.</p> <p>- Verified by: - HUD DNL Calculator https://www.hudexchange.info/programs/environmental-review/dnl-calculator/</p>

		<p>- US DOT FRA Safety Map https://fragis.fra.dot.gov/GISFRASafety/</p> <p>https://railroads.dot.gov/maps-and-data/maps-geographic-information-system/maps-geographic-information-system</p> <p>- National Transportation Noise Map https://maps.dot.gov/BTS/NationalTransportationNoiseMap/</p> <p>See Attach K: Noise Abatement and Control</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project is not located within an area designated by the EPA as being supported by a sole source aquifer.</i></p> <p>- Verified by sole source aquifer map downloaded from: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b</p> <p>- See Attach L: Sole Source Aquifers</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does not involve new construction within a wetland(s) habitat. The USFW Wetlands Mapper indicates the nearest wetland to be located approximately .8 miles northeast of the site and a subsurface riverine habitat (culvert for stormwater) within Industrial Park Drive.</i></p> <p>- Verified by: Wetlands Map downloaded from https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/</p> <p>- See Attachment M: Wetlands Protection</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project is not within one mile of a listed section of a Wild and Scenic River.</i></p> <p>- The proposed project site is not located within one mile of a listed river. Located approximately 52 miles east of the project, the Tuolumne River is the nearest Wild & Scenic River.</p> <p>- Verified by: Wild and Scenic Rivers list downloaded from https://www.rivers.gov/river-app/index.html?state=CA</p> <p>- See Attach N: Wild & Scenic Rivers</p>

ENVIRONMENTAL JUSTICE

Environmental Justice

Executive Order 12898

Yes No

The project site is suitable for its proposed use; and the project won't be adversely affected by a pre-existing environmental condition.

- EJScreen is the Environmental Protection Agency's (EPA) Environmental Justice mapping and screening tool that provides EPA with a nationally consistent dataset and approach for combining environmental indicators and demographic indicators. EJScreen users choose a geographic area; the tool then provides demographic and environmental information for that area. All the EJScreen indicators are publicly available data. EJScreen simply provides a way to display this information and includes a method for combining environmental and demographic indicators into EJ indexes.

There are 12 Environmental Indicators (EI) and 7 Demographic Indicators (DI). EJScreen provides reports and maps that can show each environmental indicator and each demographic indicator separately and summarizes how an environmental indicator and demographics come together in the same location with 11 EJ Indexes. An EJ Index (EJI) combines demographic factors with a single environmental factor and provides a percentile ranking for the selected area in respect to the State, EPA Region, and the U.S. as a whole. EPA recommends using the 80th percentile as the threshold for determining whether an EJ Index may be significant.

- For this project, EJScreen Reports were run for the following radii from the project site: 0.125, 0.25, 0.5, 0.75 and 1.0 miles. The immediate project site area in the analysis is defined as the 0.125-mile radius.

- EJI were compared at each radius to determine if there were any significant differences between the immediate project site area and surrounding areas and between the project site area and the State and U.S. EJI percentiles.

- At the .125 and .25-mile radius, no EJI exceeds the 80th percentile at State or Federal levels, while eight Federal and two State indexes exceeded the EJI 80th percentile at .5 miles. At the .75-mile radius, five Federal and two State indexes exceed the threshold. The State indexes that exceed the threshold are reduced by one at the 1-mile radius, while the Federal indexes remain constant.

- Three alternative locations were analyzed at .5 miles to compare to the project site. Two of the alternative sites, located 1 mile northeast and northwest of the site each had one additional EJI above the 80th percentile. Both sights had nearly identical indexes related to air quality and RMPs when compared to the project site. The Traffic Proximity EJI for the northeast alternative and the Lead Paint EJI for the northwest alternative were the new indexes above the 80th percentile.

- The third alternative, located approximately one mile west of the project site, has four EJIs above the 80th percentile. The four indexes below the 80th percentile compared to the project site

	<p>include Diesel Particulate Matter (8 points lower) Air Toxics Cancer Risk (10 points lower) Air Toxics Respiratory HI (11 points lower) Hazardous Waste Proximity (4 points lower).</p> <ul style="list-style-type: none">- The project site and the west alternative were further analyzed at the .125-mile interval. At this range, neither site exceeded the 80th percentile for any EJI.-The temporary emergency housing project is located in an area of Manteca that is near the downtown core and services such as transit. There are no EJIs that exceed the 80th percentile at the .125-mile range for the project site. Moving the project further west along Highway 120 would significantly increase the distance to a high-quality transit hub and would place disadvantaged people further from needed services. Relocating the project to the northwest or northeast alternate sites would increase the number of indices that exceed the 80th percentile.- From the above we can conclude that there are no aggregate state environmental justice issues identified that result in the site being adversely affected by environmental considerations that would fall disproportionately on People of Color or Low-Income Populations.- Based on this EPA EJScreen data, regardless of population group served, the population will not be affected disproportionately by environmental issues.- Additionally, the project will benefit the minority and low-income populations by bringing much needed emergency shelter to the neighborhood and community. <p>Verified by: https://ejscreen.epa.gov/mapper/</p> <p>- See Attach O: Environmental Justice</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features, and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>Conformance with Plans / Compatible Land Use and Zoning</p> <ul style="list-style-type: none"> - The project is in conformance with the City of Manteca General Plan and Zoning Ordinances. - The project site consists of one parcel shown as 555 Industrial Park Drive (221-190-76) on City of Manteca GIS. - APN 005-705-007 is 4.91-acres, zoned Light Industrial (M1) and a General Plan land use designation of Light Industrial (LI). <p>Scale and Urban Design</p> <ul style="list-style-type: none"> - The project area is surrounded by industrial uses, while commercial uses, schools, transit, and parks are within one half mile. - In addition to base zone district standards, this temporary emergency shelter must comply with City of Manteca Municipal Code Chapter 17.76 – Emergency Shelters. This Chapter establishes operational and physical standards, as well as guidelines for outdoor activities for emergency shelters. <p>Verified by City of Manteca GIS: https://data-manteca.opendata.arcgis.com/pages/manteca-gis</p> <p>- See Attach P: Land Development</p>

<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>2</p>	<p>Soil Suitability</p> <p>- The project is the temporary installation of modular units to provide emergency housing until a permanent facility is constructed at 682 S. Main Street in Manteca. The mobile units will be placed on an existing, flat, paved parking lot in an industrial area. The only ground disturbance will be to accommodate the installation of utilities to the units. Impacts related to soil suitability, slope, erosion, stormwater runoff, drainage, or storm induced debris flow are not applicable to this project.</p> <p>Slope</p> <p>- Per USDA NRCS, the site ranges from a 0% to 2% slope rating. The project site is nearly level. Slope is not an issue for the site.</p> <p><i>USDA NRCS</i> https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx</p> <p>Erosion/ Storm Water Runoff and Drainage</p> <p>- The City of Manteca is required by the Environmental Protection Agency, as part of the National Pollutant Discharge Elimination System (NPDES), to have a Storm Water Management Program (SWMP). The purpose of the program is to limit to the maximum extent practicable the discharge of pollutants into the waters of the United States.</p> <p>As the area to be disturbed because of utility installation is less than one acre in size it is not a “Regulated Project,” and therefore not subject to the NPDES. The project will comply with applicable standards within the CoM SWMP.</p> <p>- See Attach P: Land Development</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<p>Geotechnical Design – Findings, Conclusions & Recommendations</p> <p>- The project is not expected to expose people or structures to substantial adverse effects, including the risk of loss, injury, or death as a result of geologic hazards including earthquakes, strong seismic ground shaking, seismic-related ground failure, or landslides with adherence to the applicable California Building Code requirements.</p> <p>- According to the United States Geological Survey (USGS) U.S. Quaternary Faults map, there are no earthquake faults crossing the site or in the vicinity of the site. The nearest fault (Vernalis Fault) is located approximately 7.3 miles southwest of the project site, beginning at a point approximately 4.3 miles northwest of Tracy, CA, near the junction of S. Tracy Blvd and Grimes Rd, running southeast toward Vernalis, CA. The potential of fault related surface rupture at the site is considered low.</p>

- Verified by:

California Department of Conservation tsunami maps

<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>

- *and United States Geological Survey (USGS) U.S. Quaternary Faults maps*

<https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf>

- **See Project Description; Attachment E: Toxics & Hazards, and Attachment P: Land Development.**

Seismic Considerations

- The site is not located in an Alquist-Priolo Earthquake Fault Zone and no Active or Potentially Active faults are known to pass directly beneath the site.

- The project does not include construction of structures.

Verified by:

<https://maps.conservation.ca.gov/cgs/EOZApp/app/>

Settlement/Landslide/Liquefaction Potential

See discussion above. The site has been developed with an industrial building and parking lot for over 30 years. There is no evidence of impacts related to settlement, landslide, or liquefaction.

- Verified by

Google Earth Pro

Tsunami and Seiches Potential

- According to the California Emergency Management Agency Tsunami Inundation Maps, the project site is not located in the Felton Quadrangle outside of the tsunami inundation areas.

- Seiches, the oscillation of large bodies of standing water such as bays or lakes that can occur in response to ground shaking, do not pose a hazard to the site as there are no standing bodies of water in close enough proximity to the project site to impact the site.

- Verified by:

<https://www.conservation.ca.gov/cgs/tsunami/maps>

Noise

- An increase in existing noise levels is expected during the construction phase of utilities during daytime hours. However, such noise would be temporary and recognized as customary for such improvements. The operation of heavy machinery used in trenching would be the primary source of noise during project construction. Construction would generate noise of varying intensity and duration, depending on the particular task (i.e., grading versus boring). Noise

levels, therefore, would vary throughout the construction process. The contractor is required to comply with time periods established for construction activities. The City's standard conditions include limitations on hours of construction as follows:

The project will comply with City of Manteca Municipal Code Section 17.58.050 – Noise Standards, which states that the maximum allowable noise level for light-industrial zone districts is 70db, with no limits on hours of operation.

The proposed project will not adversely affect the neighborhood by creating excessive noise, and noise will not affect the completed project or its uses.

- See City of Manteca Noise Ordinance

https://library.qcode.us/lib/manteca_ca/pub/municipal_code/item/title_17-article_iii-chapter_17_58-17_58_050

Air Quality

- The project is located in the San Joaquin Valley Air Basin (SJVAB), which is overseen by the San Joaquin Air Pollution Control District (SJVAPCD) and serves San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and a portion of Kern counties.

- SJVAB's current Air Quality Management Plan includes typical construction activities and planned residential growth as part of its emissions inventory. It further exempts ministerial residential projects under 250 residential units from any permitting requirements.

- During trenching to install utilities, sensitive receptors could potentially be subject to increased pollutant concentrations, primarily from blowing dust associated with ground disturbances and construction equipment emissions. This will be mitigated by adherence to BMPs during construction.

Verified by:

- <https://www.bsa.ca.gov/reports/2015-125/introduction.html>

- https://efotg.sc.egov.usda.gov/references/public/CA/CA_AirBasins.pdf

- <https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/does-i-need-an-application/>

Wildland Fires Potential

- The project is not located within a High or Very High Fire Hazard Severity Zone and will not expose people or structures to significant risk of loss or injury due to wild-land fires. The project site is located in an area classified as a Local Responsibility Area (LRA) by Cal Fire.

- Verified by:

Cal Fire "Very High Fire Hazard Severity Zones in LRA" map.

<https://egis.fire.ca.gov/FHSZ/>

		<p>Emergency Response & Access</p> <p>The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Implementation of City of Manteca General Plan Goals and Policies S-7, PF-P-39, 40, 41, PF-P-43, 44, 45, and compliance with CoM Municipal Code Article III – Site Planning Standards will ensure adequate emergency services to the project site.</p> <p>- Verified By: https://www.manteca.gov/home/showpublisheddocument/3436/637914933919400000 https://library.qcode.us/lib/manteca_ca/pub/municipal_code/item/title_17-article_iii</p> <p>Hazardous Materials</p> <p>- The project will not be impacted by any known hazardous materials sites nor create a significant hazard to the public or the environment due to hazardous materials other than the temporary use of hazardous materials such as gasoline and oil during the construction process. Additionally, the project is the installation and use of modular units with no potential for vapor intrusion.</p> <p>- Verified by: https://siteportal.calepa.ca.gov/nsite/map/help</p> <p>Construction Site Safety</p> <p>- Following general construction safety practices, the project site will be fenced during construction and will have signs posted limiting unauthorized access and the potential for injury.</p> <p>- See Attachment F: Contamination & Toxics Substances and Attachment P: Land Development</p>
Energy Consumption	2	<p>- The project is the temporary use of modular residential units for emergency housing. The project will be moved to the permanent location at 682 S. Main St. in Manteca as soon as construction is complete. Energy consumption at the temporary site is anticipated to be minimal and temporary.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<ul style="list-style-type: none"> - The project will create temporary construction employment, some of which is likely to be drawn from the local employment base but will not affect long-term employment and income patterns in the area. - The project may create a small number of new permanent jobs to operate the project and some additional continuing contracting opportunities for local businesses that may also lead to some job creation, most likely for existing area residents, but the effect will be less than significant.
Demographic Character Changes, Displacement	1	<ul style="list-style-type: none"> - At two, 25 bed units, the project is too small to instigate any demographic character changes in the community. Additionally, the project has been proposed to serve the needs of existing residents of the project area rather than to attract and bring in new residents. - Both modular units will be placed on an existing parking lot, not requiring demolition of existing structures. There will be no displacement of persons or businesses.
Environmental Justice	1	<p><i>Environmental Justice</i></p> <p>As discussed in the Environmental Justice factor above, no adverse environmental impacts were identified in the project’s environmental review that would disproportionately affect this project’s residents.</p> <p>This emergency temporary housing project is proposed to provide housing and services to an underserved and low-income population, providing safe, temporary housing.</p> <p>The project is in a desirable area of the City of Manteca and served by public transport to neighboring incorporated areas such as Stockton and Modesto as well as on major car routes being located near Hwy 99. Active transportation and public transit allow convenient access to local and city amenities and services and employment opportunities.</p> <p>The City of Manteca has worked to access crucial CDBG funding to bring this project to fruition and provide opportunities for low-income and historically marginalized populations to reside in a project that respects them as residents, and the natural environment.</p> <p>Climate change is not anticipated to affect the project or its population in any specific manner other than how it will affect all residents of the region. The project will bring homeless individuals into a holistic environment that will provide both stable, safe, and healthy emergency transitional housing, and support for their needs to assist them by providing meals, refuge, and access to resources that could lead to housing, preparing them to stabilize their lives.</p>

		<p>Verified by:</p> <p>https://ejscreen.epa.gov/mapper/</p> <p>-See Attach R – Environmental Justice, Climate Change, Energy Efficiency</p>
Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p><i>Educational Facilities</i></p> <ul style="list-style-type: none"> - The project is a temporary emergency housing development to replace an existing tent that serves approximately 50 individuals in the project area. It will have no impact on schools. - The project is within the Manteca Unified School District. - School districts are authorized by State law (Government Code §65995-6) to levy a new residential construction fee of up to \$4.08/square foot for residential construction and 0.66/square foot for commercial construction however, this project is neither residential or commercial construction and these fees do not apply. <p><i>Cultural Facilities</i></p> <ul style="list-style-type: none"> - It is not likely the proposed project would result in an increase in demand on or for cultural facilities in the City of Manteca and the surrounding areas due to the temporary nature and relatively small project size. There are adequate cultural facilities in the City and surrounding areas to accommodate any potential increased usage generated by the project. - In Manteca, arts and culture are expressed in many forms across the community and reflect the multicultural nature of the city’s diverse population. Art installations, including murals can be found on the streets and sidewalks, as well as in parks, plazas, bus stops, private businesses, and developments. The city has several venues that accommodate art, music, stage, and dance, such as the Cornerstone Community Theater, which offers music and theater educational programs. <p>- See Attach J: Historic Preservation; and Attach Q: Community Facilities & Services</p>
Commercial Facilities	2	<ul style="list-style-type: none"> - There will be no impact on commercial facilities in the area, nor is the project negatively impact other businesses farther out from the project by significantly reducing current demand for their services, as the proposed modular units will serve existing individuals currently being served at the project site. The modular units will not be increasing the capacity of the site. <p>Due to the temporary nature of the project, there will be no impact.</p>

<p>Health Care and Social Services</p>	<p>2</p>	<p>Health Care</p> <ul style="list-style-type: none"> - The proposed project is not expected to significantly impact demand for health care in the area. Sufficient health care is available in the City of Manteca and surrounding communities to handle any potential increase in demand. In addition, the supportive nature of the temporary, emergency project will likely reduce impacts of healthcare and social services. The net impact on health care services is anticipated to be low and less than significant. - Doctors Hospital of Manteca is located approximately 1.2 miles northeast of the project site on Cottage Ave. The hospital is fully staffed to handle any needs generated by the project. - Other health care offices and facilities are located in throughout Manteca and neighboring areas. <p>Social Services</p> <ul style="list-style-type: none"> - Such social services as may be needed are offered by a wide variety of both public and private non-profit agencies in the City of Manteca. - See maps in Attach Q showing the location of social services in the project area. - The project is a temporary emergency housing project and will be providing various services to the population served. The City of Manteca will provide a variety of services to residents including a clothing closet, a resource center, transportation, and transitional housing. - The project is a temporary emergency housing development to replace an existing tent that serves approximately 50 individuals in the project area; therefore, there should be little to no additional impact on services. <p>- See Attach Q: Community Facilities & Services</p>
<p>Solid Waste Disposal / Recycling</p>	<p>2</p>	<ul style="list-style-type: none"> - The proposed project will not generate additional solid waste and will not exceed the ability to collect or recycle solid waste. - The City of Manteca Solid Waste Division is responsible for the operation and administration of solid waste diversion and disposal in the City of Manteca. CoM sends all solid waste/recycling to the Lovelace Materials Recovery Facility and Transfer Station (LMRFTS) which is owned and operated by San Joaquin County. The facility was purchased on July 1, 1977 and remodeled during 1994 and 1995. Lovelace encompasses 15 acres. This site receives an average of 743 tons of waste daily, which is transported to Foothill Sanitary Landfill, on County-owned transfer trucks carrying loads of up to 22 tons per truck. During the year 2021, Lovelace received 269,271 tons of waste. LMRFTS is located approximately 4.7 miles northwest of the project site. - Also owned by San Joaquin County, the Foothill Sanitary Landfill, located along the eastern boarder of San Joaquin County, is the largest landfill site in the County. This landfill is around 800 acres in size. Foothill Landfill was acquired

		<p>by the County in 1993. Based on the current permit, Foothill Landfill is projected to be in operation until 2082. Foothill is operated by Foothill, Inc., under contract with the County. Foothill is the destination of waste generated at both The Tracy Delta Materials Recovery Facility, The Lovelace Transfer Station, local solid waste collectors and residents of the surrounding areas. Average daily volume is 952 tons; 296,219 tons were delivered to Foothill in 2020. Foothill diverted 3,511 tons of material from disposal in 2020.</p> <p>Verified by – https://www.sjgov.org/departments/pwk/solid-waste https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/3097</p> <p>- See Attach Q: Community Facilities & Services</p>
<p>Wastewater / Sanitary Sewers</p>	<p>2</p>	<p>- The City of Manteca will provide wastewater collection and treatment for project-generated wastewater. The project will not exceed wastewater treatment as established by the Regional Water Quality Control Board (RWQCB).</p> <p>Currently, the Facility is designed to provide a tertiary level of treatment for up to a design flow of 9.87 MGD. The city is planning an upgrade and expansion project that would increase the treatment capacity from 9.87 MGD to 17.5 MGD. The average dry weather daily flow (ADWF) was +/-5.92 MGD for the months of July and August.</p> <p>- The project will not be required to pay sewer impact fees, as it is transient in nature. Construction of the permanent location will be subject to these fees.</p> <p>- See Attach Q: Community Facilities & Services</p> <p>Verified by: https://www.manteca.gov/home/showpublisheddocument/2118/637908941658900000 https://www.manteca.gov/home/showpublisheddocument/482/637916685550870000</p>
<p>Water Supply</p>	<p>2</p>	<p>- The City of Manteca’s water is supplied from two sources. The first is groundwater, pumped from 17 wells located throughout the City, and the second is treated surface water, from Woodward Reservoir, which is purchased from South San Joaquin Irrigation District (SSJID). During the summer of 2005, the City began receiving up to 11,500-acre feet/year of treated surface water from (SSJID). The majority of the City’s customers receive a mixture of groundwater and surface water, this mixture changes throughout the year.</p> <p>- Water supply infrastructure, such as water services, will need to be installed/upgraded to accommodate supply to the modular units.</p> <p>- As noted throughout this document, the project is anticipated to have a minimal impact on the City’s water supply.</p> <p>- Verified by:</p>

