



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

451 Seventh Street, SW
Washington, DC 20410
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Manteca Navigation Center, Affordable Housing,
and Commercial Mixed-Use

Responsible Entity: County of San Joaquin, CA

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

State/Local Identifier:

Preparer: R.L. Hastings & Associates, LLC

Certifying Officer Name and Title: Greg Diederich, Director, County of San Joaquin,
Health Care Services – Neighborhood Preservation
Division

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

Direct Comments to: San Joaquin County
Health Care Services – Neighborhood Preservation
Attn: Greg Diederich, Director
16988 S. Harlan Road
Lathrop, CA 95330,

If by email to:
gdeiderich@sjchs.org

Project Location:

682 South Main Street, Manteca, CA (APN: 221-050-14)

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

To meet the needs of unhoused individuals in the community of Manteca, the City has committed to spending time and resources on developing long-term solutions for addressing homelessness and facilitating the establishment of permanent supportive housing initiatives. The development of the Manteca Navigation Center (MNC) will include medical collaborations and provide a crucial lifeline to individuals experiencing homelessness in the City. This Navigation Center will offer much-needed shelter, supportive services, and access to resources that will enable individuals to break the cycle of homelessness and achieve stability and independence. Through a collaborative approach involving community groups, non-profits, medical providers, and government agencies, Manteca can address the homelessness crisis and provide comprehensive solutions that reflect the needs and priorities of the community.

In December 2020, the Manteca City Council directed staff to purchase the eight-acre site at 682 South Main Street, owned by the Successor Agency to the Manteca Redevelopment Agency, to develop the MNC. This is one of the few, if not only remaining large, undeveloped sites in Manteca that is suitable for this type of development.

The MNC will be designed as a full-service center, including dorm rooms, common areas, a health clinic, offices, supportive services, restrooms, showers, transitional housing units, supportive housing, affordable housing, +/-15,000 square feet of commercial space, and transportation pick up and drop off points, or similar model type that supports the individual needs of participants.

The conceptual plan for the MNC includes:

- Navigation Center Program Area: 3.18 acres
 - 154 men's dorms
 - 93 women's dorms
 - 36 family dorms
 - 16 transitional housing units
 - Common room
 - Full-service kitchen
 - Offices (operator and shared outside services)
 - Restrooms and showers
- Mixed-Use/Affordable Housing Area: 4.88 acres
 - Affordable and Supportive Housing
 - 72 studio apartments
 - 72 one-bedroom apartments
 - 48 two-bedroom apartments
 - Mixed-Use
 - 15,000 square feet flexible first-floor build-to-suit (office/commercial/live-work studios)

The MNC and its supportive service programs will be designated to provide a safe environment and a pathway for individuals experiencing homelessness on the streets to transition into permanent housing. The unhoused individuals will be admitted with low-barrier requirements through a referral system and coordination with the Manteca Police Department and/or other approved outreach teams. Walk-ins will not be permitted.

The development of affordable housing units will provide much-needed housing options for low-income

individuals and families, while the commercial mixed-use spaces will provide economic opportunities for residents and contribute to the revitalization of the surrounding community. These spaces will include retail and office spaces and community spaces for events and gatherings.

Currently, the completion date for this project is not set. Additional steps to be completed before breaking ground at the site include:

- Completion of collaborative meetings with stakeholders in the community, non-profit organizations, and/or public-private resources
- Completion of a Request for Proposal (RFP) for a Homeless Action Plan (HAP) to help strategize an action plan to prevent and reduce homelessness in Manteca.
- Request for Qualification (RFQ) for Homeless Shelter Operator and Homeless Shelter Operator Development Partners. Current partners include Vanir Construction Management, Inc., Mercy House, and Golden Valley Health Centers.

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 on 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 .4 miles south of the main business district and adjacent to the southernmost boundary of the proposed City of Manteca Downtown Specific Plan⁶, located between Wawona and Lupton Streets, along South Main Street. 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 1.5 miles from the project site, is within the 200-year floodplain⁷. The project will be located on an 8-acre parcel fronting South Main Street. The site will be accessed from the east side of the parcel via Carnegie Court. City parks and transit are located within .5 miles of the site.⁸ The site is zoned Mixed Use Commercial⁹ and bound on three sides by industrial uses. Residential uses front South Main Street, opposite the project.

Construction and Design Description

The Manteca Navigation Center will consist of the construction of twenty-one structures, varying in size to accommodate transitional, supportive, and affordable housing; commercial mixed-use development, community services, and the navigation center. The project will be located at 682 South Main Street, a vacant commercial mixed-use lot located in Manteca California. In addition to serving qualifying individuals within the city, all unsheltered individuals currently being served at the temporary shelter located at 555 Industrial Park Drive will transition to the Navigation Center and be provided services as described above. They will also provide adequate safety features such as fire sprinklers, and smoke and carbon monoxide detectors.

This project is in the preliminary stages of development and the City has established the following preliminary budget:

Cost for the project that the city is requesting:

Navigation Center Infrastructure and Construction:

A/E Services:	\$ 1,196,000
Testing and Inspection	\$ 204,000
Direct Costs	\$22,716,000
Fixtures, Furnishings, & Equipment	\$ 984,000
Electronic Systems & Special Equipment	\$ 100,000
Program & Construction Management	\$ 400,000
Fees & Administration	\$ 300,000
Utilities	\$ 550,000
<u>Contingency</u>	<u>\$ 1,500,000</u>
Total:	\$28,000,000

The City has acquired approximately \$20 million in local, state, and federal grant funding for the future of a Manteca Navigation Center, affordable housing, and commercial mixed-use project located at 682 South Main Street.

Permanent Sources of Project Funding:

1. San Joaquin County General Fund (General Services)	\$ 2,000,000
2. Manteca CDBG (via SJC Allocation)	\$ 892,678
3. San Joaquin County CDBG	\$ 500,000
4. Community Project Funding (HUD)	\$ 750,000
5. HCD (awarded)	\$16,000,000
6. City of Manteca HOME (SJC Allocation)	\$ 291,899
Total:	\$20,434,577

Funding Information

Grant Numbers	HUD Program	Funding Amount
B-20-UC-06-0009	San Joaquin County CDBG	\$500,000
B-23-CP-CA-0131	Community Project Funding	\$750,000
M-23-UC-060214	Manteca HOME (via SJC Allocation)	\$291,899
B-21,22,23-UC-06-0009	Manteca CDBG (via SJC Allocation)	\$892,678

Estimated Total HUD Funded Amount: \$2,434,577

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: **\$28,000,000**

Development Partners will include:

1. The City of Manteca
2. Vanir Construction Management, Inc. – Varnir will complete a design-build for the Manteca Navigation Center.
3. Mercy House – Mercy House will offer expert consulting services to guide the City in launching a system of care for the homeless population, addressing the needs of the community. Their services will focus on outreach to Manteca's homeless community, providing low-barrier emergency shelter and navigation centers, offering affordable housing options, and providing access to permanent and supportive housing.
4. Golden Valley Health Centers (“GHVC”) – Golden Valley Health Centers (GHVC) will serve as the medical provider for the Navigation Center. GHVC will offer a variety of medical services, including primary care, behavioral health, dental care, optometry, podiatry, chiropractic, and women’s health services. As a Federally Qualified Health Center (FQHC), Golden Valley is bound by Federal and State regulations that ensure the provision of high-quality healthcare services to all individuals, regardless of their ability to pay. This includes free care.

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

The primary purpose of the Manteca Navigation Center is to develop 283 residential dorms, 16 transitional units, 192 affordable units, associated supportive services, and approximately 15,000sf of commercial space. The project will replace the temporary, emergency homeless shelter, which includes two dormitory modular units that provide overnight services for approximately 60 individuals daily. The completion of the Navigation Center will provide centralized services for all unsheltered people within Manteca to seek assistance in a safe environment.

This project is critically important to the City of Manteca in their effort to meet the housing needs of their community. As of the end of 2017, the total count of existing housing units in the city was 26,400. Single-family housing units make up 82.74% of Manteca's housing supply (21,843 units), while multifamily units make up 14 percent, or approximately 3,760. At that time, about 1,243 housing units in Manteca were unoccupied, suggesting a vacancy rate of 0 percent.¹⁰

In addition, according to the 2020 San Joaquin County Affordable Housing Needs Report, 82% of extremely low-income households are paying more than half of their income on housing costs and 24,390 low-income renter households in the county did not have access to an affordable home.

This data starkly shows the need for additional affordable housing units in the project area, of which this proposed project will only meet a small portion of the need.

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

The project site is located approximately 4.6 miles east of Interstate 5, 1.3 miles west of CA SR 99, and 0.4 miles north of CA SR 120. The downtown core of Manteca is located approximately 0.4 miles northwest of the Project.

The site falls within the boundary of the Downtown Specific Plan (DSP), which aims to incorporate sustainability policies into the City's planning strategies for Downtown Manteca. The DSP offers a unique vision for downtown Manteca, ensuring continued growth and revitalization that benefits both downtown residents and the larger community. It provides solid policy and guidance on various aspects, including development, land use, transportation, economic development, housing, public spaces, and cultural arts. The site is bound on three sides by industrial uses while residential uses front South Main Street, opposite the project. The site is currently vacant land.

The City's goal is to transition all services from the temporary location at 555 Industrial Park Drive, approximately .2 miles southeast of the site, to the Navigation Center. It will be difficult to achieve this goal without governmental assistance such as the anticipated funding for this project.

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/fixed-route-service-fares>

⁹ <https://data-manteca.opendata.arcgis.com/documents/1535a72480044c63b9f976b13ad10f3c/explore>

¹⁰ <https://www.housable.com/housing-market-update/manteca-ca-810507>

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 6.4 miles south of the Stockton Metropolitan Airport and 8.6 miles northeast 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 50 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.</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>- A NEPA Conformity Analysis prepared for the project by Giroux & Associates, dated July 22, 2023, determined that the “Maximum annual emissions are much less than their associated <i>de minimis</i> thresholds. A formal SIP consistency analysis is not required.”</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 67 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>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project involves new development 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 LBP.</i></p> <p>- Senior Environmental Scientist Marcus H. Bole conducted a Tier 1 Vapor Encroachment Screening for the subject property and surrounding properties in accordance with the most current ASTM Standard E2600-15, <i>Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions</i>. Using the standard environmental record sources listed in the EDR Radius Map Report with GeoCheck dated March 08, 2023, no non-petroleum product releases were identified within 1/3 mile of the subject property. No petroleum release was identified within 1/10 mile of the subject property. County Environmental Health Division did not reveal the possibility of either non-petroleum or petroleum releases within the minimum search radius dictated by the current ASTM Standard E2600-15. No evidence was found in historical records, during the site reconnaissance, or from interviews with persons familiar with the subject property that indicate that the subject property has been impacted by chemicals of concern in contaminated soil and/or groundwater which could affect the subject site. The conclusion from the Tier 1 Screening Process conducted by Marcus H. Bole on March 08, 2023, is that a vapor encroachment condition can be ruled out as a vapor encroachment condition is not likely to exist on or near the subject property.</p> <p>- A Phase I Environmental Site Assessment (ESA) prepared by Marcus H. Bole & Associates (MHBA) for the project, dated April 14, 2023, states that “<i>a full assessment of the site has been completed and no evidence of Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Conditions (HRECs) were found on the subject property. Based on the results of this report, no further investigation is warranted</i>”</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</p> <p><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>- Marcus H. Bole & Associates (MHBA) prepared a Biological Resources Assessment and Wetland Determination for the project, dated April 15, 2023, and after a review of literature, a review of the CDFW, CNDDDB, and USFWS species lists for the area, and a reconnaissance-level field survey of the project site, reached the following conclusions:</p> <ul style="list-style-type: none"> • No potential biological constraints were identified for this site. The site does not support sensitive habitats associated with special-status plant or wildlife species. There are no wetland or riparian habitats within or near the property subject to the jurisdiction of the United

		<p>States Army Corps of Engineers or the State of California.</p> <ul style="list-style-type: none"> Nesting raptor and migratory bird surveys were conducted within the normal nesting season for all species of concern. Although no active raptor or migratory bird species nests were observed within 500 feet of the subject property, if construction occurs during the normal nesting season (March 1 to August 31) preconstruction surveys will be required. The development of this property will not result in impacts to resident or migratory wildlife, special status plant or wildlife species, or any associated protected habitat. <p>- See Attach G: Endangered Species</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><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> <ul style="list-style-type: none"> The Project is the construction of a full-service center, including dorm rooms, common areas, a health clinic, offices, supportive services, restrooms, showers, transitional housing units, supportive housing, affordable housing, +/-15,000 square feet of commercial space, and transportation pick up and drop off points, or similar model type that supports the individual needs of participants. The project is not the development of a hazardous facility, but does include development, construction, or rehabilitation that will increase residential densities or conversion. MHBA conducted site observations on March 12, 2023, and found no hazardous materials, petroleum products, underground storage tanks, aboveground storage tanks, other suspect containers, equipment likely to contain PCBs, indications of staining or corrosion, discharge features, pits, ponds, or lagoons, solid waste, stained soil or stressed vegetation, or wells were present at the site. Additionally, Toni Lundgren, Interim City Manager, completed an environmental Questionnaire and Disclosure Statement. No environmental issues were revealed in the Questionnaire. A review of the CA AST list, as provided by EDR, has revealed that there are 4 CA AST sites within approximately 0.25 miles of the target property. Due to the distance from the subject property, these sites do not constitute a Recognized Environmental Condition in association with the subject property. It is MHBA's opinion that based on the results of their report, no further investigation is warranted. In addition, several sites in the area store materials such as argon, waste oil, acetylene, and mineral oil and are within 1 mile of the project site. Utilizing the Acceptable Separation

		<p>Distance (ASD) Electronic Assessment Tool provided by HUD, the only site that includes an AST, located at 757 S. Moffat Boulevard, was analyzed for compliance. The Moffat site, located approximately .3 miles (1,580 ft) from the project site, includes up to 119 gallons of waste oil daily. Per the ASD tool, the acceptable separation for waste oil of this volume is 114 feet.</p> <p>- See Attach F and H: Contamination & Toxic Substances 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>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The County of San Joaquin has made a Finding, and SHPO has not objected, of “no historic properties affected” by the undertaking.</i></p> <p>- SHPO did not respond within 30 days; per 36 CFR Part 800.4(d)(1), lack of objection within 30 days means the agency has completed its Section 106 responsibilities.</p>

		<p>- Attachment J contains the following supporting documentation:</p> <p>- County SHPO consultation letter dated 8.25.2023 wherein the County stated it's finding of "No Historic Properties Affected" per 36 CFR Part 800.4(d)(1); a CHRIS report dated 6.16.2023; Native American Heritage Commission (NAHC) response letter dated 7.7.2023; Tribal Directory Assessment Information (TDAT) listing; Consultation letters sent to NAHC list contacts dated 7.26.2023 – 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</p> <p><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 will not be located in noise contours of 65 dBA or greater and mitigation will not be required.</i></p> <p>- The project site is located adjacent to South Main Street with an approximately 40' setback from the roadway to the nearest residential structure; however, utilizing the HUD DNL calculator, the most recent traffic data for South Main Street provided by the City, and current site plan, noise levels are not expected to exceed 61db.</p> <p>- The project site is located approximately 715 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.</p> <p>Although the tracks are 715 feet from the nearest project property line, there are several industrial buildings between it and the site. 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-</p>

		<p>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</p> <p><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>- The project site is located approximately 84 miles northwest of the Fresno County SSA.</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</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does not involve new construction within a wetland(s) habitat.</i></p> <p>The Biological Resources Assessment and Wetland Determination prepared for the project indicates there are no wetland habitats within the project area.</p> <p>The USFW Wetlands Mapper indicates the nearest wetland to be located approximately 0.9 miles east of the site and a subsurface riverine habitat (culvert for stormwater) within Industrial Park Drive, 0.1 miles south.</p> <p>- Verified by: Wetlands Map downloaded from https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/</p> <p>- See Attachment M: Wetlands Protection, and Attachment G: Endangered Species</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</p> <p><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, socioeconomic, and demographic indicators. EJScreen users choose a geographic area; the tool then provides demographic, socioeconomic, 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.

