



**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

Responsible Entity: County of San Joaquin, CA

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

State/Local Identifier:

Preparer: R.L. Hastings & Associates, LLC

Certifying Officer Name and Title: Chris Woods, Director
County of San Joaquin - Health Services Agency
Neighborhood Preservation

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

Direct Comments to: San Joaquin County
Human Services Agency – Neighborhood Preservation
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Project Location:

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

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

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.

The City of Manteca is advancing its efforts to address homelessness by transitioning from its temporary Unsheltered Emergency Center to a more permanent facility known as the Manteca Navigation Center (MNC). The temporary site currently operates in the parking lot of 555 Industrial Park Drive, providing essential services to unhoused individuals. The temporary setup includes two dormitory modular units, with a third dorm currently being added to expand capacity in this critical interim support.

The City is proposing to transition operations into the existing 56,000-square-foot building on the site, the former Qualex Building, which will serve as the permanent Manteca Navigation Center. This facility is envisioned as a centralized, year-round shelter and service hub for unsheltered adult men and women in Manteca. It will function in close coordination with local outreach teams and partner organizations, providing referral-based access to housing and supportive services in a safe and structured environment.

Objective

The objective of this project is to repurpose and retrofit the existing building at 555 Industrial Park Drive into the permanent Manteca Navigation Center. The facility will offer year-round shelter for up to approximately 190 adults and serve as a centralized access point for coordinated homeless services. The project also aims to ensure full compliance with the National Environmental Policy Act (NEPA) and California Building Code standards.

Facility Retrofit

- a. Conduct a detailed site assessment of the existing 56,000 sq. ft. structure.
- b. Develop retrofit plans that align with the California Building Code, ADA accessibility standards, and health/safety regulations.
- c. Design and implement interior modifications to accommodate shelter dorms, day services, administration, security, and hygiene facilities.

Service Integration

Prepare the facility to deliver the following day services for unsheltered individuals:

- i. Daily meals
- ii. Shower and hygiene services
- iii. Access to clean clothing
- iv. Resource and case management center
- v. Transportation assistance
- vi. Referrals to transitional housing and permanent supportive housing
- vii. Storage space

Description of the Area

City of Manteca

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

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

The City of Manteca has roughly 85,000 residents and is located in California's San Joaquin Valley.² As of 2021, Manteca residents had a median household income of \$82,538, and a median value of owner-occupied homes of \$432,100.² Manteca is located 60 miles south of Sacramento and 76 miles east of San Francisco, between Interstate 5 and State Route 99, along State Route 120. 17 miles to the south is the City of Modesto. Stockton, located 15 miles north of Manteca and the San Joaquin County Seat, is the location of the Stockton Metropolitan Airport. Area waterways include the San Joaquin River to the west, Stanislaus River to the south, Woodward Reservoir to the east, and Lone Tree Creek to the north.³

San Joaquin County

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

Description of the Surrounding Neighborhood

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

Industrial Park Drive. City parks and transit are located within .5 miles of the site.⁸ The site is bound by industrial uses on all sides.

Construction and Design Description

The Manteca Navigation Center project involves the interior rehabilitation and reconfiguration of the former Qualex building to create a comprehensive Navigation Center. The facility will provide transitional housing, a resource hub, supportive services, and community programs for qualifying Manteca residents within the city, including unsheltered persons currently served at the temporary shelter located in the parking lot at the same site.

The project is currently in the preliminary stages of development, and the City has established an initial budget for planning and implementation purposes.

Current projected costs for the project that the city is requesting:

Hard Costs

Design and Construction Total Cost (Progressive Design-Build Entity)	\$12,982,801
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Soft Costs:

Purchase Price of 555 Industrial Park Drive	\$ 2,100,000
Construction/Program Management	\$ 1,150,000
Agency Plan Check & Permitting	\$ 125,000
Inspection (IOR)	\$ 90,000
Special Testing and Inspection	\$ 125,000
Other Owner Development Costs (Legal, NEPA, Administrative, PM, other)	\$ 500,000
Kitchen Equipment Procurement (Material FOB)	\$ 225,000
Furniture Fixtures & Equipment	\$ 250,000
Public Utility Fees (PG&E new or upgraded service to existing building or site)	\$ 75,000
Commissioning Agent	\$ 40,000
Data/Comm (Design & Equipment Cost/Install)	\$ 25,000
Owner Controlled Project Contingency (7% of Design & Construction Cost)	\$ 908,796
Total Project Cost	\$18,596,597

The City has acquired approximately \$20 million in local city and county, state, and federal grant funding for the future of a Manteca Navigation Center and affordable housing project located at 555 Industrial Park Drive.