		<p>https://www.manteca.gov/home/showpublisheddocument/2110/637908909642900000</p> <p>- See Attach Q: Community Facilities & Services</p>
<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>2</p>	<p>Public Safety – Police</p> <p>- The proposed project is not expected to significantly increase demand for public safety services, including police protection services, due to the temporary nature, small size of the project (two modular units), and that the project serves the current City of Manteca homeless population, rather than attracting new residents into the area.</p> <p>Public Safety – Fire</p> <p>- The proposed project is not anticipated to significantly increase demand for fire protection services. Compliance with all fire protection requirements of the City of Manteca Fire Department and Uniform Fire Code for fire safety and fire emergency response will avoid significant impacts.</p> <p>- The project will be served by the City of Manteca Fire Department. The Department serves its community 24 hours a day, seven days per week, with five permanent fire stations. Fire Station 1, located at 290 S Powers Ave., is approximately .6 miles northeast of the proposed project site. The project is the temporary use of modular units for emergency shelter on a developed, infill site that has been served by the Manteca Fire Department and will not create a significant impact on services.</p> <p>- The project is required to comply with the Uniform Fire Code, all state, federal, and fire department requirements.</p> <p>Public Safety – Emergency Medical Services</p> <p>- The proposed project is not expected to significantly increase demand for emergency medical services as the project is designed to serve the needs of current area residents.</p> <p>- At the City of Manteca Fire Department, all firefighters are trained and certified as Emergency Medical Technicians (EMT) to provide basic life support (BLS) services. Manteca District Ambulance (MDA) is contracted to provide advanced life support (ALS) and ambulance transportation services in Lathrop, Manteca, and throughout Tuolumne County. In addition to these providers, the Lathrop/Manteca Fire District also offers services to the area.</p> <p>Implementation of City standards regarding emergency services and the City of Manteca General Plan Goals Policies, and Implementation Measures such as S-7, PF-I-22, 23, PF-P-39, 40, 41, PF-I- 40, 41, PF-P-43, 44, 45, will ensure adequate emergency services to the project site.</p> <p>- See Attach Q: Community Facilities & Services</p>

<p>Parks, Open Space and Recreation</p>	<p>2</p>	<ul style="list-style-type: none"> - The proposed project is not likely to generate an increase in demand for open space and other recreational opportunities in the area; however, there are abundant open space and recreational opportunities in the City of Manteca and in the surrounding areas. The project site is located within 1 mile of several area parks, including Cotta Park, McGinnis Park, and the Manteca BMX Park. - The City of Manteca currently manages more than 483 acres of parks, facilities, trails and recreation lands, or the equivalent of 6.63 acres per 1,000 residents. Unique and diverse recreational opportunities are available throughout Manteca in City-owned and operated facilities such as trails, community buildings, sports courts, fields, a swimming pool, passive areas, playgrounds, trail staging areas, a skate park, BMX track, and tennis facilities. Additional Neighborhood Parks are planned as part of future residential developments. The closest park to the project site is the Cotta Park, which is located .5 miles east of the project site. The park is approximately 3.8 acres, and consists primarily of open space. - Verified by: https://www.manteca.gov/home/showpublisheddocument/862/637915883652500000 - See Attach Q: Community Facilities & Services
<p>Transportation and Accessibility</p>	<p>2</p>	<p>Accessibility</p> <ul style="list-style-type: none"> - The project is required to and will meet all federal, state, and local regulations governing accessibility. - San Joaquin County Regional Transit District (SJRTD) operates regional service throughout San Joaquin County. In addition, CoM offers Manteca Transit, which offers multiple transit options. - In addition to regular bus routes, Manteca Transit offers “Dial-a-ride” (ADA paratransit) which provides an origin to destination transportation service for individuals with a certified disability, seniors, age 62 and older, and Medicare participants. - There is a bus stop approximately 0.22 miles from the project site, located at the intersection of Industrial Park Drive and South Main Street. Verified by: https://www.manteca.gov/departments/development-services/manteca-transit https://sanjoaquinrtd.com/ https://mantecatransit.etaspot.net/ <p>Transportation</p> <p><i>Temporary Impacts</i></p> <ul style="list-style-type: none"> - There will be a temporary increase in traffic from contractors installing the utilities; however, this impact is temporary in nature and does not constitute a permanent impact.

		<p><i>Permanent Impacts</i></p> <ul style="list-style-type: none"> - Due to the fact that the installation of the modular units is a replacement for the existing tent, and the projects small size, temporary nature, and location, any increase in traffic generated by the project is not expected to have a significant effect on the level of service (LOS) of area roads or intersections, which are deemed adequate for serving the project. - The project is required to be consistent with and comply with the requirements of City of Manteca General Plan. These policies cover a wide range of items including: vehicular traffic including LOS for roadways and intersections, limitations on through traffic and speed, and traffic calming features such as traffic circles, bulb-outs, and landscaping to increase safety; transit facilities and design features to encourage the use of transit over private cars, pedestrian access and safety and design features to promote pedestrian use, bicycle access and safety and design features to encourage use of bicycles over private cars, and; design aesthetics and lighting among other areas. - The California Office of Planning and Research's <i>Technical Advisory on Transportation Impacts in CEQA</i> has determined that adding affordable housing to infill locations generally reduces VMT in a community. This reduction is due to an improved jobs-housing match which results in reduced commute distances, especially for low-wage workers. Accordingly, a reduction in VMT results in a more sustainable community overall. <p>Therefore, given that the proposed project is for emergency housing and is located on an infill site, the conclusion that the project would not have a significant impact can be supported.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p><i>Unique Natural Features</i></p> <ul style="list-style-type: none"> - There are no unique natural features on the project site. - <i>See Attach G: Endangered Species; USGS Map, Aerial Maps and Photos in Project Information</i> <p><i>Water Resources</i></p> <ul style="list-style-type: none"> - The project will not utilize on-site wells. The project will receive public water through the City of Manteca (See “Water Supply” element above). - See Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff element above for information on the issue of Storm water runoff.

		<p>- The project will be served by City of Manteca wastewater (see Wastewater / Sanitary Sewers element above).</p> <p>- See Attach Q: Community Facilities & Services</p>
Vegetation, Wildlife	2	<p>Vegetation</p> <p>- The project site is an existing, developed industrial site surrounded by industrial uses. The modular units will be placed on an existing, paved parking area. Vegetation near the site is limited to landscaped areas around the perimeter of the parking lot. Ground disturbance will be limited to the installation of utilities. There will be no impact on vegetation.</p> <p>- See Attach G: Endangered Species for additional information regarding site vegetation</p> <p>Wildlife</p> <p>- As discussed above, there will be no impact on wildlife.</p> <p>- See Attach G: Endangered Species for additional information on endangered species and other wildlife on the site</p>

Other Factors	2	
Environmental Assessment Factor	Impact Code	Impact Evaluation

CLIMATE AND ENERGY

Climate Change Impacts	2	<p><i>Climate Change</i></p> <p>The site is in an area that is subject to few unique climate change risks. It is not within a tsunami inundation zone, being more than 70 miles from the coast, and as such, it is outside of the area that could be affected by sea level rise. The area is not generally subject to hurricanes or extreme storms. The two most significant issues in respect to climate change that may potentially affect this project or be affected by this project are increasing temperatures and drought.</p> <p><i>Temperature</i> – Average ambient temperatures are rising in this area as elsewhere in the State, country, and world. Increasing temperatures have health effects, especially on vulnerable populations, including low-income populations of every ethnicity.</p> <p>As stated above, the project itself, through installation of modular units that will meet or exceed California Title 24 requirements will influence increasing temperatures but will produce less input towards the increase than existing older structures built under older standards do – the effect will be small but beneficial.</p> <p><i>Drought (Water Resources)</i> – California and the western United States are currently experiencing drought conditions, and California has for the majority of the last 10 years. This project is not proposing to bring new residents into the</p>
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		<p>area, resulting in a negative effect on water resources. Instead, the project will provide safe, emergency housing for currently homeless and/or at-risk people already residing (unsheltered or in unstable/unsafe housing) within the City. Completion of the project is not anticipated to result in any additional effect on drought conditions and water resources in the region or in California. In addition, as noted above, the project will meet state and local requirements for water-efficiency in the project’s plumbing fixtures.</p> <p>The project’s residents, if not for the proposed project, may either be on the street at risk and exposed to the elements, or in other, likely less-safe structures. They would be more at risk of heat exposure and drought-related risks, if not housed.</p> <p><i>EPA EJScreen Climate Change Factors</i></p> <p>The EPA EJScreen includes a section on Climate Change that looks at 5 Factors: 100 Year Floodplain; Coastal Flood Hazard; Drought; Sea Level Rise; and Wildfire Hazard Potential. The following are the EJScreen Climate Change Factors for the project site.</p> <p>100 Year Floodplain – Does not indicate the potential for this to affect the site.</p> <p>Sea Level Rise – Not applicable to this site due to its inland location.</p> <p>Wildfire Hazard Potential – Indicates that the entire site and majority of the city has a low potential for wildfire hazard due to climate change. The site is projected to be within the “less than 50th percentile” for fire hazard. The site and structures will be built to meet all local and state fire codes and requirements to reduce susceptibility to fire danger and loss,</p> <p>Coastal Flood Hazard – Not applicable to this site due to its inland location - only measured in coastal counties.</p> <p>Drought – The Factor map indicates how drought conditions have changed across small regions, called Climate Divisions, from 1900 to 2020 measured as moisture levels. The map indicates that moisture levels have declined in the region from between -1.25 and -1.</p> <p>Verified by: https://ejscreen.epa.gov/mapper/ - See Attach R – Environmental Justice, Climate Change, Energy Efficiency</p>
Energy Efficiency	2	<p><i>Energy Efficiency</i></p> <p>The temporary modular units will be installed and will comply with the 2022 CBC, meeting, or exceeding California’s Title 24 energy code, which is designed to reduce wasteful and inefficient energy consumption in new construction and existing buildings.</p> <p>Due to the transient nature of the project, energy consumption will be short term, lasting only until the permanent location at 682 S. Main Street is completed.</p>

Additional Studies Performed:

No additional studies were performed for preparation of this NEPA other than those referenced in specific factors and below.

Field Inspection (Date and completed by): None.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6

Airport Hazards

- NEPAassist
- 24 CFR Part 51 Subpart D
- Google Maps
- Google Earth

Coastal Barrier Resources

- Coastal Barrier Resource System Mapper @<https://www.fws.gov/cbra/maps/Mapper.html>

Flood Insurance

- FIRM map 06077C0640F dated October 16, 2009 @[FEMA Flood Map Service Center | Search By Address](#)

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

Clean Air

- EPA Greenbook “Currently Designated Nonattainment Areas for all Criteria Pollutants at <https://www3.epa.gov/airquality/greenbook/ancl.html#CALIFORNIA>

Coastal Zone Management

- California Coastal Zone Map downloaded from <https://www.coastal.ca.gov/maps/czb/>
- Google Earth

Contamination and Toxic Substances

- <https://www.epa.gov/superfund/search-superfund-sites-where-you-live>
- <https://geotracker.waterboards.ca.gov/map>

Endangered Species

- USFWS – Critical Habitat for Threatened & Endangered Species
<https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>
<https://ipac.ecosphere.fws.gov/>

Explosive and Flammable Hazards

- CalEPA Database: <https://siteportal.calepa.ca.gov/nsite/map/help>
- HUD Acceptable Separation Distance Calculator <https://www.hudexchange.info/environmental-review/asd-calculator/>
- Google Earth

Farmlands Protection

- USDA, NRCS website at <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>
- Web Soil Survey downloads from the UC Davis website at <https://casoilresource.lawr.ucdavis.edu/gmap/>
- CA Department of Conservation Important Farmland Finder: <https://maps.conservation.ca.gov/DLRP/CIFF/>

Floodplain Management

- FIRM map 06077C0640F dated October 16, 2009 @[FEMA Flood Map Service Center | Search By Address](#)

Historic Preservation

- Ms. Julianne Polanco, State Historic Preservation Officer
- California Historical Information System report, dated 1.27.23
- Native American Heritage Commission response, dated 3.2.23
- Tribal Directory Assessment Information – Contact Information for Tribes of San Joaquin, CA
- Consultation letters sent to Tribes:
 - Buena Vista Rancheria of Me-Wuk Indians
 - California Valley Miwok Tribe
 - Sheep Rancheria of Me-Wuk
 - Ione Band of Miwok Indians
 - The Confederated Villages of Lisjan
 - Muwekma Ohlone Indian Tribe
 - North Valley Yokuts Tribe
 - Tule River Indian Tribe
 - Wilton Rancheria
 - Wuksache Indian Tribe/Eshom Valley Band
- National Register of Historic Places (NRHP) Records Search <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>
- The USGS topographic maps
- Google Aerial Photos

Noise Abatement and Control

- HUD DNL Calculator <https://www.hudexchange.info/programs/environmental-review/dnl-calculator/>
- US Department of Transportation Federal Railroad Administration maps <https://railroads.dot.gov/maps-and-data/maps-geographic-information-system/maps-geographic-information-system>
<https://fragis.fra.dot.gov/GISFRASafety/>
- National Transportation Noise Map <https://maps.dot.gov/BTS/NationalTransportationNoiseMap/>
- Google Earth

Sole Source Aquifers

- EPA Region 9 Sole Source Aquifers Map downloaded from <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>

Wetlands Protection

- Wetlands Map downloaded from <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>

Wild and Scenic Rivers

- Wild and Scenic Rivers list downloaded from

<https://www.rivers.gov/river-app/index.html?state=CA>

Environmental Justice

- US EPA – EJScreen Report (Version 2.1)
<https://ejscreen.epa.gov/mapper/>

Environmental Assessment Factors

- City of Manteca General Plan
- City of Manteca Zoning Map
- City of Manteca Parks Master Plan
- City of Manteca Website <https://www.manteca.gov/home>
- City of Manteca GIS Maps <https://data-manteca.opendata.arcgis.com/pages/manteca-gis>
- USDA, NRCS website at <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>
- CalFire FHSZ Safety Maps
- Silicon Valley Environmental Group, Inc – Phase I ESA, January 14, 2023
- Manteca Unified School District Map
- San Joaquin County Website
- USGS Quadrangle
- Google Earth
- Google Maps
- California Department of Conservation maps
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>
- United States Geological Survey (USGS) U.S. Quaternary Faults maps
<https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf>
- San Joaquin Air Pollution Control District (SJVAPCD) <https://www.valleyair.org/Home.htm>
- Cal Recycle <https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/4033>

List of Permits Obtained:

No permits have been obtained at this time.

Public Outreach [24 CFR 50.23 & 58.43]:

None

Cumulative Impact Analysis [24 CFR 58.32]:

No factors were found to be significant on a stand-alone basis; there are no other actions requiring aggregation with this action, and there are no cumulative impacts when considering all factors as a whole that would result in the Finding being other than **No Significant Impact**.

The permanent center proposed to replace this project is not being aggregated here as it is currently undergoing a separate environmental review.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The following Alternatives were considered for their environmental impacts and how well each met the project's objectives with the intent of identifying the environmentally superior alternative.

Alternative #1 – No Project Alternative

Alternative #2 – Build Proposed Project at an Alternative Site

Alternative #3 – Build Proposed Project at this Site with an Alternative Project Design

The Alternatives evaluation concluded that “Alternative #1 – No Project Alternative” was not environmentally superior nor was it consistent with the project objectives of providing needed shelter for low-income populations. “Alternative #2 – Build Proposed Project at an Alternative Site” was indeterminate environmentally, and was cost prohibitive, as the City already operates the service in the proposed location. Alternative #3 – Build Proposed Project at this Site with an Alternative Project Design” was also consistent with project objectives and was chosen over Alternative #2 as it was determined to be the less expensive alternative while meeting project objectives.

No Action Alternative [24 CFR 58.40(e)]:

The City of Manteca found the site and has been operating the project. The City and County have determined that there are no benefits to be obtained by not improving the existing operation of the site as by installing the modular units. The project site is developed industrial land and is ideal for almost all environmental concerns. The project will increase the much-needed supply of housing for low-income/at risk, homeless individuals living in the project area which has existing public infrastructure and without significantly impacting existing public services. The modular units will be installed in an area being successfully operated as an emergency shelter creating safe housing adjacent to a key transportation corridor, putting residents near shopping and jobs, and is located approximately .22 miles from the nearest transit stop. Not developing this project will delay the production of a much-needed emergency shelter in the community.

Summary of Findings and Conclusions:

The County of San Joaquin finds that the project will have no significant effect on the quality of the human environment. In several areas, implementation of City, County and other agency required measures during construction, along with other conditions required for City approval of the project, will not only result in the project having no significant impact on the quality of the human environment but will have a beneficial impact in several areas such as improving the availability of emergency supportive housing for homeless individuals in the area.

The project will benefit the City of Manteca vulnerable population needing emergency shelter and supportive services by providing high-quality, safe housing in a desirable area with access to employment opportunities, public transportation and all standard community services.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
	<i>None Required</i>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

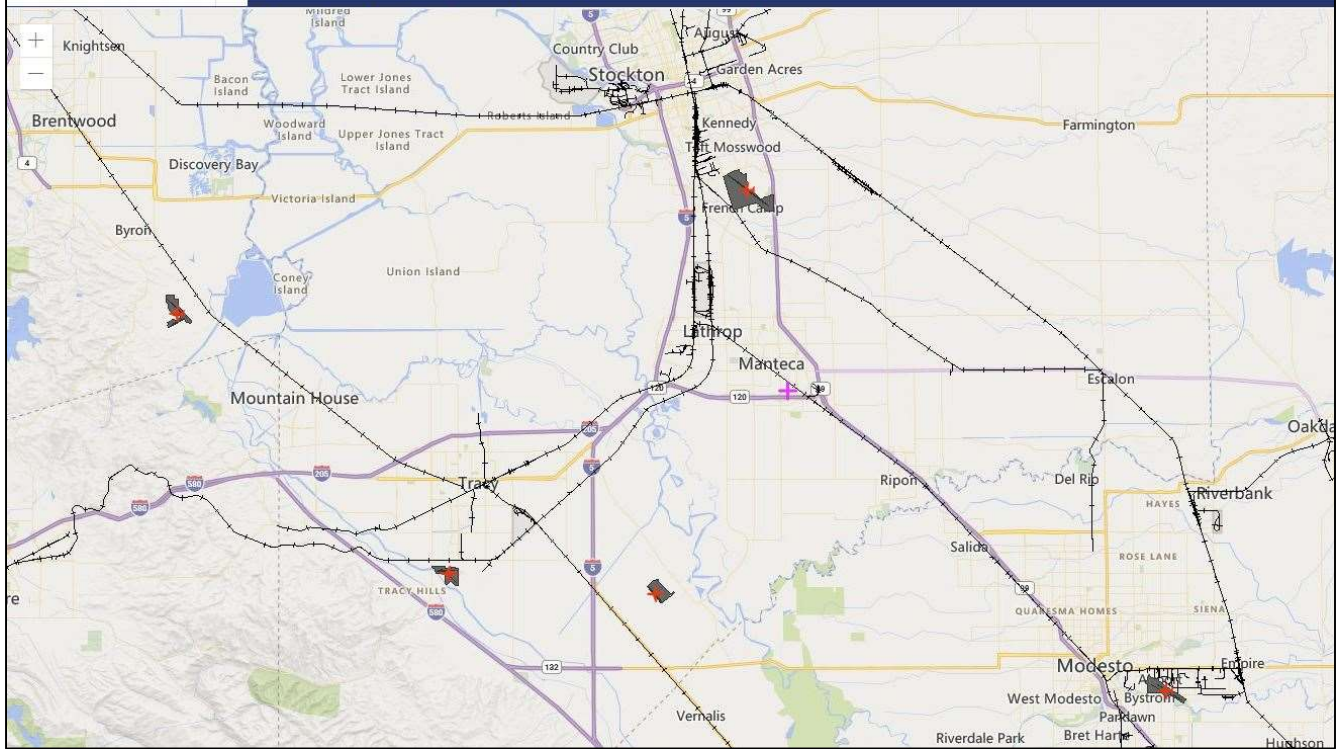
Preparer Signature: Roy Hastings Date: 7.21.23

Name/Title/Organization: Roy Hastings / Owner / R.L. Hastings & Associates, LLC

Certifying Officer Signature:  Date: 7/21/23

Name/Title: Matt Garber, Assistant Director, San Joaquin County Health Care Services

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).