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen (13) EJ indexes and supplemental indexes in EJScreen reflecting the thirteen (13) environmental indicators. The indexes for a selected area provide a percentile ranking and are compared to those for all other locations in the state or nation. The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator. EJScreen provides reports and maps that can show each environmental and socioeconomic indicator separately and summarizes how they come together in the same location with the 26 EJ Indexes/Indicators. EPA recommends using the 80th percentile as the threshold for determining whether an EJ Index may be significant.

In addition to these 26 data points, EJScreen provides environmental and socioeconomic indicators such as health, climate, and critical services gaps.

The project site is located in Blockgroup 060770051374, with an area of .63 square miles and a population of 595 people. Per the EJScreen Community Report (attached) there are no indexes or supplemental indexes that exceed the 80th percentile for the State. Two national indexes, RMP Facility Proximity and Ozone exceed the 80th percentile by one percent. However, as cited in "Contamination and Toxic Substances," a Phase I Environmental Site Assessment (ESA) prepared by Marcus H. Bole & Associates (MHBA) for the project and found "a full assessment of the site has been completed and no evidence of Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Conditions (HRECs) were found on the subject property." Additionally, ozone is a widespread factor, affecting parcels citywide in the same fashion. Moving the project would not significantly reduce this EJI.

-The MNC is in an area of Manteca that is near the downtown core and services such as transit. There are no EJIs that exceed

		<p>the state 80th percentile for the project site. Moving the project would likely increase the distance to a high-quality transit hub and would place disadvantaged people further from needed services.</p> <ul style="list-style-type: none">- Additionally, when compared with the four surrounding block groups, the project site is either nearly identical or has significantly lower percentiles for multiple indices.- 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 housing and 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 682 S. Main St (221-050-14) on City of Manteca GIS. - APN 221-050-14 is 8-acres, zoned Commercial Mixed-Use (CMU) and the same General Plan land use designation. <p>Scale and Urban Design</p> <ul style="list-style-type: none"> - The project area is surrounded on three sides by industrial uses, while residential uses are west of the site, located on the opposite side of South Main Street. Commercial uses, schools, transit, and parks are within one half mile. - In addition to base zone district standards, the Manteca Navigation Center must comply with City of Manteca Municipal Code Chapter 17.58 – Performance Standards and 17.76 – Emergency Shelters. These Chapters establish operational and physical standards to ensure that uses and activities occur in a manner to protect the public health and safety and do not produce adverse impacts on surrounding properties nor on the community at large. In addition, Chapter 17.76 sets guidelines for outdoor activities and operational standards for emergency shelters. <p>Verified by City of Manteca GIS and Municipal Code: https://data-manteca.opendata.arcgis.com/pages/manteca-gis https://library.qcode.us/lib/manteca_ca/pub/municipal_code/item/title_17?view=expand</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> <ul style="list-style-type: none"> - The project is the construction of multiple buildings and requisite infrastructure at 682 S. Main Street in Manteca to accommodate the Manteca Navigation Center. Ground disturbance will include conventional methods of construction to accommodate the completion of the project. Impacts related to soil suitability, slope, erosion, stormwater runoff, drainage, or storm induced debris flow are not anticipated to be significant. In addition, before a building permit can be issued for the project, a geotechnical report must be completed in compliance with the California Building Code. The report will analyze soil suitability and provide recommendations for the safe construction of the project. - 100% of site soils are in Map Unit Symbol hhsc (Delhi-Urban land complex) This soil is suitable for construction of this type as evidenced by the surrounding, developed properties. <p>Slope</p> <ul style="list-style-type: none"> - 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><i>USDA NRCS</i> https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx</p> <p>Erosion / Storm Water Runoff and Drainage</p> <ul style="list-style-type: none"> - 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>The area to be disturbed for the project is 8 acres in size; therefore, this is a “Regulated Project,” and is subject to the NPDES. A storm water pollution prevention plan (SWPPP) will be prepared for the project and construction will comply with applicable standards within the CoM SWMP.</p> <ul style="list-style-type: none"> - See Attach P: Land Development
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<p>Geotechnical Design – Findings, Conclusions & Recommendations</p> <ul style="list-style-type: none"> - 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. - 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 7.5 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.

- Verified by:

California Department of Conservation tsunami maps

<https://maps.conservacion.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; Attach E: Toxics & Hazards, and Attach 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.

- Project construction will comply with the California Building Code.

Verified by:

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

Settlement/Landslide/Liquefaction Potential

See discussion above. The site is in an area that has been surrounded by industrial and residential buildings and infrastructure with the same soil type for over 30 years. There have been no landslides within the City of Manteca per the map of Reported California Landslides, nor is Manteca located within a liquefaction zone. 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>
<https://maps.conservation.ca.gov/cgs/DataViewer/>

Noise

- An increase in existing noise levels is expected during the construction phase of the project during daytime hours. However, such noise would be temporary and recognized as customary for such improvements. The operation of heavy machinery used in site preparation, trenching, and construction 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 a permanent source of 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. As this project includes 192 residential units, 299 residential dorms, and more than 10,000 square feet of commercial space, the project must submit an application for an Air Impact Assessment (AIA) application no later than applying for a project-level approval from a public agency. The application process can be expected to be completed within 30 days of submittal. If during this process it is discovered that the project will negatively impact the air basin, SJVAPCD has published a list of Emission Reduction Clean Air Measures that could be applied as necessary.

- During construction 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/>

Emergency Response & Access

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.

- 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

Hazardous Materials

- 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. In addition, The conclusion from the Tier 1 Screening Process conducted by Marcus H. Bole on March 08, 2023, is that a vapor encroachment condition can be ruled out as a vapor encroachment condition is not likely to exist on or near the subject property.

- Verified by:

- <https://siteportal.calepa.ca.gov/nsite/map/help>

Construction Site Safety

- Following general construction safety practices, the project site will be fenced during construction and will have signs posted limiting unauthorized access and

Energy Consumption	2	<p>the potential for injury.</p> <p>- See Attach F: Contamination & Toxics Substances and Attach P: Land Development</p> <p>- The project units will be built by conventional methods 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, and to increase renewable energy use by requiring installation of solar. Specifically, the building will have efficient Energy Star rated appliances. The proposed project site is in an area of direct sun with little shade, which will increase production of solar energy. Winters temperatures are moderate in the area, reducing the demand for electric heat.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
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SOCIOECONOMIC

Employment and Income Patterns	1	<p>- 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.</p> <p>- The project may create a small number of new permanent jobs to operate the project, staff commercial uses, and provide some additional continuing contracting opportunities for local businesses. Employment opportunities will most likely benefit existing area residents, but the effect will be less than significant.</p>
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Demographic Character Changes, Displacement	1	<p>- At 192 residential units and 299 residential dorms, 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.</p> <p>- The 8-acre project site is vacant. There will be no displacement of persons or businesses.</p>
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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 MNC is proposed to provide housing and services to an underserved and low-income population, providing all services as described above.</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</p>
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	<p>well as on major car routes being located near Hwy 99. Active transportation and public transit allow convenient access to local and regional amenities, services, and employment opportunities.</p> <p>The City of Manteca, in coordination with San Joaquin County, has worked to access crucial 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: https://ejsscreen.epa.gov/mapper/</p> <p>-See Attach R – Environmental Justice, Climate Change, Energy Efficiency</p>
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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 192 residential unit, 299 residential dorm, and 15,000 square-foot commercial development designed to serve existing low-income residents of the City. Due to its size and target population, there is anticipated to be little impact on local 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. Any potential impact on schools will be mitigated by the payment of school impact fees required of all new development projects. <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 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

		<p>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> <p>- See Attach J: Historic Preservation; and Attach Q: Community Facilities & Services</p>
Commercial Facilities	1	<p>- The proposed project will potentially benefit nearby businesses as a result of increased business. Additionally, placing residents in more affordable housing provides more disposable income for spending on hard and soft goods.</p> <p>- Additionally, the project is not expected to negatively impact other businesses farther out from the project by significantly reducing current demand for their services. Manteca is a relatively small city and commercial facilities in all sections of the city are reasonably accessible to residents regardless of where they live in the city by private or public transportation.</p>
Health Care and Social Services	1	<p><i>Health Care</i></p> <p>- 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 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.</p> <p>- Doctors Hospital of Manteca is located approximately 1.1 miles northeast of the project site on Cottage Ave. The hospital is fully staffed to handle any needs generated by the project.</p> <p>- Other health care offices and facilities are located throughout Manteca and neighboring areas.</p> <p>Social Services</p> <p>- 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.</p> <p>- See maps in Attach Q showing the location of social services in the project area.</p> <p>- By design, the project will be providing various services to the population served as described in the project description; therefore, there should be little to no additional impact on services.</p> <p>- See Attach Q: Community Facilities & Services</p>

<p>Solid Waste Disposal / Recycling</p>	<p>2</p>	<p>- 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 4.3 miles northwest of the project site.</p> <p>- 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 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>- As the project is consistent with the City of Manteca General Plan and Zoning, the proposed growth and demand on solid waste services and facilities has been considered in long term planning and is not expected to exceed the ability to collect or recycle solid waste.</p> <p>Verified by – https://www.sjgov.org/department/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 (RWWQCB).</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 be required to pay sewer impact fees as do all new construction projects in the City to provide funds to upgrade any potential deficiencies in the City’s wastewater system near the project site.</p>

		<p>Verified by: https://www.manteca.gov/home/showpublisheddocument/2118/63790894165890000 https://www.manteca.gov/home/showpublisheddocument/482/637916685550870000</p> <p>- See Attach Q: Community Facilities & Services</p>
Water Supply	2	<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 project.</p> <p>- As noted throughout this document, the project is consistent with the City of Manteca General Plan and Zoning, the proposed growth and demand on water supply has been considered in long term planning and is not expected to adversely impact water supply.</p> <p>- Verified by: https://www.manteca.gov/home/showpublisheddocument/2110/63790890964290000</p> <p>- See Attach Q: Community Facilities & Services</p>
Public Safety - Police, Fire and Emergency Medical	2	<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 relatively small size and that the project is designed to serve the current City of Manteca residents and 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 .5 miles northeast of the proposed project site. The project is the construction of residential units and commercial space on an undeveloped, infill</p>

	<p>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 and provide supportive services.</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> <p>- 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.</p> <p>- 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 Cotta Park, which is located .36 miles southwest of the project site. The park is approximately 3.8 acres and consists primarily of open space.</p> <p>- Verified by: https://www.manteca.gov/home/showpublisheddocument/862/637915883652500000</p> <p>- See Attach Q: Community Facilities & Services</p>

<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 0.1 miles from the project site, located at the intersection of Industrial Park Drive and South Main Street. <p>Verified by: https://www.manteca.gov/departments/development-services/manteca-transit https://sanjoaquinrtd.com/ https://mantecatransit.etaspot.net/</p> <p>Transportation</p> <p><i>Temporary Impacts</i></p> <ul style="list-style-type: none"> - There will be a temporary increase in traffic from construction activities 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"> - Permanent increases in traffic generated by project residents are anticipated to be minimal due to the relatively small size of the project. Traffic from the site will primarily utilize South Main Street, a main arterial running north and south, and Carnegie Court, which are adequately sized for the small ADT expected from the project. 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.
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		<p>- 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> <p>Therefore, given that the proposed project is for affordable and supportive housing and is located on an infill site, the conclusion that the project would not have a significant impact can be supported.</p>
Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>Unique Natural Features</p> <p>- The project site is flat with no unique natural features on the project site.</p> <p>- See Attach G: Endangered Species; USGS Map, Aerial Maps and Photos in Project Information</p> <p>Water Resources</p> <p>- The project will not utilize on-site wells. The project will receive public water through the City of Manteca (See “Water Supply” element above).</p> <p>- See Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff element above for information on the issue of Storm water runoff.</p> <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 a vacant industrial parcel surrounded on three sides by industrial uses. Vegetation near the site is limited to landscaped areas adjacent to South Main Street and around the perimeter of the Carnegie Court cul-de-sac. Ground disturbance associated with conventional construction will occur on the site. There will be no impact on vegetation.</p> <p>- See Attach G: Endangered Species for additional information regarding site vegetation</p> <p>Wildlife</p>

		- As discussed above, there will be no impact on wildlife. - See Attach G: Endangered Species for additional information on endangered species and other wildlife on the site
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 will meet or exceed California Title 24 requirements and may 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 most of the last 10 years. This project is not proposing to bring new residents into the area, resulting in a negative effect on water resources. Instead, the project will provide safe, affordable housing for currently disadvantaged, homeless, and/or at-risk people already residing 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 – Indicates that the entire site and majority of the city has a low potential for flood risk due to climate change. The site is projected to be within the “less than 50th percentile” for flood risk. The site and structures will be built to meet all building codes and requirements required by law to reduce susceptibility to flood risk and loss,</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/</p> <p>- See Attach R – Environmental Justice, Climate Change, Energy Efficiency</p>
Energy Efficiency	2	<p><i>Energy Efficiency</i></p> <p>The project will be constructed and will comply with the 2022 CBC, or current building code, 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>In addition, it is likely, due to typical funding requirements, that the project will also implement various measures from the California Green Building Standards Code.</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 6.16.23
- Native American Heritage Commission response, dated 7.7.23
- 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]:

The City of Manteca conducts ongoing public outreach and community engagement through three separate platforms to keep interested parties involved and updated on the project.

1. Manteca Homeless Response and Services Collaborative Meetings (monthly) – The City meets with various faith-based, non-profit, residents and City staff to provide them with updates regarding the Manteca Navigation Center as well as other programs/necessities/etc. regarding the homeless community.
2. Tuesday Outreach (Every other Tuesday) – Community Resource Officers in Manteca Police Department and other public agencies, medical services, behavioral health, and City staff participate in providing resources to the Manteca homeless community. Project updates are included at the beginning of these meetings.
3. Homeless Summit (yearly) - The CoM Community Resource Officers and staff conduct an annual Homeless Summit to update the community about the City's efforts to help the homeless community. The latest meeting was held on Thursday, October 19th at 10AM at the Manteca Transit Center. The event is held in-person and is also available for live streaming.

Cumulative Impact Analysis [24 CFR 58.32]:

No Factors in this Environmental Assessment were found to be significant on a stand-alone basis. The Homeless Emergency Center, located at 555 Industrial Park Drive is a temporary shelter whose use will be abandoned, with all services transitioning to the Manteca Navigation Center. The temporary site will revert to its original use as a parking lot. All impacts of the temporary location were discussed under a separate environmental assessment. There are no other activities that are similar, connected and closely related, or that are dependent upon other activities and actions, and therefore would need to be aggregated and evaluated with this activity (See 40 CFR 1508.25(a)); 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**.

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 housing, shelter, and supportive services for low-income populations. “Alternative #2 – Build Proposed Project at an Alternative Site” was indeterminate environmentally, and was cost prohibitive, as the City already owns the property for the proposed project. 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 purchased the project site and intends to build the project with strategic partners. The city has determined that constructing the project would not cause harm to the environment, and there are no valid reasons to prevent its development. The primary focus of this project is to provide much-needed, affordable housing to low-income, at-risk, and homeless individuals residing in the area. The site is well-connected with existing public infrastructure and is located in a developed area, which makes it easier for residents to access key transportation corridors, shopping areas, and job opportunities. The nearest transit stop is just 0.1 miles away, making it convenient for residents to travel to other parts of the city. Delaying the development of this project will only prolong the need for affordable housing and supportive services in the community.