Permanent Sources of Project Funding:

1.	San Joaquin County General Fund (General Services)	\$ 2,000,000
2.	Manteca CDBG (SJ Co Consortia Allocation)	\$ 1,094,980
3.	San Joaquin County CDBG	\$ 500,000
4.	Community Project Funding (HUD)	\$ 750,000
5.	State of California	\$16,000,000
6.	City of Manteca HOME (SJ Co. Allocation)	<u>\$ 686,366</u>
	TOTAL	\$21,031,346

Federal Funding Information

Grant Numbers	HUD Program	Funding Amount
B-21,22,23-UC-06-0009	City of Manteca CDBG (SJ Co Consortia Allocation)	\$1,094,980
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	City of Manteca HOME (SJ Co Consortia Allocation)	\$686,366
	TOTAL	\$3,031,346

Estimated Total HUD Funded Amount: \$3,031,346

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: **\$21,031,346**

Development Partners will include:

1. The City of Manteca
2. Griffith Structures – will serve as its consultant, providing technical expertise and procurement support services to assist in advancing the Navigation Center project through a Progressive Design-Build approach. Griffin Structures’ scope of work includes Procurement Strategy and Schedule Development, Request for Proposal (RFP) preparation, facilitation of the selection process, and transition to preconstruction. Their role ensures compliance with applicable requirements while promoting efficiency and effectiveness in project delivery.
3. San Joaquin County Behavioral Health Services (BHS) – will continue to play a critical role in providing behavioral health support. BHS currently offers in-house services at the temporary site location and will extend its involvement at the new facility, delivering up to 19 hours per week of behavioral health services to program participants.

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

The primary purpose of the Manteca Navigation Center is to establish a permanent facility that includes 190 residential dorms, 8 transitional housing units, and comprehensive wraparound supportive services. This project is intended to replace the City’s current temporary emergency homeless shelter, which is comprised of two dormitory modular units, with a third unit in process, that collectively provide overnight accommodation for approximately 75 individuals per day.

Completion of the Navigation Center will create a centralized location where unsheltered residents of Manteca can access housing, services, and support in a safe and structured environment. The facility is designed to address the growing need for stable shelter and coordinated care, providing pathways out of homelessness for individuals and families within the community.

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 5 miles east of Interstate 5, 2 miles west of CA SR 99, and .23 miles north of CA SR 120. The downtown core of Manteca is located approximately a mile northwest of the Project. The site is completely surrounded by industrial uses and is currently used to provide temporary services for unhoused individuals.

The City's goal is to transition operations from the temporary site, which currently consists of modular units located in the parking lot of the Qualex building, to a permanent facility within the Qualex building itself. Achieving this transition and consolidating all services at the permanent site will be challenging without governmental support, including 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>



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

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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p><i>The project is not located within an FAA-designated civilian airport Runway Clear Zone (RCZ), or within a military airfield Clear Zone (CZ) or Accident Potential Zone (APZ), therefore no disclosure is required.</i></p> <p>- The project site is located approximately 8.3 miles south of Stockton Metropolitan 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 [1997, 2006, 2012] and 8-Hour Ozone [2008, 2015] 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 Geoff Hornek, dated August 2025, determined that the “Maximum annual emissions are much less than their associated <i>de minimis</i> thresholds. Thus, a formal SIP consistency analysis for this project is not required. There are no comparable EPA <i>de minimis</i> thresholds for GHG emissions.</p> <p>- The project is in compliance with this Factor.</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 70 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>

Contamination and Toxic Substances

24 CFR Part 50.3(i) & 58.5(i)(2)

Yes No

The project involves rehabilitation of an existing commercial structure to provide services and temporary 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.

- Bole & Associates prepared a Phase I Environmental Site Assessment (Phase I ESA), dated July 11, 2025. Bole concludes that: “It is MHBA’s opinion that 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 or on adjacent properties. Based on the results of this report, no further investigation is warranted.”

Non-Scope Considerations

Vapor Encroachment Screening – “The conclusion from the Tier 1 Screening Process conducted by Marcus H. Bole, on June 26, 2025, 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.”

Radon – “The Federal EPA Radon Zone for San Joaquin County is Zone 3. Zone 3 indoor average level is <2 pCi/l. Radon is not considered an environmental concern for this property.”

