



**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:** Men's Center and Navigation Center

**Responsible Entity:** County of San Joaquin

**Grant Recipient** (if different than Responsible Entity): N/A

**State/Local Identifier:**

**Preparer:** Roy Hastings – R.L. Hastings & Associates, LLC

**Certifying Officer Name and Title:** Matthew Garber, Assistant Director, Neighborhood Preservation, County of San Joaquin

**Grant Recipient** (if different than Responsible Entity): N/A

**Consultant** (if applicable): Paul Ashby - Adams Ashby Group, Inc.

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## **Project Location:**

611 W. Church Street, Stockton, San Joaquin County, CA 95203  
Alternate address: 411 S. Harrison Street, Stockton, San Joaquin County, CA 95203  
In CalTrans Right-of-Way (ROW) Area

USGS Stockdale West Quad - T1N R6E, Campos de los Franceses Spanish Land Grant  
APN: 147-030-32 [Parcel is on W. Church Street but address is for entire CalTrans ROW area – project will be built just north of Parcel -32]

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

The Stockton Shelter for the Homeless Men's Center is proposed to increase the supply of beds for homeless men in the Stockton and San Joaquin County area by expanding the existing facility. The new building will be a 48' wide by 105' long footprint comprised of 42 modified shipping containers on a concrete foundation, with supporting staircase and modular elevators, to offer sleeping quarters, bathrooms and showers and a daytime Drop-In Shelter for homeless men. The sleeping quarters will be a combination of congregate areas and wings that can be closed off from the general population to create isolation units. The ground floor will house a daytime Drop-In shelter, restrooms and offices for case management. The Men's Center will take in the men currently sheltering in the Winter Expansion and the Drop-In as overflow on the second floor. The space will also accommodate an additional 20 to 23 bunks, allowing us to shelter an additional 40 to 46 men, for a total of 90 men on this floor. The third floor will accommodate 45 bunks, allowing us to shelter an additional 90 men. The navigation center, located on the ground floor, will provide a wide variety of services for homeless men, women and families under one roof. A rendering of the Men's Center is included with this application. The current Men's Shelter, that houses over 150 men per night, will continue to operate on the Shelter grounds. The project will also provide space for pets and partners, as well as increased space for possessions and beds for 100 low-barrier women and couples. We are currently working with Animal Protection League to create the policies and programming around the pet program.

The Drop-In shelter and overnight shelter will be run by Stockton Shelter for the Homeless, as we have done for over 34 years. The ground floor offices will house the Shelter's expanding case management program. During Phase 1, the Shelter administration offices, including the CEO, bookkeeper, Operations and Development departments, will be located on the third floor of the Men's Center. Also on the third floor will be office and meeting spaces for partner agencies. San Joaquin County Behavioral Health has expressed a desire to have office space in the Navigation Center for both mental health and substance abuse counselors. Whole Person Care has also been discussing the use of an office with the Shelter's CEO. Community Medical Centers has a presence on our campus every day and we are in discussions about providing office space for the nurses currently treating the homeless men, as well as providing evening and weekend medical care when St. Mary's Dining Room's medical clinic is closed. The Shelter's CEO is in discussions with Emergency Food Bank, Stockton PACE Program, EI Concilio's Immigration Program, Animal Protection League, Ready to Work and other agencies to round out the navigation services. Plans for the Navigation Center portion of the project include offering the following services over time:

- Housing Navigation and Placement Services
- Case Management and Referrals
- Outreach and Engagement
- Peer Support
- Medical Care and Care Coordination
- Health, Wellness and Life Skills Education
- Substance Use Disorder Services
- Mental Health Treatment
- Benefits Determination and Streamlining Access
- Legal Services

- Family Reunification Opportunities
- Connection with VA Health Care and Benefits
- Documentation Assistance
- Employment Assistance
- Self-Image/Empowerment/Coping Skills

The proposed project will consist of construction of the described structure and any necessary infrastructure improvements that may be necessary and may include, but not be limited to, sidewalks, curbs, gutters, lighting, water, sewer and electrical connections (including undergrounding), water drains and landscaping.

### *Description of the Area*

#### ***San Joaquin County***

San Joaquin County, located in the central San Joaquin Valley directly east of the San Francisco Bay Area, has eight communities including Mountain House, Tracy, Lathrop, Manteca, Ripon, Escalon, Stockton, and Lodi. Seven of these are incorporated cities, all but Mountain House. The largest of these is the City of Stockton with a population of 316,410 (DOF estimate; 1.1.2019). Stockton, located on the San Joaquin River, is the County seat. Each of these communities provide quality affordable housing along with numerous recreational opportunities and state-of-the-art K-12 schools and higher education institutions. The County also boasts a sophisticated transportation network comprised of an international deep-water port, major interstate highways, air and rail services as well as the Sacramento River delta recreation and waterways, farm fresh food and most important, a highly skilled and diverse workforce.

San Joaquin County extends from the coastal range on the west side to the foothills of the Sierra Nevada Mountains on the east side.

According to the US Census Bureau, in 2019 dollars, San Joaquin County as a whole has a per capita personal income of \$27,521, median income of \$64,432, and a median value for owner-occupied housing of approximately \$342,100. The San Joaquin County Final Budget for fiscal year 2020-2021 reports that the County Government has a workforce of 7,446 employees across all agencies and departments, and an annual budget of approximately \$1.91 Billion.

#### ***City of Stockton***

Stockton is the County seat for San Joaquin County. The City of Stockton is one of California's fastest growing communities. Stockton is currently the 13th largest city in California with a dynamic, multi-ethnic and multi-cultural population of more than 310,000. It is situated along the San Joaquin Delta waterway which connects to the San Francisco Bay and the Sacramento and San Joaquin Rivers. Stockton is located 60 miles east of the San Francisco Bay Area, 83 miles east of San Francisco, and 45 miles south of Sacramento, the capital of California.

In the mid-2000's Stockton underwent a tremendous economic expansion and continues to aggressively revitalize its downtown. Projects in the downtown area along the waterfront include an indoor arena, baseball stadium and waterfront hotel. A 16-screen downtown City Centre Cinemas was completed in December 2003. The Bob Hope (Fox) California Theatre, listed on the National List of Historic Landmarks recently completed a total renovation and hosts live performances regularly. The arena hosts the Stockton Kings (NBA G-League) basketball team, the Stockton Heat (AHL) Hockey team, as well as year-round family and cultural events and concerts. Adjacent to the Stockton Arena is the Stockton Ballpark, home of the Stockton Ports Single A Baseball Team (Oakland A's affiliate).

Stockton offers an excellent quality of life for its residents. The City has a number of beautiful residential communities along waterways, with single-family homes costing about one-third the price of homes in the Bay Area. With over 100,000 trees, Stockton has been recognized by Sunset Magazine as the "Best Tree City"

in the western United States. In 1999, 2004, 2015, 2017, and 2018, Stockton was designated an All-America City by the National Civic League.