Summary of Findings and Conclusions:

The City of Manteca and San Joaquin County find that the project will have no significant effect on the quality of the human environment. In several areas, implementation of City 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 San Joaquin County and the City of Manteca vulnerable populations needing affordable housing, 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 Measures and Conditions
	<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: 1.29.24

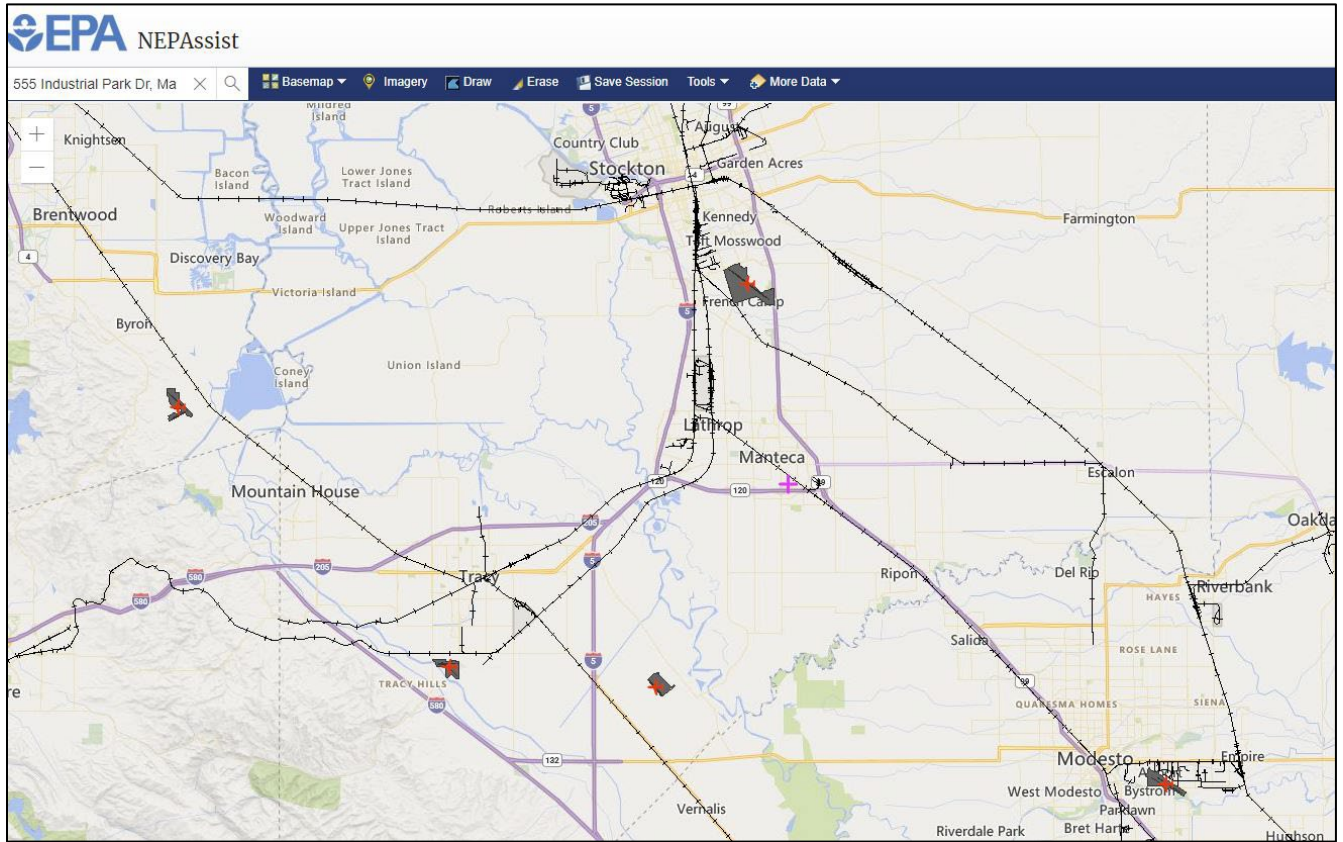
Name/Title/Organization: Roy Hastings / Owner / R.L. Hastings & Associates, LLC

Certifying Officer Signature: _____ Date: _____

Name/Title: Greg Diederich, Director, County of San Joaquin, Health Care Services – Neighborhood Preservation Division

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).

Attach A: Airport Hazards



Military Airport

Private Member 1
Private Organization 1








Summary

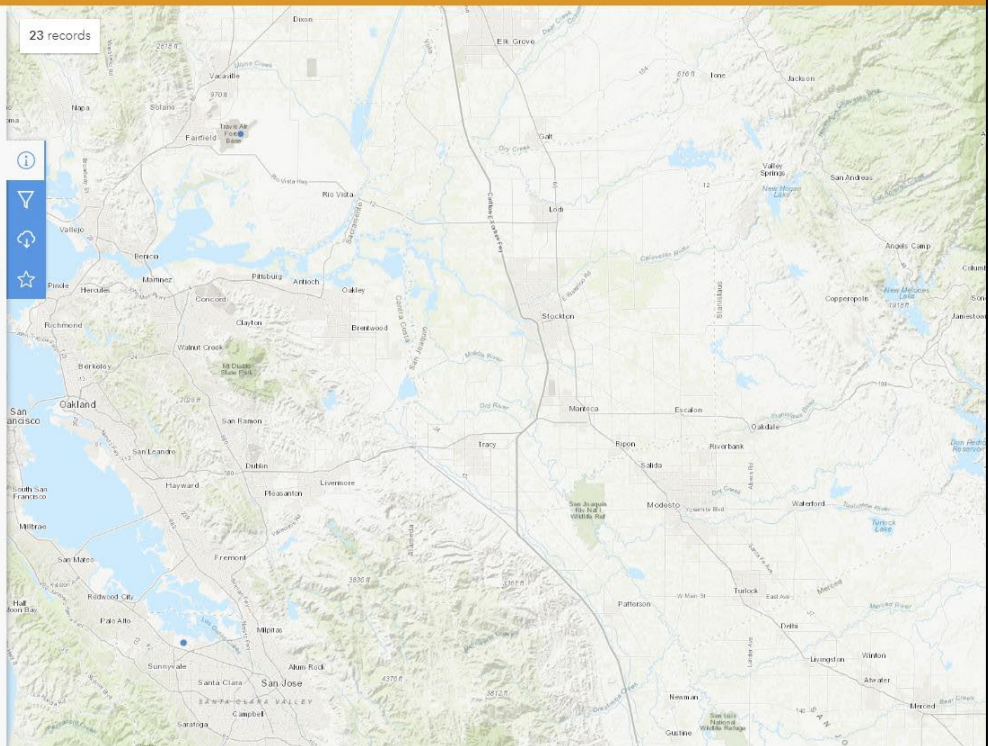
This GIS data layer was created to display California Military Airports in a geographic information system (GIS) or for other geographic applications.

[View Full Details](#)

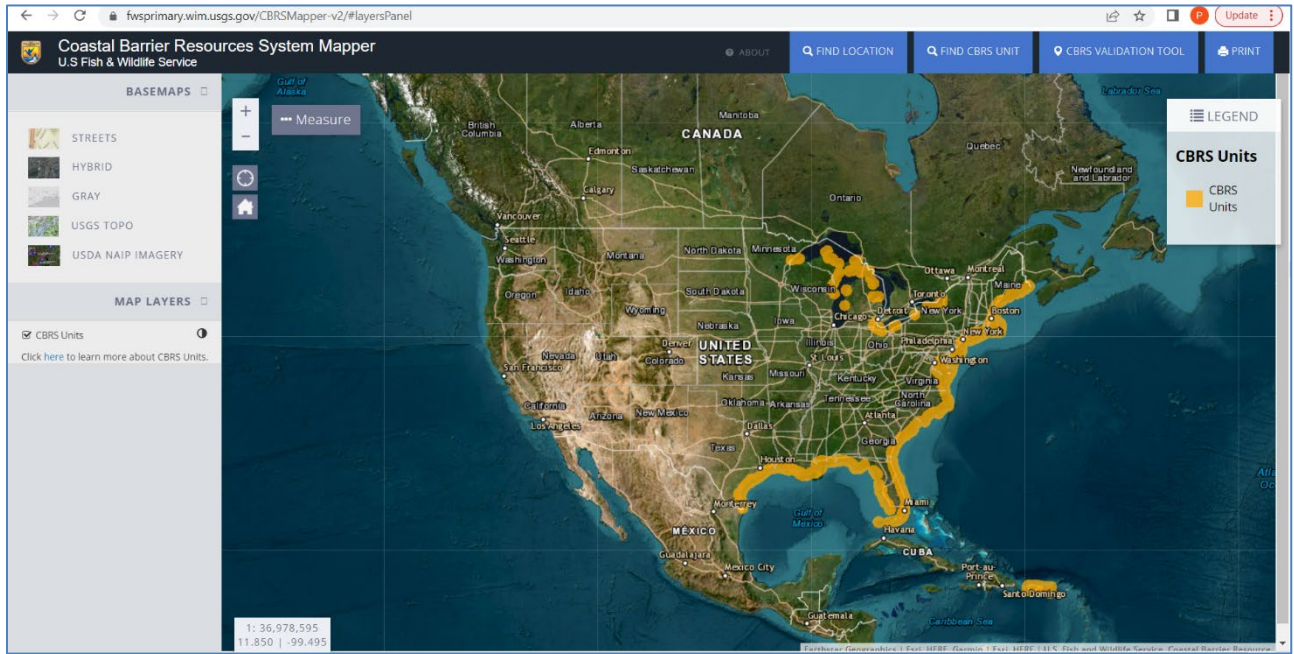
[Download](#)

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

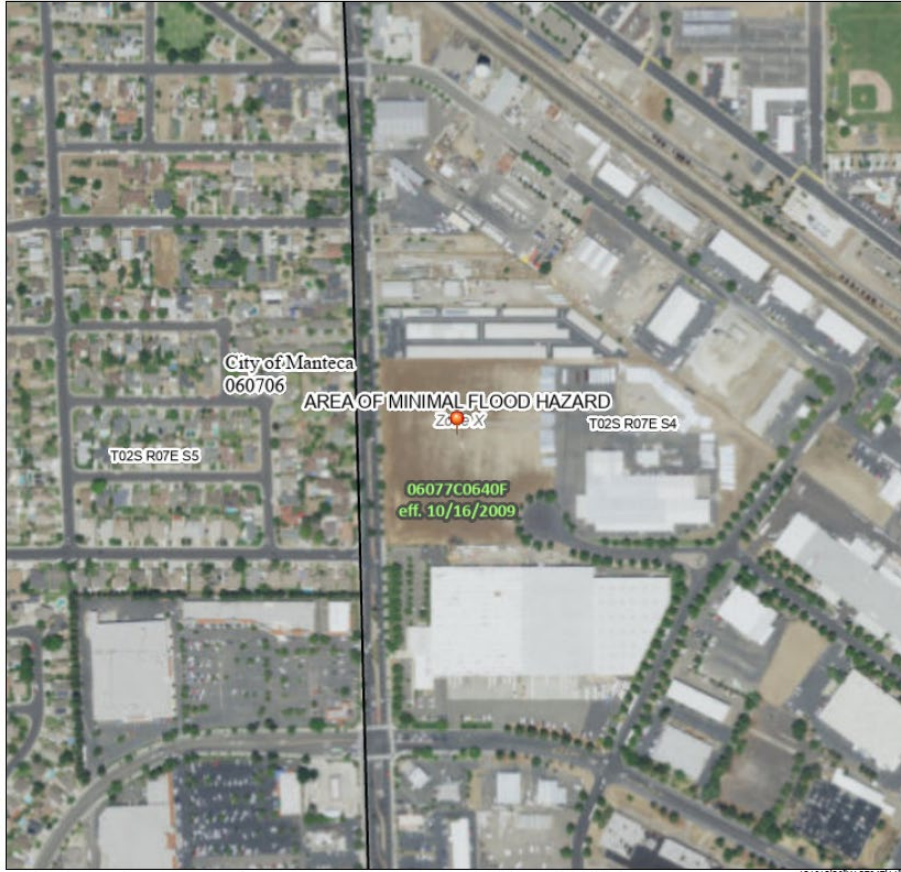


Attach C: Floodplain Management

National Flood Hazard Layer FIRMette



121°13'13"W 37°47'40"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 FIG REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		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
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance
		17.5 Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
	Profile Baseline	
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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 9:23 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	Location
8-Hour Ozone (2000)	Los Angeles-South Coast Air Basin, CA - (Extreme)
8-Hour Ozone (2015)	* Los Angeles-San Bernardino Counties (West Mojave Desert), CA - (S
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 Reserva (Moderate)
8-Hour Ozone (2008)	* San Diego County, CA - (Severe 15)
8-Hour Ozone (2015)	* Pechanga Band of Luiseno Mission Indians of the Pechanga Reserva (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)

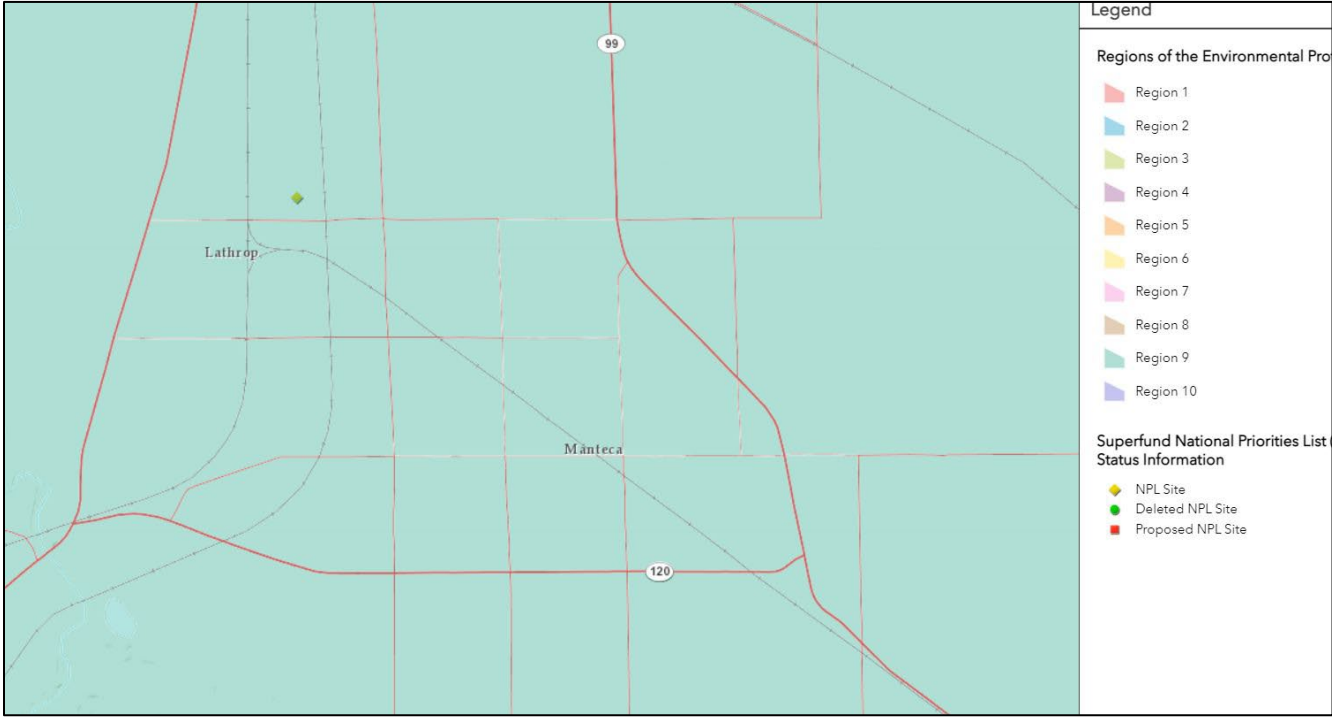
Criteria Pollutants

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 µg/m3 (Attainment): EPA determined in 2021 that Valley has attained 1997 24-hour standard based on 2018-2020 data
	1997 Annual Standard 15 µg/m3 (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2023
PM2.5	2006 24-hour Standard 35 µg/m3 (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2024
	2012 Annual Standard 12 µg/m3 (Nonattainment): Continuing to make progress towards this standard, projected to attain by 2025