Military Airport

Private Member
Private Organization

Summary

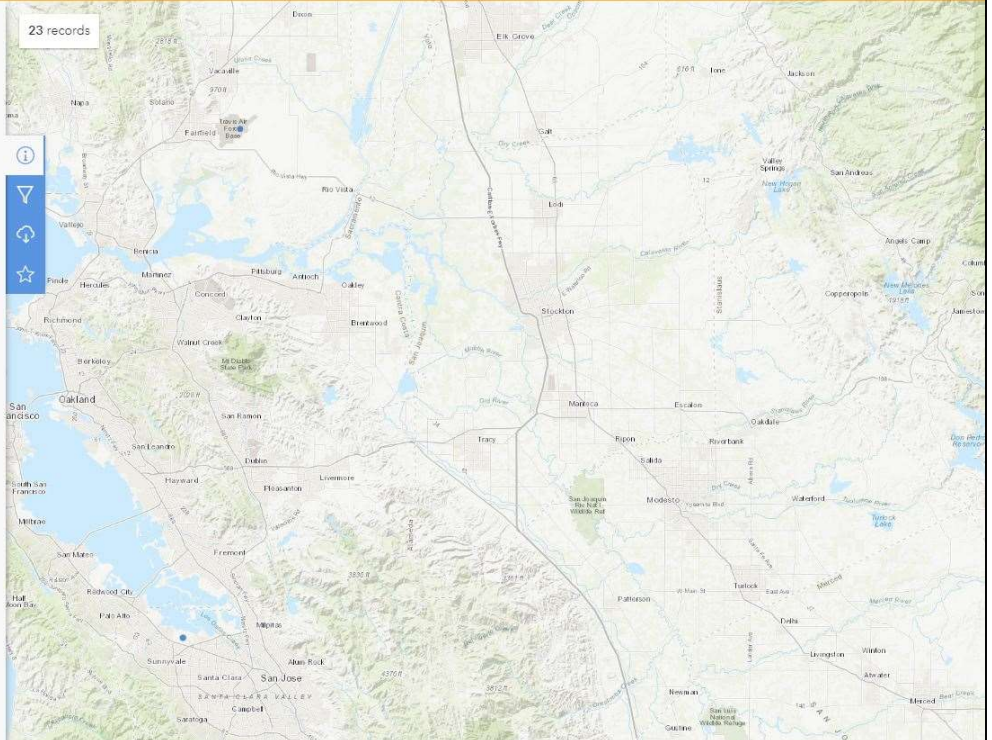
This GIS data layer was created to display California Military Airports in a geographic information system (GIS) or for other geographic applications.

[View Full Details](#)

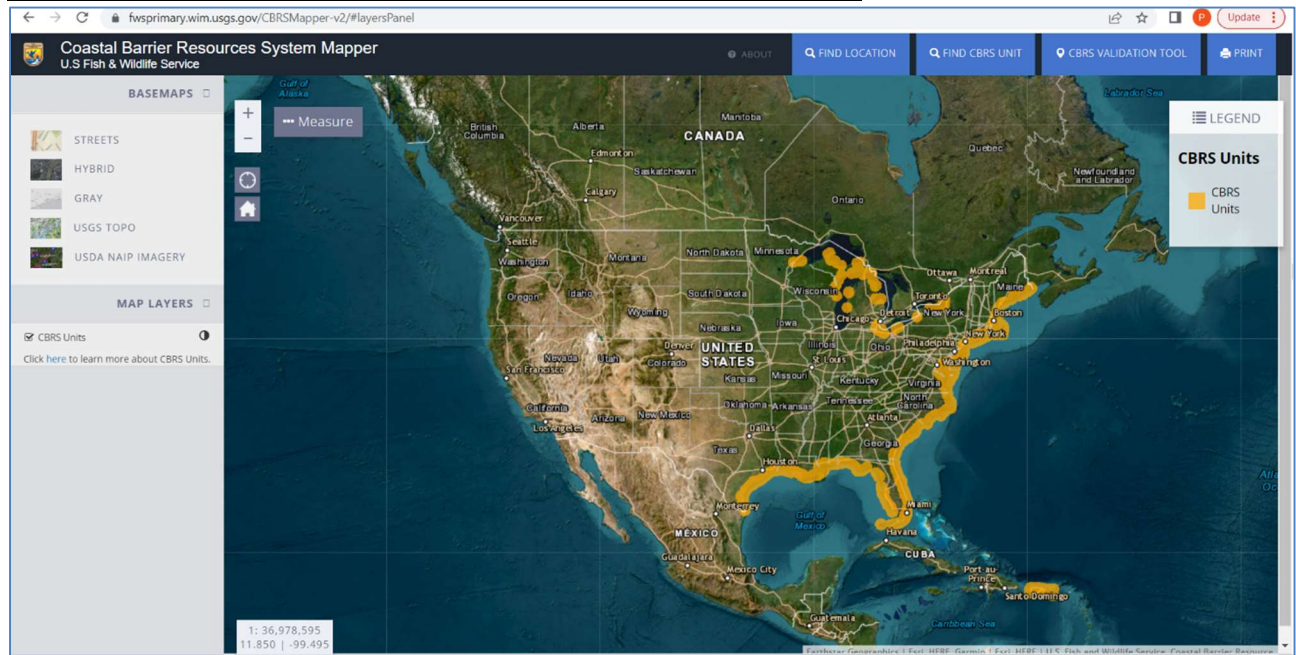
[Download](#)

Details

- Dataset**
Feature Layer
- February 16, 2022**
Info Updated
- February 16, 2022**
Data Updated
- October 27, 2021**
Published Date
- 23 Records**
[View data table](#)
- Public**
Anyone can see this content
- CC BY 4.0 License**
[View license details](#)



Attach B: Coastal Barrier Resources

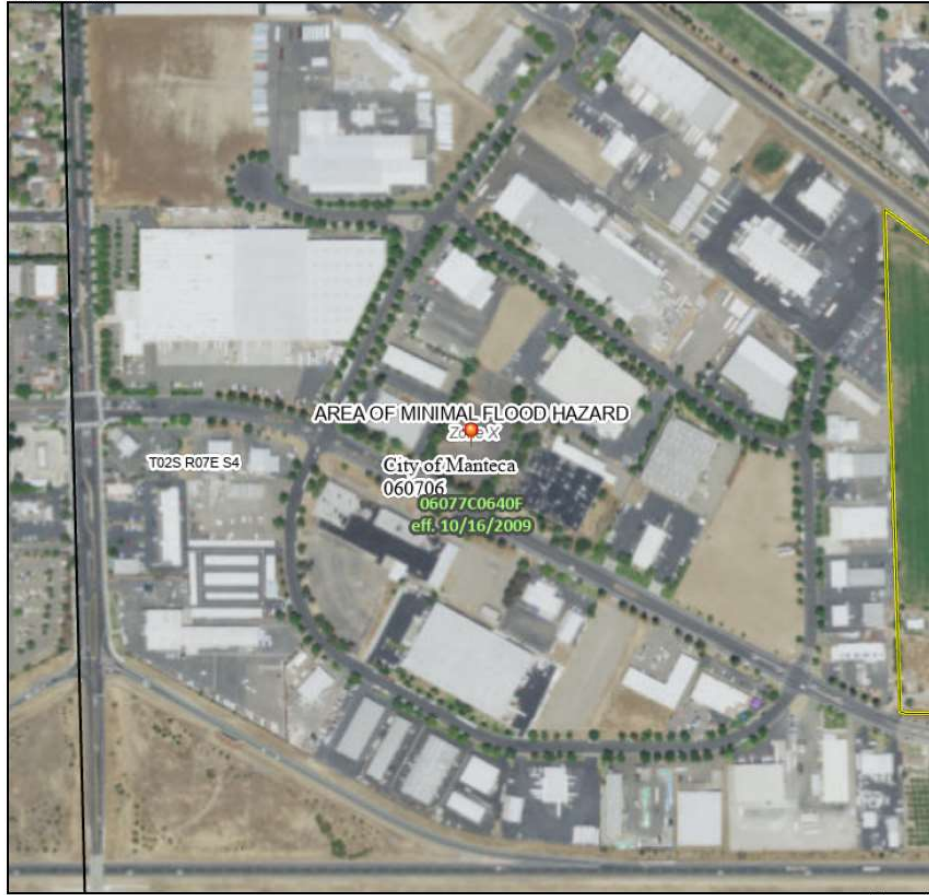


Attach C: Floodplain Management

National Flood Hazard Layer FIRMette



121°13'1"W 37°47'28"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000
 Basemap: USGS National Map. Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

<p>SPECIAL FLOOD HAZARD AREAS</p>	<ul style="list-style-type: none"> Without Base Flood Elevation (BFE) Zone A, V, A99 With BFE or Depth Zone AE, AO, AH, VE, AR Regulatory Floodway
<p>OTHER AREAS OF FLOOD HAZARD</p>	<ul style="list-style-type: none"> 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X Future conditions 1% Annual chance Flood Hazard Zone X Area with Reduced Flood Risk due to Levee. See Notes, Zone X Area with Flood Risk due to Levee Zone D
<p>OTHER AREAS</p>	<ul style="list-style-type: none"> NO SCREEN Area of Minimal Flood Hazard Zone X Effective LOMRS Area of Undetermined Flood Hazard Zone D
<p>GENERAL STRUCTURES</p>	<ul style="list-style-type: none"> channel, culvert, or Storm Sewer Levee, Dike, or Floodwall
<p>OTHER FEATURES</p>	<ul style="list-style-type: none"> Cross Sections with 1% Annual chance Water Surface Elevation coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary coastal Transect Baseline Profile Baseline Hydrographic Feature
<p>MAP PANELS</p>	<ul style="list-style-type: none"> Digital Data Available No Digital Data Available Unmapped <p>The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.</p>

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/8/2023 at 9:21 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Attachment D: Clean Air

Standard	Area	Category
8-Hour Ozone (2006)	Los Angeles-South Coast Air Basin, CA	(Extreme)
8-Hour Ozone (2015)	Los Angeles-San Bernardino Counties (West Mojave Desert), CA	(Severe 15)
8-Hour Ozone (2015)	Los Angeles-South Coast Air Basin, CA	(Extreme)
San Diego County		
8-Hour Ozone (2008)	Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation	(Moderate)
8-Hour Ozone (2008)	San Diego County, CA	(Severe 15)
8-Hour Ozone (2015)	Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation	(Moderate)
8-Hour Ozone (2015)	San Diego County, CA	(Severe 15)
San Francisco County		
PM-2.5 (2006)	San Francisco Bay Area, CA	(Moderate)
8-Hour Ozone (2008)	San Francisco Bay Area, CA	(Marginal)
8-Hour Ozone (2015)	San Francisco Bay Area, CA	(Marginal)
San Joaquin County		
PM-2.5 (1997)	San Joaquin Valley, CA	(Serious)
PM-2.5 (2006)	San Joaquin Valley, CA	(Serious)
PM-2.5 (2012)	San Joaquin Valley, CA	(Serious)
8-Hour Ozone (2008)	San Joaquin Valley, CA	(Extreme)
8-Hour Ozone (2015)	San Joaquin Valley, CA	(Extreme)

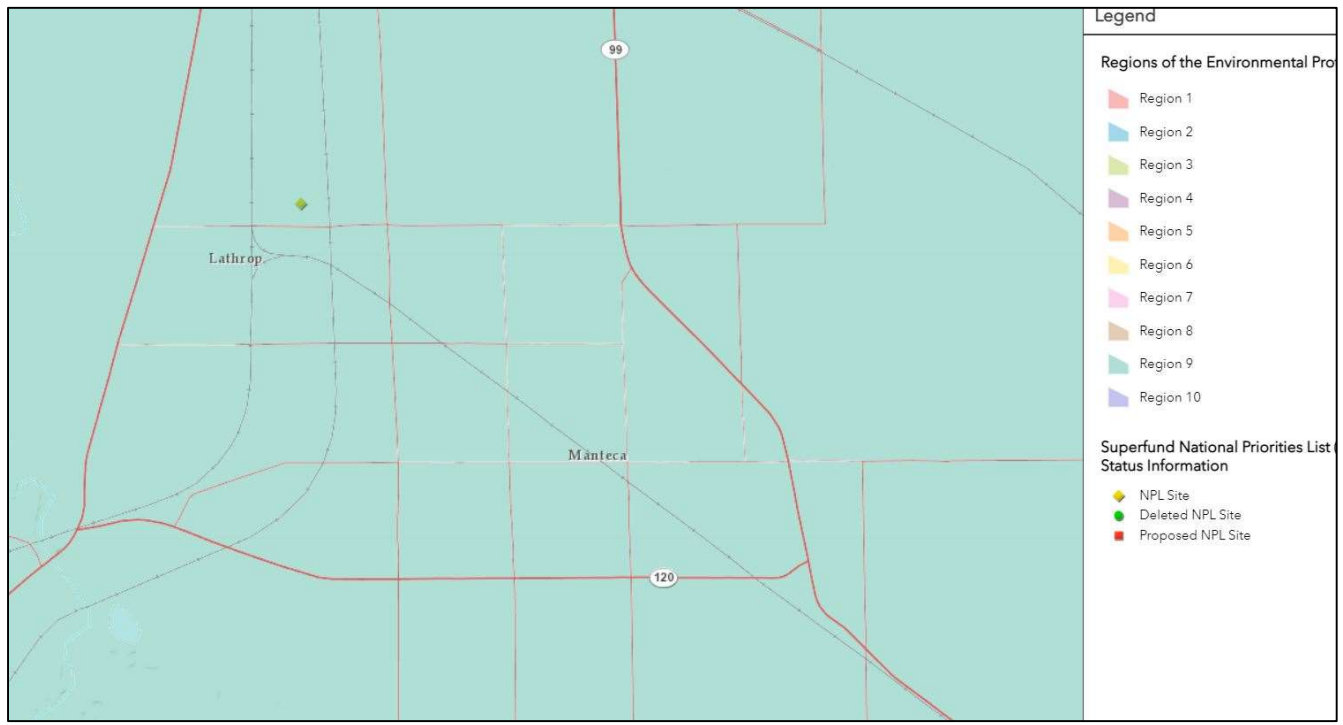
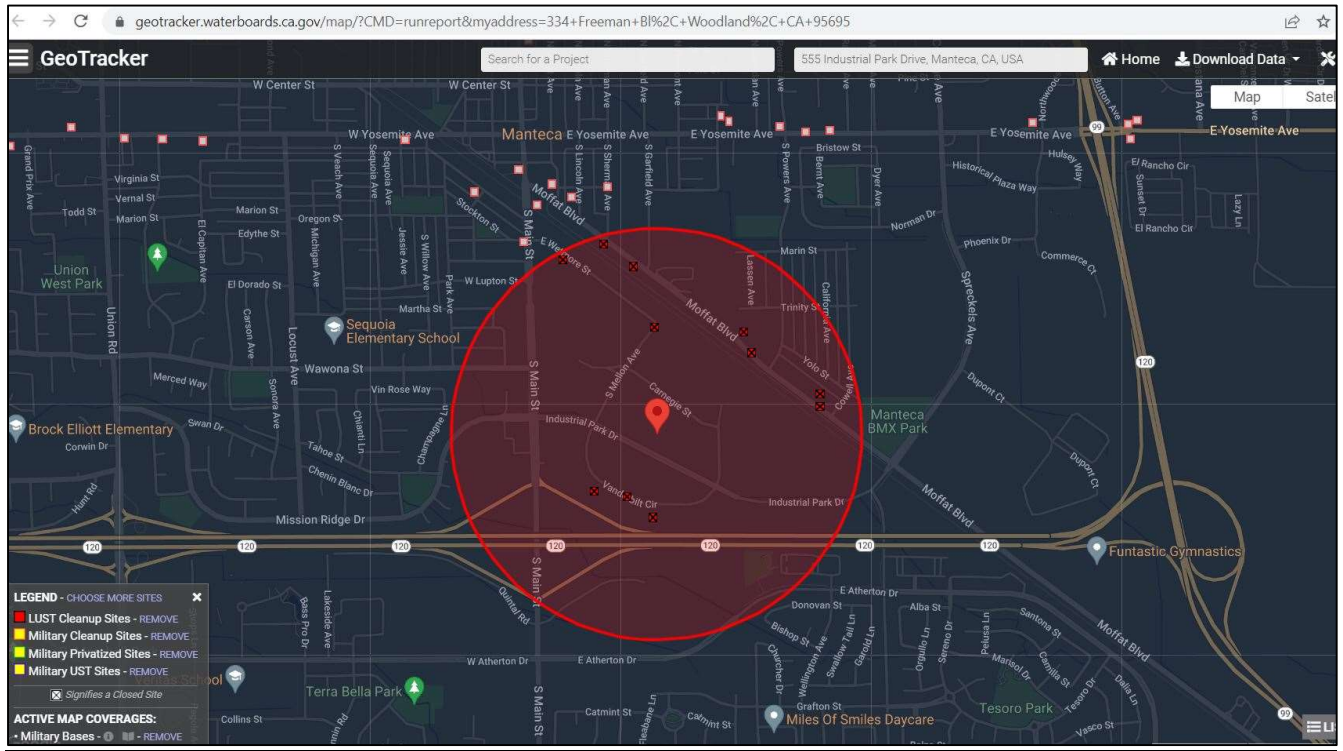
Criteria Pollutants

Pollutant	Status
Lead	Attainment
Nitrogen Dioxide	Attainment
Sulfur Dioxide	Attainment
Carbon Monoxide	Attainment
PM10	Attainment
Ozone, 1-hr standard (revoked)	Attainment. In 2016 EPA finalizes finding that Valley attained standard based on 2012-2014 data. San Joaquin Valley first and only region to be classified as "Extreme Nonattainment" to then attain standard.
	1997 Standard 84 ppb (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2023. Days exceeding standard reduced by over 90%.
Ozone, 8-hr standard	2008 Standard 75 ppb (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2031. Days exceeding standard reduced by over 70%.
	2015 Standard 70 ppb (Nonattainment): Developing attainment plan for this standard. Days exceeding this standard reduced by over 35%.
	1997 24-hour Standard 65 $\mu\text{g}/\text{m}^3$ (Attainment): EPA determined in 2021 that Valley has attained 1997 24-hour standard based on 2018-2020 data
	1997 Annual Standard 15 $\mu\text{g}/\text{m}^3$ (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2023
PM2.5	2006 24-hour Standard 35 $\mu\text{g}/\text{m}^3$ (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2024
	2012 Annual Standard 12 $\mu\text{g}/\text{m}^3$ (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2025