Asbestos Containing Materials (ACBM) – “A limited Asbestos Survey was conducted by Protera’s Certified Asbestos Consultant (#13-504) in July of 2020. Sampling was conducted within 68 areas of the building. Asbestos was identified and documented in the Survey Report dated July 29, 2020. This report is attached in Appendix F.”

Historic Pesticide Use (Agricultural Contamination) – “The property has supported agricultural activities including grape vineyards and olive orchards as late as 1970. Historical aerials show these agricultural applications on site between 1937 and 1970. After 1970 the uses of the subject property appear to be developed as light industrial buildings. The passing of 55 years since the probable use of agricultural chemicals would indicate that the historic pesticide use would no longer be considered a potential environmental concern for this property. Furthermore, the property is substantially covered by building foundations and asphalt parking areas.”

Lead-based Paint – “The United States banned the manufacture of lead-based house paint in 1978 due to health concerns. Constructed in 1979, it is highly unlikely that lead-based paint would have been applied to interior or exterior surfaces of the building. However, as the building will undergo extensive interior and exterior renovation, the scraping, sanding or disturbance of painted surfaces could expose workers to lead-based paint dust. It is recommended that painted interior and exterior surfaces be evaluated for the presence of lead-based paint.”

		<p><i>Indoor Air Quality including Mold</i> – “Visual inspections and microscopic analysis for mold spores on surfaces and ambient air were conducted by Protera’s Project Manager Joe Rotondo in July of 2020. Mold was found on numerous surfaces and elevated mold spore levels were found in the air. Protera made recommendation for abatement. This report is attached in Appendix F.”</p> <p><i>Prior Phase I ESAs</i></p> <p>- Geologica Inc. prepared a Phase I ESA, dated December, 2003 and a follow up memo dated May 12, 2004 when facility closure operations were almost complete. The ESA concluded that “The results of this Phase I ESA identified no Recognized Environmental Conditions” and “Readily available and reviewed information did not indicate direct evidence that off-site properties have significantly impacted subject property soil(s) or groundwater.”</p> <p>The report did note that due to construction in 1979, “It is considered likely that asbestos-containing material (ACM) was present or had been used on site. For example, the insulation around the boiler unit in the boiler room was labeled as potentially containing asbestos.”</p> <p>- An updated Phase I ESA, dated June 11, 1993 was prepared by CERTIFIED/Earth Metrics for the potential expansion of the Qualex film processing facility that was operating in the building at the time. The Phase I ESA concludes that “there is no factual evidence or environmental impairment of the site.” The report notes that sometime prior to construction of the structure on the site, which was occupied in 1979, the site was in agricultural use and in respect to the of agricultural chemicals that “The previous use of insecticides and pesticides on the site does not pose hazards to the subject site, as these chemicals are encapsulated with concrete and asphalt. However, the possibility of their existence in the soil exists.”</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>- A United States Fish & Wildlife Service Species List, dated 6.23.25, contains a total of seven (7) threatened (T), endangered (E), and proposed threatened (PT) species including one (1) Endangered, three (3) Threatened and three (3) Proposed Threatened species. Of the 7 listed species, four (4) have final critical habitat identified which does not overlap the project site, and one has proposed critical habitat identified which does not overlap the project site.</p> <p>- The project site is nearly 100% hardscape, asphalt, concrete and a structure, and hard packed soil with some trees and all work is to be done inside of the structure.</p> <p>- The two (2) Crustaceans – the Vernal Pool Fairy Shrimp (T) and the Vernal Pool Tadpole Shrimp (E), the two (2)</p>