Attachment E: Coastal Zone Management

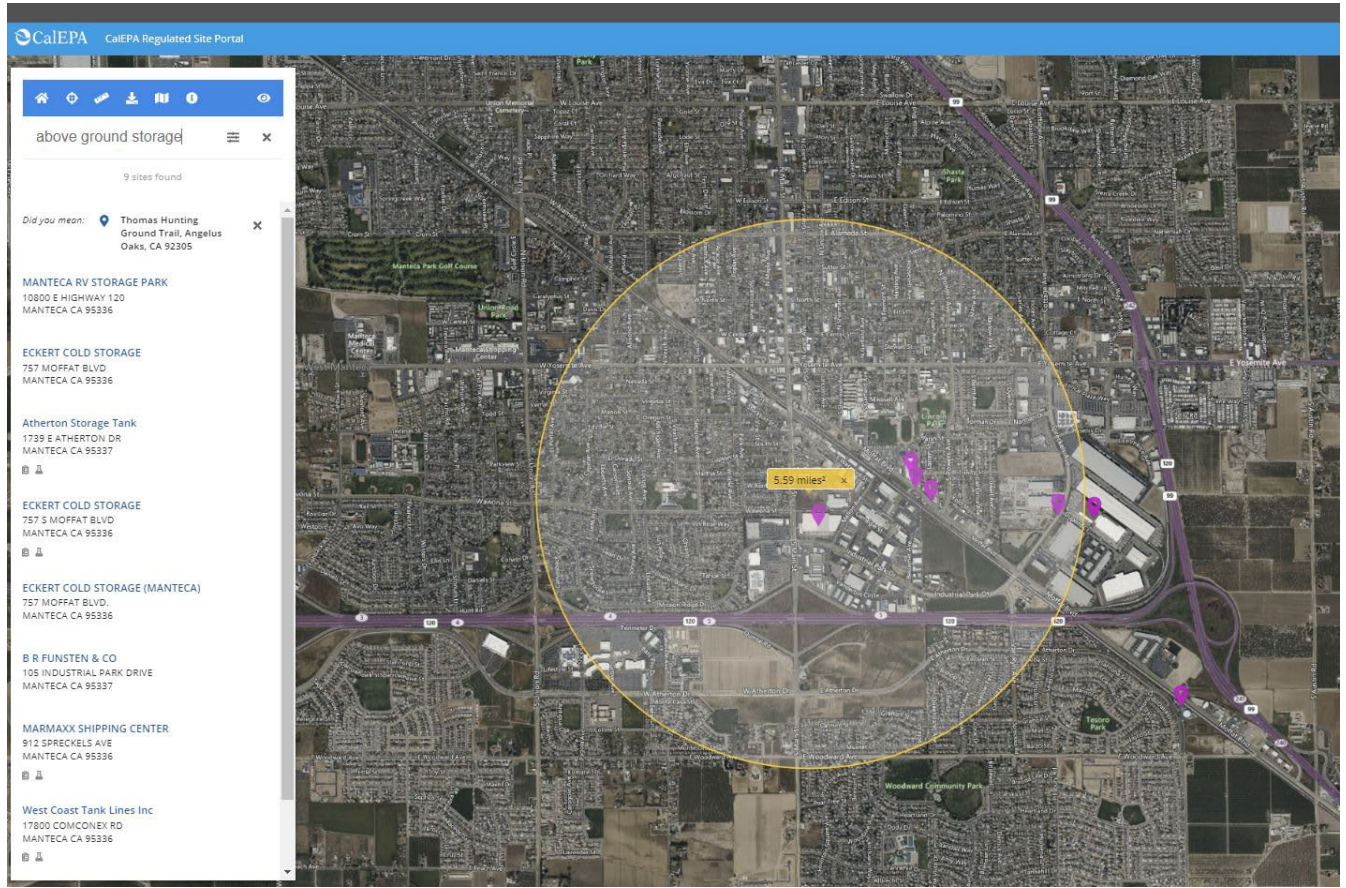


Attachment F: Contamination and Toxic Substances



Attachment G: Endangered Species
Bio Evaluation

Attach H: Explosive and Flammable Hazards



757 S MOFFAT BLVD

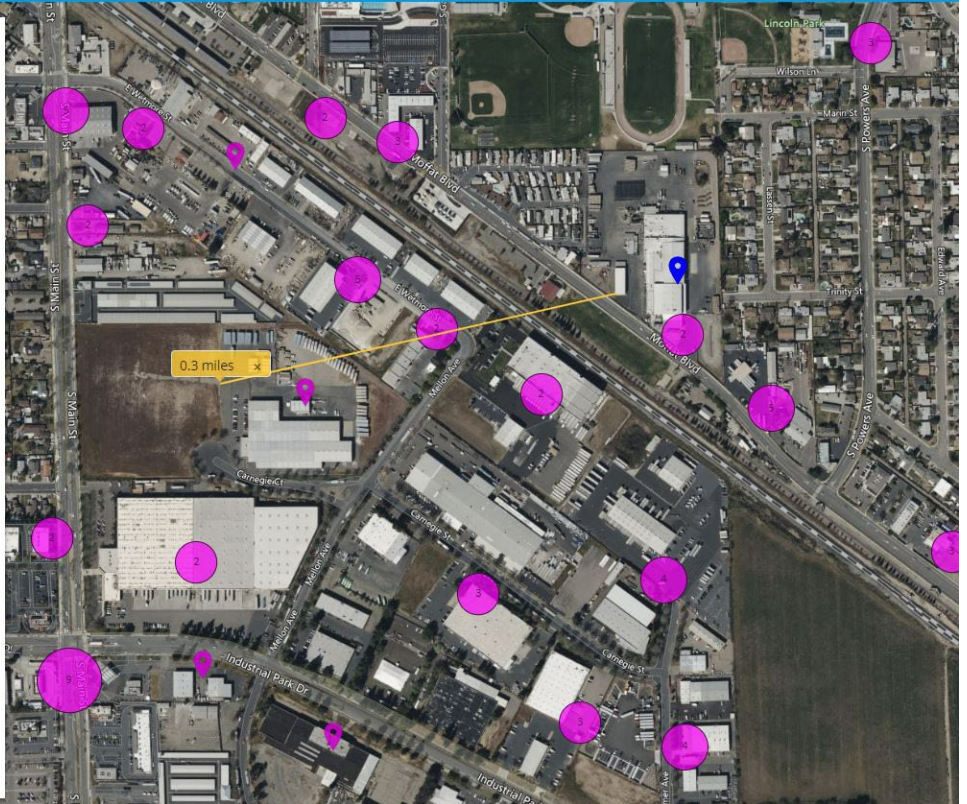
SEARCH RESULTS (79)

Measure Tool
Select the line, circle, or polygon tool below and then click the map to measure your first point - double-click to complete the measurement.

LINE CIRCLE POLYGON

miles

[CLEAR MEASUREMENTS](#)



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 type="checkbox"/> No: <input checked="" type="checkbox"/>
Does the container hold a cryogenic liquified gas?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
Is the container diked?	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
What is the volume (gal) of the container?	<input type="text" value="119"/>
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"/>
ASD for Thermal Radiation for People (ASDPPU)	<input type="text" value="113.94"/>
ASD for Thermal Radiation for Buildings (ASDBPU)	<input type="text" value="18.79"/>
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

websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

United States Department of Agriculture
Natural Resources Conservation Service

Web Soil Survey

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Area of Interest (AOI) | Soil Map | **Soil Data Explorer** | Download Soils Data | Shopping Cart (Free)

View Soil Information By Use: All Uses | Printable Version | Add to Shopping Cart

Intro to Soils | **Suitabilities and Limitations for Use** | Soil Properties and Qualities | Ecological Sites | Soil Reports

Search

Basic Search
Enter keywords

Advanced Search

Suitabilities and Limitations Ratings

Open All | Close All

Building Site Development
Construction Materials
Disaster Recovery Planning

Land Classifications

California Revised Storie Index (CA)
Conservation Tree and Shrub Group
Ecological Classification ID
Ecological Classification Name

Farmland Classification

View Description | View Rating

View Options

Map
Table
Description of Rating
Rating Options Detailed Description

Advanced Options

View Description | View Rating

Hydric Rating by Map Unit
Irrigated Capability Class
Irrigated Capability Subclass
National Commodity Crop Productivity Index
NH Forest Soil Group
Nonirrigated Capability Class
Nonirrigated Capability Subclass
NRCS Ecological Site ID
NRCS Ecological Site Name
Order of Soil Survey
Soil Moisture Class
Soil Moisture Subclass
Soil Taxonomy Classification
Soil Taxonomy Great Group

Map — Farmland Classification

Scale (not to scale)

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

Soil Data Available

To see a description of the soil data available for a specific point on the map:

1. Click anywhere in the map. The soil data availability for that point will be shown here.
2. The point you clicked is marked with the identified point icon: +
3. To see a map showing soil data availability for all locations in the U.S. and territories, click the **Soil Survey Status** link in the Navigation Bar above.

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	7.8	100.0%
Totals for Area of Interest			7.8	100.0%

Description — Farmland Classification

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.



California Important Farmland Finder Ca. Dept of Conservation

682 S Main St, Manteca, CA

Show search results for 682 S ...

Manteca

Search result: 682 S MAIN ST, Manteca, CA, 95337

Show more results

Zoom to

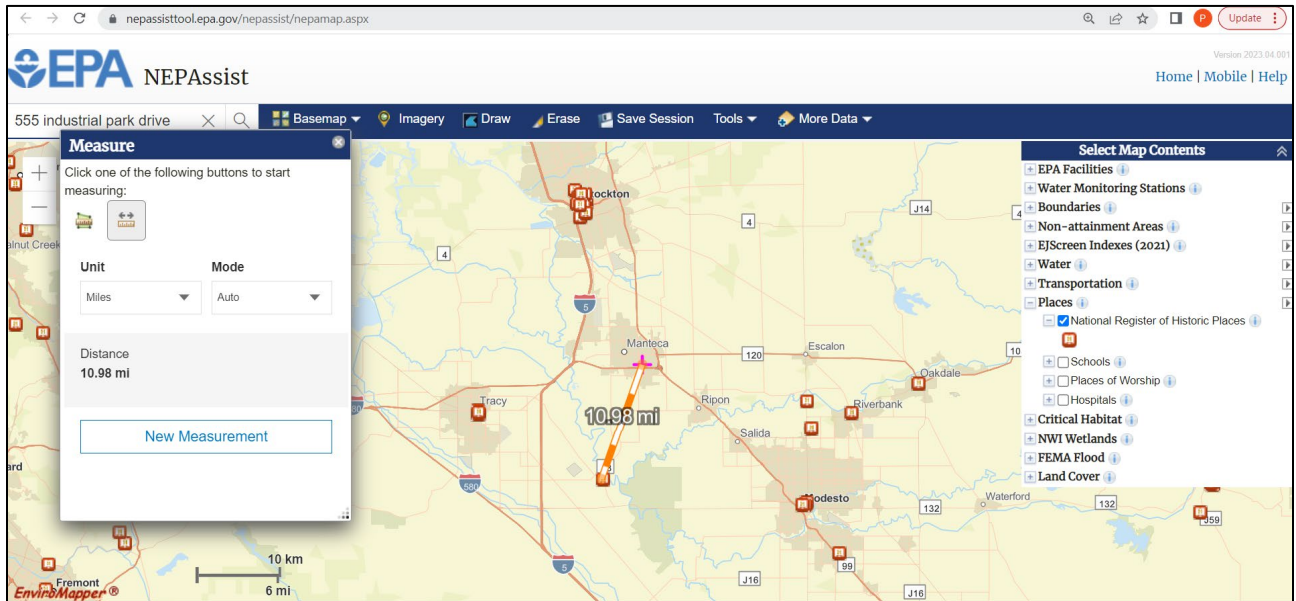
Legend

California Important Farmland: Most Recent

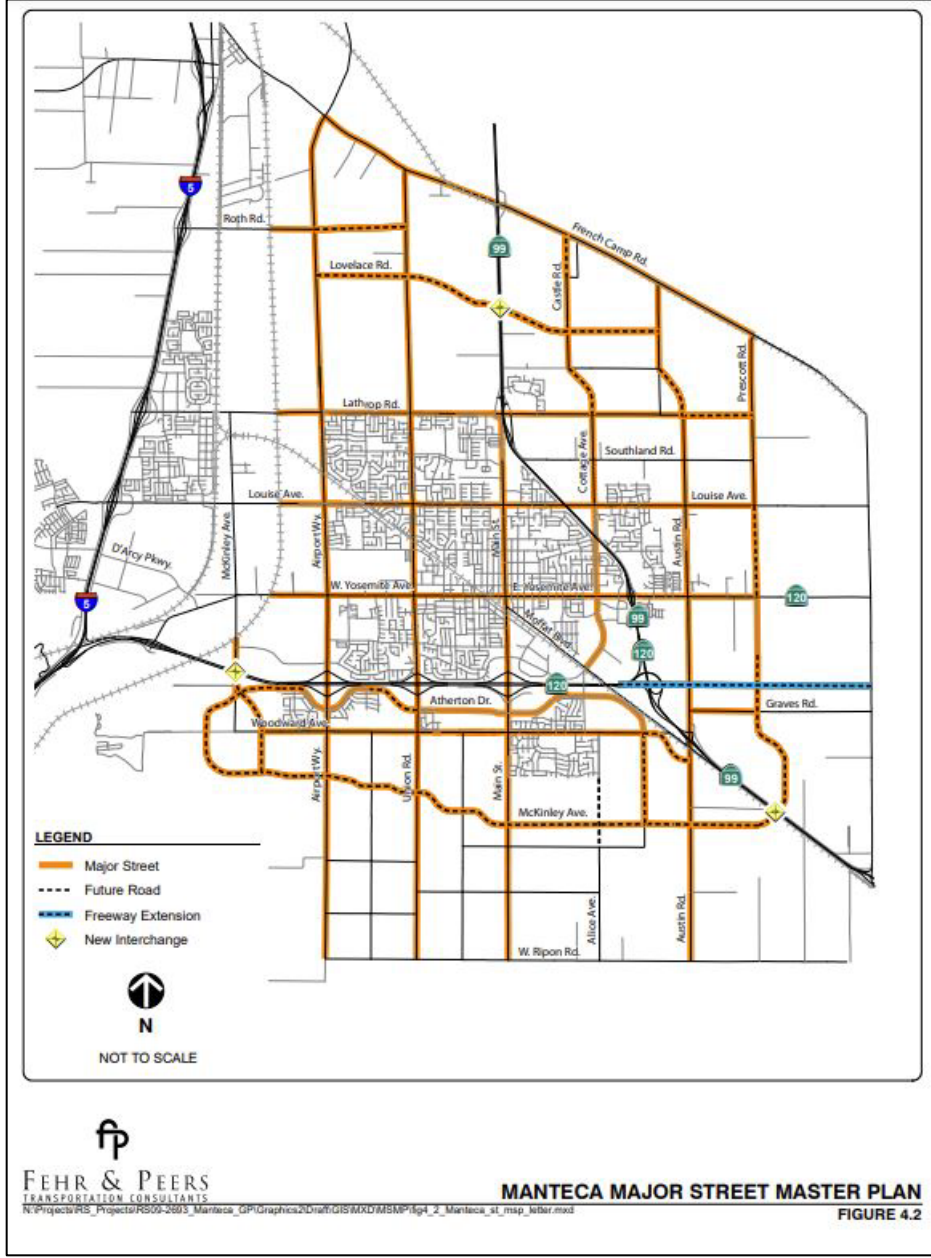
- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Grazing Land
- Farmland of Local Importance
- Farmland of Local Potential
- Other Land
- Confined Animal Agriculture
- Nonagricultural or Natural Vegetation
- Vacant or Disturbed Land
- Rural Residential Land
- Semi-agricultural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