Attachment E: Coastal Zone Management

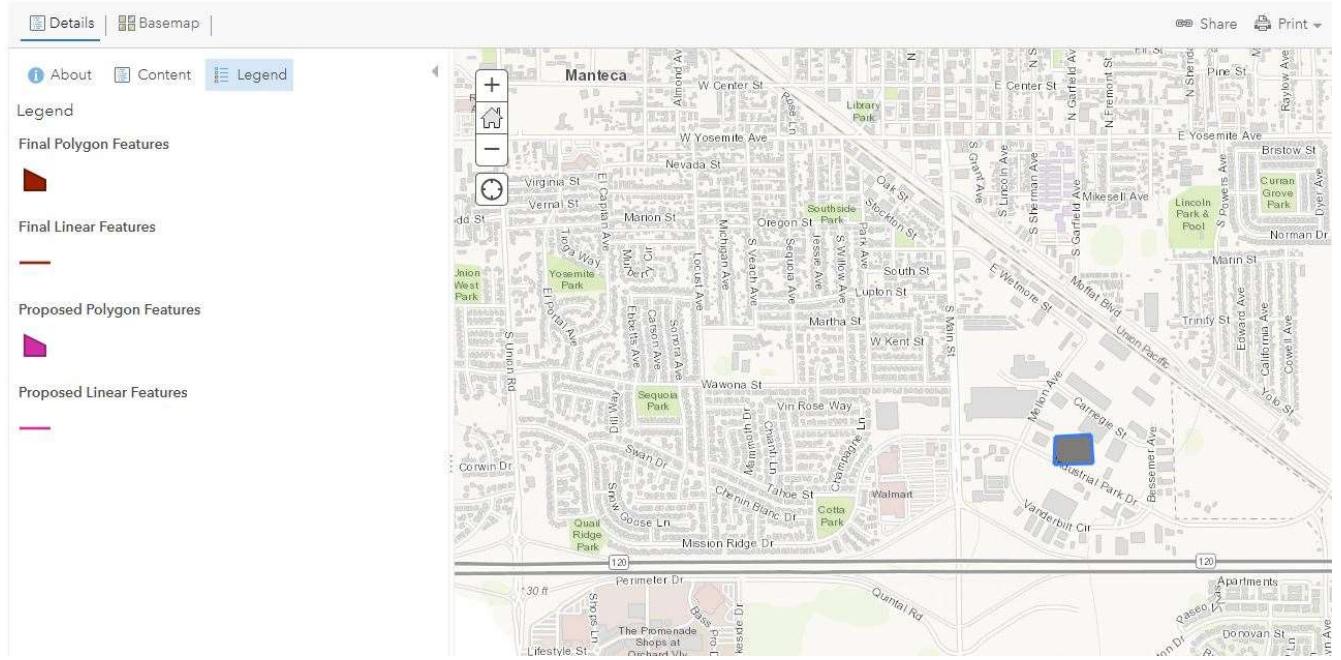


Attachment F: Contamination and Toxic Substances

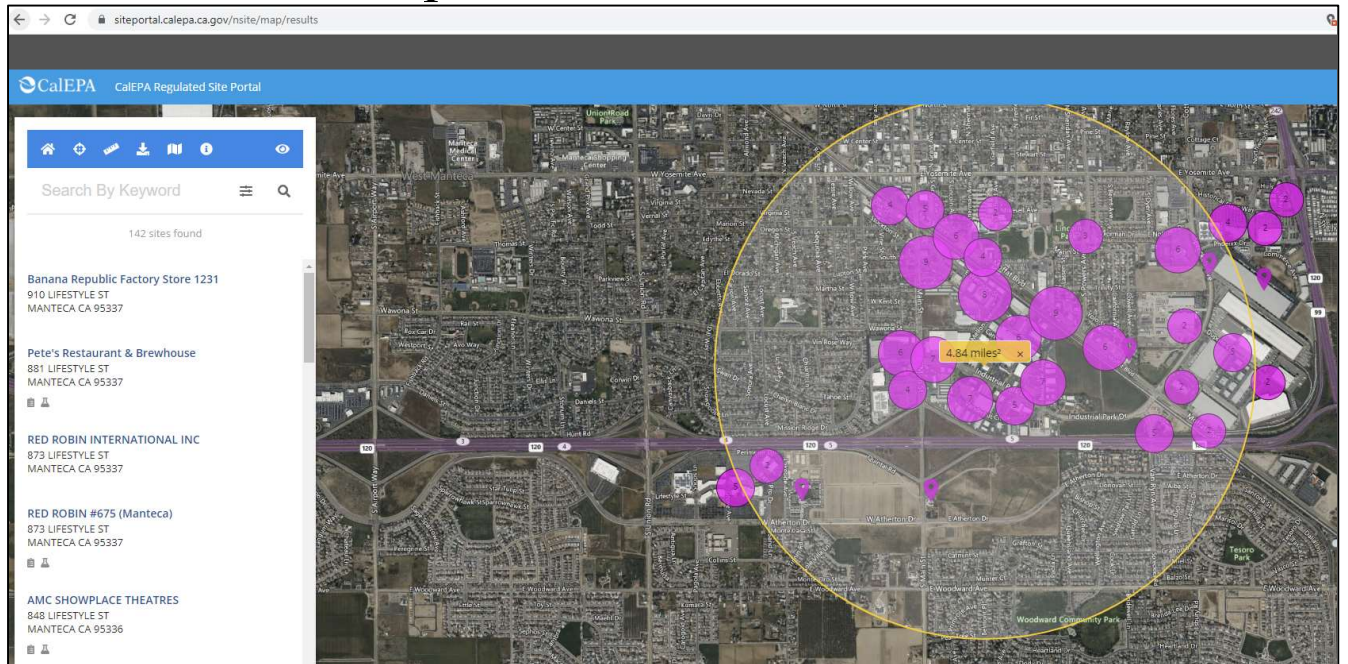


Attachment G: Endangered Species Bio Evaluation

Home ▾ Critical Habitat for Threatened & Endangered Species [USFWS]



Attach H: Explosive and Flammable Hazards



SiteID	El_ID	SiteName	Address	City	ZIP	Latitude	Longitude	El_Description		
21281	10182579	CONCO-WEST INC	322 E WETMORE ST	MANTECA	95337-574	37.79202	-121.213	Aboveground Petroleum Storage	.32 mi	600-1199 gal Diesel
30575	10609636	Fleet Maintenance	120 E WETMORE ST	MANTECA	95337	37.79324	-121.216	Aboveground Petroleum Storage	.45 mi	600-1199 gal Diesel 120-599 gallons propane
391989	10182409	ECKERT COLD STORAGE	757 S MOFFAT BLVD	MANTECA	95336	37.7914	-121.208	Aboveground Petroleum Storage	.33 mi	120-599 gallons propane
397267	10181315	MBM, Manteca	800 MELLON AVE	MANTECA	95337	37.79015	-121.21	Aboveground Petroleum Storage	.22 mi	9000-11999 gallons Diesel 120-599 LPG
397904	10183449	MOUNTAIN VALLEY EXPRESS INC	1019 BESSEMER AVE	MANTECA	95337	37.789	-121.208	Aboveground Petroleum Storage	.19 mi	120-599 gallons propane 6000-8999 gallons Diesel

Acceptable Separation Distance Assessment Tool

Is the container above ground? Yes: No:

Is the container under pressure? Yes: No:

Does the container hold a cryogenic liquified gas? Yes: No:

Is the container diked? Yes: No:

What is the volume (gal) of the container?

What is the Diked Area Length (ft)?

What is the Diked Area Width (ft)?

Calculate Acceptable Separation Distance

Diked Area (sqft)

ASD for Blast Over Pressure (ASDBOP)

ASD for Thermal Radiation for People (ASDPPU)

ASD for Thermal Radiation for Buildings (ASDBPU)

ASD for Thermal Radiation for People (ASDPNPD)

ASD for Thermal Radiation for Buildings (ASDBNPD)

For mitigation options, please click on the following link: [Mitigation Options](#)

Acceptable Separation Distance Assessment Tool

Is the container above ground?	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Is the container under pressure?	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
Does the container hold a cryogenic liquified gas?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Is the container diked?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
What is the volume (gal) of the container?	<input type="text" value="599"/>
What is the Diked Area Length (ft)?	<input type="text"/>
What is the Diked Area Width (ft)?	<input type="text"/>
<input type="button" value="Calculate Acceptable Separation Distance"/>	
Diked Area (sqft)	<input type="text"/>
ASD for Blast Over Pressure (ASDBOP)	<input type="text" value="184.89"/>
ASD for Thermal Radiation for People (ASDPPU)	<input type="text" value="223.40"/>
ASD for Thermal Radiation for Buildings (ASDBPU)	<input type="text" value="39.67"/>
ASD for Thermal Radiation for People (ASDPNPD)	<input type="text"/>
ASD for Thermal Radiation for Buildings (ASDBNPD)	<input type="text"/>

For mitigation options, please click on the following link: [Mitigation Options](#)

Attach I: Farmlands Protection

Warning: Soil Ratings Map may not be valid at this scale.

Tables – Farmland Classification – Summary By Map Unit

Summary by Map Unit – San Joaquin County, California (CA077)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
143	Delhi-Urban land complex, 0 to 2 percent slopes	Farmland of statewide importance	4.3	100.0%
Totals for Area of Interest			4.3	100.0%

Department of Conservation

CA Farmland Conservancy | Conservation Districts | Farmland Mapping | Williamson Act

California Important Farmland Finder

Search: 555 Industrial park dr mante

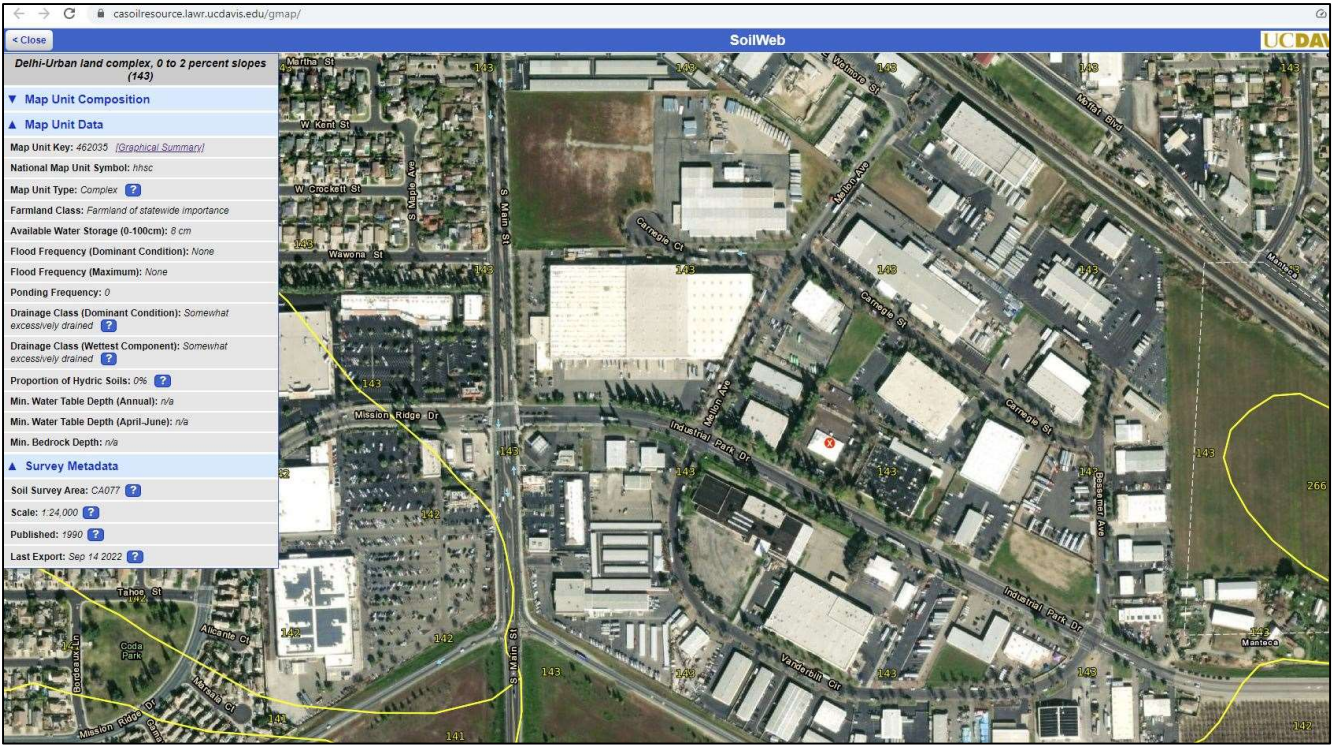
Search result: 1 of 1

Legend

California Important Farmland: Most Recent

- Most Recent
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Grazing Land
- Farmland of Local Importance
- Farmland of Local Potential
- Other Land
- Confined Animal Agriculture
- Nonagricultural or Natural Vegetation
- Vacant or Disturbed Land
- Rural Residential Land
- Semi-agricultural and Rural Commercial Land
- Urban and Built-Up Land
- Water Area
- Irrigated Farmland
- Nonirrigated Farmland

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Attach J: Historic Preservation

March 6th, 2023

Ms. Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

RE: Manteca Homeless Emergency Center
555 Industrial Park Drive
Manteca, CA 95337
USGS Manteca Quad – T2S R7E, Section 4
APN: 22119076

Trigger: Receipt of HUD CDBG Funds

Dear Ms. Polanco,

The purpose of this letter is to complete the SHPO consulting requirements pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations found at 36 CFR Part 800 prior to the above-referenced project receiving HUD CDBG funds to fund the proposed installation of two modular units that will provide up to 50 beds (25 beds in each modular), a mobile kitchen, and portable showers located at 555 Industrial Park Drive, Manteca, California. The use of federal funds in the project requires that a NEPA environmental review be conducted on the project site, which includes Section 106 consultation with SHPO.

Conclusion

The City of Manteca has concluded that the proposed project will not cause any significant impact to archaeological or historic resources in the project area and, therefore, has made a finding of "*No Historic Properties Affected*" per CFR 36 Part 800.4 (d)(1) and that no additional studies or mitigations need to be undertaken. The City of Manteca requests your concurrence in this finding.

Proposed Project

The proposed emergency, temporary transitional housing project consists of the installation of two modular units that will provide up to 50 beds (25 beds in each modular), a mobile kitchen, and portable showers located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. They will also provide adequate safety features such as fire sprinklers, smoke and carbon monoxide detectors. The site will be used for overnight shelter, and it will allow individuals to utilize day services that the provider has to offer, such as meals, showers, clothing, a resource center, transportation, and transitional housing. The site surrounded on all sides by industrial uses. Minor ground disturbance for the installation of underground utilities is included in this project.

Area of Potential Effect (APE)

The APE is the parking lot within the project site.

California Historical Resources Information System

Per the response from CHRIS, *"We have conducted a non-confidential extended Priority Response records search as per your request for the above-referenced project area located on the Manteca USGS 7.5-minute quadrangle map in San Joaquin County...If the current project does not include ground disturbance, further study for archaeological resources is not recommended at this time. If ground disturbance is considered a part of the current project, we recommend further review for the possibility of identifying prehistoric or historic-era archaeological resources."*

The project does include limited ground disturbance for the installation of utilities to the temporary structures; however, the project site and proposed utility alignment is located within paved parking lot/developed area that was subject to grading and includes an improved parking lot, underground utilities, adjacent industrial buildings, and adjacent public streets. The City of Manteca finds that the likelihood of encountering archaeological resources within the project site is low and does not recommend further study.

Native American Heritage Commission (NAHC)

A consultation request was sent to NAHC on January 27, 2023. The initial NAHC response indicated a turnover in staff would delay the official response. The City of Manteca has chosen to coordinate with SHPO, NAHC, and Native America tribes simultaneously. Tribal consultation letters were sent to all contacts on the attached list on Thursday, February 16, 2023. No responses have been received as of the date of this letter. If specific requirements or formal consultation is requested by any tribal government for this project, the City of Manteca will amend this letter.

Consultation Responses

The City of Manteca has not received a request for consultation as of the date of this letter.

National Register of Historic Places

An internet search of the National Register of Historic Places found no results for registered historic sites within the City of Manteca. There are no registered historic sites located within one-half mile (0.5 miles) of the project site. The nearest registered site is the Tracy Inn located approximately 15.3 miles west of the project site in Tracy, CA.

I hope this information is helpful to you. Please feel free to contact me should you have any questions or comments about this project.

Sincerely,

Vielka Guarascio

City of Manteca

cc: R. L. Hastings & Associates, LLC
P.O. Box 552
Placerville, CA 95667

Enclosures:

USGS Topographic Map with Project Site outlined
Aerial of Site – Area of Potential Effects (APE)
CHRIS response letter, dated, 1.27.2023
NAHC Native American Contacts List, dated
12.16.22 and 3.2.23, and NAHC Response Letter
Tribal Consultation letters, mailed 2.16.23 and 3.6.23
NRHP Internet Search Results



CENTRAL CALIFORNIA INFORMATION CENTER

California Historical Resources Information System

Department of Anthropology – California State University, Stanislaus

One University Circle, Turlock, California 95382

(209) 667-3307

Alpine, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus & Tuolumne Counties

Date: 1/27/2023

Records Search File #: 12427L

Project: Manteca Homeless Emergency Center
555 Industrial Park Drive, Manteca San Joaquin
County, CA 95337; T2S R7E Section 4; APN:
22119076

Roy Hastings, Principal
R. L. Hastings & Associates, LLC
P.O. Box 552
Placerville, CA 95667
916-397-6795

roy@rlhastings.com

Dear Mr. Hastings:

We have conducted a non-confidential extended Priority Response records search as per your request for the above-referenced project area located on the Manteca USGS 7.5-minute quadrangle map in San Joaquin County.

Search of our files includes review of our maps for the specific project area and the immediate vicinity of the project area, and review of the following:

National Register of Historic Places (NRHP)
California Register of Historical Resources (CRHR)
California Inventory of Historic Resources (1976)
California Historical Landmarks
California Points of Historical Interest listing
Office of Historic Preservation Built Environment Resource Directory (BERD) and the Archaeological Determinations of Eligibility (ADOE)
Survey of Surveys (1989)
Caltrans State and Local Bridges Inventory
General Land Office Plats
Other pertinent historic data available at the CCaIC for each specific county

The following details the results of the records search:

Prehistoric or historic resources within the project area:

- There are no formally recorded prehistoric or historic archaeological resources or historic buildings or structures within the project area.
- The General Land Office survey plat for T2S R7E (dated 1855) shows the SW ¼ of Section 4 as a 160-acre parcel.
- The Map of the County of San Joaquin, California (1883) shows W. Sperry as the landowner in Section 4, T2S R7E.
- The 1952 edition of the Manteca USGS 7.5' quadrangle shows an unnamed water conveyance lateral immediately south of the project area. We have no further information on file regarding this possible

historical resource that would be 71 years in age (or older).

Prehistoric or historic resources within the immediate vicinity of the project area: None have been formally reported to the Information Center.

Resources that are known to have value to local cultural groups: None has been formally reported to the Information Center.

Previous investigations within the project area: No project specific survey has been conducted within the project area, but the project area does fall within an overview report prepared for the City of Manteca, referenced as follows:

CCaIC Report No. SJ-04786

2002 Windmiller, R., and D. Napoli
City of Manteca-General Plan Update, Background Reports: Archaeological Resources, Historical Resources, Records Search Results. Historic Preservation Planning for Wade Associates, Sacramento.

Recommendations/Comments:

Please be advised that a historical resource is defined as a building, structure, object, prehistoric or historic archaeological site, or district possessing physical evidence of human activities over 45 years old. Since the specific project area has not been subject to previous investigations, there may be unidentified features involved in your project that are 45 years or older and considered as historical resources requiring further study and evaluation by a qualified professional of the appropriate discipline.

If the current project does not include ground disturbance, further study for archaeological resources is not recommended at this time. If ground disturbance is considered a part of the current project, we recommend further review for the possibility of identifying prehistoric or historic-era archaeological resources.

If the proposed project contains buildings or structures that meet the minimum age requirement (45 years in age or older) it is recommended that the resource/s be assessed by a professional familiar with architecture and history of the county. Review of the available historic building/structure data has included only those sources listed above and should not be considered comprehensive.

If at any time you might require the services of a qualified professional the Statewide Referral List for Historical Resources Consultants is posted for your use on the internet at <http://chrisinfo.org>

If archaeological resources are encountered during project-related activities, work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources.

If human remains are discovered, California Health and Safety Code Section 7050.5 requires you to protect the discovery and notify the county coroner, who will determine if the find is Native American. If the remains are recognized as Native American, the coroner shall then notify the Native American Heritage Commission (NAHC). California Public Resources Code Section 5097.98 authorizes the NAHC to appoint a Most Likely Descendant (MLD) who will make recommendations for the treatment of the discovery.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the State Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

We thank you for contacting this office regarding historical resource preservation. Please let us know when we can be of further service. Please sign and return the attached **Access Agreement Short Form**.

Note: Billing will be transmitted separately via email from the Financial Services office (\$225.00), payable within 60 days of receipt of the invoice.