Stockton also has outstanding recreational opportunities. Stockton is within close proximity to world famous scenic attractions including the California Coast, San Francisco, Lake Tahoe and Yosemite National Park. The community offers many local recreational opportunities such as professional sports teams , an olympic size ice rink, and the Delta, which provides thousands of miles of waterways for water skiing, sailing and other water activities. There are also many opportunities to enjoy music, theater, dance, literary events, and other cultural and entertainment activities throughout the year. The city also boasts the 95 year old Stockton Symphony, a nearly 70 year old Stockton Civic Theatre, and the 90 year old Haggin Museum.

The city is home to several well-known higher educational institutions including the University of the Pacific, California State University Stanislaus-Stockton, San Joaquin Delta Community College, Humphreys University and School of Law, as well as a variety of private and vocational schools.<sup>1</sup>

Per the Census Bureau, the population of Stockton as of April 1, 2020, was 320,804, an increase of over 29,000 from April 1, 2010. The median household income (in 2020 dollars) for the period 2016-2020 was \$58,393 with a per capita income of \$25,064. 49.9% of households owned their own homes with a median value of \$298,200 (2016-2020). Median owner costs with a mortgage per month were \$1,715 and medium gross rents were \$1,183. *The percent of persons in poverty was 16.8%.*<sup>2</sup>

#### *Description of the Surrounding Neighborhood*

The Subject site is located at 611 W. Church Street in Stockton, San Joaquin County, CA. This site is under the elevated I-5/Highway 4 interchange on CalTrans property. The surrounding neighborhood includes Stockton Fire Station #2 and the Stockton Fire Training Center to the east, and commercial/industrial buildings to the south and I-5 freeway to the west. On adjoining property is St. Mary's Dining Room, Hygiene Center, and Health Services. The area is economically challenged.

#### *Construction and Design Description*

The proposed 46-bed expansion project will consist of 42 modified shipping containers configured into a single 3-story building on a 48-foot by 105-foot concrete foundation with supporting staircase and modular elevators. The shipping containers will be manufactured offsite to include flooring, walls, MEP's and fixtures, and will be installed and connected on site by the general contractor. Installation will commence on a floor by floor basis. The first floor will include a drop-in area where homeless individuals can come for consultation or for intake processing, an open area where residents can recreate administrative offices, and medical exam rooms. The second floor will include a single open space dormitory and several isolation room dormitories, bathroom and shower facilities and administrative offices. The third floor will include a single open space dormitory, two isolation dormitories for couples, overflow family dormitories, bathroom and shower facilities and a laundry room. The sleeping quarters will be a combination of congregate areas and wings that can be closed off from the general population to create isolation units. The ground floor will house a daytime Drop-In shelter, restrooms and offices for case management. The building will be complete with two egress stairs and a modular elevator for ADA access.

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<sup>1</sup> <https://www.visitstockton.org/about-us/>

<sup>2</sup> <https://www.census.gov/quickfacts/stocktoncitycalifornia>

***Permanent Sources of Project Funding:***

1.	City of Stockton (HHAP):	\$ 2,338,632
2.	County of San Joaquin/Continuum of Care (HHAP):	\$ 1,121,960
3.	County of San Joaquin (HHAP)	\$ 972,420
4.	County of San Joaquin (CDBG):	\$ 60,000
5.	County of San Joaquin/Continuum of Care (HHAP2):	\$ 414,042
6.	TBD	\$ 383,027
	<b>Total Estimated Costs:</b>	<b>\$ 5,290,081*</b>

\*Rounded up to the nearest dollar

***Development Partners will include:***

- 1) RPM Team
- 2) G&G Builders

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

The Purpose of the proposed project is to develop an additional 180 beds for homeless men and Navigation Services. This project addresses the specific community priority of reducing unsheltered homelessness. By addressing the many barriers that are faced by individuals experiencing homelessness, the Stockton Shelter for the Homeless Men's Center and Navigation Center will help current residents of the Shelter to find permanent housing. As these individuals move out of the Shelter, it frees up space for unsheltered homeless to come in for respite and case management. By having a wide variety of services under one roof, those who are unsheltered or at risk of homelessness can also come to receive services and find secure housing. The proposed Men's Center with Navigation Center will provide additional shelter beds, as well as aligns directly with the Strategic Plan on Homelessness by expanding the services critical to improving housing outcomes to unsheltered/sheltered homeless. It covers strategy 2.1: Expand Low-Barrier Shelter Capacity, Hours and Services, Strategy 2.3: Improve and Expand Outreach and Engagement and Strategy 3.3: Expand Case Management, Employment and Supportive Services.

As the largest emergency homeless shelter in San Joaquin County, SSH provides a critical service for the entire region by keeping homeless families and individuals safe and off the streets. SSH serves thousands of homeless individuals annually. According to the 2019 Point In Time count, there were over 2,600 individuals experiencing homelessness on the night of the count. Of those, almost 60% were unsheltered. More shelter beds are needed, but along with that must come the case management and other services to help these individuals find and keep a home. Stockton Shelter for the Homeless is uniquely positioned to take on not only the increased number of shelter beds needed, but also the work that must be done to help homeless individuals overcome the barriers that are keeping them on the streets. The partnerships with other agencies are vital in creating a successful Navigation Center that will assist those who are experiencing homelessness, or at risk of homelessness, by identifying immediate and long-term housing solutions, providing crisis management, accessing benefits that are important to housing stability, case management and housing navigation, and providing on-site access and referrals to medical, mental health and substance use disorder services.

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

The neighborhood is home to the Stockton Shelter for the Homeless, which the project is proposing to expand, and St. Mary's Dining Room, which is located on this same property. To the east is an empty lot, which previously was a recycling, sorting, and transfer center and which has been donated to St. Mary's. St. Mary's plans to expand their operation on this property. Across the street to the east is a concrete trucking company.

To the southeast is an iron and hardware supply yard. To the south is a trucking company and tow yard. To the west is Interstate 5 and a truck driving school on the other side of I-5. To the north is California Highway 4. The only other non-developed property in the immediate project area is a 39-acre parcel on the west side of I-5. This was a cardboard recycling facility, part of which was burned in a fire. The rest of the facility has been demolished sometime in the 1990's and the property has been vacant since. Those are the only two vacant properties close to the project site.

The area has other vacant lots around the wider area and is included in a Federal Opportunity Zone, New Employment Tax Credit Zone and New Market Tax Credit Zone. The City has plans to build a new City Hall north of SR 4 just over 1/3 mile north of the site and is promoting development of a vacant lot in the same area along the waterfront for a mixed-use project to include retail and office or market-rate residential.