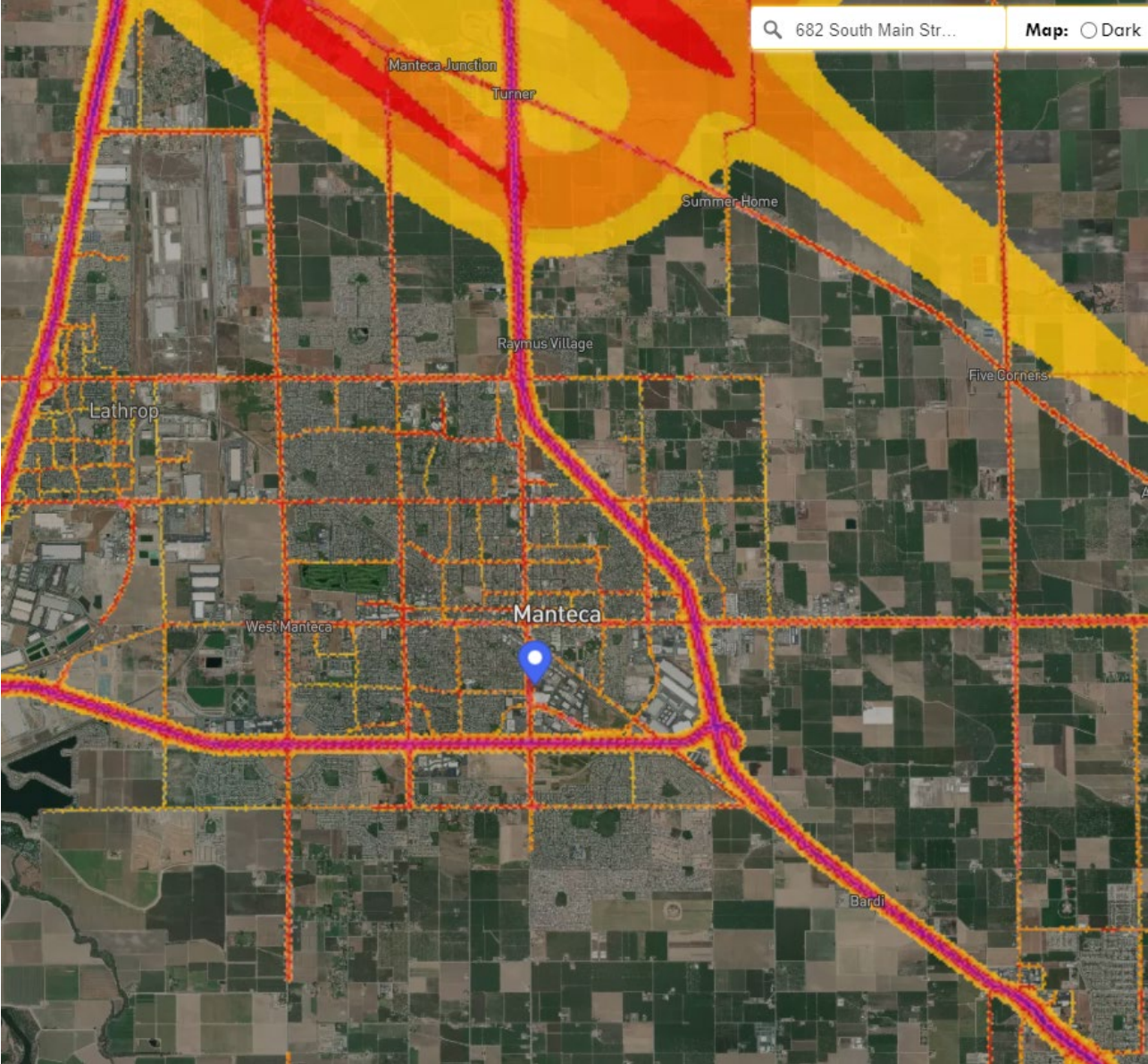
San Joaquin County GIS/Planning, San Joaquin

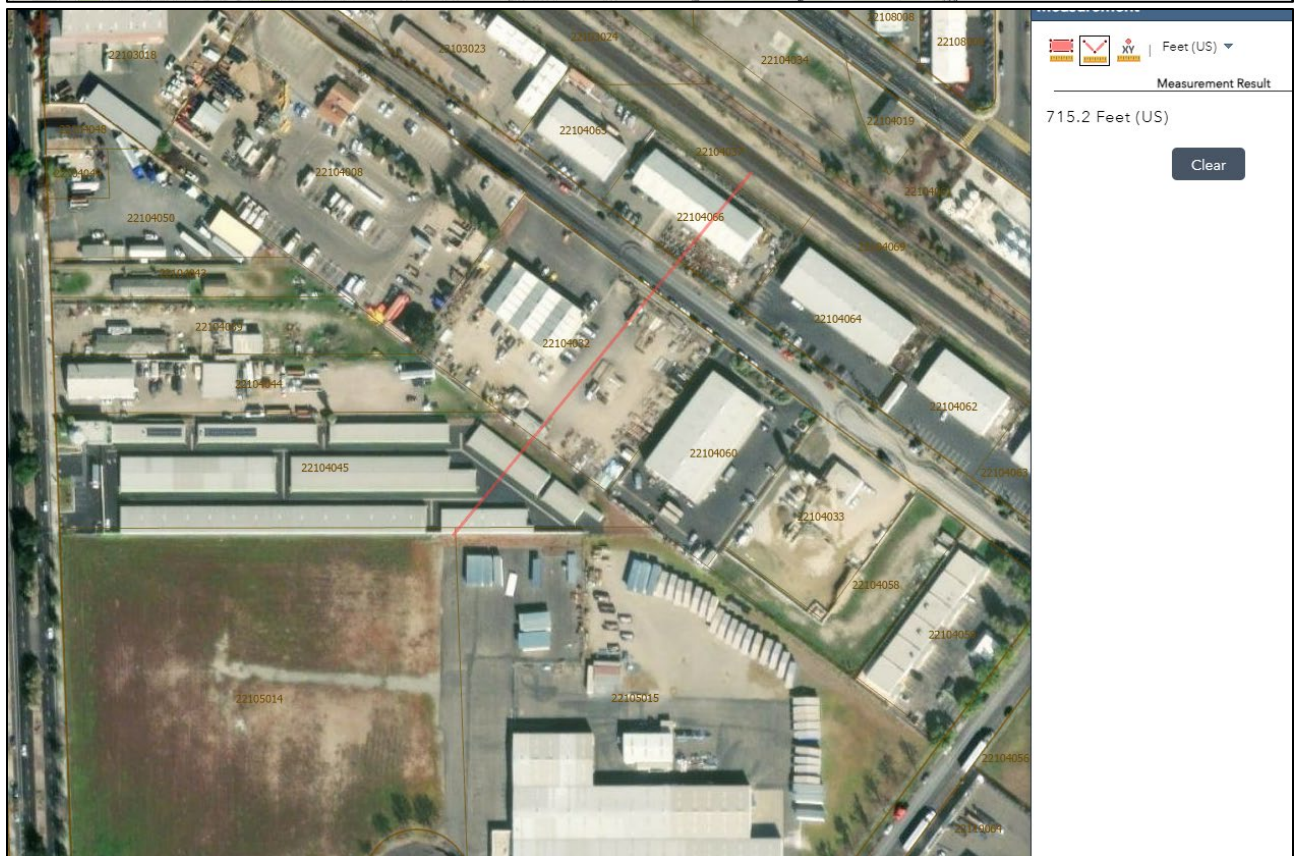
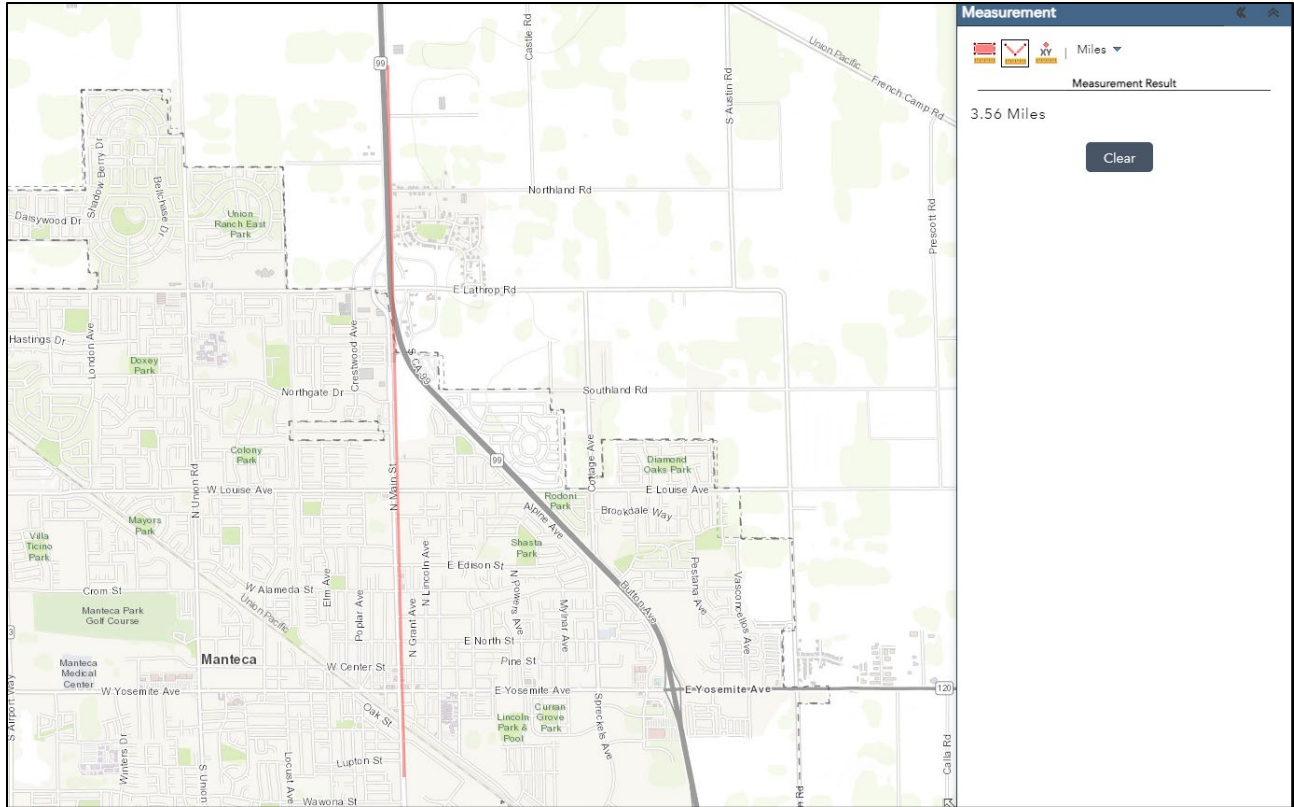
Attach J: Historic Preservation



Attach K: Noise Abatement and Control







Road # 1 Name:

S Main St

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input type="checkbox"/>
Effective Distance	<input type="text" value="65"/>	<input type="text" value="65"/>	<input type="text"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text" value="25"/>	<input type="text"/>
Average Daily Trips (ADT)	<input type="text" value="7000"/>	<input type="text" value="1146"/>	<input type="text"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="1"/>	<input type="text"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Vehicle DNL	<input type="text" value="59"/>	<input type="text" value="56"/>	<input type="text" value="0"/>
Calculate Road #1 DNL	<input type="text" value="61"/>	<input type="button" value="Reset"/>	

Airport Noise Level

Loud Impulse Sounds?

