**ERRATA SHEET TO THE FINAL RECIRCULATED**

**INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION**

**FOR THE**

**INTERMODAL WAY EXTENSION PROJECT**

**SCH No. 2020050580**

**City of Manteca – City Hall**

**1001 West Center Street**

**Manteca, CA 95337**

**(209) 456-8000**

**January 2022**

1. **INTRODUCTION**

The City of Manteca (“City”) has prepared this Errata sheet to correct information in the FINAL Recirculated Initial Study and Mitigated Negative Declaration for the Intermodal Way Extension Project (“Recirculated IS/MND”), dated September 24, 2021. In conformance with CEQA and the CEQA Guidelines, the Recirculated IS/MND, technical appendices and reports thereof, together with this Errata sheet, are intended to serve as documents that will inform City decision-makers and the public of the environmental effects of the Project.

This Errata sheet includes minor edits to the Recirculated IS/MND, and merely clarifies, amplifies, or makes insignificant modifications to the Recirculated IS/MND. The information added to the Recirculated IS/MND through this Errata does not represent substantial revisions that would require recirculation of the Recirculated IS/MND, as described in CEQA Guidelines section 15073.5. The revisions do not identify a new, avoidable significant effect; nor do they determine that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

The City has reviewed the information in this Errata sheet and has determined that it does not change any of the findings or conclusions of the Recirculated IS/MND.

1. **REVISIONS TO RECIRCULATED IS/MND**

The changes shown use ~~strike-out~~ for text that is removed and underline for text that is added.

**Proposed Recirculated Mitigated Negative Declaration for the**

**Intermodal Way Extension Project**

**Project Description**: The proposed Intermodal Way Extension project (proposed project) by way of a Development Agreement Amendment would connect the constructed northern portion of Intermodal Way to the approved, but not yet constructed, southern portion of Intermodal Way ~~along the western boundary of CenterPoint Container Yard 2~~. Intermodal Way is a partially constructed north-south connector road along the western boundary of the Northwest Airport Way Master Plan area. The northern portion of Intermodal Way has been constructed from the intersection of Roth Road and Intermodal Way to the southern property boundary of CenterPoint Container Yard 1. ~~A southern portion of Intermodal Way has been approved along the western edge boundary of CenterPoint Container Yard 2~~. The extension of Intermodal Way (proposed project) would span across the western frontages of APNs 198-03-025 and 198-03-026. The extension require a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3.

**INITIAL STUDY CHECKLIST**

**Project Description, pp. 3-4:**

The proposed Intermodal Way Extension project (proposed project) by way of a Development Agreement Amendment would connect the constructed northern portion of Intermodal Way to the approved, but not yet constructed, southern portion of Intermodal Way ~~along the western boundary of CenterPoint Container Yard 2~~. Intermodal Way is a partially constructed north-south connector road along the western boundary of the Northwest Airport Way Master Plan area. The northern portion of Intermodal Way has been constructed from the intersection of Roth Road and Intermodal Way to the southern property boundary of CenterPoint Container Yard 1. ~~A southern portion of Intermodal Way has been approved along the western edge boundary of CenterPoint Container Yard 2~~.

The extension of Intermodal Way (proposed project) would span across the western frontages of APNs 198-03-025 and 198-03-026. The extension would also require a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3.

**Project Background, p. 4:**

An Environmental Impact Report (EIR) was prepared for the Northwest Airport Way Master Plan area (State Clearinghouse # 2010022024) in 2010. An EIR Addendum was completed for CenterPoint Container Yard 2 in April 2019. The Northwest Airport Way Master Plan is an adjacent master plan area that guides the development of adjacent industrial uses, community commercial uses, and associated site improvements on 390 acres. The Northwest Airport Way Master Plan is located to the east, south, and north of the project site.

~~The City of Manteca Planning Commission approved CenterPoint Container Yard 2, but placed restrictions on the hours of operation due to concerns regarding noise and traffic on Airport Way from nearby residents. The applicant (CenterPoint) appealed the decision of the Planning Commission to the City Council, and the City Council placed further restrictions on the hours of operation of Container Yard 2.~~

Through ~~a Memorandum of Understanding and a~~ the proposed Development Agreement Amendment, the ~~City~~ applicant (CenterPoint Properties) ~~agreed to waive the Container Yard 2 Operating Hours Restrictions and issue a building permit for Container Yard 2, if the developer agreed~~ proposes to undertake the construction of the proposed project, which is on land currently owned by the Union Pacific Rail Road (UPRR) Company.

**General Plan and Zoning Designations, p. 7**:

The project site is designated Light Industrial (LI) by the Manteca General Plan Land Use Map. According to the City of Manteca 2023 General Plan, the LI designation provides for industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses and similar and compatible uses.

~~The bulk of the project is currently located in unincorporated San Joaquin County, while the remaining portion is currently located in the City of Manteca. However, the entirety of project site is anticipated to be annexed into the Manteca city limits prior to project development, as part of the Northwest Airport Way Master Plan (a previously approved project located adjacent to the proposed project). These annexations are intended to prevent the creation of “unincorporated islands” within the city limits as a result of Northwest Airport Way Master Plan implementation. These annexations are not part of the proposed project.~~

The portion of the project site that is currently located in the unincorporated San Joaquin County (C~~c~~ounty) is zoned General Agriculture (AG-40) by the San Joaquin County Zoning Map. ~~The remaining portion (located in Manteca) is zoned MP – Master Plan for the City of Manteca Zoning Map.~~ The AG-40 zone was established to preserve agricultural lands for the continuation of commercial agriculture enterprises. Minimum parcel sizes within the AG Zone are 20, 40, 80 or 160 acres, as specified by the precise zoning. No County-level discretionary land use approvals are needed to construct the portion of the Project situated on unincorporated County land. However, the Project will be constructed in accordance with all applicable County Department of Public Works improvement and design standards for roads.