### **Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
B-21-UC-06-0009	CDBG	\$60,000
HHAP 1 - 32040	HHAP	\$4,433,012
Pending	HHAP 2	\$414,042

**Estimated Total HUD Funded Amount: \$4,907,054**

**Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$5,290,081**

## **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.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b>  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p><i>The project is not 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> <ul style="list-style-type: none"> <li>- The project site is located approximately 7.1 miles northwest of the end of the nearest runway of the Stockton Metropolitan Airport, outside of all airport safety zones.</li> <li>- There are no military airfields in or near the project area; therefore, there are no CZ or APZ in the project area.</li> <li>- The project is in compliance with 24 CFR Part 51 Subpart D and noticing is not required.</li> <li>- See Attach A: Airport Hazards</li> </ul>
<b>Coastal Barrier Resources</b>  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> <ul style="list-style-type: none"> <li>- See Attach B: Coastal Barrier Resources</li> </ul>
<b>Flood Insurance</b>  Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<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> <ul style="list-style-type: none"> <li>- According to FIRM map 06077CO460F dated 10/16/09, the project is located in Zone X “Area with Reduced Flood Risk due to Levee.” Therefore, the project does not involve property within a 100-year floodplain.</li> <li>- Flood Insurance is not required.</li> <li>- See Attach C: Floodplain Management</li> </ul>

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

<p><b>Clean Air</b></p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p><i>Although the project site is located in an area with PM-2.5 (1997-, 2006-, 2012-Serious) and 8-Hour Ozone (2008-, 2015-Extreme) classified as Nonattainment per the EPA Greenbook downloaded 2.19.22 from <a href="https://www3.epa.gov/airquality/greenbook/ancl.html#CALIFORNIA">https://www3.epa.gov/airquality/greenbook/ancl.html#CALIFORNIA</a>, the project does not include new construction or conversion of land use facilitating the development of public, commercial, or industrial facilities OR five or more dwelling units.</i></p> <p>- The project consists of the addition of a foundation and 42 modified shipping containers, plus staircase and modular elevators, being converted to use as an addition to a homeless service center to increase the number of beds, bathrooms and showers.</p> <p><b>- See Attach D: Clean Air</b></p>
<p><b>Coastal Zone Management</b></p> <p>Coastal Zone Management Act, sections 117(c) &amp; (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 located approximately 79 miles east of the Coastal Zone per attached Marin County Coastal Commission map and aerial distance map.</p> <p><b>- See Attach E: Coastal Zone Management</b></p>
<p><b>Contamination and Toxic Substances</b></p> <p>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p><i>The project will not be adversely affected by any known contamination or toxic substances.</i></p> <p>NEPAssist was used to evaluate the site.</p> <p>- There is one NPL site located within one mile of the project site, the McCormick &amp; Baxter Creosoting, Co. The site is approximately 0.59 miles northwest of the site. The site is on the Final NPL.</p> <p>- There are 5 ACRES Brownfields sites located in an area approximately 0.34 miles (1785') North of the site. Three (3) are classified as Ready for Use and Two (2) are classified as unknown if cleanup is necessary.</p> <p>- Two TRI sites are located within 0.25 Miles of the project site with no reported releases per the TRI Facility Reports.</p> <p><b>- See Attach F: Contamination &amp; Toxic Substances</b></p>



<p><b>Endangered Species</b></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 County has determined that the project may affect but is unlikely to adversely affect Federally listed or proposed threatened and endangered species, nor designated or proposed critical habitat.</i></p> <p>- The project site is located in a highly urbanized area surrounded by commercial and industrial uses and Interstate 5 and State Highway 4, with the site located immediately under the east and west offramps from Interstate 5 to State Highway 4. The site as several structures and asphalt driveways on the site and the location the new structure is to be built on currently has a small structure and two modular units on it surrounded by hard pack. The site also has numerous homeless campsites on it.</p> <p>- It is unlikely for endangered species to be present on the site and, if in the unlikelyhood were present, could easily move from the area where the structure is to go.</p> <p>- The project site is located just inside the edge of an area designated as critical habitat by USFWS for the Delta Smelt but is not located near the river and will not have any effect on the Delta Smelt.</p> <p><b>- See Attach G: Endangered Species</b></p>
<p><b>Explosive and Flammable Hazards</b></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 itself is not the development of a hazardous facility nor include development, construction, or rehabilitation that will increase residential densities, or conversion.</i></p> <p>- The project is located in a commercial/industrial area of the City and consists of the addition of a foundation and 42 modified shipping containers, plus staircase and modular elevators, being converted to use as an addition to a homeless service center to increase the number of beds, bathrooms and showers and the project will not include construction that will increase residential densities, or conversion.</p> <p><b>- See Attach H: Explosive and Flammable Hazards</b></p>
<p><b>Farmlands Protection</b></p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p><i>The project does not include any activities, including new construction, acquisition of undeveloped land or conversion, that could convert agricultural land to a non-agricultural use.</i></p> <p>- The project consists of the addition of a foundation and 42 modified shipping containers, plus staircase and modular elevators, being converted to use as an addition to a homeless service center to increase the number of beds, bathrooms and showers that is being built on already developed land and will not, therefore, convert agricultural land to a non-agricultural use.</p> <p><b>- See Attach I: Farmlands Protection</b></p>

<p><b>Floodplain Management</b></p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</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 06077CO460F dated 10/16/09, the project is located in Zone X “Area with Reduced Flood Risk due to Levee.” Therefore, the project does not involve property within a 100-year floodplain.</p> <p>- See Attach C: Floodplain Management</p>
<p><b>Historic Preservation</b></p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p><i>The County of San Joaquin has made a Finding of “No historic properties affected” in respect to the proposed project per CFR 36 Part 800.4(d)(1) and that it has no further obligations under Section 106 or this part. The SHPO did not object to the County’s finding.</i></p> <p>- The project consists of the addition of a foundation and 42 modified shipping containers, plus staircase and modular elevators, being converted to use as an addition to a homeless service center to increase the number of beds, bathrooms and showers.</p> <p>- <b>Attach J contains the following supporting documentation:</b></p> <p>SHPO response letter dated 6.15.22 wherein the SHPO did not object to the County’s Finding; SHPO consultation packet containing the following: USGS Quad Map with project site marked; APE aerial; California Historical Resources Information System (CHRIS) Records Search dated 3.23.22; Cultural Resources Study dated May 2022; Tribal Directory Assessment Information (TDAI) list for San Joaquin County; Native American Heritage Commission (NAHC) response letter dated 4.8.22; Tribal consultation letters sent to TDAI and NAHC list contacts dated 4.13.22 – no responses were received; National Register of Historic Places (NRHP) listing and map of NRHP sites in Stockton, 13 of which are within one (1) mile of the project site with the closest, the Sperry Union Flour Mill, 0.40 miles from the site.</p> <p>- See Attach J: Historic Preservation</p>
<p><b>Noise Abatement and Control</b></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 does not involve new construction for residential use or the rehabilitation of an existing residential property.</i></p> <p>- The project is located in a commercial/industrial area of the City and consists of the addition of a foundation and 42 modified shipping containers, plus staircase and modular elevators, being converted to use as an addition to a homeless service center to increase the number of beds, bathrooms and showers.</p> <p><b>See Attach K: Noise Abatement and Control</b></p>