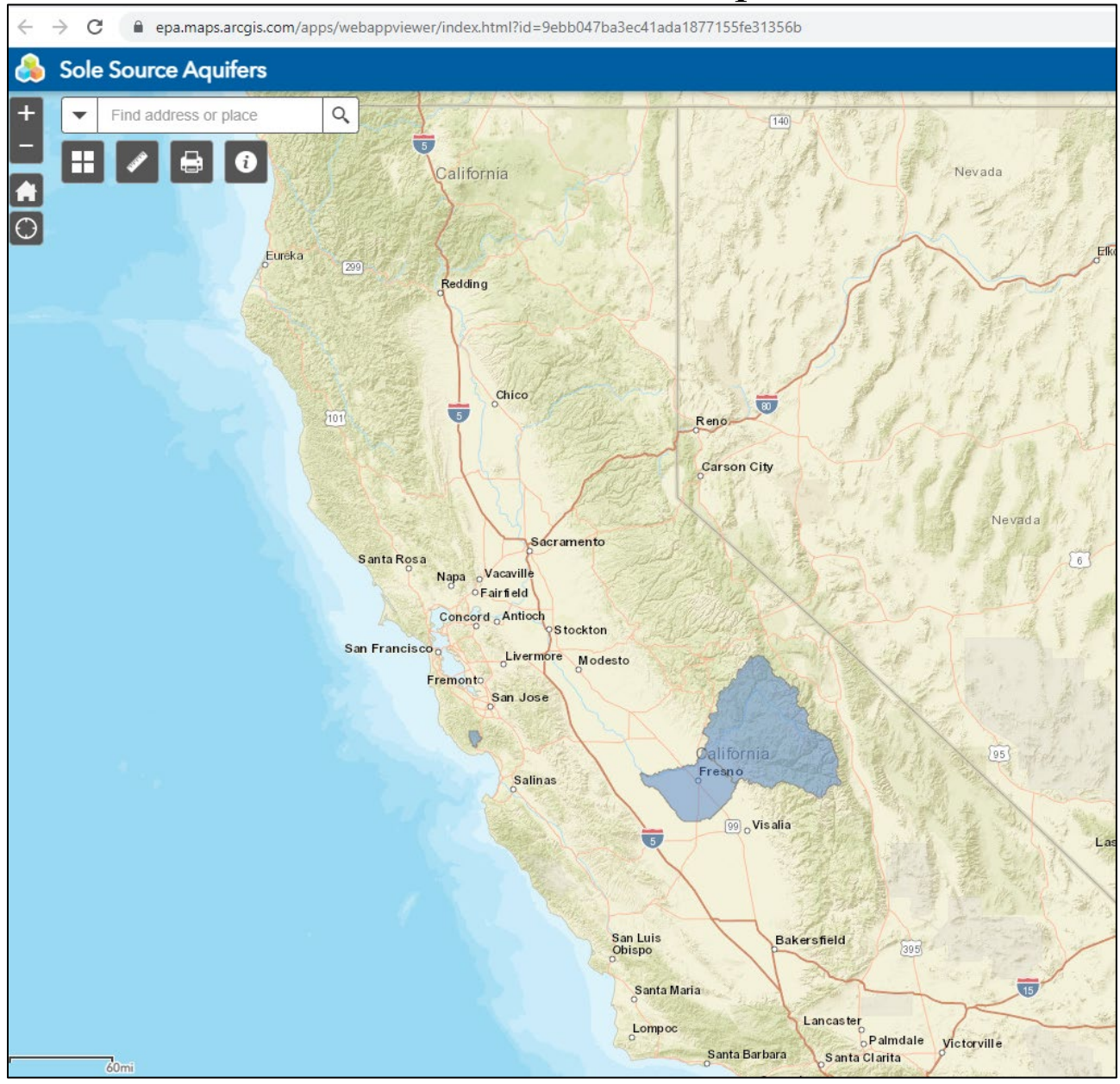
Yes No

Combined DNL for all
Road and Rail sources

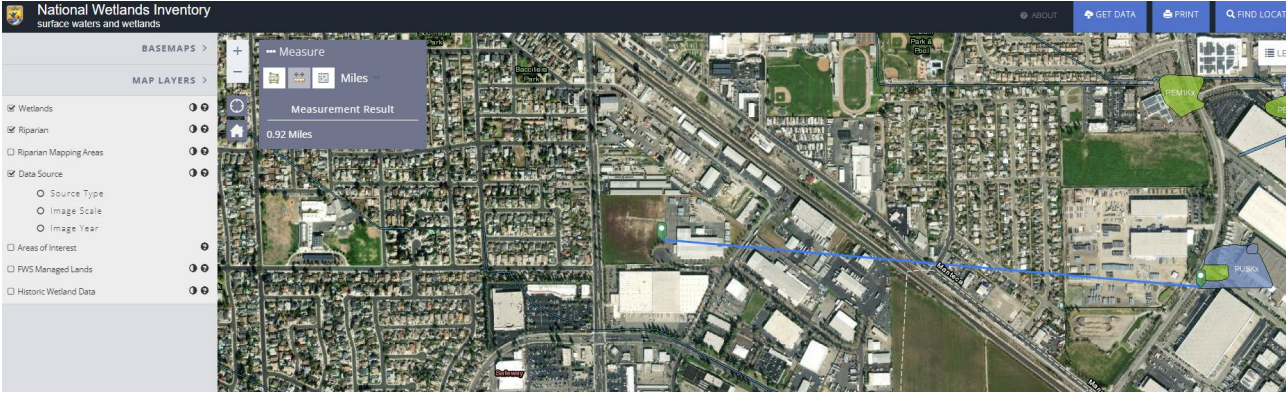
Combined DNL including Airport

Site DNL with Loud Impulse Sound

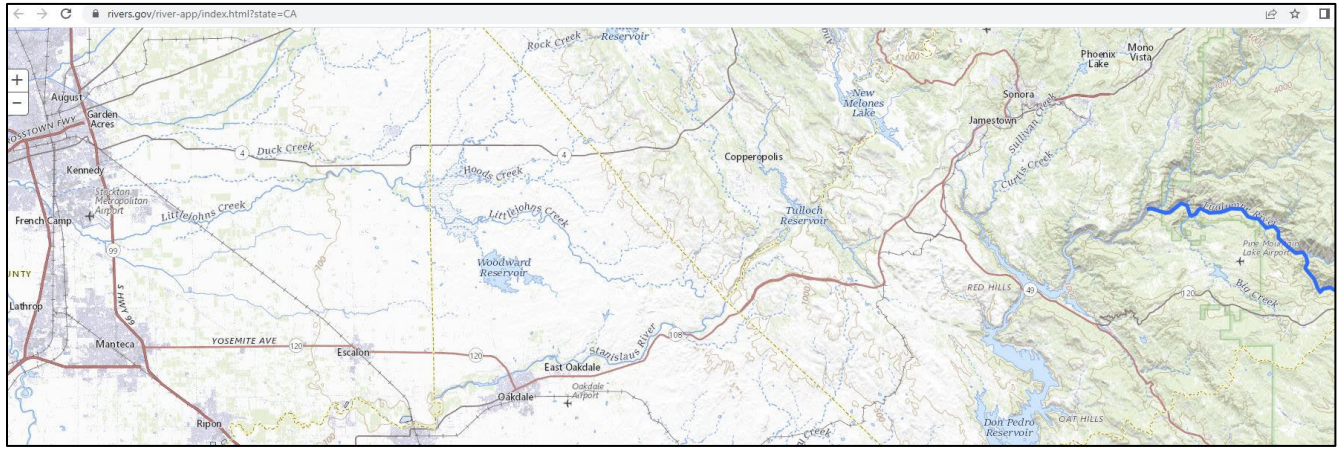
Attach L: Sole Source Aquifers



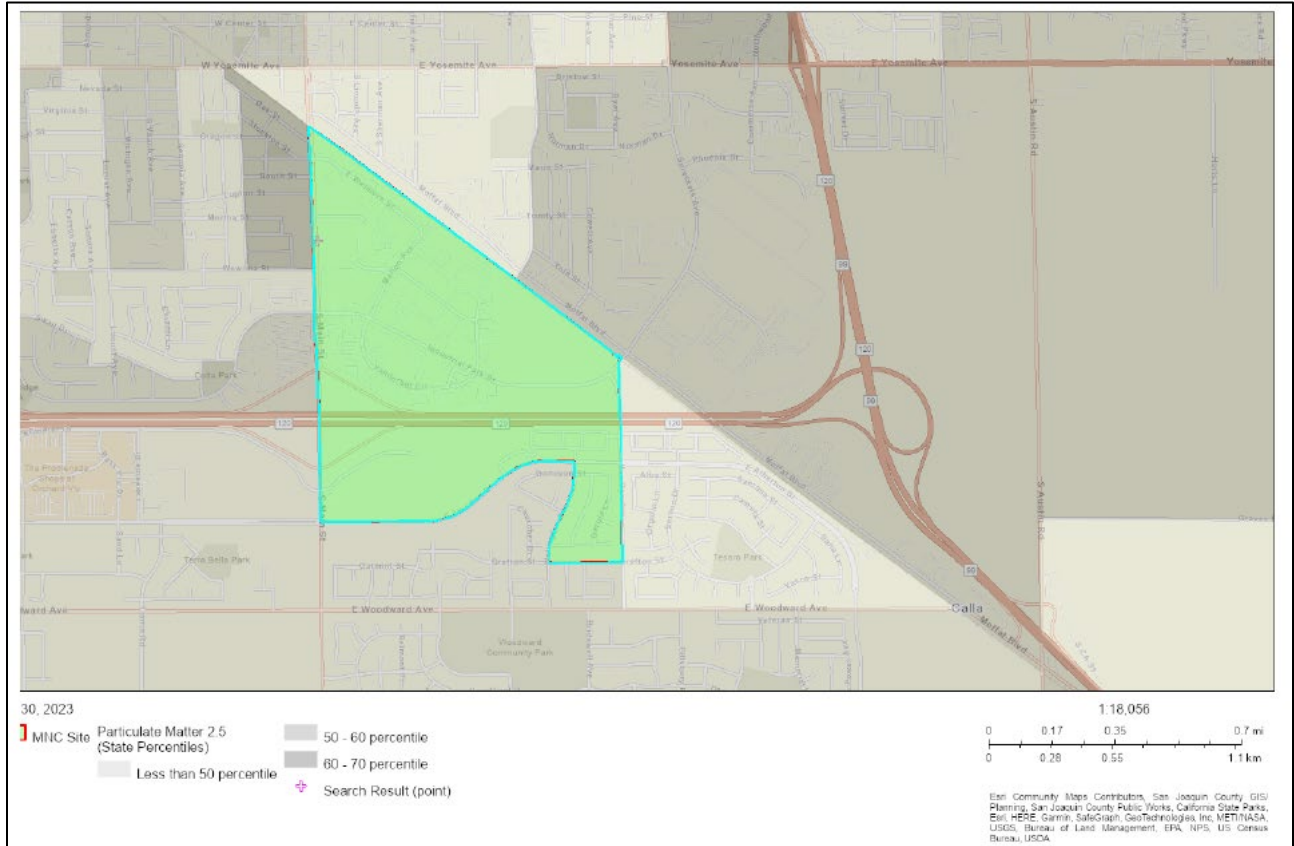
Attach M: Wetlands Protection



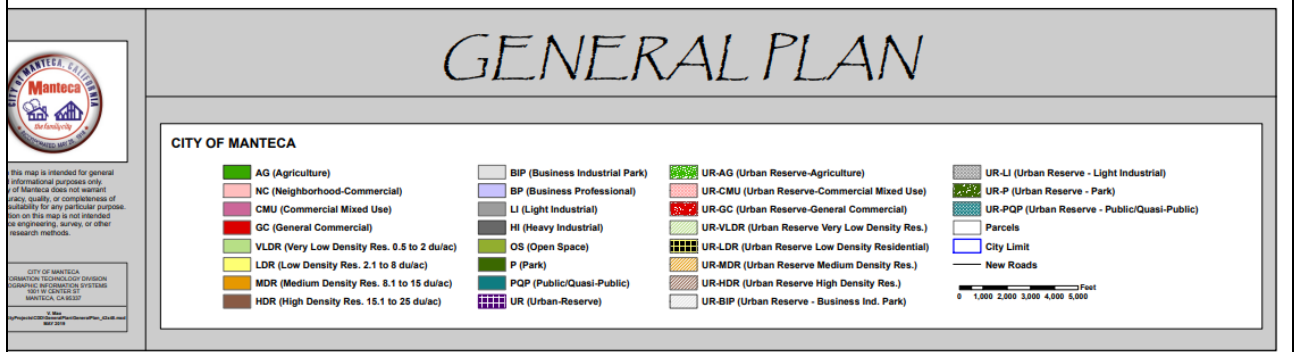
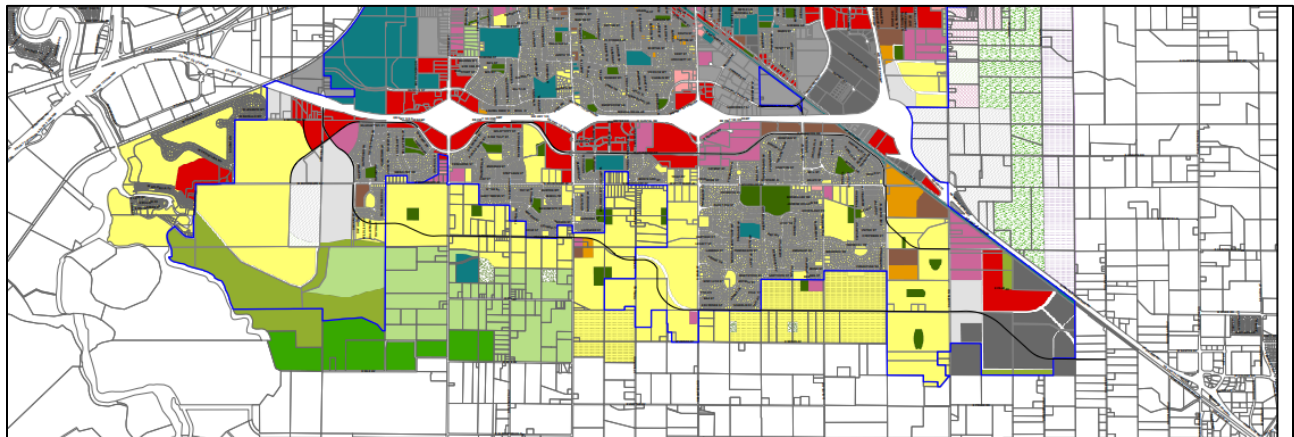
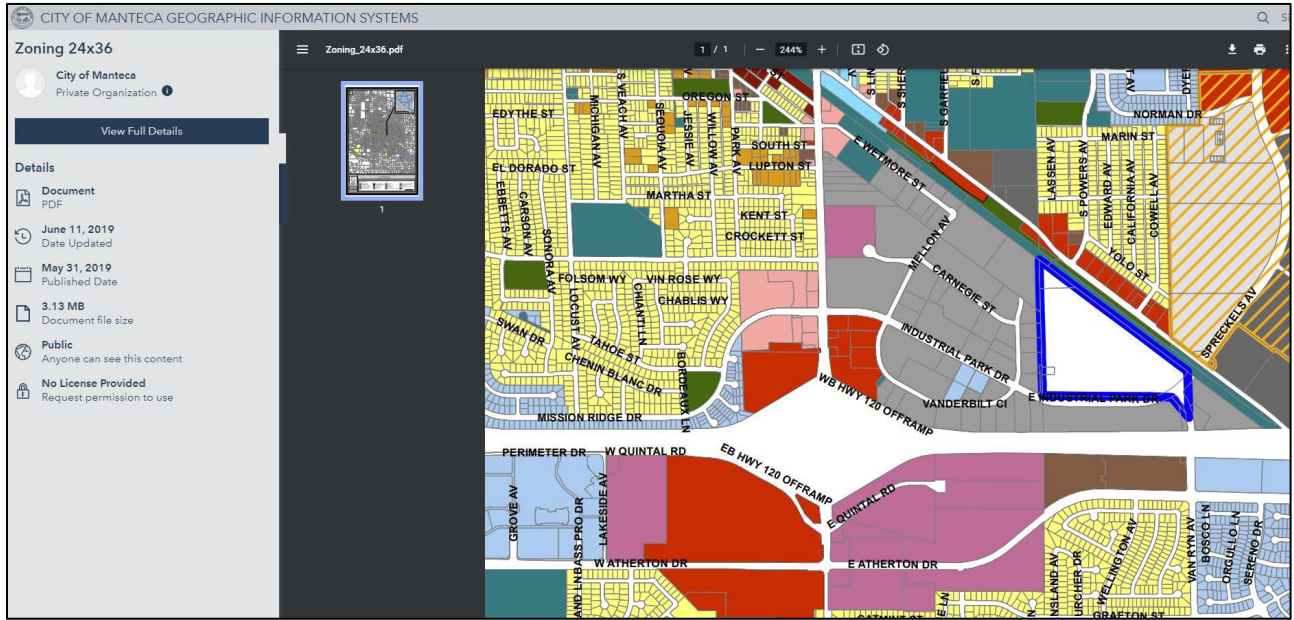
Attach N: Wild and Scenic Rivers



Attachment O: Environmental Justice



Attachment P: Land development



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Area of Interest (AOI) | **Soil Map** | Soil Data Explorer | Download Soils Data | Shopping Cart (Free)

Printable Version | Add to Shopping Cart

Search

Soil Map

Map Unit Legend

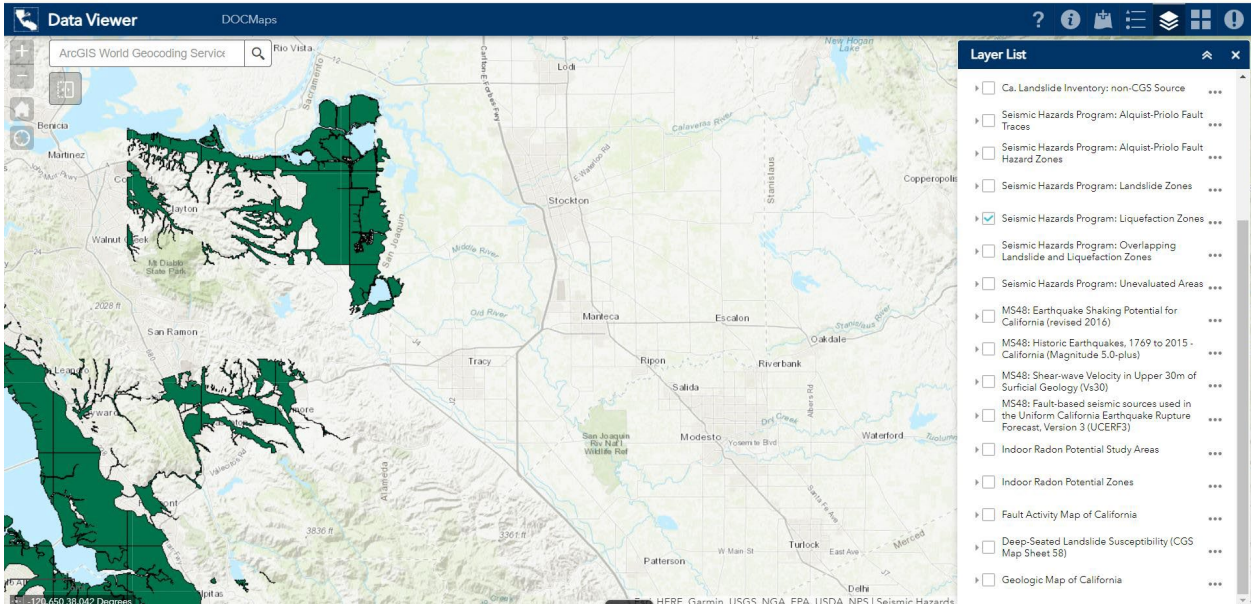
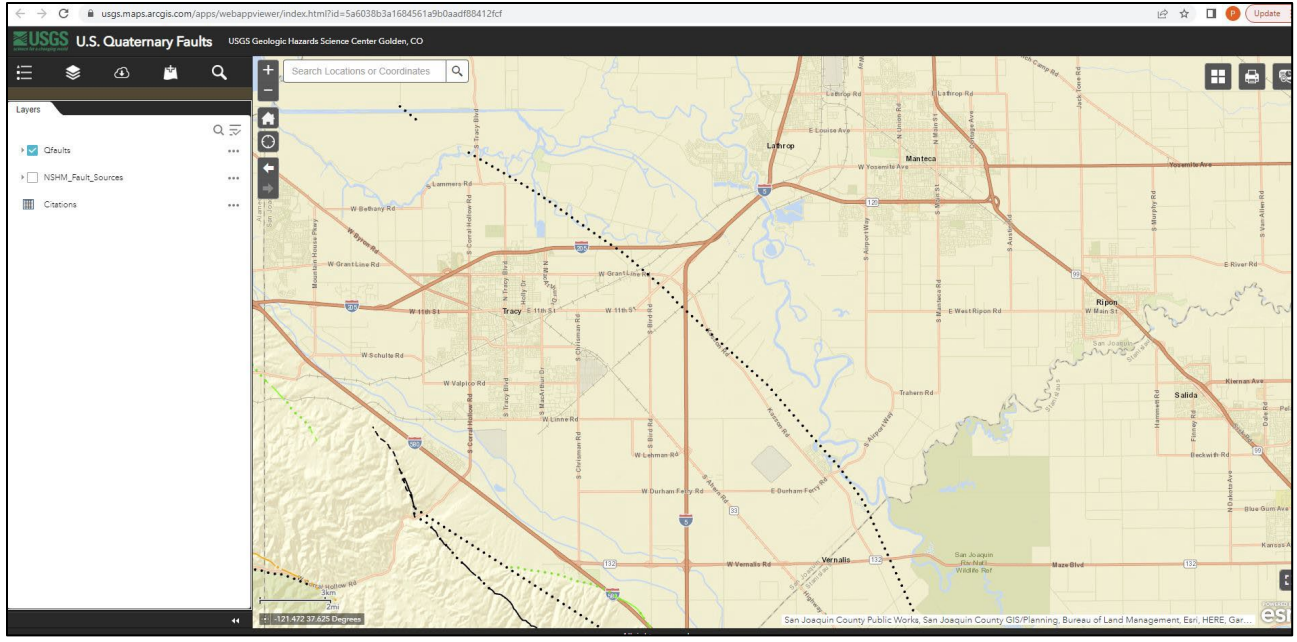
San Joaquin County, California (CA077)
San Joaquin County, California (CA077)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
143	Delhi-Urban land complex, 0 to 2 percent slopes	8.2	100.0%
Totals for Area of Interest		8.2	100.0%