If you wish to include payment by Credit Card, you must wait to receive the official invoice from Financial Services so that you can reference the CMP # (Invoice Number), and then contact the link below:

<https://commerce.cashnet.com/ANTHROPOLOGY>

Sincerely,

E. A. Greathouse

E. A. Greathouse, Coordinator
Central California Information Center
California Historical Resources Information System



NATIVE AMERICAN HERITAGE COMMISSION

March 2, 2023

Peter Bird
AICP

Via Email to: birdman3pa@yahoo.com

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yakaya Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
[VAVANT]

COMMISSIONER
[VACANT]

EXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: Manteca Homeless Emergency Center Project, San Joaquin County

Dear Mr. Bird:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
San Joaquin County
12/16/2022**

***Buena Vista Rancheria of Me-
Wuk Indians***

Rhonda Morningstar Pope,
Chairperson
1418 20th Street, Suite 200 Me-Wuk
Sacramento, CA, 95811
Phone: (916) 491 - 0011
Fax: (916) 491-0012
rhonda@buenavistatribe.com

Ione Band of Miwok Indians

Sara Dutschke, Chairperson
9252 Bush Street Miwok
Plymouth, CA, 95669
Phone: (209) 245 - 5800
consultation@ionemiwok.net

***Muwekma Ohlone Indian Tribe
of the SF Bay Area***

Monica Arellano, Vice
Chairwoman
20885 Redwood Road, Suite 232 Costanoan
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
monicavarellano@gmail.com

***Muwekma Ohlone Indian Tribe
of the SF Bay Area***

Charlene Nijmeh, Chairperson
20885 Redwood Road, Suite 232 Costanoan
Castro Valley, CA, 94546
Phone: (408) 464 - 2892
cnijmeh@muvekma.org

North Valley Yokuts Tribe

Timothy Perez,
P.O. Box 717 Costanoan
Linden, CA, 95236 Northern Valley
Phone: (209) 662 - 2788 Yokut
huskanam@gmail.com

North Valley Yokuts Tribe

Katherine Perez, Chairperson
P.O. Box 717 Costanoan
Linden, CA, 95236 Northern Valley
Phone: (209) 887 - 3415 Yokut
canutes@verizon.net

Tule River Indian Tribe

Neil Peyron, Chairperson
P.O. Box 589 Yokut
Porterville, CA, 93258
Phone: (559) 781 - 4271
Fax: (559) 781-4610
neil.peyron@tulerivertribe-nsn.gov

Wilton Rancheria

Dahlton Brown, Director of
Administration
9728 Kent Street Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
dbrown@wiltonrancheria-nsn.gov

Wilton Rancheria

Steven Hutchason, THPO
9728 Kent Street Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
Fax: (916) 863-6015
shutchason@wiltonrancheria-
nsn.gov

Wilton Rancheria

Jesus Tarango, Chairperson
9728 Kent Street Miwok
Elk Grove, CA, 95624
Phone: (916) 683 - 6000
Fax: (916) 683-6015
jtarango@wiltonrancheria-nsn.gov

***Wuksache Indian Tribe/Eshom
Valley Band***

Kenneth Woodrow, Chairperson
1179 Rock Haven Ct. Foothill Yokut
Salinas, CA, 93906 Mono
Phone: (831) 443 - 9702
kwood8934@aol.com

***The Confederated Villages of
Lisjan***

Corrina Gould, Chairperson
10926 Edes Avenue Bay Miwok
Oakland, CA, 94603 Ohlone
Phone: (510) 575 - 8408 Delta Yokut
cvltribe@gmail.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Airport Plaza - 2060 W. Lathrop Rd., Manteca, CA Project, San Joaquin County.



CITY OF MANTECA

February 13, 2023

Rhonda Morningstar Pope
Buena Vista Rancheria of Me-Wuk Indians
1418 20th Street, Suite 200
Sacramento, CA, 95811

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Chairperson,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

Proposed Project

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If you have any questions or need additional information, please contact Roy Hastings at 916.397.6795 or by e-mail at roy@rlhastings.com.

Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

March 5, 2023

California Valley Miwok Tribe
14807 Avenida Central
La Grange, CA, 95329

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Chairperson,

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

March 5, 2023

California Valley Miwok Tribe
Sheep Rancheria of Me-Wuk
Indians of CA,
P.O. Box 395
West Point, CA, 95255

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Sara Dutschke Setshwaelo
Ione Band of Miwok Indians
9252 Bush Street
Plymouth, CA 95669

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Corrina Gould
The Confederated Villages of Lisjan
10926 Edes Avenue
Oakland, CA, 94603
RE: Native American Consultation Request

Subject Property: Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Chairperson,

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Thank you for your assistance.

Thank you,

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Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

March 5, 2023

Monica Arellano, Vice
Muwekma Ohlone Indian Tribe
of the SF Bay Area
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Katherine Perez
North Valley Yokuts Tribe
P.O. Box 717
Linden, CA, 95236

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Chairperson,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Timothy Perez
North Valley Yokuts Tribe
P.O. Box 717
Linden, CA, 95236
RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Mr. Perez,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

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Thank you for your assistance.

Thank you,
Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

March 5, 2023

Joey Garfield,
Tribal Archaeologist
P.O. Box 589
Porterville, CA, 93258

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Mr. Garfield,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

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If you have any questions or need additional information, please contact Roy Hastings at 916.397.6795 or by e-mail at roy@rlhastings.com.

Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

March 5, 2023

Kerri Vera, Environmental
Department, Tule River Indian Tribe
P.O. Box 589
Porterville, CA, 93258

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Ms. Vera,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Neil Peyron,
Tule River Indian Tribe
P.O. Box 589
Porterville, CA, 93258

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Chairperson,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Jesus Tarango
Wilton Rancheria
9728 Kent Street
Elk Grove, CA, 95624

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Chairperson,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Steven Hutchason
Wilton Rancheria
9728 Kent Street
Elk Grove, CA, 95624

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Mr. Hutchason,

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Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Dalton Brown
Wilton Rancheria
9728 Kent Street
Elk Grove, CA, 95624

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Mr. Brown,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

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Thank you for your assistance.

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Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.



CITY OF MANTECA

February 13, 2023

Kenneth Woodrow
Wuksache Indian Tribe/Eshom
Valley Band
1179 Rock Haven Ct.
Salinas, CA, 93906

RE: Native American Consultation Request

Subject Property:
Manteca Homeless Emergency Shelter
555 Industrial Park Way
Manteca, CA 95337

Dear Chairperson,

The City of Manteca has been awarded CDBG (HUD) funds for a temporary emergency shelter for homeless individuals at a site located at 555 Industrial Park Drive, Manteca, CA, with the intent of moving the transitional housing facility to a permanent location when feasible. The receipt of federal funds in the form of vouchers requires that a NEPA environmental review be conducted on the project site. R. L. Hastings & Associates is preparing the NEPA environmental review on behalf of the City of Manteca. Consultation with Native American groups or individuals and the State Historic Preservation Officer (SHPO) is a required part of the NEPA process.

Proposed Project

The proposed temporary emergency shelter consists of the placement of two (2) dormitory modular units for the unsheltered individuals that will provide up to 50 beds and a portable kitchen and bathroom/shower facility. The project will also allow individuals to utilize day services such as meals, showers, clothing, resource center, transportation and transitional housing. The site consists of an improved parking lot and an existing industrial building. The temporary units will be connected to City utilities, which will require trench excavation.

If you have any questions or need additional information, please contact Roy Hastings at 916.397.6795 or by e-mail at roy@rlhastings.com.

Thank you for your assistance.

Thank you,

Roy Hastings

Roy Hastings, Principal
R. L. Hastings & Associates, LLC

Please email response to Roy Hastings. Thank you.

555 industrial park drive

Basemap Imagery Draw Erase Save Session Tools More Data

EPA NEPAssist Version 2023.04.01 Home | Mobile | Help

Measure

Click one of the following buttons to start measuring:

Unit: Miles Mode: Auto

Distance: 10.98 mi

New Measurement

Select Map Contents

- EPA Facilities
- Water Monitoring Stations
- Boundaries
- Non-attainment Areas
- EIScreen Indexes (2021)
- Water
- Transportation
- Places
 - National Register of Historic Places
 - Schools
 - Places of Worship
 - Hospitals
- Critical Habitat
- NWI Wetlands
- FEMA Flood
- Land Cover

Attach K: Noise Abatement and Control



Noise (EA Level Reviews) – PARTNER

<https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control>

1. What activities does your project involve? Check all that apply:

- New construction for residential use

NOTE: HUD assistance to new construction projects is generally prohibited if they are located in an Unacceptable zone, and HUD discourages assistance for new construction projects in Normally Unacceptable zones. See 24 CFR 51.101(a)(3) for further details.
→ Continue to Question 2.

- Rehabilitation of an existing residential property

NOTE: For major or substantial rehabilitation in Normally Unacceptable zones, HUD encourages mitigation to reduce levels to acceptable compliance standards. For major rehabilitation in Unacceptable zones, HUD strongly encourages mitigation to reduce levels to acceptable compliance standards. See 24 CFR 51 Subpart B for further details.
→ Continue to Question 2.

- None of the above

→ If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.

2. Complete the Preliminary Screening to identify potential noise generators in the vicinity (1000' from a major road, 3000' from a railroad, or 15 miles from an airport).

Indicate the findings of the Preliminary Screening below:

- There are no noise generators found within the threshold distances above.

→ If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below. Provide a map showing the location of the project relative to any noise generators.

- Noise generators were found within the threshold distances.

→ Continue to Question 3.

3. Complete the Noise Assessment Guidelines to quantify the noise exposure. Indicate the findings of the Noise Assessment below:

- Acceptable (65 decibels or less; the ceiling may be shifted to 70 decibels in circumstances described in §24 CFR 51.105(a))

Indicate noise level here: 40 to 47 DNL

Project DNL will be between 40 and 47 DNL

- Normally Unacceptable: (Above 65 decibels but not exceeding 75 decibels; the floor may be shifted to 70 decibels in circumstances described in 24 CFR 51.105(a))

Indicate noise level here: [Click here to enter text.](#)

If project is rehabilitation:

→ Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis.

If project is new construction:

Is the project in a largely undeveloped area¹?

No

Yes → ***The project requires completion of an Environmental Impact Statement (EIS) pursuant to 51.104(b)(1)(i).***

→ Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis.

Unacceptable: (Above 75 decibels)

Indicate noise level here: [Click here to enter text.](#)

If project is rehabilitation:

HUD strongly encourages conversion of noise-exposed sites to land uses compatible with high noise levels. Consider converting this property to a non-residential use compatible with high noise levels.

→ Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis, and any other relevant information.

If project is new construction:

The project requires completion of an Environmental Impact Statement (EIS) pursuant to 51.104(b)(1)(i). Work with HUD or the RE to either complete an EIS or obtain a waiver signed by the appropriate authority.

→ Continue to Question 4.

4. HUD strongly encourages mitigation be used to eliminate adverse noise impacts. Work with the RE/HUD on the development of the mitigation measures that must be implemented to mitigate for the impact or effect, including the timeline for implementation.

Mitigation as follows will be implemented:

[Click here to enter text.](#)

→ Provide drawings, specifications, and other materials as needed to describe the project's noise mitigation measures.

Continue to the Worksheet Summary.

No mitigation is necessary.

Explain why mitigation will not be made here:

Per the HUD DNL calculator, exterior noise levels from the railroad and airport will not exceed 47 decibels.

Worksheet Summary

¹ A largely undeveloped area means the area within 2 miles of the project site is less than 50 percent developed with urban uses or does not have water and sewer capacity to serve the project.

Provide a full description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your program or region

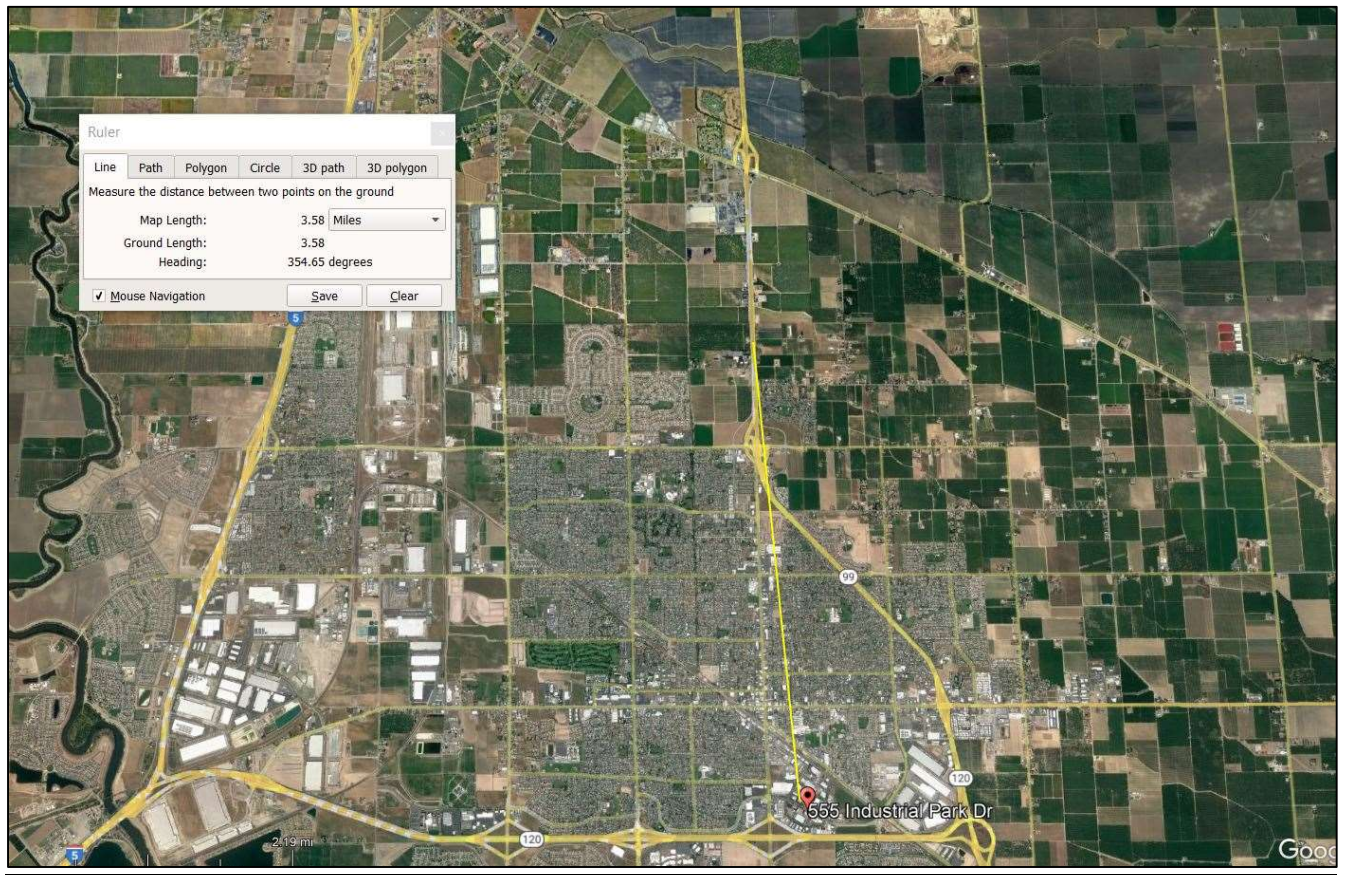
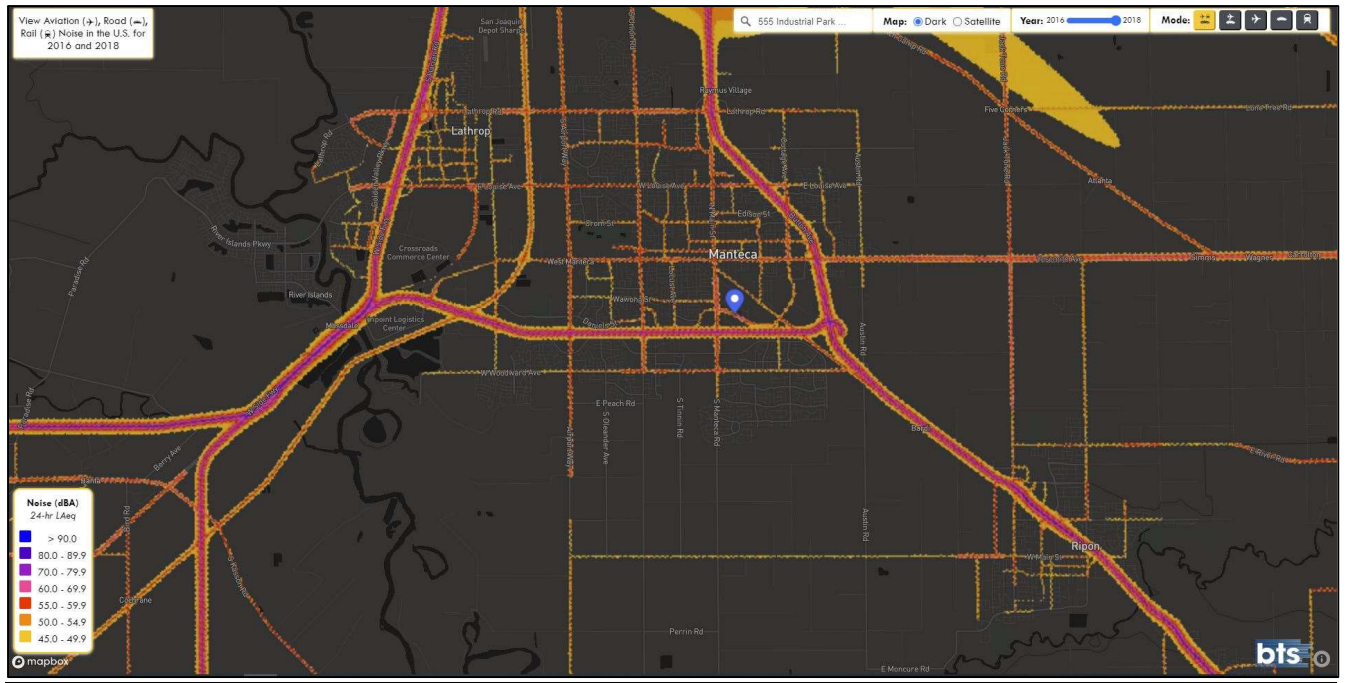
Include all documentation supporting your findings in your submission to HUD.

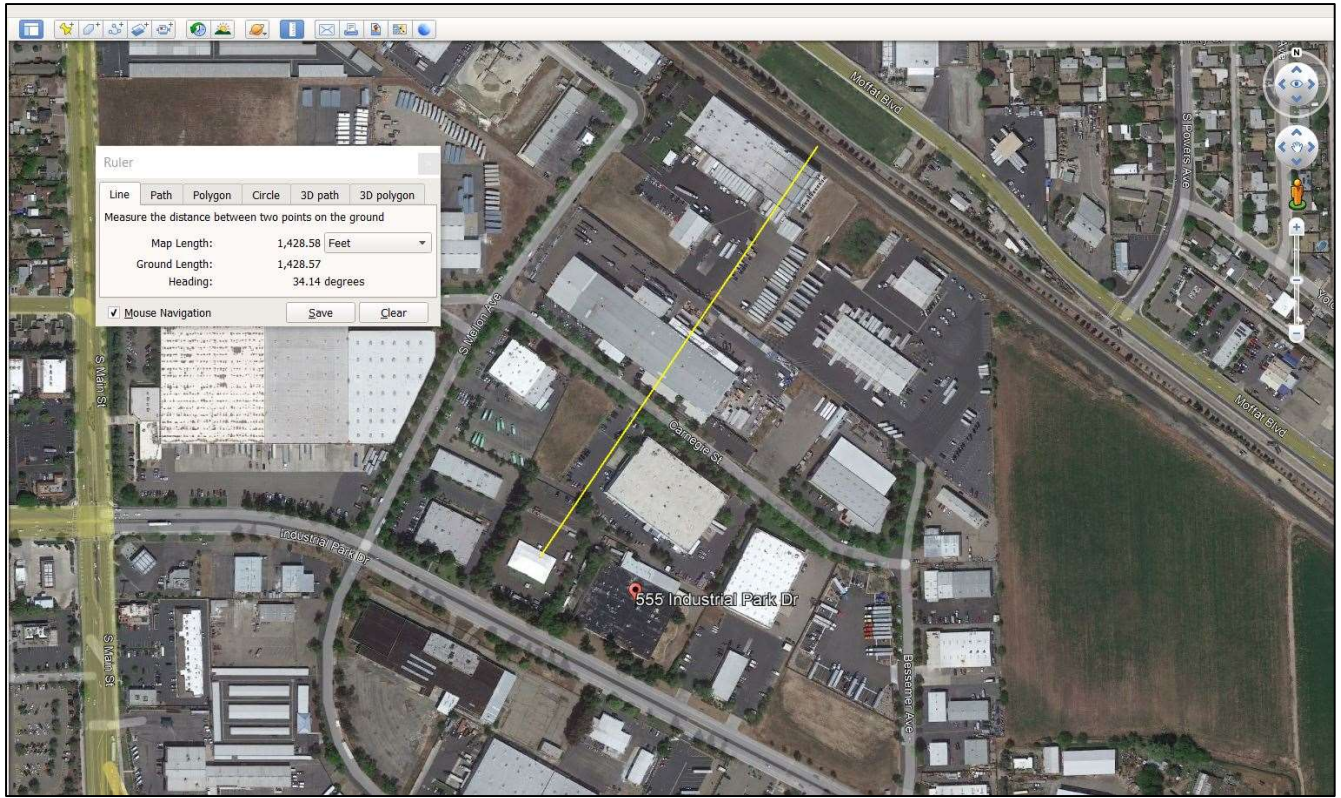
Railroad Analysis – Performed 4-3-23

The project site is located approximately 1,420 feet south of the Union Pacific Railroad, between crossings 752440S and 752438R. Per U.S. DOT crossing inventory form 2130-0017, this track has moderate use with 9 through trains per day and 9 trains per night. The train speeds range from 30 to 70 mph. Specific train information, such as number of engines and cars is not available for this segment of railroad. Using the HUD Exchange DNL Calculator, two different scenarios were modeled. The first assumes a train with two (2) engines and 50 railway cars and average speed of 50mph which resulted in a combined project DNL of 47. The second scenario assumes a train with 10 engines and 100 railway cars and an average speed of 70mph, which resulted in a combined project DNL of 52. A threshold of 10 engines and 100 railway cars was chosen due to the diminishing effects of adding more. The railroad will have minimal effect on the project. No mitigation is required.