<p><b>Sole Source Aquifers</b></p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes <input type="checkbox"/> No <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:  <a href="https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b">https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b</a></p> <p>- See Attach L: Sole Source Aquifers</p>
<p><b>Wetlands Protection</b></p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p><i>The project does not involve new construction within or adjacent to a wetland(s) or riparian habitat.</i></p> <p>Verified by: Wetlands Map downloaded from  <a href="https://fws.gov/wetlands">https://fws.gov/wetlands</a> on 4.4.22.</p> <p>- The U.S. Fish and Wildlife Service National Wetlands Inventory Wetlands Mapper indicates that there are wetlands on the project site.</p> <p>- See Attach M: Wetlands Protection</p>
<p><b>Wild and Scenic Rivers</b></p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes <input type="checkbox"/> No <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.</p> <p>Verified by the Wild and Scenic Rivers list downloaded 4.6.22 from <a href="https://www.rivers.gov/river-app/index.html?state=CA">https://www.rivers.gov/river-app/index.html?state=CA</a></p> <p>- See Attach N: Wild &amp; Scenic Rivers</p>

<p><b>ENVIRONMENTAL JUSTICE</b></p>		
<p><b>Environmental Justice</b></p> <p>Executive Order 12898</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p><i>No adverse environmental impacts that would have a disproportionate impact on this project or project population were identified in any other compliance review portion of the project's total environmental review and is, therefore, in compliance with this factor.</i></p> <p>- The project consists of the addition of a foundation and 42 modified shipping containers, plus staircase and modular elevators, being converted to use as an addition to a homeless service center to increase the number of beds, bathrooms and showers.</p> <p>The region suffers from poor air quality which affects all residents of the region and will affect the residents of this project but that is a regional issue, not an issue specific to the site or population, therefore, the project will have no adverse environmental impact on low-income, minority, or any other population groups other than region-wide issues such as air quality.</p> <p>- The project will improve the quality of life of eligible residents of the community regardless of any status.</p> <p>- See Attach O: Environmental Justice</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
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p><b>Conformance with Plans / Compatible Land Use and Zoning</b></p> <ul style="list-style-type: none"> <li>- The project site is leased from CalTrans by the City of Stockton and sublet to the Stockton Homeless Shelter.</li> <li>- The project is zoned ROW (Right of Way) and has a General Plan land use designation of Right of Way.</li> <li>- The site is located in the CalTrans right of way area for the interchange of I-5 and CA-4 and is surrounded by land zoned General Industrial and with a General Plan land use designation of Industrial.</li> <li>- There are no issues with zoning, land use, scale or compatibility.</li> </ul> <p><b>- See Attach P: Land Development</b></p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p><b>Soil Suitability</b></p> <ul style="list-style-type: none"> <li>- CalTrans waived the requirement for a geotechnical report – the project will be constructed using prescriptive building code soil parameters applicable to the area.</li> </ul> <p><b>Slope</b></p> <ul style="list-style-type: none"> <li>- The site is relatively level with a mild slope, as confirmed by USDA NRCS Representative Slope mapping which rates the site a 4.0 (percent). Slope will not be an issue in construction of the project.</li> </ul>

		<p><b>Erosion</b></p> <ul style="list-style-type: none"> <li>- As the site is relatively level, there is minimal natural erosion potential. The main factor influencing the potential for erosion on the site will be construction activities.</li> <li>- Per the Envision Stockton 2040 General Plan DEIR, “[S]ubstantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern of nearly all construction that might arise from implementation of the proposed General Plan and UMPS. Compliance with existing regulatory requirements, such as implementation of erosion control measures specified in the CBC, Chapter 15.48 of the City of Stockton Municipal Code, and the City’s grading permit process, would mitigate the potential impacts of soil erosion and loss of topsoil to the maximum extent practicable. Thus, adherence to existing regulatory requirements would ensure that impacts associated with substantial erosion and loss of topsoil during development</li> </ul> <p><b>Storm Water Runoff and Drainage</b></p> <ul style="list-style-type: none"> <li>- The project is required to comply with all local, state, and federal policies and regulations related to erosion, storm water runoff and site remediation.</li> <li>- The Federal Clean Water Act delegates authority to the States to issue National Pollutant Discharge Elimination System (NPDES) permits for discharges of storm water from construction, industrial, and municipal entities to Waters of the United States. Large and medium size municipalities, including Stockton, were issued individual municipal NPDES permits in the first phase (Phase I) of the process. All projects within the City must comply with the current version of the City NPDES Permit.</li> </ul> <p><b>- See Attach P: Land Development</b></p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p><b>Earthquake Faults and Earthquake Potential</b></p> <p><b>Faulting</b></p> <ul style="list-style-type: none"> <li>- There are no Alquist-Priolo Earthquake Fault Zones in San Joaquin County. For both Earthquake Fault Zones and Seismic Hazard Zones, San Joaquin County is not currently listed as affected, thus no maps are available per the SJmaps.org, part of the San Joaquin County GIS system.</li> <li>- Per the California Earthquake Authority maps, there are no faults on or near the project site. The nearest earthquake fault is the Greenville Fault located approximately 22 miles west-southwest of the project area.</li> </ul> <p><b>Earthquake Rupture</b></p> <ul style="list-style-type: none"> <li>- No known active faults are known to project through or near the subject site, nor does the site lie within the boundaries of an “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. As there no known active faults in the area, the potential for ground rupture due to an earthquake beneath the sites is considered low.</li> </ul> <p><b>Ground Shaking</b></p>

- Although the project site is not located in close proximity to any known active faults; the California Earthquake Authority has projected that there is a 76% chance of an earthquake affecting the Delta region within a 30-year period beginning in 2014. As such, during the life of the proposed development, the property may experience moderate to higher ground shaking from faults in the region, as well as some background shaking from other seismically active areas outside of the region. Design of proposed structures in accordance with the current CBC is anticipated to adequately mitigate any concerns with ground shaking.

- Per the Envision Stockton 2040 General Plan DEIR, “[I]n general . . . adherence to CBC building design and construction requirements (as embraced by the City’s Building Code) will substantially mitigate the adverse effects of strong seismic ground shaking. Accordingly, the likelihood of substantial adverse effects to the EIR Study Area due to strong seismic shaking is considered low.”

- Prior to the issuance of building permits, the City will ensure that the structure is designed and will be constructed in accordance with the most recent Edition of the CBC, as recommended, during the building permit issuance process and construction site inspections.

#### **Landslide**

- The site has no potential for landslide as it is a relatively flat site in a relatively flat area with no hills or raised earth in the vicinity of the site. Neither CGS nor USGS has mapped the area for landslides due to relatively flat nature of the area and the absence of slopes.

#### **Liquefaction Potential**

- Liquefaction, or the loss of soil bearing strength during a strong earthquake, is a potential occurrence in areas with younger soils as well as in areas where the groundwater table is less than 50 feet deep. Specifically, in areas of loose sand and silt that is saturated with water, soils can behave like liquid during earthquakes. Liquefaction can cause serious damage to foundations and bases of structures (USGS n.d.). The California Department of Conservation has not identified any liquefaction hazard zones within San Joaquin County (CGS 2017).

#### **Tsunami and Seiches Potential**

- There are no tsunami hazard areas in San Joaquin County.