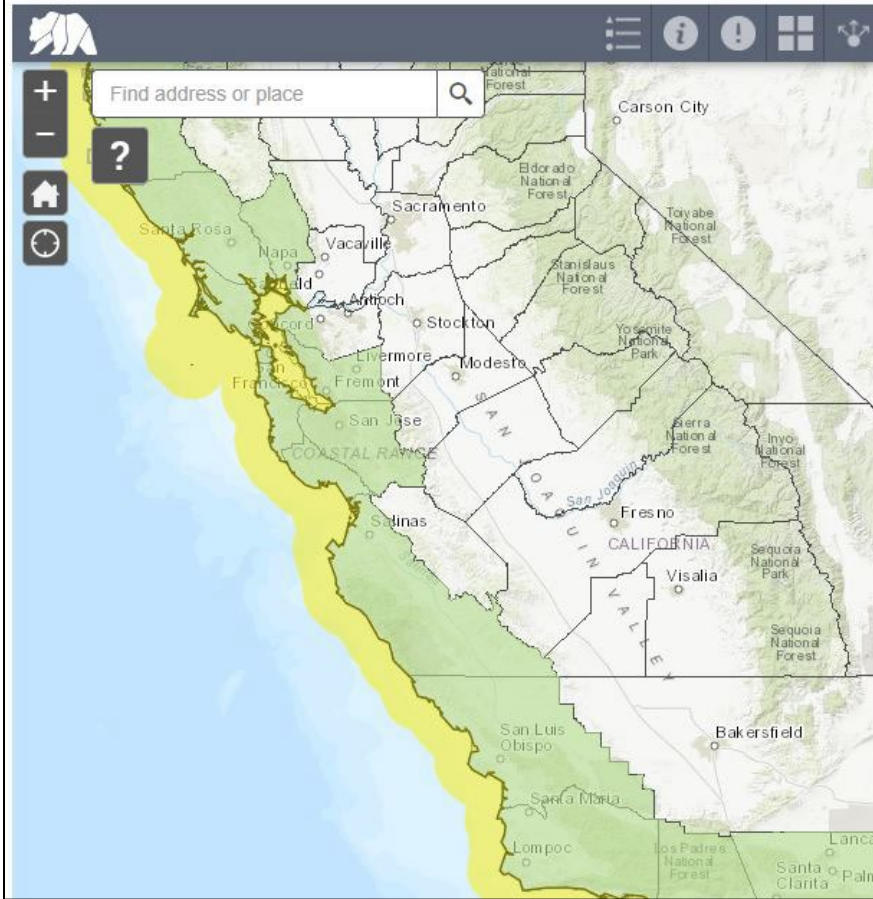
maps.conservation.ca.gov/cgs/EQZApp/app/ CGS Homepage

Earthquake Zones of Required Investigation

Esri World Geocoder



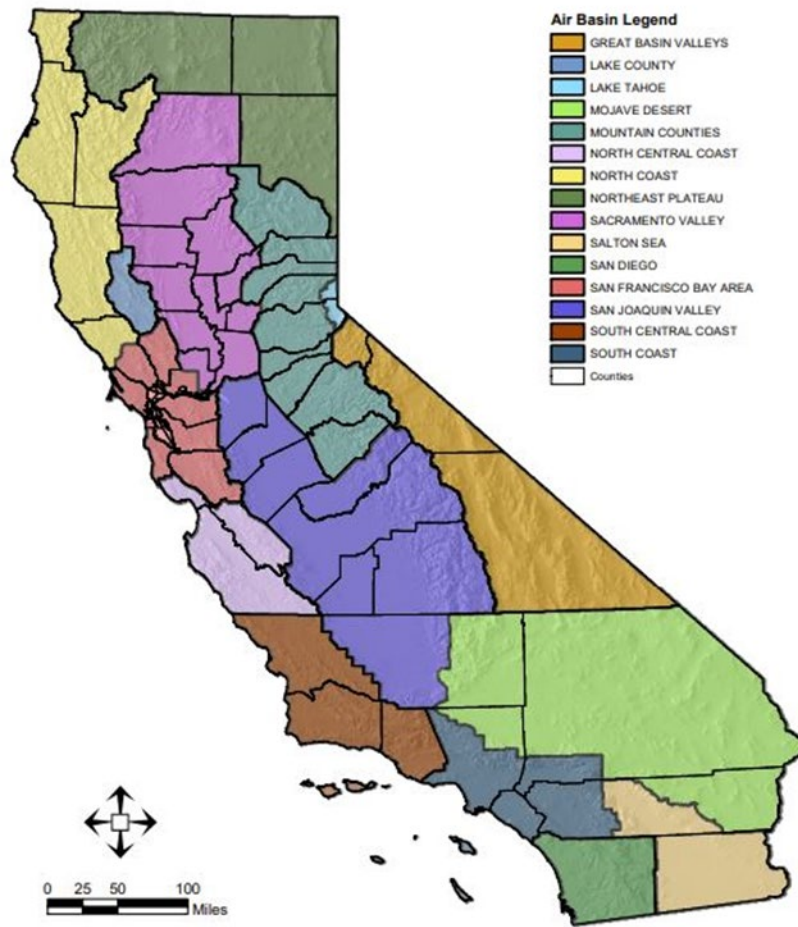
California Tsunami Maps and Data



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 \[2021\]](#)
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- [San Mateo \[2021\]](#)
- [Santa Barbara \[2021\]](#)
- [Santa Clara \[2021\]](#)
- [Santa Cruz **UPDATED 2022**](#)
- [Solano **UPDATED 2022**](#)
- [Sonoma **UPDATED 2022**](#)
- [Ventura **UPDATED 2022**](#)

California Air Basins



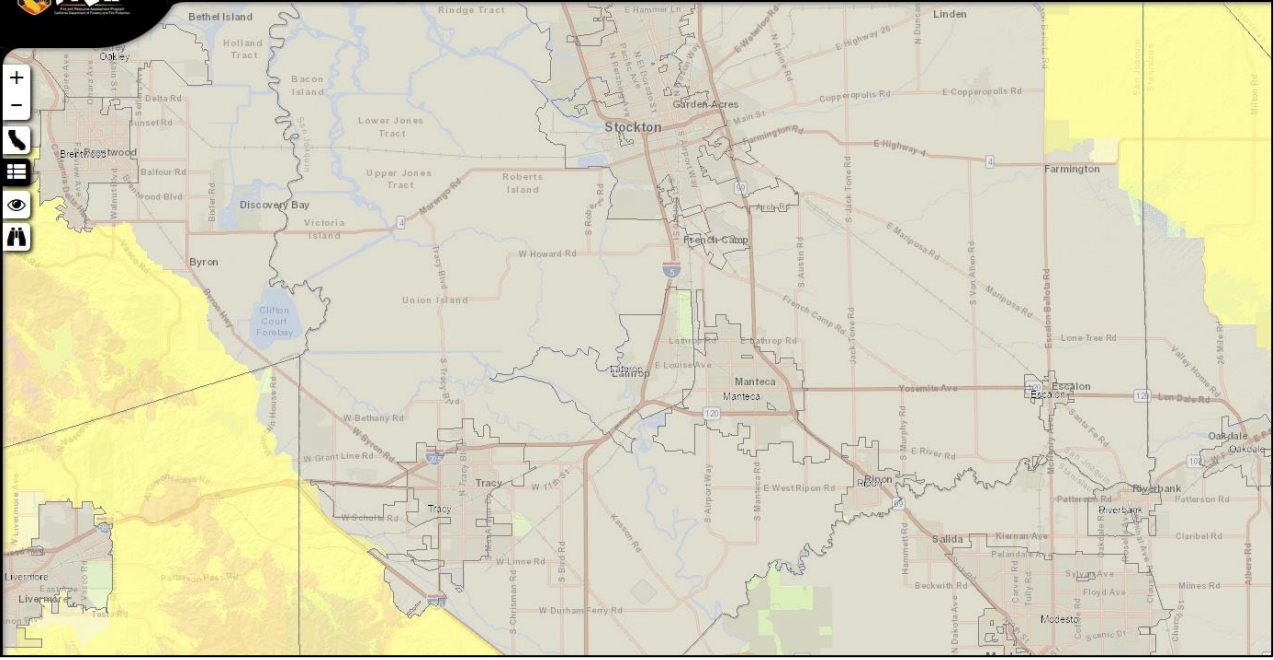
Source of Data:
California Air Basins, 2004, <gis.ca.gov>

Map Prepared by Terry Kocsis
Map ID: airbasins 10/01/07





FHSZ Viewer



Attach Q: Community Facilities and Services

Google manteca social services

Rating Hours

- El Concilio**
 3.7 ★★★★★ (10) · Social servi...
 1215 W Center St #105 - In Hens...
 Closed · Opens 8 AM Wed · (209) ...
[WEBSITE](#) [DIRECTIONS](#)
- Pine Tree Head Start**
 No reviews · Social services organization
 1130 Pine St · In Fellowship Baptist
 (209) 239-5461
[DIRECTIONS](#)
- Hope Family Shelter**
 4.1 ★★★★★ (15) · Social services organizati...
 528 W Yosemite Ave
 (209) 824-0652
[DIRECTIONS](#)
- Open Door Services, Inc.**
 4.7 ★★★★★ (10) · Social servi...
 117 Sycamore Ave
 Closed · Opens 8 AM Wed · (209) ...
 "I'm not sure i was tgere."
[WEBSITE](#) [DIRECTIONS](#)
- US Social Security Admini...**
 3.1 ★★★★★ (73) · Social secur...
 510 Commerce Ct #5067
[WEBSITE](#) [DIRECTIONS](#)

Fire Stations

Manteca DMV

Dutch Bros Coffee

Manteca

Doctors Hospital of Manteca

Chick-fil-A

Black Bear Diner Manteca

Food 4 Less

Manteca Fire Station 241

Manteca Fire Station #2

Walmart Supercenter

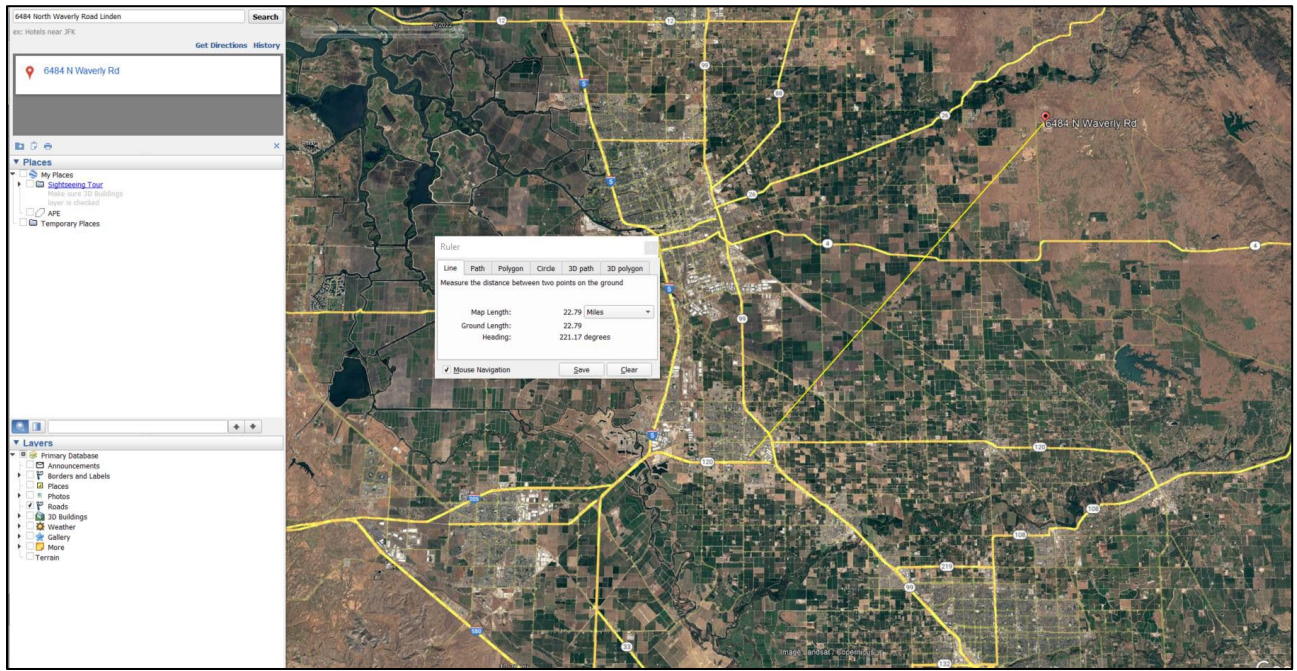
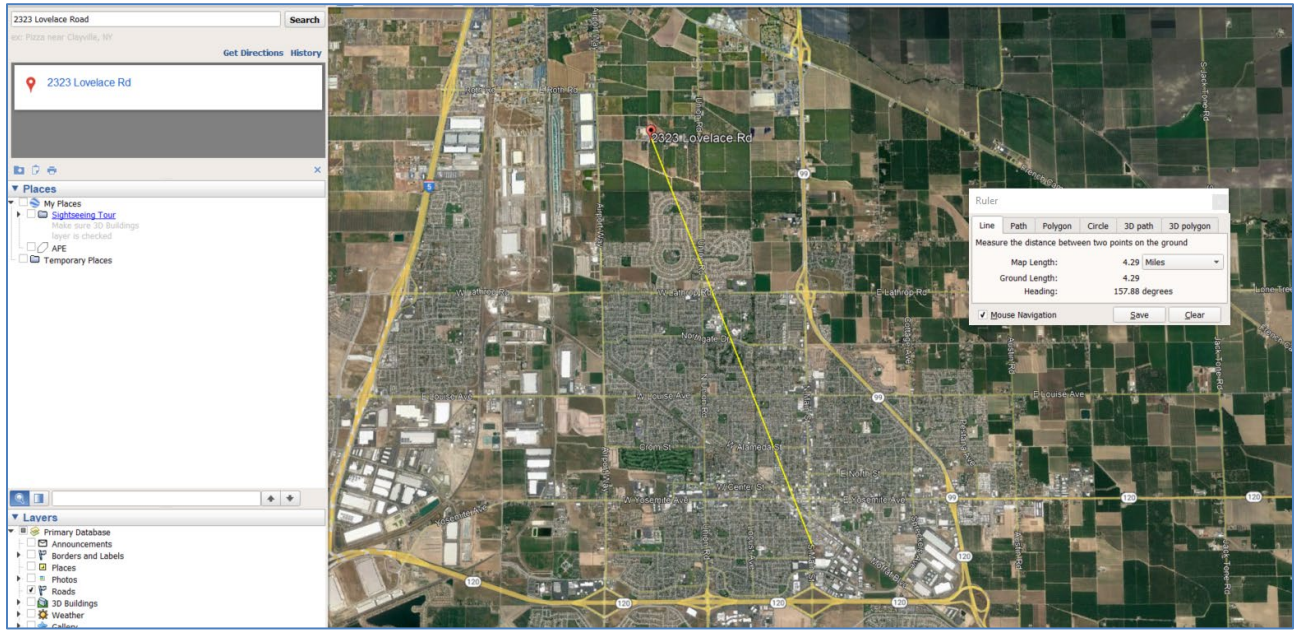
Dairy Queen Grill & Chill