		<p>Amphibians – the Western Spadefoot (PT) and the California Tiger Salamander (T), and the one (1) Reptile – the Northwestern Pond Turtle (PT), all require water on or near the site for living, feeding and/or for breeding: There is no water on or near the site, therefore, these species are unlikely to occur on the project site and there will be No Effect on these species.</p> <p>- There is also no habitat on the project site for one (1) of the two Insects, the Valley Elderberry Longhorn Beetle (T); therefore, it is unlikely to occur on the project site. Per USFWS, the valley elderberry longhorn beetle is dependent on its host plant, the elderberry, a shrub that grows in riparian areas and foothill oak woodlands in California. With no habitat on the project site, the project will have No Effect on this species.</p> <p>The second Insect, the Monarch Butterfly (PT), is transitory in nature and requires milkweed for breeding purposes, a specific microclimate for overwintering, and flowering plants for feeding. As noted above, the project site to be developed is primarily hardscape with packed soil and with some trees around the periphery lacking food sources for the Monarch and is located far from the required overwintering microclimate. With no habitat or food source on the project site, the Monarch Butterfly is unlikely to occur on the site and there will be No Effect on this species.</p> <p>- As verified by the USFWS Critical Habitat for Threatened & Endangered Species map viewer, the site does not contain habitat for endangered species. There are trees located around the site; however, the project will not affect the trees and compliance with the Migratory Bird Act will ensure that nesting birds will not be harmed by construction activities.</p> <p>- None of the species on the USFWS species list are likely to occur on the project site and, therefore, there will No Effect on these species and the project is in compliance with this Factor.</p> <p>Verified by: https://ipac.ecosphere.fws.gov/ https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77</p> <p>- See Attach G: Endangered Species</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p> <p>[Need to put together table]</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> <p>- Per CalEPA, there are seven (7) sites that have above-ground storage tanks (ASTs) which store materials, such as oil, waste oil, LPG gas, acetylene, propane, and diesel fuel within 1 mile of the project site. Utilizing the Acceptable Separation Distance (ASD) Electronic Assessment Tool provided by HUD, all ASD containing sites are outside of the ASD for all tank sizes and contents.</p> <p>- Verified by: https://siteportal.calepa.ca.gov/nsite/map/results</p>

		https://www.hudexchange.info/environmental-review/asd-calculator/ - See Attach H: Explosive and Flammable Hazards
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<i>Per USDA NRCS, the project site does not contain soils classified as “Prime Farmland;” 100% of the site contains soils classified as “Farmland of Statewide Importance.” The project is the rehab of an existing structure on a fully impacted site in a developed area of the City; therefore, the project is exempt.</i> - 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.” - Verified through Web Soil Survey downloads from the USDA, NRCS website at https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm - 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/ - See Attach I: Farmlands Protection
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<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> - According to FIRM map 06077C0640F dated October 16, 2009, the site is in Zone X, “Area of Minimal Flood Hazard.” Verified by: FEMA Flood Map Service Center Search By Address - See Attach C: Floodplain Management
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<i>The County of San Joaquin made a Finding of ‘no historic properties affected’ by the undertaking. SHPO did not object.</i> - Attachment J contains the following supporting documentation: - SHPO response letter dated 8.19.25, in which SHPO did not object to the city’s Finding’ City SHPO consultation letter dated 7.29.25 wherein the City stated it’s finding of “No Historic Properties Affected” per 36 CFR Part 800.4(d)(1); National Register of Historic Places (NRHP) map of NRHP sites which identifies no sites within 0.25 Miles of the project site. See Attach J: Historic Preservation

<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 but not within line-of-sight of an active railroad line. The project is not located within 1,000 feet of an arterial roadway. The project is located within 15 miles of Stockton Metropolitan Airport but not within the noise contours for the airport.</i></p> <p>- The project site is located approximately 1,620 feet south of the Union Pacific Railroad, between the Main (So. Main) Street crossing and the Speckles crossing. The track is not line-of-sight from the project site.</p> <p>- Per U.S. DOT crossing inventory form 2130-0017, this track has 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 number of cars is not provided on the inventory forms. Accident inventory forms provide this information. Between 1975 and 2020 there were 7 recorded accidents at the two crossings noted above. Using the HUD Exchange DNL Calculator, two different scenarios were modeled: a maximum scenario using the maximum number of locomotives, maximum number of cars and maximum speed from the 7 accidents entered into one calculator; the second uses the averages for each category entered into one calculator (as the average number of locomotives is 2.5, which cannot be entered, both 2 and 3 were calculated). They were calculated with horn use and without horns.</p> <p>- The highest DNL calculated was 62 using the combined maximum numbers from each category: 4 locomotives (1 occurrence), 60mph (1 occurrence) and 121 cars (1 occurrence) and the use of horns. The averages for each category were 2.5 locomotives, 66 cars and 44mph. The modal was 46 cars and 2 locomotives with speeds ranging from a low of 20mph to a high of 60mph with no modal speed</p> <p>- The project site is located approximately 8.3 miles south of Stockton Metropolitan Airport outside of all noise contours.</p> <p>- <i>Verified by: HUD DNL Calculator</i> https://www.hudexchange.info/programs/environmental-review/dnl-calculator/ https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx</p> <p>See Attach K: Noise Abatement and Control</p>
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<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project is not located within an area designated by the EPA as being supported by a sole source aquifer.</i></p> <p>- Verified by sole source aquifer map downloaded from: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b</p> <p>- The nearest sole source aquifer is the Santa Margarita Aquifer located in Scotts Valley approximately 63 miles southwest of the project site.</p> <p>- See Attach L: Sole Source Aquifers</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project does not involve new construction within a wetland(s) habitat; the project is the rehab of an existing structure with no site work. The USFW Wetlands Mapper indicates the nearest wetland to be located approximately .8 miles northeast of the site and a subsurface riverine habitat (culvert for stormwater) within Industrial Park Drive.</i></p> <p>- Verified by: Wetlands Map downloaded from https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/</p> <p>- See Attachment M: Wetlands Protection</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p><i>The project is not within one mile of a listed section of a Wild and Scenic River.</i></p> <p>- The proposed project site is not located within one mile of a listed river. Located approximately 52 miles east of the project, the Tuolumne River is the nearest Wild & Scenic River and the North Fork of the Tuolumne River is the nearest National Rivers Inventory river.</p> <p>- Verified by maps downloaded from: https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm</p> <p>- See Attach N: Wild & Scenic Rivers</p>