- *Verified by California Department of Conservation tsunami map*  
*<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.*

- 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.

#### **Noise**

- The project will temporarily increase community noise levels during construction due to normal noises attributable to construction activities.
- During construction, the City will require that standard BMP's be adhered to including allowable hours for use of equipment and other construction activities. The project will be required to comply with the following City of Stockton Noise Ordinance, Chapter 8.20, as applicable.

**Air Quality**

- The project site is located in the San Joaquin Valley Air Pollution Control District (SJVAPCD) and must comply with all applicable rules governing construction activities, including, but not limited to, Rule 8021 governing fugitive dust emissions, and Rule 4601 governing architectural coatings.

**Wildland Fires Potential**

- The project will not expose people or structures to significant risk of loss or injury due to wildland fires. The project site is not located in a Fire Hazard Severity Zone per the Cal Fire FRAP FHSZ Viewer.

*Verified by Cal Fire FRAP FHSZ Viewer*

**Emergency Response & Access**

- The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project is not adding or modifying any streets or the current emergency access to the site.

**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.

*- See Contamination and Toxic Substances factor above*

**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 the potential for injury.

**- See Attach F: Contamination and Toxics Substances; Attach P: Land Development**

Energy Consumption	1	<ul style="list-style-type: none"> <li>- The project is required to comply with Title 24 requirements for energy efficiency.</li> <li>- <b>Verified by: Ardebili Engineering LLC (MEP Engineer for project)</b></li> </ul>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	1	<ul style="list-style-type: none"> <li>- The project will create temporary construction employment, some of which is likely to be drawn from the local employment base, but construction of the project is unlikely to affect long-term employment or income patterns.</li> <li>- The project will serve area homeless and will include a navigation center that works to bring people off of living on the street and provide the tools to get the homeless off of the street long-term and into gainful employment when possible and, therefore, is intended to add individuals to the local workforce.</li> </ul>
Demographic Character Changes, Displacement	2	<ul style="list-style-type: none"> <li>- The project has been proposed to provide housing for City and County region homeless to meet a significant demand for homeless housing units for existing residents of the project area and, therefore, is unlikely to instigate any significant demographic character changes in the community.</li> </ul>

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	2	<p><b><i>Educational Facilities</i></b></p> <ul style="list-style-type: none"> <li>- The project will be providing housing for area homeless and is, therefore, not anticipated to have any effect on area schools.</li> </ul> <p><b><i>Cultural Facilities</i></b></p> <ul style="list-style-type: none"> <li>- Due to the nature of the project, the project is not anticipated to result in an increase in demand on or for cultural facilities in the City of Stockton or County of San Joaquin and surrounding areas.</li> <li>- In the event that there is an increase in demand, the City and County have sufficient cultural facilities to accommodate the demand, including the Haggin Museum, San Joaquin County Historical Museum, and Stockton Children’s Museum – that preserve the art and history of the region, the Stockton Symphony, San Joaquin County Ballet, and the Stockton Civic Theater for example.</li> <li>- There is an adequate supply of cultural facilities in the County and surrounding areas, including libraries, museums (see above), the Historic Bob Hope Theatre, wineries, festivals, and other cultural facilities in Stockton and surrounding communities.</li> <li>- <b>See Attach J: Historic Preservation; and Attach Q: Community Facilities and Services</b></li> </ul>



Commercial Facilities	1	<ul style="list-style-type: none"> <li>- The proposed project is not anticipated to have an effect on project area commercial facilities due to the nature of the project.</li> <li>- Additionally, the project is not anticipated to have any impact on other businesses farther out from the project by affecting current demand for their services.</li> </ul>
Health Care and Social Services	2	<p><b>Health Care</b></p> <ul style="list-style-type: none"> <li>- The proposed project is not expected to significantly impact demand for health care services in the area. The project is proposed to provide additional beds and services for existing area homeless and does not anticipate serving significant numbers of out of area homeless. Sufficient health care services are available in San Joaquin County, the City of Stockton and surrounding areas to handle any potential increase in demand.</li> <li>- Additionally, the project will be providing bathrooms, showers, and services to the homeless being served. The County anticipates that by providing these services and the ability for some homeless to gain housing and jobs over time will result in a reduced demand on health care services in the area.</li> <li>- There are 3 hospitals located between 1 and 4.1 miles from the site: San Joaquin General Hospital, which has a Level III Trauma Center, is located at 500 W. Hospital Road in French Camp, approximately 4.1 miles south of the site; San Joaquin General has several clinics there and at 1414 W. California Street, approximately 1.5 miles NE of the site; St. Joseph Medical Center is located at 1800 N. California Street, approximately 1.6 miles NE of the site, and; Dameron Hospital is located at 525 Acacia Street, approximately 1 mile north of the site.</li> <li>- <b>See Attachment Q: Community Facilities and Services</b></li> </ul> <p><b>Social Services</b></p> <ul style="list-style-type: none"> <li>- As discussed above, project is proposed to provide additional beds and services for existing area homeless and does not anticipate serving significant numbers of out of area homeless, therefore, there is anticipated to be little increase in demand for services generated by the project. Such services as are needed are offered in a wide variety by both public agencies and private non-profit agencies in San Joaquin County and the City of Stockton.</li> <li>- Additionally, the project will be providing services to its clients, area homeless, through its navigation center which the County anticipates will produce a reduction in demand on local social service providers.</li> <li>- <i>See Included maps and County of San Joaquin and City of Stockton website pages.</i></li> <li>- <b>See Attach Q: Community Facilities and Services</b></li> </ul>

<p>Solid Waste Disposal / Recycling</p>	<p>2</p>	<ul style="list-style-type: none"> <li>- The proposed project will generate additional solid waste but, is not expected to exceed the County's ability to collect or recycle solid waste.</li>   <li>- The project site is located in Service Area C. Solid waste disposal in Area C is provided by Republic Services. Solid waste generated in the County is disposed of at one of the three Landfill/Recovery facilities in the County: the North County Recycling Center and Sanitary Landfill located at 17720 East Harney Lane in Lodi, the Lovelace Materials Recovery Facility and Transfer Station located at 2323 East Lovelace Road in Manteca, and the Foothill Sanitary Landfill located at 6484 N. Waverly Rd. in Linden.</li>   <li>- The Lovelace facility is located approximately 5 miles south of the project site. Lovelace Materials Recovery Facility and Transfer Station 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 325 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 2014, Lovelace received 117,454 tons of waste.</li>   <li>- 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.</li>   <p>Foothill is operated by Foothill, Inc., under contract with the County. Foothill is the destination of wastes 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 566 tons; 204,236 tons were delivered to Foothill in 2014. Foothill diverted 3,214 tons of material from disposal in 2014.</p>   <p>. Under existing state permits, the landfill has sufficient capacity to accommodate the disposal of solid waste. The County of San Joaquin has adequate capacity to serve the project as well as cumulative development.</p>   <p>.</p>   <li>- The project is expected to comply with statutes and regulations related to solid waste, similar to other residential developments in the area. No known project elements would create unusual solid waste conditions.</li>   <li>- <i>Verified by: San Joaquin County Solid Waste Division website pages at <a href="https://www.sjgov.org/solidwaste/">https://www.sjgov.org/solidwaste/</a>, 2.19.21.</i></li>   <li>- <b>See Attachment O: Community Facilities and Services</b></li> </ul>
<p>Waste Water / Sanitary Sewers</p>	<p>2</p>	<ul style="list-style-type: none"> <li>- The project site is served by the Stockton Municipal Utility District system with effluent processed by the Regional Wastewater Control Facility (RWCF). RWCF is fed by 900 miles of sanitary sewer lines where it is treated before going into local waterways.</li>   <p>RWCF Facts: The RWCF has the capacity to treat 55 million gallons of sewage per day. The facility collects and treats an average of 33 million gallons of wastewater daily, from approximately 116,000 sewer connections in the City and nearby San Joaquin County areas. The RWCF cogeneration facility generates 17,600 kilowatts/year. The decomposition process for biosolids provides some of the energy</p> </ul>