Airport Analysis – Performed

The project site is located approximately 9 miles south of the Stockton Metropolitan Airport and 10.5 miles northwest of the New Jerusalem Airport. The flight patterns for the airports generally follow a northwest/southeast pattern. The noise contours per the National Transportation Noise Map indicate the noise contours nearest the project end approximately 3.6 miles to the north. The airports would have no effect on the project and no mitigation is required.





Railroad #1 Track Identifier:		Union Pacific
Rail # 1		
Train Type	Electric <input type="checkbox"/>	Diesel <input checked="" type="checkbox"/>
Effective Distance		1428
Average Train Speed		50
Engines per Train		2
Railway cars per Train		50
Average Train Operations (ATO)		18
Night Fraction of ATO		9
Railway whistles or horns?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Bolted Tracks?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
Train DNL	0	47
Calculate Rail #1 DNL	47	Reset

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

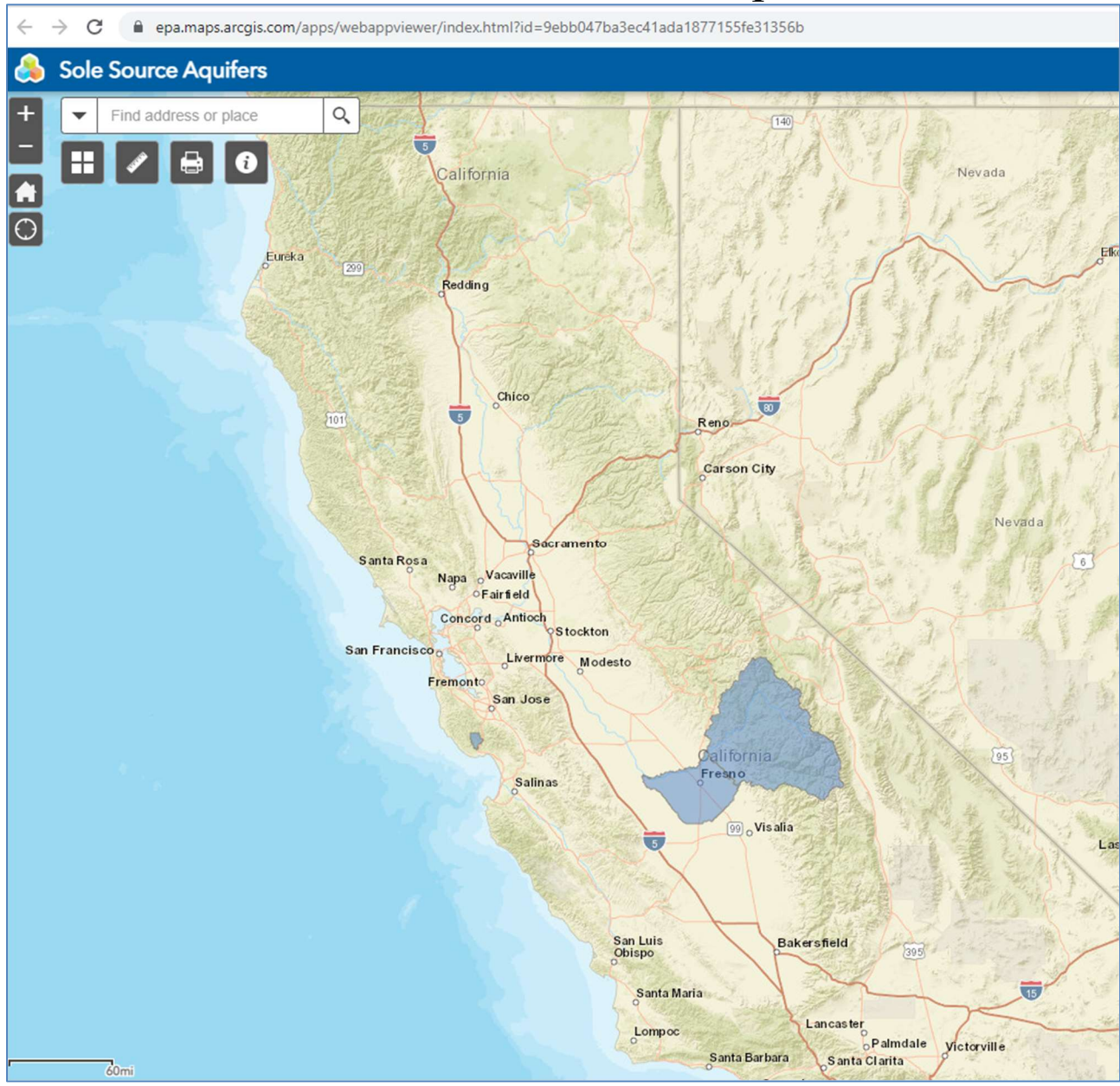
Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 07 / 20 / 2021		B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other		C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction			D. DOT Crossing Inventory Number 752438R
Part I: Location and Classification Information							
1. Primary Operating Railroad Union Pacific Railroad Company (UP)			2. State CALIFORNIA		3. County SAN JOAQUIN		
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near MANTECA		5. Street/Road Name & Block Number SPRECKELS ROAD <small>(Street/Road Name) * (Block Number)</small>			6. Highway Type & No. Is		
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR				8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			
9. Railroad Division or Region <input type="checkbox"/> None NORTHERN CALIFORNIA		10. Railroad Subdivision or District <input type="checkbox"/> None FRESNO SUB		11. Branch or Line Name <input checked="" type="checkbox"/> None		12. RR Milepost 0098.020 <small>(prefix) (nnn.nnn) (suffix)</small>	
13. Line Segment *		14. Nearest RR Timetable Station *		15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input type="checkbox"/> No	21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day <input type="checkbox"/>	
23. Type of Land Use <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard							
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number				25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excluded Date Established			
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnn) 37.785699		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnn) -121.200635		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated	
30.A. Railroad Use *				31.A. State Use * CPUC 001B-98.00			
30.B. Railroad Use *				31.B. State Use *			
30.C. Railroad Use *				31.C. State Use *			
30.D. Railroad Use *				31.D. State Use *			
32.A. Narrative (Railroad Use) *				32.B. Narrative (State Use) *			
33. Emergency Notification Telephone No. (posted) 800-848-6715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 415-703-3722			
Part II: Railroad Information							
1. Estimated Number of Daily Train Movements							
1.A. Total Day Thru Trains (6 AM to 6 PM) 9		1.B. Total Night Thru Trains (6 PM to 6 AM) 9	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>		
2. Year of Train Count Data (YYYY) 2019		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 70 3.B. Typical Speed Range Over Crossing (mph) From 30 to 70					
4. Type and Count of Tracks Main ¹ Siding ¹ Yard ⁰ Transit ⁰ Industry ⁰							
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None							
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/20/2021		PAGE 2		D. Crossing Inventory Number (7 char.) 752438H	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-3) <input type="checkbox"/> Yes (count) <input checked="" type="checkbox"/> No	2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input checked="" type="checkbox"/> All Approaches <input checked="" type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2.I. ENS Sign (R-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type <u>RB-10</u> Count <u>3</u> Specify Type <u>RB-6</u> Count <u>4</u> Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		2.L. LED Enhanced Signs (List types) 0	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway <u>3</u> Pedestrian <u>2</u>	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input checked="" type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridge) Flashing Light Structures (count) Over Traffic Lane <u>2</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input checked="" type="checkbox"/> LED	3.D. Mast Mounted Flashing Lights (count of masts) <u>4</u> <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 12	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) _____ <input checked="" type="checkbox"/> No	3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagger/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None			3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input checked="" type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic Number of Lanes <u>5</u>		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
4.A. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) _____ Width * _____ Length * <u>104</u> <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) <u>84</u>			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal Aid, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input checked="" type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
7. Annual Average Daily Traffic (AADT) Year <u>2016</u> AADT <u>15019</u>		8. Estimated Percent Trucks <u>30</u> %		9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____	
				4. Highway Speed Limit System? <u>35</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
				5. Linear Referencing System (LRS Route ID) *	
				6. LRS Milepost *	
				10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

Attach L: Sole Source Aquifers



Attach M: Wetlands Protection

The screenshot displays the National Wetlands Inventory web application interface. The browser address bar shows the URL: fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. The application title is "National Wetlands Inventory" with the subtitle "surface waters and wetlands".

On the left side, there is a "MAP LAYERS" panel with the following options:

- Wetlands
- Riparian
- Riparian Mapping Areas
- Data Source
 - Source Type
 - Image Scale
 - Image Year
- Areas of Interest
- FWS Managed Lands
- Historic Wetland Data

The main map area shows an aerial view of a residential and commercial area. A blue line indicates a measurement of 0.79 Miles. A popup window titled "Measurement Result" shows "0.79 Miles". Another popup window is open over a wetland area, displaying the following information:

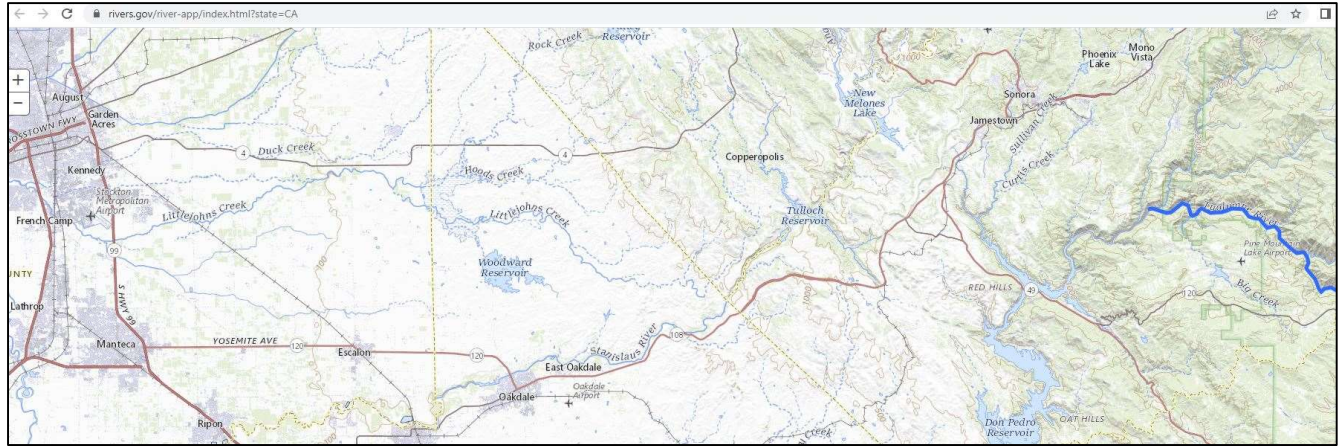
General | **Description** | Reports | About

This 0.76 acre **Freshwater Emergent Wetland** habitat is classified as a **PEM1Kx**. For a complete code description, click [here](#).

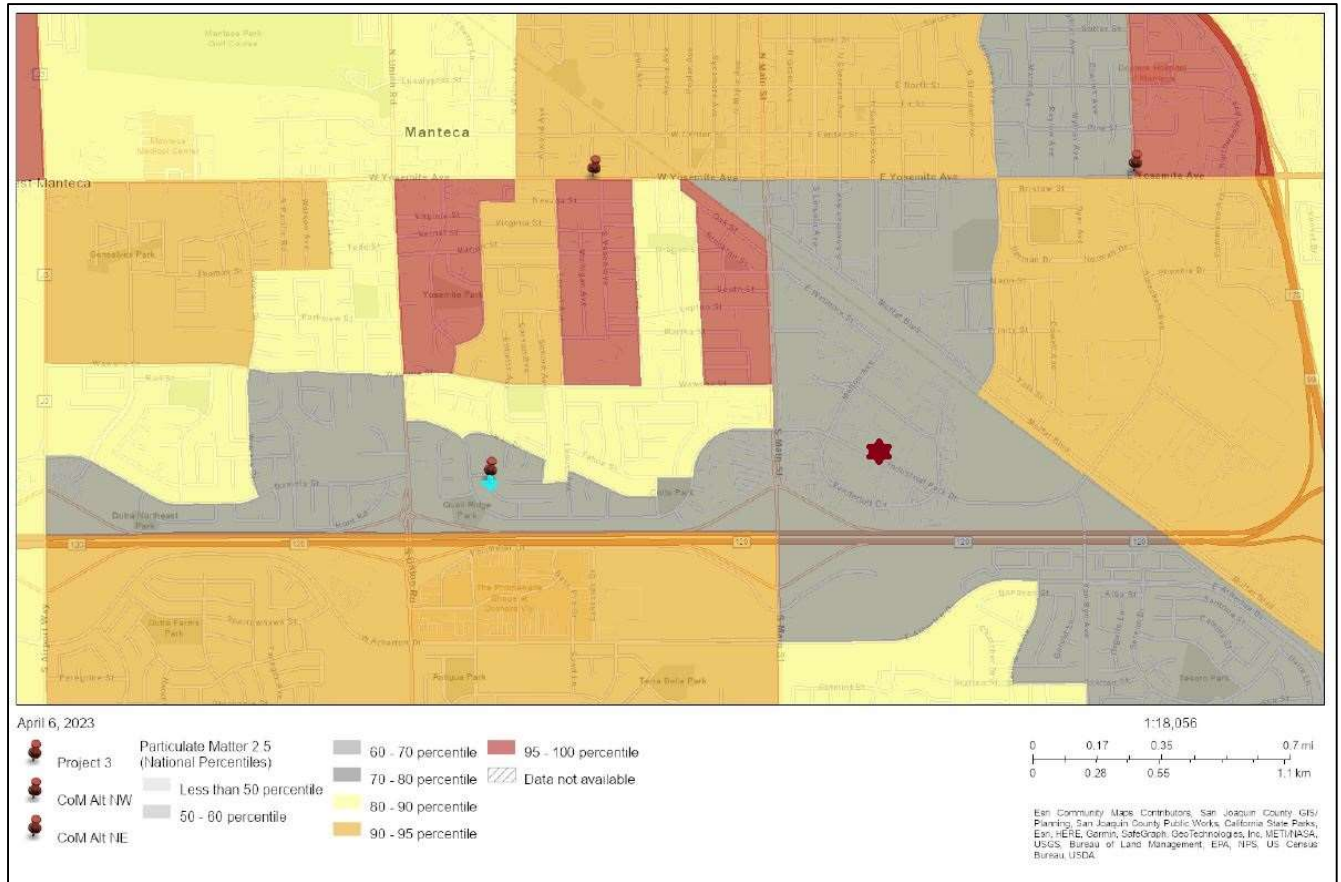
The wetlands and deepwater habitats in this area were photo interpreted using 1:58,000 scale, **color infrared** imagery from 1982.

[Zoom to wetland](#)
[Zoom to project area](#)

Attach N: Wild and Scenic Rivers

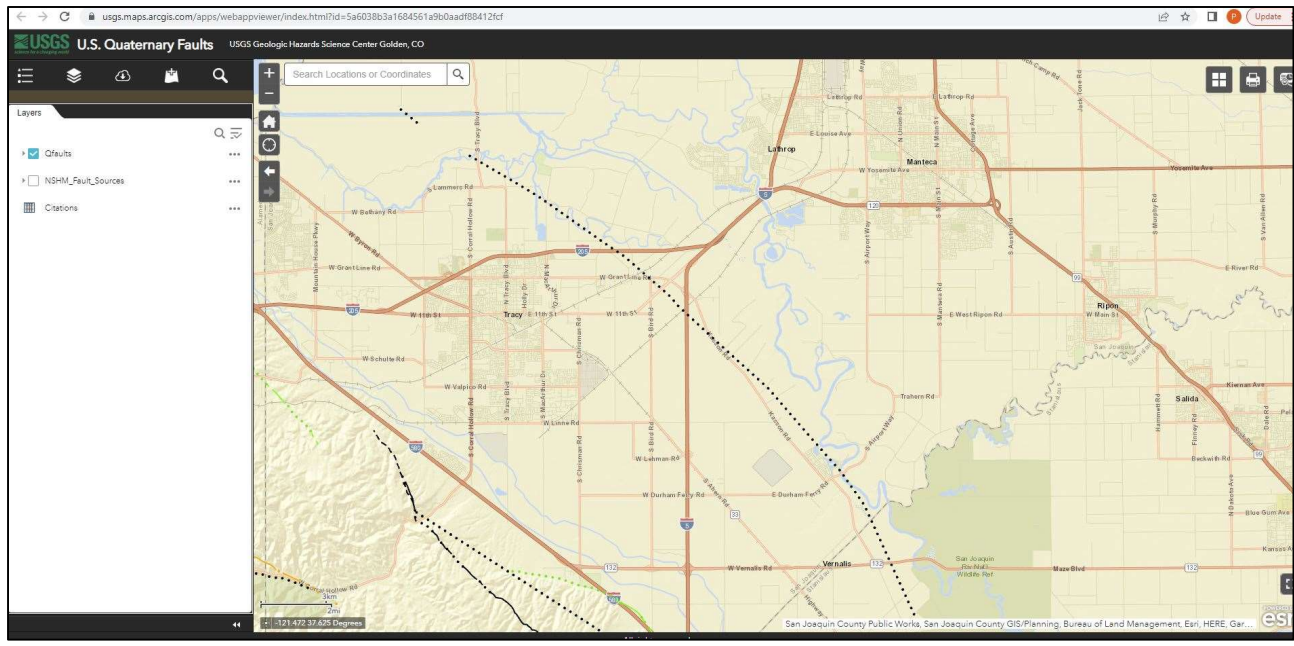
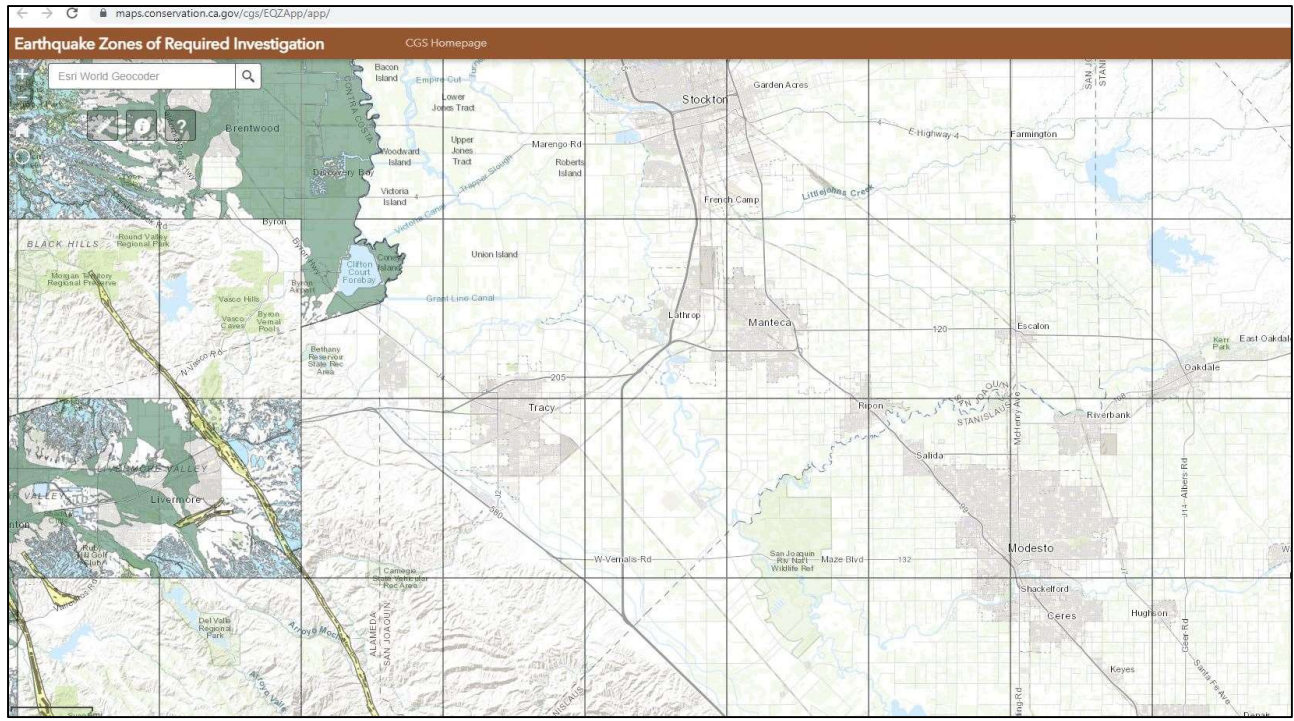