<p>ENVIRONMENTAL JUSTICE</p>		
<p>Environmental Justice</p> <p>Executive Order 12898</p>		<p><i>The Executive Order titled “Ending Illegal Discrimination and Restoring Merit-Based Opportunity” (January 21, 2025) rescinded Executive Order 12898. Therefore, no environmental justice analysis is required.</i></p>

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features, and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>Conformance with Plans / Compatible Land Use and Zoning</p> <ul style="list-style-type: none"> - The project is in conformance with the City of Manteca General Plan and Zoning Ordinances. - The project site consists of one parcel shown as 555 Industrial Park Drive (221-190-76) on City of Manteca GIS. - The site is 4.91-acres zoned Light Industrial (M1) and a General Plan land use designation of Light Industrial (LI). <p>Scale and Urban Design</p> <ul style="list-style-type: none"> - The project area is surrounded by industrial uses, while commercial uses, schools, transit, and parks are within one half mile. - In addition to base zone district standards and the provisions under Chapter 17.76 – Emergency Shelters of the MMC, governing operational and physical standards, as well as guidelines for outdoor activities for emergency shelters, the Navigation Center and emergency shelter must comply with conditions of approval established by the revised Conditional Use Permit (UPJ-22-101). <p>Verified by City of Manteca GIS: https://data-manteca.opendata.arcgis.com/pages/manteca-gis</p> <p>- See Attach P: Land Development</p>

<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>2</p>	<p>Soil Suitability</p> <ul style="list-style-type: none"> - The project is an existing structure – the project proposes no expansion in the building footprint or exterior site work. All work is interior work – soil suitability is not an issue. <p>Slope</p> <ul style="list-style-type: none"> - Per USDA NRCS, has a slope rating of 1%. 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. - As no exterior or site work will be done and the site is already graded and primarily structure and hardscape, erosion and storm water runoff are not considered issues. <p>- See Attach P: Land Development</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<p>Geotechnical Design – Findings, Conclusions & Recommendations</p> <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. - According to the United States Geological Survey (USGS) U.S. Quaternary Faults map, there are no earthquake faults crossing the site or in the vicinity of the site. The nearest fault (Vernalis Fault) is located approximately 7.3 miles southwest of the project site, beginning at a point approximately 4.3 miles northwest of Tracy, CA, near the junction of S. Tracy Blvd and Grimes Rd, running southeast toward Vernalis, CA. The potential of fault related surface rupture at the site is considered low. - The project includes no structural work, only interior work. - Verified by: <p><i>California Department of Conservation tsunami maps</i> https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps</p> <p><i>- and United States Geological Survey (USGS) U.S. Quaternary Faults maps</i></p>

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

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

Seismic Considerations

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

- The project does not include construction of structures.

Verified by:

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

Settlement/Landslide/Liquefaction Potential

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

- Verified by
Google Earth Pro

Tsunami and Seiches Potential

- According to the California Emergency Management Agency Tsunami Inundation Maps, the project site is not located in a tsunami inundation area.

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

- Verified by:

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

Noise

- Some construction noise may be heard in the immediate project area but as there is no exterior or site work it is anticipated to be minimal. Any such increase in noise levels would be temporary and recognized as customary for such improvements. Noise levels, therefore, would vary throughout the construction process. The contractor is required to comply with time periods established for construction activities. The City's standard conditions include limitations on hours of construction as follows:

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

The proposed project will not adversely affect the neighborhood by creating

excessive noise, and noise will not affect the completed project or its uses.

- See *City of Manteca Noise Ordinance*

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

Air Quality

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

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

- The primary impact on air quality will be vehicular traffic produced by construction workers and material deliveries.