Living Spaces

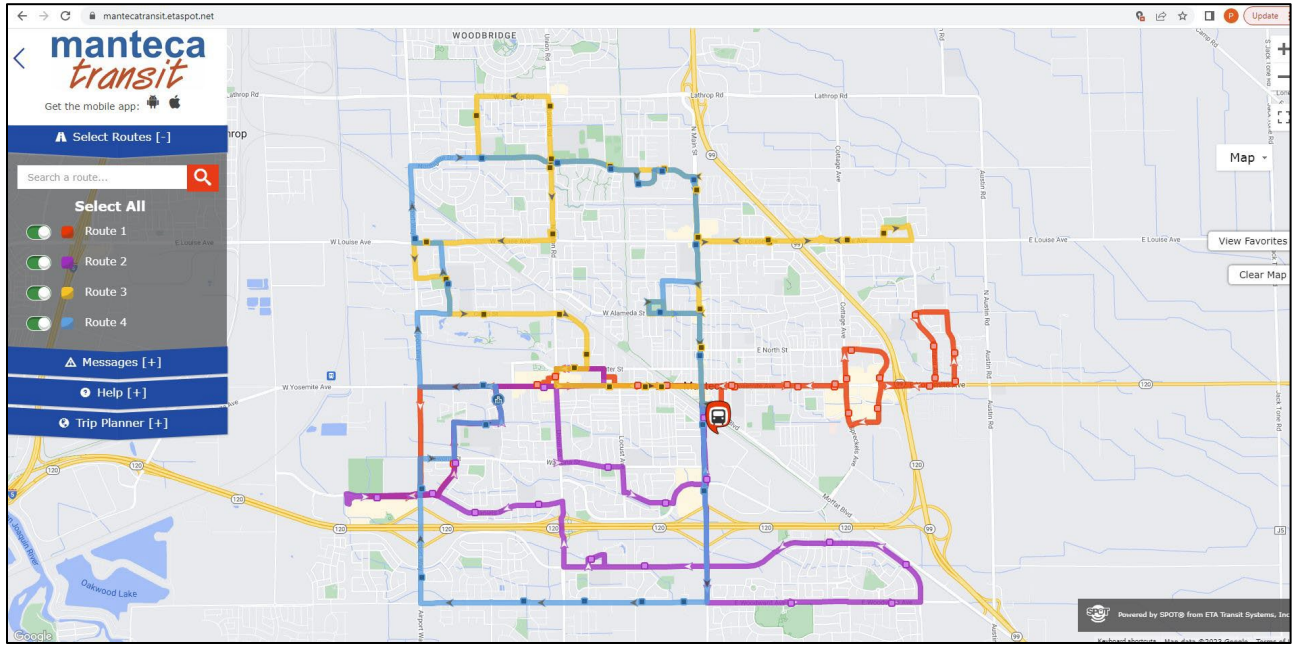
Bass Pro Shops

Manteca Fire Station 245

Solid Waste



Transportation





Ruler

Line Path Polygon Circle 3D path 3D polygon

Measure the distance between two points on the ground

Map Length: 0.10 Miles

Ground Length: 0.10

Heading: 358.27 degrees

Mouse Navigation Save Clear

Parks

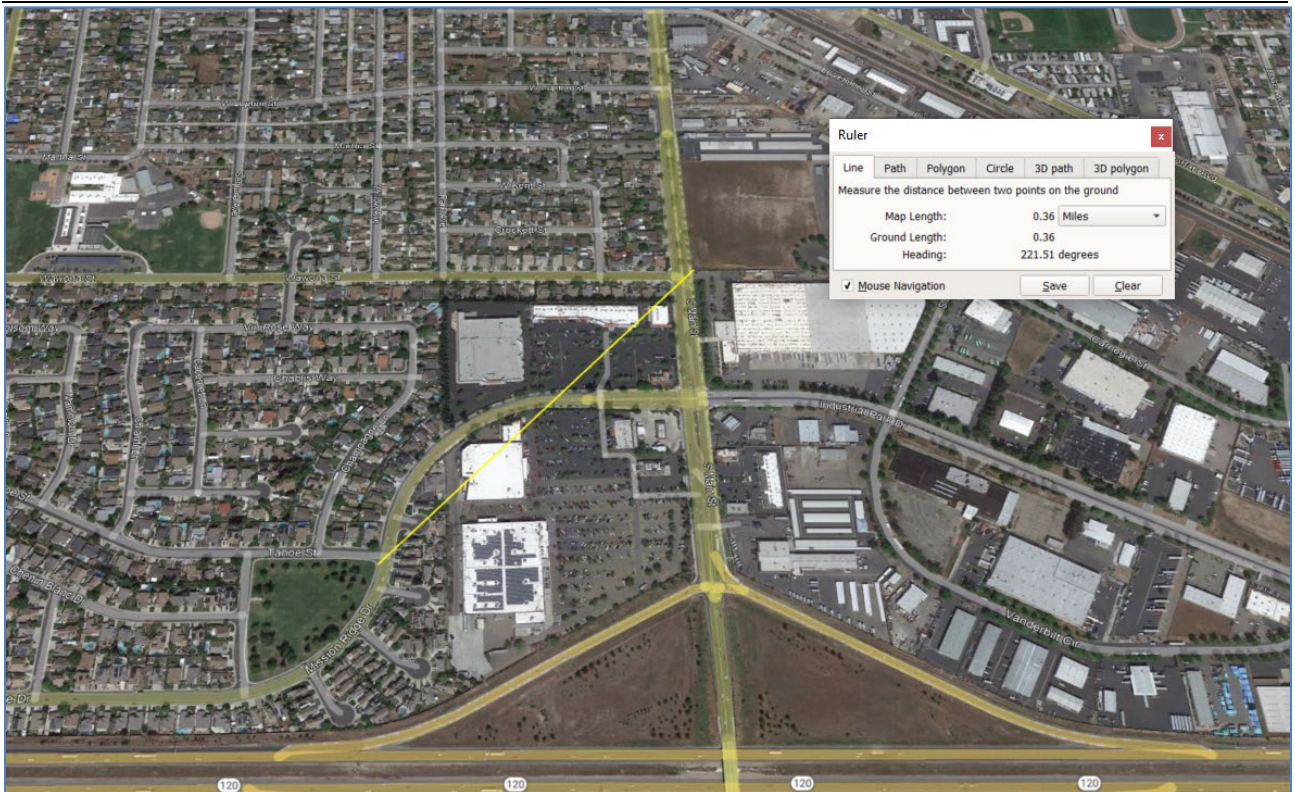
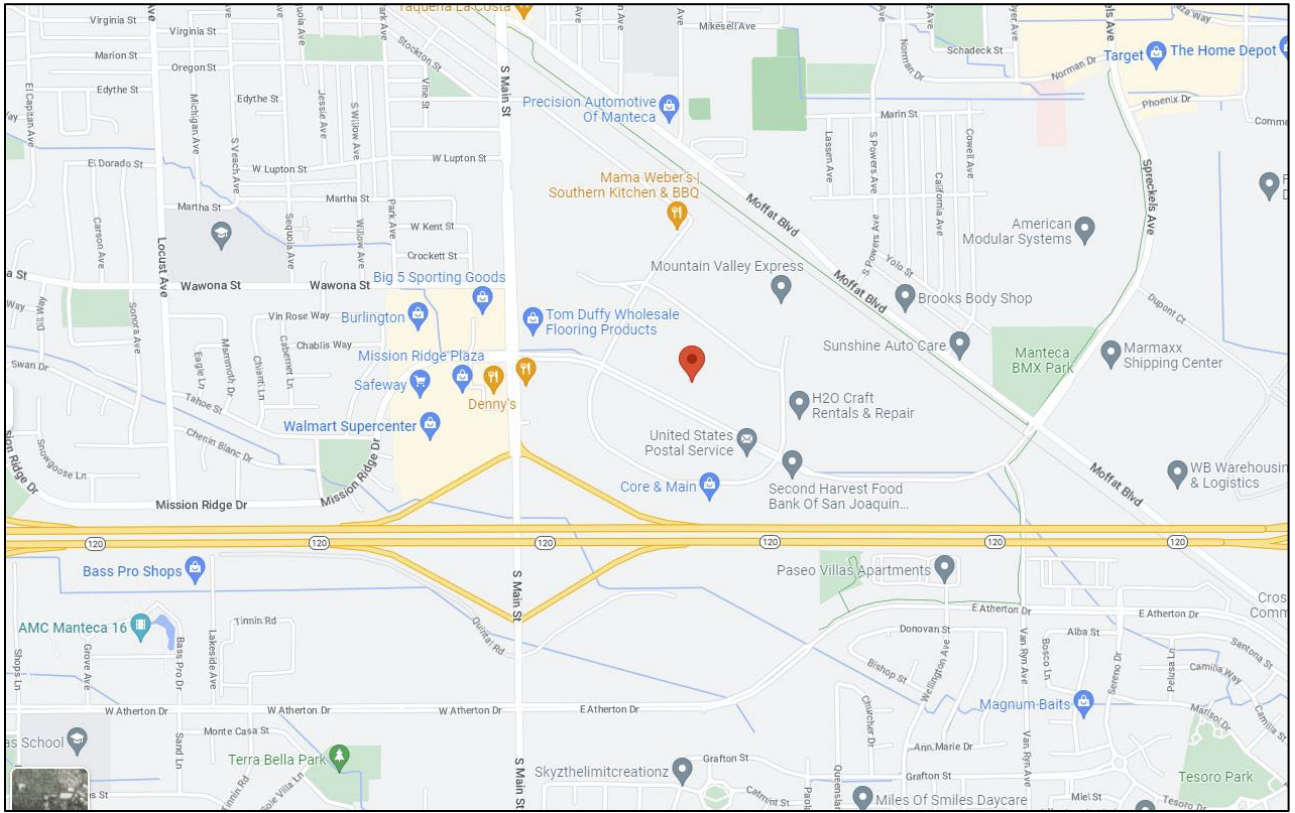
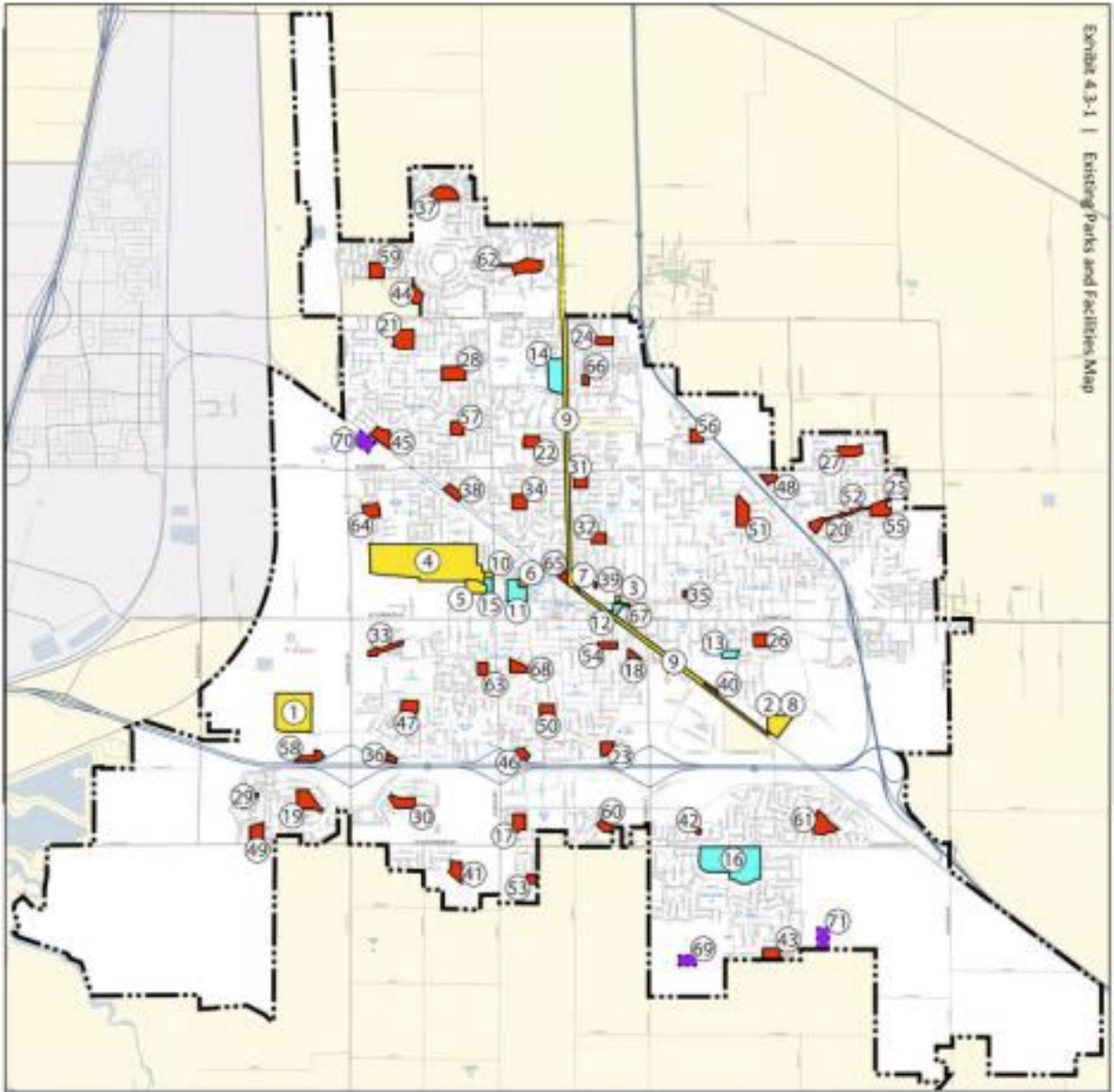


Exhibit 4-3-1 | Existing Parks and Facilities Map



LEGEND

④ SPECIAL USE PARKS

- 1. Big League Dreams Sports Park
- 2. BMX Track (at Spreckels Rec Park)
- 3. Center Street Tennis Courts
- 4. Manteca Park Golf Course
- 5. Mantecozoa Ballfield
- 6. Senior Center
- 7. Skate Park
- 8. Spreckels Recreation Park
- 9. Tidewater Bikeway
- 10. Union Road Tennis Park

④ NEIGHBORHOOD PARKS

- 17. Antigua Park
- 18. Bacchus Park
- 19. Bella Vista Park
- 20. Barton Estates Park
- 21. Chabwick Square Park
- 22. Colony Park
- 23. Coto Park
- 24. Crestwood Park
- 25. Crivello Park
- 26. Carran Grove Park
- 27. Diamond Oaks Park
- 28. Doney Park
- 29. Delta Estates Mini Park
- 30. Delta Southeast Park
- 31. Franciscan Park
- 32. Giles Memorial Park
- 33. Gonsalves / Cambridge Greenbelt
- 34. Graystone Park
- 35. Hillstead Park
- 36. Kevin O'Neill Park
- 37. Liberty Park
- 38. Mayor's Park
- 39. Mini Park
- 40. Moffat Basin Park
- 41. Palmer Memorial Park
- 42. Paseo Circle Park
- 43. Pillbury Park
- 44. Plaza Park (Private)
- 45. Primavera Park
- 46. Quail Ridge Park
- 47. Roberts Estates Park
- 48. Rockwell Park
- 49. Rose Park
- 50. Sequoia Park
- 51. Shasta Park
- 52. Sierra Creek Park
- 53. Silva Park
- 54. Southside Park
- 55. Springport Park
- 56. Springstone Park

④ PARKS IN PROGRESS

- 69. Evans Estates Park
- 70. Monte Bello Park
- 71. Solera Park

④ COMMUNITY PARKS

- 11. Civic Center
- 12. Library Park
- 13. Lincoln Park & Pool
- 14. Northgate Park
- 15. Union Road Park
- 16. Woodward Park

Attach R: Climate Change and Energy Efficiency