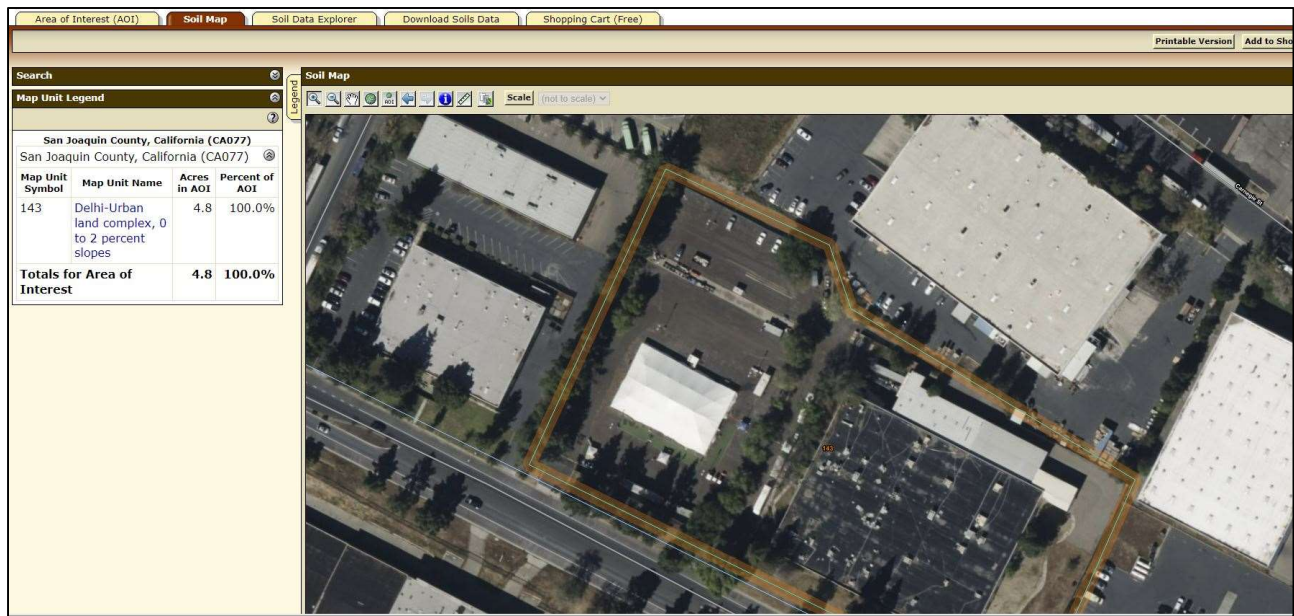
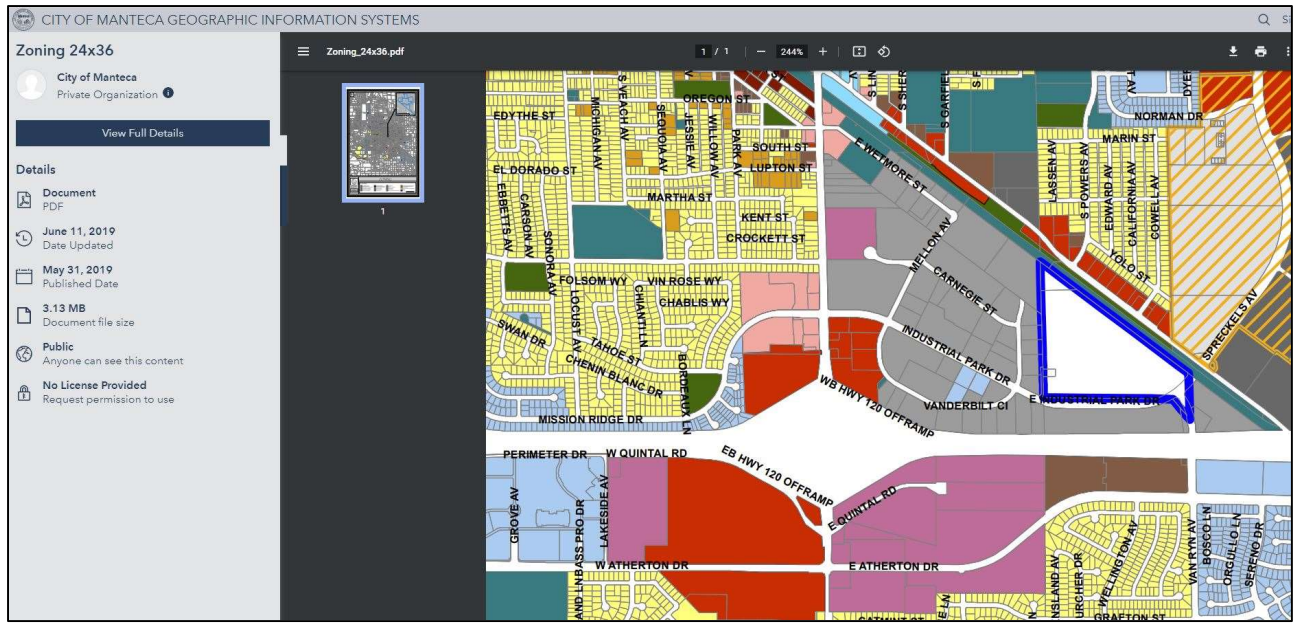
Attachment O: Environmental Justice



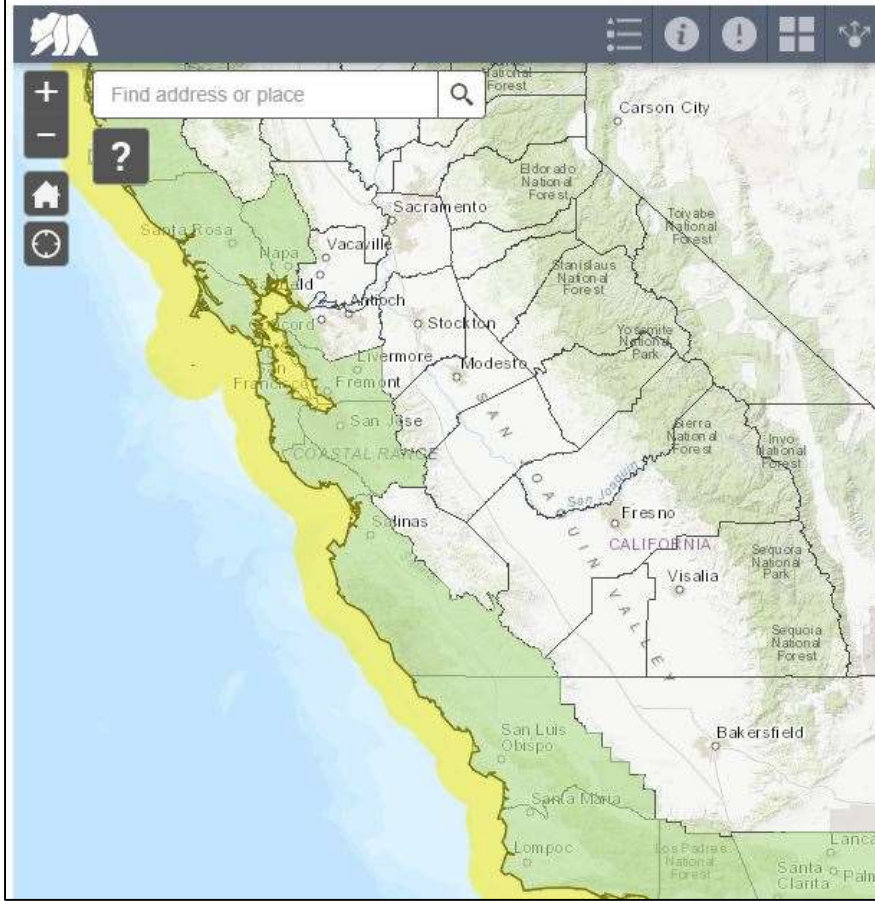
Attachment P: Land development





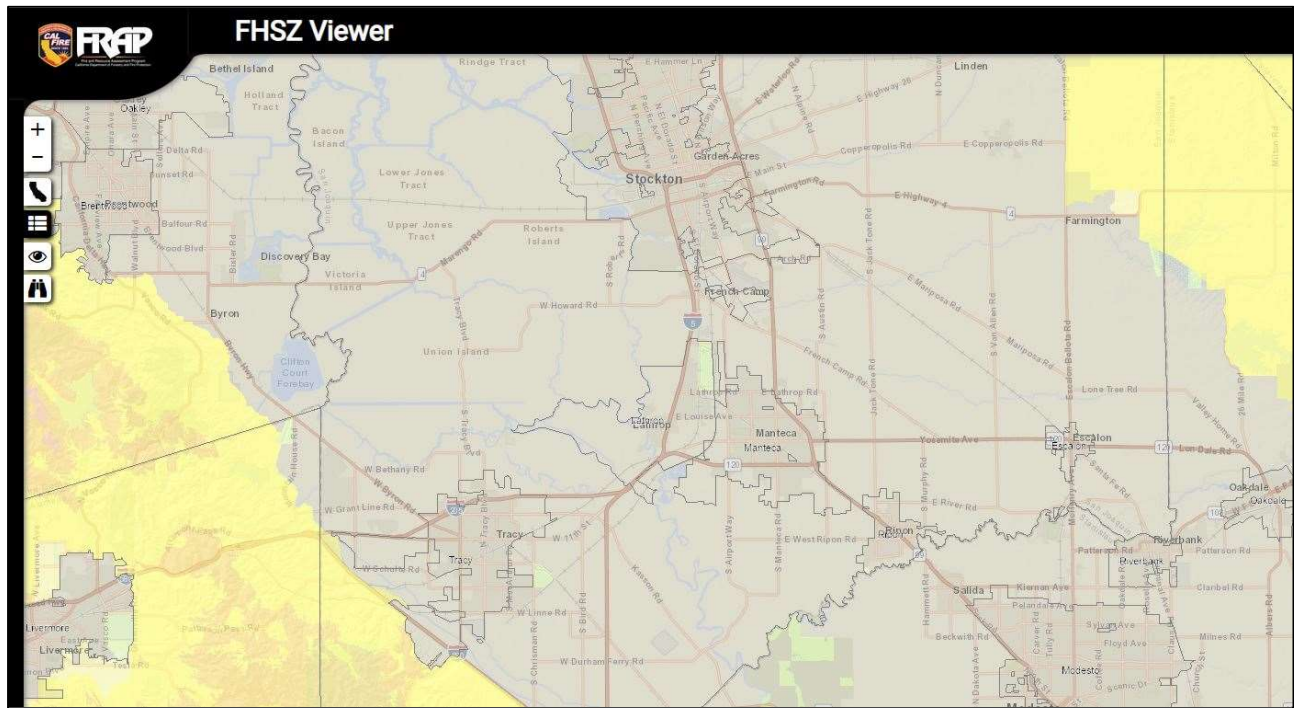


California Tsunami Maps and Data



County-Specific Page Links

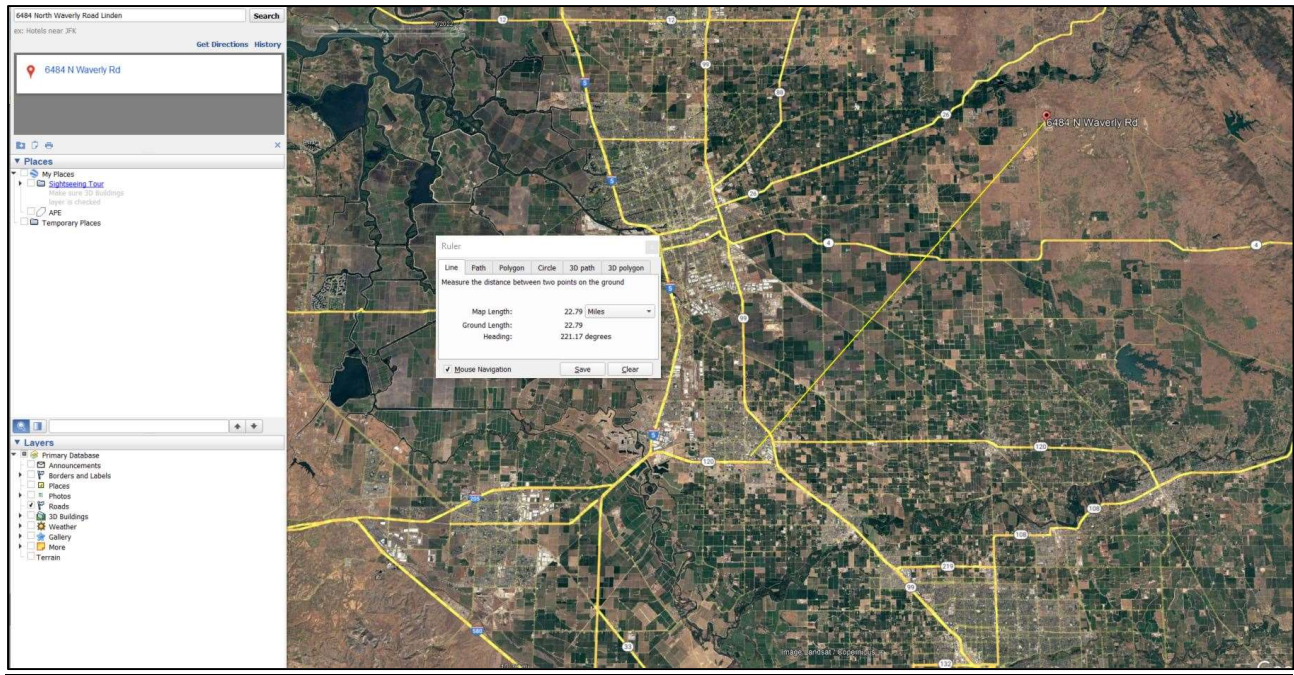
- [Alameda \[2021\]](#)
- [Contra Costa \[2021\]](#)
- [Del Norte \[2021\]](#)
- [Humboldt \[2021\]](#)
- [Los Angeles \[2021\]](#)
- [Marin **UPDATED 2022**](#)
- [Mendocino \[2021\]](#)
- [Monterey \[2021\]](#)
- [Napa **UPDATED 2022**](#)
- [Orange \[2021\]](#)
- [San Diego **UPDATED 2022**](#)
- [San Francisco \[2021\]](#)
- [San Luis Obispo \[2021\]](#)
- [San Mateo \[2021\]](#)
- [Santa Barbara \[2021\]](#)
- [Santa Clara \[2021\]](#)
- [Santa Cruz **UPDATED 2022**](#)
- [Solano **UPDATED 2022**](#)
- [Sonoma **UPDATED 2022**](#)
- [Ventura **UPDATED 2022**](#)