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/>

- Per the San Joaquin County GIS Fire Hazard Severity Zones map printed July 2, 2025, the project site is located in no fire hazard zones.

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>

		<p>https://library.qcode.us/lib/manteca_ca/pub/municipal_code/item/title_17-article_iii</p> <p>Hazardous Materials</p> <ul style="list-style-type: none"> - 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. - Verified by: https://siteportal.calepa.ca.gov/nsite/map/help <p>Construction Site Safety</p> <ul style="list-style-type: none"> - Following general construction safety practices, the project site will be fenced during construction and will have signs posted limiting unauthorized access and the potential for injury. - See Attachment F: Contamination & Toxics Substances and Attachment P: Land Development
Energy Consumption	1	<ul style="list-style-type: none"> - The project will comply with the California Title 24 Energy Code which is designed to reduce wasteful and inefficient energy consumption in new construction and existing buildings undergoing retrofit or rehab. - It is anticipated that the project will include a rooftop photovoltaic system (solar).

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<ul style="list-style-type: none"> - The project will create temporary construction employment, some of which is likely to be drawn from the local employment base but will not affect long-term employment and income patterns in the area. - The project may create a small number of new permanent jobs to operate the project and some additional continuing contracting opportunities for local businesses that may also lead to some job creation, most likely for existing area residents, but the effect will be less than significant.
Demographic Character Changes, Displacement	1	<ul style="list-style-type: none"> - The project has been proposed to serve the needs of existing homeless residents of the project area rather than to attract and bring in new residents and will not provide any permanent single- or multifamily housing. - There will be no displacement of persons or businesses.

Environmental Justice		<i>The Executive Order titled “Ending Illegal Discrimination and Restoring Merit-Based Opportunity” (January 21, 2025) rescinded Executive Order 12898. Therefore, no environmental justice analysis is required.</i>
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 proposed to provide services to existing homeless persons residing in the City of Manteca and will have no impact on area schools. - The project is within the Manteca Unified School District. - School districts are authorized by State law (Government Code §65995-6) to levy a new residential construction fee of up to \$4.08/square foot for residential construction and 0.66/square foot for commercial construction however, this project is neither residential or commercial construction and these fees do not apply. <p><i>Cultural Facilities</i></p> <ul style="list-style-type: none"> - It is not likely the proposed project would result in an increase in demand on or for cultural facilities in the City of Manteca and the surrounding areas due to the nature of the project and that it will serve existing residents. There are adequate cultural facilities in the City and surrounding areas to accommodate any potential increased usage generated by the project. -In Manteca, arts and culture are expressed in many forms across the community and reflect the multicultural nature of the city’s diverse population. Art installations, including murals can be found on the streets and sidewalks, as well as in parks, plazas, bus stops, private businesses, and developments. The city has several venues that accommodate art, music, stage, and dance, such as the Cornerstone Community Theater, which offers music and theater educational programs. - See Attach J: Historic Preservation; and Attach Q: Community Facilities & Services
Commercial Facilities	2	<ul style="list-style-type: none"> - There will be no impact on commercial facilities in the area, nor will the project negatively impact other businesses farther out from the project site by significantly reducing current demand for their services; the proposed project will serve existing individuals currently being served at the temporary facility located in the parking lot for the building.
Health Care and Social Services	2	<p><i>Health Care</i></p> <ul style="list-style-type: none"> - The proposed project is not expected to significantly impact demand for health care in the area. The project will benefit existing city residents and sufficient health care is available in the City of Manteca and surrounding communities to

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

		<p>Average daily volume is 952 tons; 296,219 tons were delivered to Foothill in 2020. Foothill diverted 3,511 tons of material from disposal in 2020.</p> <p>Verified by – https://www.sjgov.org/departement/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 plant is currently undergoing 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) is MGD</p> <p>- The project will be subject to the payment of sewer impact fees with are designed to mitigate impacts on services.</p> <p>- See Attach Q: Community Facilities & Services</p> <p>Verified by: https://www.manteca.gov/home/showpublisheddocument/2118/63790894165890000 https://www.manteca.gov/home/showpublisheddocument/482/637916685550870000</p>
<p>Water Supply</p>	<p>2</p>	<p>- The City of Manteca’s water is supplied from two sources. The first is groundwater, pumped from 17 wells located throughout the City, and the second is treated surface water, from Woodward Reservoir, which is purchased from South San Joaquin Irrigation District (SSJID). During the summer of 2005, the City began receiving up to 11,500-acre feet/year of treated surface water from (SSJID). The majority of the City’s customers receive a mixture of groundwater and surface water, this mixture changes throughout the year.</p> <p>- The project site is already being served by the city system as is the temporary site in the parking lot. Switching from the parking lot service center to the rehabbed building is anticipated to have a minimal impact on the City’s water supply.</p> <p>- Verified by: https://www.manteca.gov/home/showpublisheddocument/2110/63790890964290000</p> <p>- See Attach Q: Community Facilities & Services</p>