		<p>for the engine generators. This onsite energy production supplies most of the plant's power needs. The RWCF three-stage treatment operations are closely regulated under the Wastewater National Pollutant Discharge Elimination System (NPDES) permit.</p> <ul style="list-style-type: none"> <li>- RWCF has adequate capacity to handle the increased flows anticipated as a result of this project. The project will not require the construction of additional facilities.</li> <li>- The project will not exceed wastewater treatment requirements as established by the Regional Water Quality Control Board.</li> </ul> <p>- <i>Verified by City of Stockton website at:  <a href="http://www.stocktongov.com/government/departments/municipalutilities/utilSewer.html">http://www.stocktongov.com/government/departments/municipalutilities/utilSewer.html</a>,  downloaded 2.19.21 and San Joaquin County 2035 General Plan Draft EIR dated October 2014</i></p> <ul style="list-style-type: none"> <li>- The project site already has sewer service which will be extended to the proposed structure. There will be no impact on sewer service that will reduce service levels.</li> </ul> <p><b>- See Attachment O: Community Facilities and Services</b></p>
Water Supply	2	<ul style="list-style-type: none"> <li>- California Water Service (Cal Water) will provide potable water to the project. Cal Water currently serves the Stockton Homeless Shelter and existing facilities on the project site.</li> <li>- In order to “Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs,” General Plan Policy LU-6.3 requires new developments to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels.</li> <li>- Cal Water has provided a "Will Serve Letter," dated May 17, 2022, indicating that it will serve the project with potable water and that it has sufficient water supplies. Fees may be required to extend service to the proposed structure from the existing service already provided to the site.</li> </ul> <p><b>- See Attach Q: Community Facilities and Services</b></p>
Public Safety - Police, Fire and Emergency Medical	1	<p><b>Public Safety – Police</b></p> <ul style="list-style-type: none"> <li>- The proposed project is anticipated to reduce demand for public safety services, including police protection services. The majority of anticipated residents will already reside in the project area and providing more housing and services for the homeless population is anticipated to reduce demand on police services by providing a location for homeless to sleep and care for themselves and making support services available to them.</li> <li>- The project site is within the jurisdiction of the City of Stockton Police Department, which will serve the proposed project and its residents.</li> <li>- As noted previously, in order to “Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs,” General Plan Policy LU-6.3 requires new developments to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels.</li> </ul>

### **Public Safety – Fire**

- The proposed project may increase demand for fire protection services by the addition of one structure to the site but compliance with all fire protection requirements of the City of Stockton Fire Department and the Uniform Fire Code for fire safety and fire emergency response will avoid significant impacts. This includes the requirement to incorporate fire sprinklers into the structure and approved road access with equipment turnaround, and which will be verified during the permitting process.

- As noted above under Public Safety – Polic, in order to “Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs,” General Plan Policy LU-6.3 requires new developments to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels.

### **Public Safety – Emergency Medical Services**

- The proposed project is not anticipated to increase demand for emergency medical services. The majority of anticipated residents will already reside in the project area and providing more housing and services for the homeless population is anticipated to reduce demand on emergency medical services by providing a location for homeless to sleep and care for themselves and making support services available to them.

- The San Joaquin Emergency Medical Services (EMS) Agency monitors and enforces more than 25 contracts and agreements in the county for the provision of advanced life support (ALS) emergency ambulance services, ALS and basic life support (BLS) non-emergency ambulance services, ALS and BLS first response services, base hospital medical direction, receiving hospital services, trauma services, training programs, and other EMS services. There are four emergency Advanced Life Support (ALS) ambulance services with exclusive rights to provide emergency ALS ambulance services, three air ambulance (helicopter) providers and five authorized non-emergency ground ambulance providers authorized to provide services in the County.

- There are 3 hospitals located between 1 and 4.1 miles from the site: San Joaquin General Hospital, which has a Level III Trauma Center, is located at 500 W. Hospital Road in French Camp, approximately 4.1 miles south of the site; San Joaquin General has several clinics there and at 1414 W. California Street, approximately 1.5 miles NE of the site; St. Joseph Medical Center is located at 1800 N. California Street, approximately 1.6 miles NE of the site, and; Dameron Hospital is located at 525 Acacia Street, approximately 1 mile north of the site.

- The project is required to comply with City Standards regarding roadways and related issues including ensuring adequate access to the project area and site for emergency services response so as to not negatively impact response times. The access design must be approved by the City of Stockton Fire Department.

- **See Attach Q: Community Facilities and Services**

Parks, Open Space and Recreation

2

- The proposed project is to increase beds at a homeless service center and is not anticipated to generate any increase in demand on and for recreational opportunities. It is anticipated that increasing the number of homeless beds in the area will decrease the current impact of area homeless on parks and open space.

- There are abundant recreational opportunities in the City of Stockton, the County of San Joaquin, and surrounding areas, including parks in other nearby cities and regional parks.

- There are eleven regional parks in San Joaquin County. The County owns and operates nearly half of the regional parks facilities, while the remaining parks are owned and operated by cities within the county. The county's regional parks offer various degrees of active and passive recreation, including hiking and fishing, sports fields, boat launching, zoos, gardens, museums, and amusement parks. There are 500 acres of regional parks and recreation areas, 1,494 acres of state parks and recreation areas, 2,632 acres of local parks and recreation, and 1,386 acres of state and federal wildlife areas.

- There are also four federal and state wildlife facilities located within San Joaquin County that provide protection for special-status species and opportunities for public wildlife viewing, including a 35-acre portion of the National San Joaquin River National Wildlife Refuge known as the Mohler Tract, and three wildlife facilities owned and managed by the State Department of Fish and Wildlife: the White Slough Wildlife Area, Woodbridge Ecological Preserve (Isenberg Crane Reserve), and the Corral Hollow Ecological Reserve. The Woodbridge Ecological Preserve is managed as seasonal habitat for Sandhill Cranes that allows for viewing opportunities. The Coral Hollow Ecological Reserve serves as habitat for the endangered large flowered fiddleneck and several other special-status species. The Caswell Memorial State Park is a 290-acre park located near the city of Ripon along the Stanislaus River. The park preserves riparian oak woodland habitat that supports several endangered species, including the riparian brush rabbit. Additionally, the Carnegie State Vehicular Recreation Area, which spans parts of Alameda and San Joaquin Counties, provides a diverse terrain for off-road recreation.