The remaining portion of the Project (located in the City) is zoned MP – Master Plan for the City of Manteca Zoning Map. The purpose of the MP - Master Plan Zoning District is to establish a process for the consideration and regulation of areas suitable for proposed comprehensive development with detailed development plans and of those areas that require special planning.

The existing General Plan land uses are shown and the zoning designations are shown on Figure 4. ~~Although a General Plan Amendment and pre-zoning approvals are anticipated to occur prior to the implementation of the proposed project (to facilitate project development, as provided in the Northwest Airport Way Master Plan EIR), they would not occur as part of the proposed project.~~

**Requested Entitlements and Other Approvals, pp. 7-8:**

This document will be used by the City of Manteca to take the following actions:

* Adoption of the Final Recirculated Mitigated Negative Declaration (MND);
* Adoption of the Mitigation Monitoring and Reporting Program;
* ~~City review and approval of the proposed Grading and Improvement Plans.~~
* Approval of a Development Agreement Amendment

The following agencies may be required to issue permits or approve certain aspects of the proposed project:

* ~~Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);~~
* ~~RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;~~
* U.S. Army Corps of Engineers (Corps) / Regional Water Quality Control Board (RWQCB) – Construction activities will be required to comply with the Clean Water Act, including coverage under the federal Nationwide Permit 14 (Linear Transportation Projects) and a Section 401 Certification from the RWQCB. Applicant will also be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to construction activities pursuant to MM GEO-1, but no discretionary approvals are associated with the preparation and implementation of the SWPPP.
* San Joaquin Valley Air Pollution Control District (SJVAPCD) – Approval of construction-related air quality permits;
* San Joaquin Council of Governments (SJCOG) – Review of project application to determine consistency with the San Joaquin County Multi-Species Habitat, Conservation, and Open Space Plan (SJMSCP).

**Environmental Checklist, Agricultural and Forestry Resources, p. 21:**

**Response e)**: The project site does not contain forest land, and there is no forest land in the vicinity of the project site. The project site is designated LI and will result in a conversion of the land that is currently zoned as agricultural land to non-farmland. ~~However, the proposed project would be annexed into the City limits and rezoned as part of the a previously approved project (the Northwest Airport Way Master Plan), prior to implementation of the proposed project. This is consistent with the General Plan..~~ The proposed project does not involve any other changes in the existing environment not disclosed under the previous responses which, due to their location or nature, could result in conversion of farmland, to non-agricultural use, or conversion of forest land to non-forest use. Implementation of the proposed project would have a *less than* *significant* impact relative to this issue.

**Environmental Checklist, Hydrology and Water Quality, p. 59:**

**Response a):** Implementation of proposed project would not violate any water quality or waste discharge requirements. Construction activities including grading could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of soil and could adversely affect water quality in nearby surface waters. Construction activities will comply with applicable requirements under the Clean Water Act, including the Nationwide Permit 14 (Linear Transportation Projects) and a Section 401 Certification from the RWQCB. In addition, ~~T~~the RWQCB requires a project-specific SWPPP to be prepared for each project that disturbs an area one acre or larger. The SWPPP is required to include project specific best management measures that are designed to control drainage and erosion. Mitigation Measure GEO-1 would require the preparation of a SWPPP to ensure that the proposed project prepares and implements a SWPPP throughout the construction phase of the project. The SWPPP (Mitigation Measure GEO-1) and the project specific drainage plan would reduce the potential for the proposed project to violate water quality standards during construction. The proposed project would require a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3. However, this would not generate any violation of any water quality standards or waste discharge requirements.

**Environmental Checklist, Transportation, p. 94:**

**Response a), b): Less than Significant.** The project site is located on the outskirts of unincorporated San Joaquin County and the City of Manteca, with a relatively low volume of traffic occurring on nearby roadways. The proposed project has been designed to be consistent with the nearby Northwest Airport Way Master Plan and its associated EIR. The proposed project would provide a direct connection from ~~the CenterPoint warehousing~~ nearby land uses to and from Roth Road, consistent with the transportation network analyzed in the nearby Northwest Airport Way Master Plan. By completing the last segment of Intermodal Way ~~to and from Container Yard 2~~, traffic generated by adjacent land uses ~~the facility~~ would not use Airport Way to and from Roth Road. According the traffic consultant (Fehr & Peers), this would result in a net decrease in traffic on Airport Way between Lovelace Road and Lathrop Road, and a resulting reduction in VMT.

**Environmental Checklist, Utilities and Service Systems, p. 99:**

**Responses a)-e):** The proposed project is an infrastructure/roadway project. The proposed project includes the development a roadway that would connect the constructed northern portion of Intermodal Way to the ~~approved, but not yet constructed,~~ southern portion of Intermodal Way along the western boundary of APNs 198-03-025 and 198-03-026 ~~CenterPoint Container Yard 2~~. Intermodal Way is a partially constructed north-south connector road along the western boundary of the Northwest Airport Way Master Plan area. The proposed project also includes the installation of a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3, located along the southern boundary of the project site. The proposed project includes would not require the use of water or wastewater, or natural gas, facilities. There is the potential for the installation of electric power or telecommunications facilities as part of the proposed project, but this would not generate any significant impacts. Additionally, the installation of the roadway and the box culvert would not cause significant environmental effects to these water, wastewater, or other utilities. This is a ***less than significant*** impact.