<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>2</p>	<p>Public Safety – Police</p> <ul style="list-style-type: none"> - The proposed project is not expected to significantly increase demand for public safety services, including police protection services, as the project will serve the current City of Manteca homeless population, rather than attracting new residents into the area and will simply be moving into the adjacent building from its current location and with the same existing client base. - With full support services being provided, it is anticipated that this will result in a reduction in calls requiring a police response. <p>Public Safety – Fire</p> <ul style="list-style-type: none"> - 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. - The project will be served by the City of Manteca Fire Department. The Department serves its community 24 hours a day, seven days per week, with five permanent fire stations. Fire Station 1, located at 290 S Powers Ave., is approximately .6 miles northeast of the proposed project site. The project is the rehab of the existing building on a developed, infill site that has been served by the Manteca Fire Department and will not create a significant impact on services. - The project is required to comply with the Uniform Fire Code, all state, federal, and fire department requirements. <p>Public Safety – Emergency Medical Services</p> <ul style="list-style-type: none"> - 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 that are being served by the temporary facility. With the project providing individuals support services it is anticipated that this will result in a reduction in calls for emergency medical services. - 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>To ensure Public Safety needs are met, the project will directly and/or indirectly implement General Plan Goals, Policies, and Implementation programs such as; CF-1, CF-2.1, C-3, CF-3.2, CF-3.8, CF-3b, CF-3c, S-1.5, and S-1c.</p> <p>- See Attach Q: Community Facilities & Services</p>
<p>Parks, Open Space and Recreation</p>	<p>2</p>	<ul style="list-style-type: none"> - The proposed project is not likely to generate an increase in demand for open space and other recreational opportunities in the area; however, there are abundant open space and recreational opportunities in the City of Manteca and in the surrounding areas. The project site is located within 1 mile of several

		<p>area parks, including Cotta Park, McGinnis Park, and the Manteca BMX Park.</p> <ul style="list-style-type: none"> - 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 .5 miles east of the project site. The park is approximately 3.8 acres, and consists primarily of open space. <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, the CoM offers Manteca Transit, which offers multiple transit options. - In addition to regular bus routes, Manteca Transit offers “Dial-a-ride” (ADA paratransit) which provides an origin to destination transportation service for individuals with a certified disability, seniors age 62 and older, and Medicare participants. - There is a bus stop approximately 0.22 miles from the project site, located at the intersection of Industrial Park Drive and South Main Street. <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 contractors doing the rehab; however, this impact is temporary in nature and does not constitute a permanent impact. <p><i>Permanent Impacts</i></p> <ul style="list-style-type: none"> - Due to the project replacing the temporary facility currently operating in the parking lot, there is not anticipated to be more than a <i>de minimis</i> increase in

	traffic generated by the project which is not expected to have an impact on the level of service (LOS) of area roads or intersections, which are deemed adequate for serving the project.
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p><i>Unique Natural Features</i></p> <ul style="list-style-type: none"> - There are no unique natural features on the project site. - <i>See Attach G: Endangered Species; USGS Map, Aerial Maps and Photos in Project Information</i> <p><i>Water Resources</i></p> <ul style="list-style-type: none"> - The project will not utilize on-site wells. The project will receive public water through the City of Manteca (See “Water Supply” element above). - See Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff element above for information on the issue of Storm water runoff. - The project will be served by City of Manteca wastewater (see Wastewater / Sanitary Sewers element above). <p>- See Attach Q: Community Facilities & Services</p>
Vegetation, Wildlife	2	<p>Vegetation</p> <ul style="list-style-type: none"> - The project site is an existing, developed industrial site surrounded by industrial uses. Vegetation near the site is limited to landscaped areas around the perimeter of the parking lot and building. There will be no impact on vegetation as all construction will be interior with no exterior construction. <p>Wildlife</p> <ul style="list-style-type: none"> - There will be no impact on wildlife. <p>- See Attach G: Endangered Species for additional information on endangered species and other wildlife on the site</p>