- The City of Stockton has 66 city parks, several located near the project site, and many open spaces maintained by licensed landscape contractors. City parks range from two-acre neighborhood sites to 64-acre community parks with a wide range of activities – from picnic areas, game courts, swimming pools, ball diamonds, soccer fields, tot lots, fountains, tennis courts, and more. About half of the City parks have restrooms. Some larger sites have community centers and others have larger complexes, such as Oak Park's Billy Hebert Field and Pixie Woods at Louis Park.

- Other recreational opportunities in the County include school playgrounds, bikeways, and portions of I-580 and I-5 that are designated as scenic highways. There are a total of 27 public and private golf courses located in the unincorporated county. The California Delta serves as an important recreational opportunity for residents of the county and broader Bay Area region. With over half of its waterways located within the boundaries of San Joaquin County, the Delta provides a wide variety of both land-based and water-based recreational and tourism activities. Land-based activities include hunting, camping, picnicking, hiking, biking, wildlife viewing and photographing, sightseeing, attending special events, visiting historic and cultural sites, and visiting wineries. Water-based activities include fishing, sailing, water skiing, operating

		<p>personal watercraft, cruising, canoeing and kayaking, swimming, boat camping, house boating, windsurfing, and hunting. Water-based recreation activities are the most popular recreational activity in the Delta. Boating use averages more than 2.13 million trips and more than 6.4 million visitor days annually. In addition to the Delta, the county has several waterway recreation areas where residents can go fishing, boating, water skiing, swimming, and hiking, among other activities, including rivers and reservoirs.</p> <p><i>- Verified by San Joaquin County 2035 General Plan Draft EIR dated October 2014, and; San Joaquin County website sources and City of Stockton website sources accessed on February 19, 2021</i></p> <p><b>- See Attachment O: Community Facilities and Services</b></p>
<p>Transportation and Accessibility</p>	<p>2</p>	<p><b>Accessibility</b></p> <p>- The project is required to and will meet all Federal, State and Local regulations governing accessibility.</p> <p>- San Joaquin RTD provides fixed-route bus service for the County of San Joaquin, including to all major communities in the County. Route 515 serves the site with a bus stop located near the corner of Lincoln and Clay, just under 0.5 miles south of the site, and another west of the site at the Boggs Tract Community Center. RTD provides door-to-door, call-in service to senior and mobility impaired riders.</p> <p><b>Transportation</b></p> <p><i>Temporary Impacts</i></p> <p>- There will be a temporary increase in traffic from contractors building the project; however, this impact is temporary in nature and does not constitute a permanent impact.</p> <p><i>Permanent Impacts</i></p> <p>- It is anticipated that there will be limited impacts on traffic due to the nature of the project serving the homeless population at a location already providing homeless services.</p> <p><b>- See Attach R: Transportation</b></p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	<p><b><i>Unique Natural Features</i></b></p> <ul style="list-style-type: none"> <li>-The project site is flat and contains no unique natural features.</li> <li>- <b>See USGS Map, Aerial Maps and Photos in Project Information</b></li> </ul> <p><b><i>Water Resources</i></b></p> <ul style="list-style-type: none"> <li>- There is no surface water on or near the project site. The project will not utilize on-site wells. The project will receive public water through California Water Company. (See <b>Water Supply</b> element above).</li> <li>- See <b>Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff</b> element above for information on the issue of Storm water runoff.</li> <li>- Additionally, sewer service will be processed by the City of Stockton Municipal Utility District public sewer system and will not utilize an on-site septic system (see <b>Waste Water / Sanitary Sewers</b> element above).</li> <li>- <b>See Attach 1: Project Information; Attach 2: Maps, Aerials &amp; Photos, and; Attach Q: Community Facilities and Services</b></li> </ul>
Vegetation, Wildlife	2	<p><b><i>Vegetation</i></b></p> <ul style="list-style-type: none"> <li>- There is scattered vegetation on the overall site but little vegetation at the location on the site where the structure will be built, which a substantial portion of is currently occupied by modular units that will be removed to allow construction of the project.</li> <li>- <b>See Attach S: Vegetation and Wildlife.</b></li> </ul> <p><b><i>Wildlife</i></b></p> <ul style="list-style-type: none"> <li>- The project site is located in a highly urbanized area under the junction of Interstate 5 and State Highway 4 and the offramp/onramp of I-5 to CA-4. The only potential wildlife on the project site would be urban-adapted species, which are able to move to the use of other areas on the site or in the area and back once construction is complete.</li> </ul>
Other Factors	2	<p><b>Environmental Justice</b></p> <p>As discussed in the <i>Environmental Justice</i> factor above, no adverse environmental impacts were identified in the project’s environmental review outside of the region-wide issue of air quality affecting the entire region’s population.</p> <p>The project is located on a CalTrans owned site which already has existing facilities serving homeless persons and the project is proposed to expand the</p>

number of rooms to be able to serve more homeless persons and expand services to them. The project area is located in a commercial area of the City.

As noted in the *Historic Preservation* factor above, the project will have no impact on areas of historic or cultural significance and is not located on a site or in an area of local significance.

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 more unhoused individuals off of living on the streets and will, therefore, lessen any negative effects of climate change on those residents such as increasing temperatures that will affect those who remain unhoused.

### **Energy Efficiency**

The project is being constructed using 42 modified shipping containers placed on a concrete foundation thereby reducing the use of new materials in construction of the project and will use modular elevators produced off-site.

The project will be partially shaded by existing trees and by the freeway overpass it will sit under.

The project site is located in the downtown area close to transit and employment locations and is located near services but will also provide services onsite to residents reducing the need for transportation. Most residents will not have vehicles and the project will provide no additional parking spaces.

The project is required to meet California Title 24 energy efficiency requirements, some of the leading energy efficiency requirements nationwide.

### **Climate Change**

The three most significant issues in respect to climate change that may potentially affect this project or be affected by this project are air quality, heat and drought (water resources).

*Air Quality* – California is addressing air quality issues through state and regional air quality board policies with gradual improvements in air quality that are expected to continue. The project will have fewer air quality impacts than traditional housing projects both in construction and ongoing operations. The most significant air quality impact during construction will be site preparation for pouring of the foundation as all of the units and components are being built off-site and only put together onsite. As noted above and in the *Mitigation Measures and Conditions* section below, the project site is located in the San Joaquin Valley Air Pollution Control District (SJVAPCD) and must comply with all applicable rules governing construction activities in order to control impacts on air quality during construction.

*Extreme Heat* – Future residents of the site are currently unhoused and must deal with the Central Valley heat, which can be extreme for extended periods, without shelter. The proposed project will provide shelter from the elements in both summer and winter, including the potential for an increase in extreme heat and other effects of climate change.