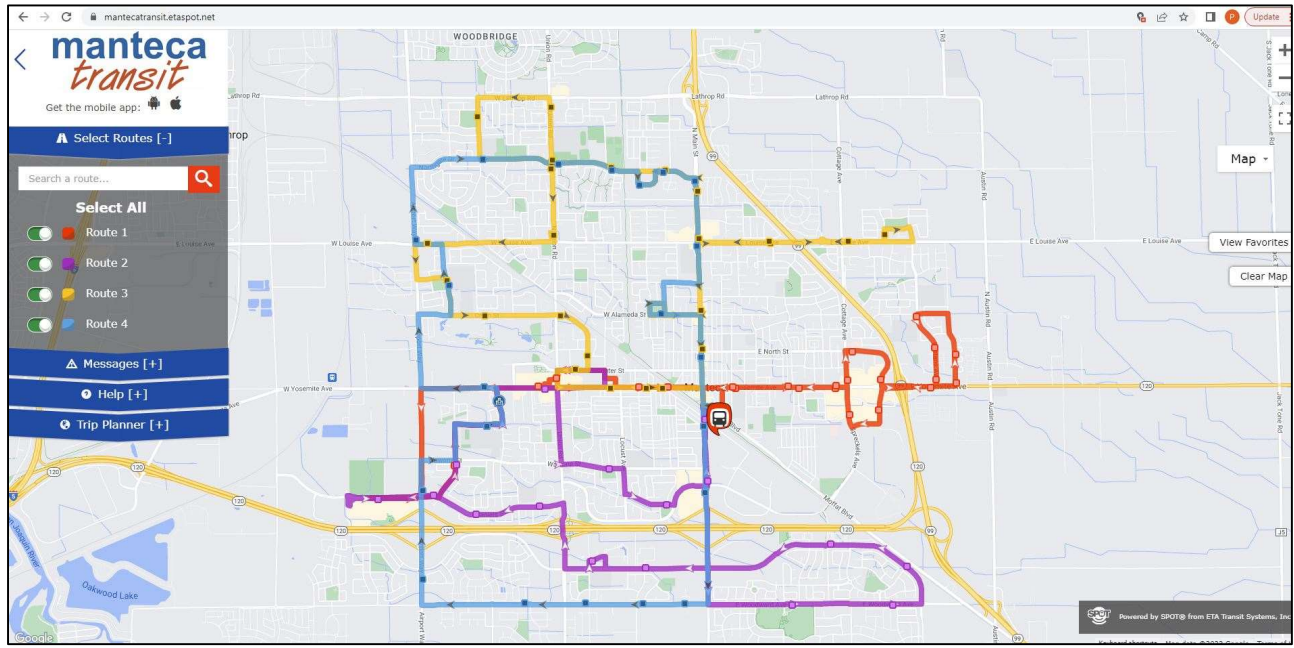


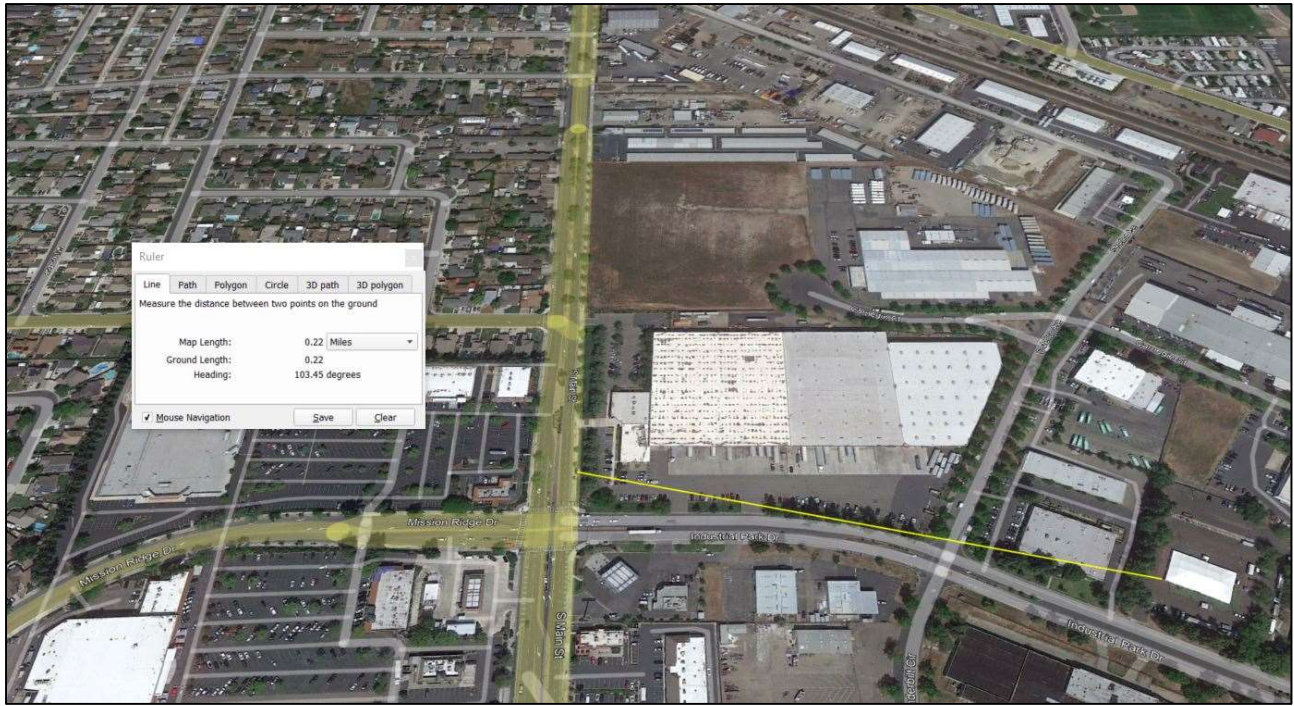
Solid Waste





Transportation





Parks

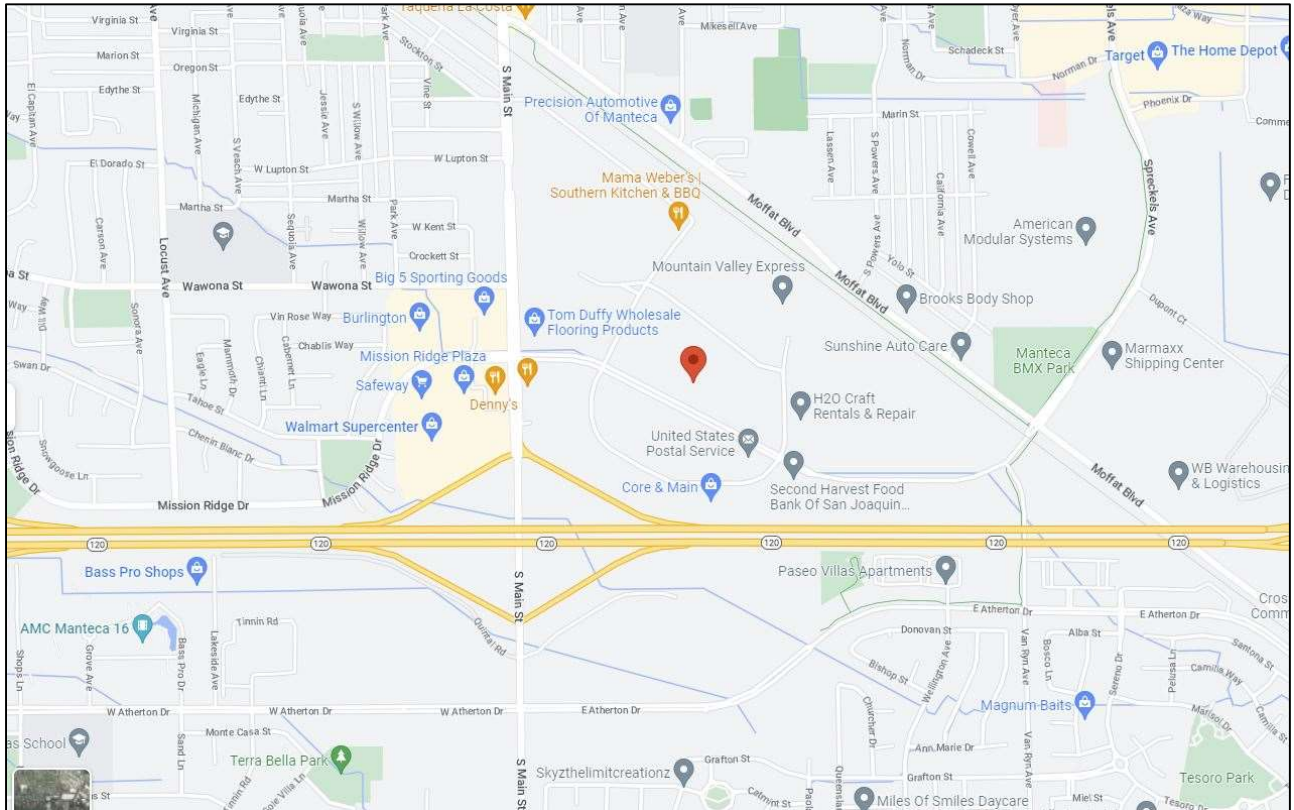
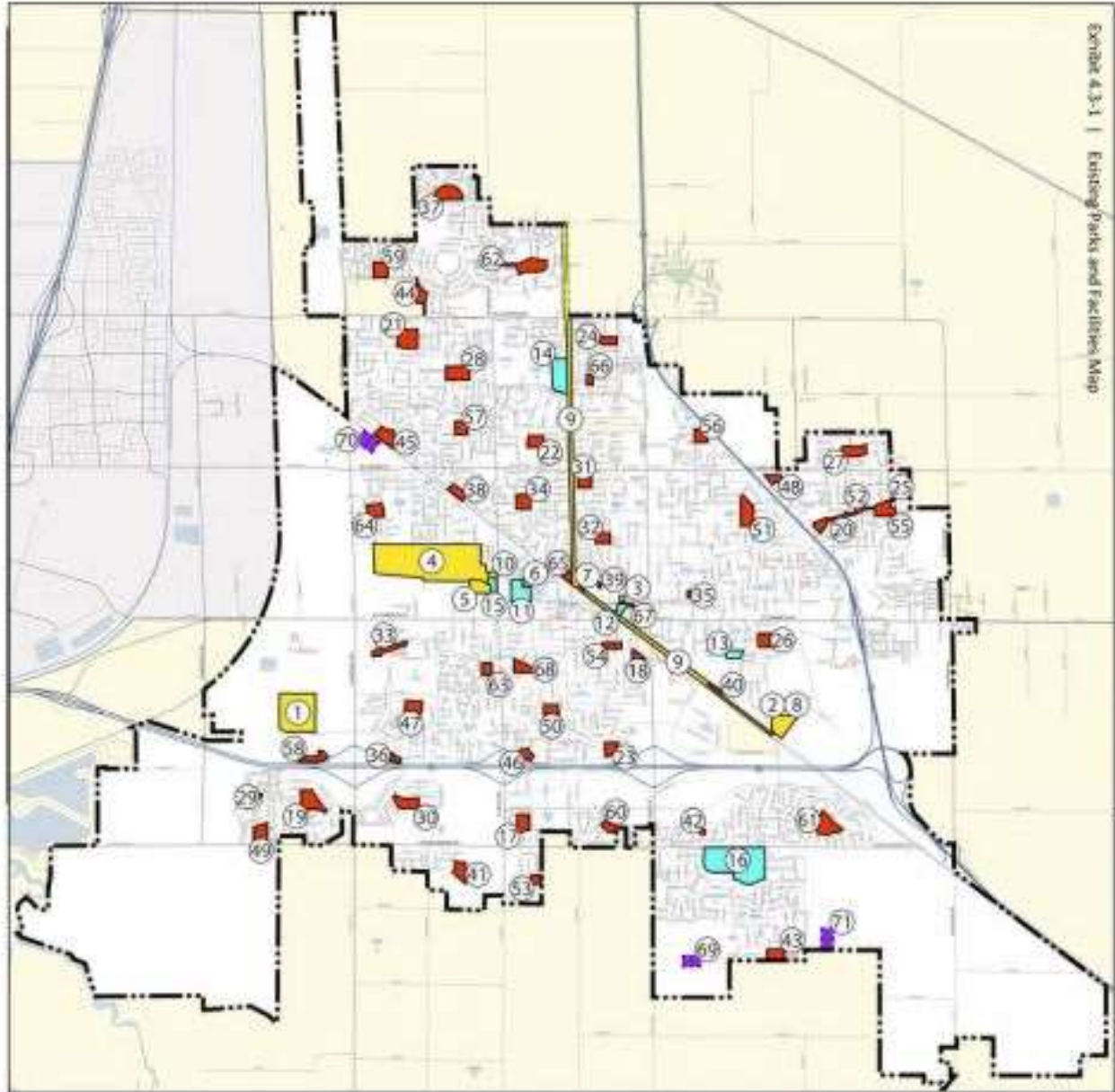




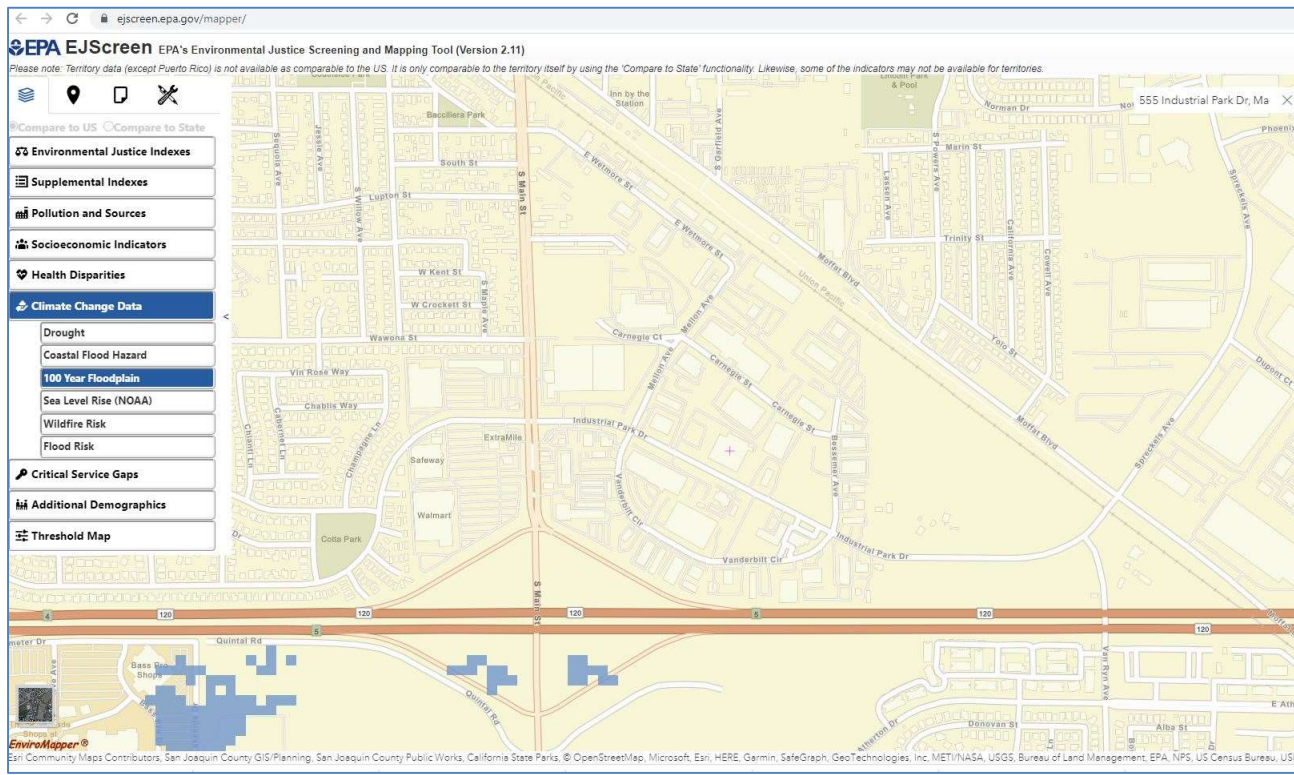
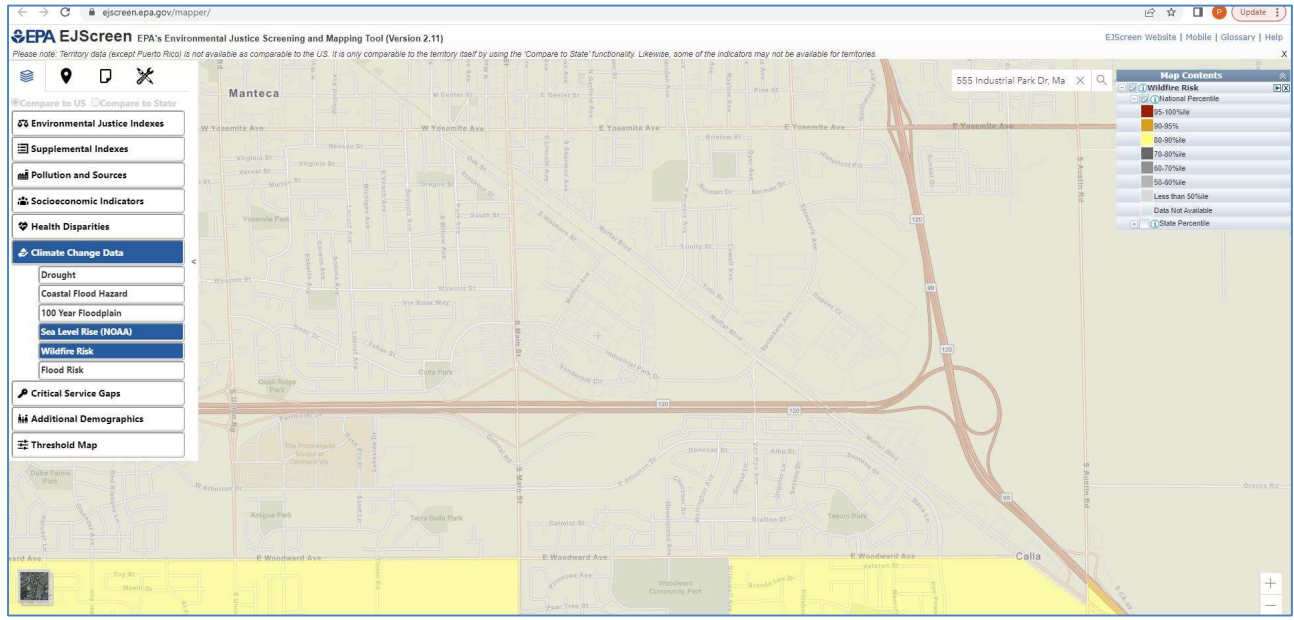
Exhibit 4.3-1 | Existing Parks and Facilities Map



LEGEND

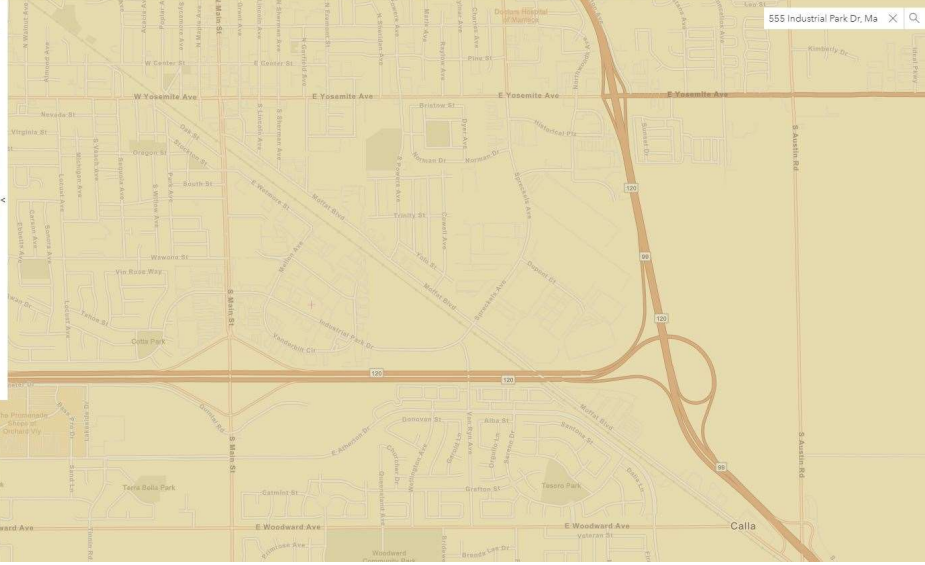
- | | | |
|---|--|---|
| <p>(S) SPECIAL USE PARKS ■</p> <ul style="list-style-type: none"> 1. Big League Dreams Sports Park 2. BMX Track (at Sportsfields Base Park) 3. Center Street Tennis Courts 4. Manteca Park Golf Course 5. Mantecans Ballfield 6. Senior Center 7. Skate Park 8. Sportsfields Recreation Park 9. Tulewater Bikeway 10. Union Road Tennis Park | <p>(N) NEIGHBORHOOD PARKS ■</p> <ul style="list-style-type: none"> 17. Anzique Park 18. Barcelona Park 19. Bella Vista Park 20. Bantua Estates Park 21. Chadwick Square Park 22. Colony Park 23. Cotta Park 24. Crestwood Park 25. Covello Park 26. Curran Laurel Park 27. Diamond Oaks Park 28. Dooey Park 29. Dura Estates Mini Park 30. Dura Southeast Park 31. Franciscan Park 32. Giles Memorial Park 33. Gnomes / Cambridge Gnomes 34. Graystone Park 35. Hillcrest Park 36. Kevin O'Neill Park 37. Liberty Park 38. Mayor's Park 39. Mile Park 40. Moffa Basin Park 41. Palmer Memorial Park 42. Patten Circle Park 43. Pillsbury Park 44. Plaza Park (Private) 45. Princeton Park 46. Quail Ridge Park 47. Roberts Estates Park 48. Rockwell Park 49. Rose Park 50. Sequoia Park 51. Sierra Park 52. Sierra Creek Park 53. Silva Park 54. Southside Park 55. Springport Park 56. Springtime Park | <p>(P) PARKS IN PROGRESS ■</p> <ul style="list-style-type: none"> 69. Evans Estates Park 70. Monte Bello Park 71. Sierra Park |
| <p>(C) COMMUNITY PARKS ■</p> <ul style="list-style-type: none"> 11. Civic Center 12. Library Park 13. Lincoln Park & Pool 14. Northgate Park 15. Union Road Park 16. Woodward Park | | |

Attach R: Environmental Justice, Climate Change, Energy Efficiency



Please note: Territory data (except Puerto Rico) is not available as comparable to the US. It is only comparable to the territory itself by using the 'Compare to State' functionality. Likewise, some of the indicators may not be available for territories.

- Compare to US Compare to State
- Environmental Justice Indexes
- Supplemental Indexes
- Pollution and Sources
- Socioeconomic Indicators
- Health Disparities
- Climate Change Data
 - Drought
 - Coastal Flood Hazard
 - 100 Year Floodplain
 - Sea Level Rise (NOAA)
 - Wildfire Risk
 - Flood Risk
- Critical Service Gaps
- Additional Demographics
- Threshold Map



Map Contents

- Drought
- Average Change in Drought (5-year SPEI) in the Contiguous 48 states, 1990-2020

2.75 - 3
2.5 - 2.75
2.25 - 2.5
2 - 2.25
1.75 - 2
1.5 - 1.75
1.25 - 1.5
1 - 1.25
0.75 - 1
0.5 - 0.75
0.25 - 0.5
0 - 0.25
-0.25 - 0
-0.5 - -0.25
-0.75 - -0.5
-1.0 - -0.75
-1.25 - -1
-1.5 - -1.25
-1.75 - -1.5
-2.0 - -1.75
-2.25 - -2
-2.5 - -2.25
-2.75 - -2.5