Other Factors	2	- N/A
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>The project rehab will be required to meet or exceed California Title 24 requirements which, although it will not influence increasing temperatures. will produce less input towards the increase than existing older structures built under older standards – the effect will be small but beneficial.</p> <p><i>Drought (Water Resources)</i> – California and the western United States are currently experiencing drought conditions, and California has for the majority of the last 10 years. This project is not proposing to bring new residents into the area, resulting in a negative effect on water resources. Instead, the project will provide safe, emergency housing for currently homeless and/or at-risk people already residing (unsheltered or in unstable/unsafe housing) within the City. Completion of the project is not anticipated to result in any additional effect on drought conditions and water resources in the region or in California. In addition, 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>
Energy Efficiency	2	<p><i>Energy Efficiency</i></p> <p>The rehab will comply with the 2022 CBC, or the 2025 CBC if construction begins in 2026, 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 undergoing retrofit or rehab.</p>

		This will include solar and other energy efficiency features.
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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):

June 30, 2025 – Marcus H. Bole and Associates
May 26, 1993 – Certified/Earth Metrics
November 20, 2003 & May 3, 2004 – Geologica, Inc.

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
- CalTrans Military Airports mapping
- 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](https://www.fema.gov/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>
- Geoff Hornek – NEPA Conformity Analysis

Coastal Zone Management

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

Contamination and Toxic Substances

- Bole & Associates – Phase I Environmental Site Assessment – July 11, 2025
- Geologica, Inc. – Phase I Environmental Site Assessment (ESA) – December 2003
- Certified – Updated Phase I Environmental Site Assessment – Qualex – 6.11.93

Endangered Species

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

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>
- 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
- When to Consult with Tribes Under Section 106 checklist
- National Register of Historic Places (NRHP) Records Search
- 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/>
- Cal Trans Functional Road Classifications
- NEPA Assist
- 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

- Nation Rivers Inventory and Wild and Scenic Rivers map downloaded from
<https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm>

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
- 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 multiple and 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, His Way Refuge Center Outreach, City Council, City staff and community partners participate in providing resources to the Manteca unsheltered community. Project updates are included at the beginning of these meetings.
3. Homeless Summit (annual) - The Manteca Police Department – Community Resource Officers (CRO)s and Homeless and Housing Division 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 Wednesday, June 4th at 9:00 AM at the Manteca Transit Center. The event is held in-person and is also available for live streaming.
4. Social Media – In addition, the City utilizes social media platforms such as Facebook and Instagram to keep residents informed of updates, resources, events and initiatives related to the unsheltered community.

Cumulative Impact Analysis [24 CFR 58.32]:

No Factors in this Environmental Assessment were found to be significant on a stand-alone basis; and there are no other activities functionally or geographically related to this project requiring aggregation with this action – i.e., 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 the following:

Alternative #1 – No Project Alternative was not determined to be environmentally superior nor was it consistent with the project objectives of providing needed shelter and services for low-income populations to help transition individuals off of living on the streets. Although resources will be consumed to rehab the project, in the long-term building the project has been determined to be environmentally superior to continue using the outside temporary facility in the parking lot of the building.

Alternative #2 – Build Proposed Project at an Alternative Site. An alternative site was evaluated with a NEPA Environmental Assessment prepared for the alternative site concluding with a Finding of No Significant Impact but after further evaluation by the city it was determined that the original site considered, this site at 555 Industrial Park Drive, was the superior alternative for building the Navigation Center with its existing structure.

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 with less use of resources while meeting project objectives.

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

The City of Manteca owns the site and has been providing homeless services on a temporary basis in temporary facilities in the parking lot. The City and County have determined that there are no benefits to be obtained by not improving the existing services by moving them into a permanent facility less subject to inclement weather. The project will increase the much-needed supply of housing and services for low-income/at risk, homeless individuals living in the project area which has existing public infrastructure and without significantly impacting existing public services. Not developing this project will delay the production of a much-needed emergency shelter in the community.

Summary of Findings and Conclusions:

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

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

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

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

Law, Authority, or Factor	Mitigation Measure
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	<i>Mitigation</i> <i>The project building contains asbestos containing materials (ACM), lead-based paint (LBP) and mold. All will need to be mitigated following local, state and federal protocol requirements including the use of protective equipment for handlers and disposal in an approved site with chain-of-custody controls.</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: 11.16.25

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

Roy Hastings / Owner / R.L. Hastings & Associates, LLC

Certifying Officer Signature: Chris Woods Date: 11/18/25

Name/Title: Chris Woods, Director, San Joaquin County Health Care Services

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