	<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 proposed in order to bring new residents into the area, resulting in a negative effect on water resources, but is proposed to deal with an extended and increasing crisis in homelessness. Construction of the project will result in no additional effect on drought conditions and water resources in the region or in California.</p>
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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):**

Field Inspections were done by the preparers of reports used in this NEPA including (see dates under Factors):

- Historic Resource Associates – April 16, 2022

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

- Stockton Shelter for the Homeless website
- San Joaquin County Funding Application for Program Year 2021-2022
- USGS, Stockton West Quadrangle 7.5-Minute series topographic map
- Google Earth
- Google Maps
- Site Plans
- U.S. Census Bureau QuickFacts\_Stockton

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

**Airport Hazards**

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

**Coastal Barrier Resources**

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

**Flood Insurance**

- FIRM map 06077C0460F, dated 10.16.09

## **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>
- HUD Air Quality Partner Worksheet

### **Coastal Zone Management**

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

### **Contamination and Toxic Substances**

- NEPAssist

### **Endangered Species**

- USFWSS – Critical Habitat for Threatened & Endangered Species  
@<https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>
- NEPAssist
- Google Earth

### **Explosive and Flammable Hazards**

- Explosives and Flammable Hazards Partner Worksheet

### **Farmlands Protection**

- USDA, NRCS website at <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

### **Floodplain Management**

- FIRM map 06077C0460F, dated 10.16.09

### **Historic Preservation**

- Ms. Julianne Polanco, State Historic Preservation Officer
- California Historical Information System report, dated 3.23.22
- Native American Heritage Commission response, dated 4.8.22
- Tribal Directory Assessment Information – Contact Information for Tribes of San Joaquin County, CA
- Consultation letters sent to Tribes, dated 4.13.22
- National Register of Historic Places (NRHP) Records Search
- The USGS, Stockton West Quadrangle 7.5-Minute series topographic map
- Historic Resource Associates – Cultural Resources Survey, dated May 2022
- Google Aerial Photos

### **Noise Abatement and Control**

- HUD Noise EA Partner Worksheet
- 611 S. Church St. Application in Attach 1 – Project Information

### **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**

### **Environmental Justice**

- HUD Environmental Justice Partner Worksheet
- NEPA Environmental Assessment

### **Environmental Assessment Factors**

- NEPAassist
- Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Draft EIR – June 2018
- Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Final EIR and Mitigation Monitoring and Reporting Program – October 10, 2018
- Envision Stockton 2040 General Plan – December 4, 2018
- Envision Stockton 2040 Potable Water Master Plans Supplement – December 12, 2017
- Envision Stockton 2040 Sewer Master Plan Supplement – December 13, 2017
- Envision Stockton 2040 Stormwater Master Plan Supplement – December 6, 2017
- City of Stockton Municipal Codes, Title 8 – Health and Safety, Chapter 8.20 – Noise Regulations
- City of Stockton Website – various departments webpages
- San Joaquin Valley Air Pollution Control District (SJVAPCD) Rules 4601 & 8021
- City of Stockton Land Use Maps
- City of Stockton Parks website
- San Joaquin County Parks website
- San Joaquin County Health Services Agency website
- City of Stockton Police Department website
- City of Stockton Services website
- NPDES General Permit – Construction
- USDA, NRCS website at <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>
- California Department of Conservation regulatory maps viewed or downloaded from:  
<http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>
- California Earthquake Authority map and information downloaded from:  
<https://www.earthquakeauthority.com/California-Earthquake-Risk/Faults-By-County>
- California Department of Conservation – Tsunami Hazard Area Map
- Cal Fire FRAP FHSZ Viewer
- San Joaquin RTD Website and Maps
- Dameron Hospital website
- St. Josephs Medical
- San Joaquin General Hospital
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### **List of Permits Obtained:**

- CA Department of Housing & Community Development, Factory Built Housing Program, Permit Approval # R-20581
- CA State Fire Marshal Permit in Review, #21-N-3527-C-DR
- Stockton Fire Department Underground Fire Line Permit #SFD22-493983
- Stockton Fire Department Fire Dept Access Permit #SFD22-477657

## **Public Outreach [24 CFR 50.23 & 58.43]:**

Below are some of the public meetings held.

- September 21, 2019, 10:30 a.m.-noon Saturday at Zion Lutheran Church, 808 Porter Ave., Stockton
- Community Meeting with Stockton Police Chief Eric Jones at the old Scottish Rite place which is now part of First Baptist Church. Oct 13, 2021.
- Meeting at Chavez Public Library about homelessness and need for more housing. This was a meeting with the City of Stockton.

## **Cumulative Impact Analysis [24 CFR 58.32]:**

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

## **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 project as proposed

The Alternatives evaluation concluded that “Alternative #1 – No Project Alternative” was the environmentally superior alternative but was not consistent with project objectives of meeting the substantial community need than building the project as proposed.

Alternative #2 – “Build project as proposed” was found to have greater, though limited, environmental impacts and to be in a location with limited alternative useability while meeting a significant community need.

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

There are few benefits to be obtained by not developing the addition to this site as proposed. The project will increase the much-needed supply of housing and services for homeless living in the project area with existing public infrastructure and with the added benefit of reducing impacts on existing public services. Not developing this particular project will delay the development of much needed housing for homeless in the project area.

## **Summary of Findings and Conclusions:**

The County of San Joaquin finds that the project, with the mitigations stated below, 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 housing for the homeless and reducing impacts on existing public services by providing on-site 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
<p><b>Historic Preservation</b></p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p><i>Based on the Code of Federal Regulations Title 36, Volume 3 (Rev. July 1, 2001), if archaeological remains are exposed during ground construction, work within five meters of the radius of the find(s) must be halted and a qualified archaeologist retained to evaluate the findings. If human remains are encountered during excavations associated with this project, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner will determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, the coroner will contact the Native American Heritage Commission (NAHC).</i></p> <p><i>The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the nondestructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment.</i></p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p><b>Noise</b></p> <p><i>- During construction, the City will require that standard BMP's be adhered to including allowable hours for use of equipment and other construction activities. The project will be required to comply with the following City of Stockton Noise Ordinance, Chapter 8.20, as applicable.</i></p> <p><b>Air Quality</b></p> <p><i>- The project site is located in the San Joaquin Valley Air Pollution Control District (SJVAPCD) and must</i></p>

	<p><i>comply with all applicable rules governing construction activities, including, but not limited to, Rule 8021 governing fugitive dust emissions, and Rule 4601 governing architectural coatings.</i></p>
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**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:  Date: 6.15.22

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

Certifying Officer Signature:  Date: 6/17/22

Name/Title: Matthew Garber / Assistant Director, Neighborhood Preservation, County of San Joaquin

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).

Matthew Garber, Assistant Director, Neighborhood Preservation, County of San Joaquin

**For additional documents and attachments you can contact Chris Becerra at (209)468-3157.**