

3 PROJECT DESCRIPTION

The project applicant (Kitchell Development Company) submitted an application to the City of Manteca for the development of a commercial shopping center on the project site, referred to as the Stadium Center Phase III project. The project would be the third phase of the developing “Stadium Center” shopping center, and would include a variety of commercial uses including large retail, restaurant, and other retail.

3.1 PROJECT LOCATION AND SETTING

The project site is approximately 16 acres and is located in the southwestern portion of City of Manteca (Exhibit 3-1). The project site is located immediately north of State Route 120 (SR 120), approximately 3 miles west of State Route 99 (SR 99), and 3 miles east of Interstate 5 (I-5). The site is generally bounded by SR 120 to the south, residential development to the north and east, fallow agricultural land zoned for commercial development to the north, and commercial development to the west (Exhibit 3-2). The site is situated at the southeast corner of the intersection of Daniels Street and South Airport Way, east of the Stadium Center I and II shopping centers.

The project site is a fallow agricultural field. Irrigation control structures run east and west along the southern border of the site, and an irrigation well and pump are located at the site’s western edge. In the past, the site was used for agricultural row crop production. In general, new residential and commercial developments are the predominant land use in the project vicinity. With adoption of the City of Manteca general plan update in 2003 and designation of the project vicinity for urban land uses, the area is experiencing an increasing number of development applications to convert agricultural lands to urban development. Low-density, single-family residential subdivisions are located to the northeast and to the south across SR 120. An approximately 480,000 square-foot shopping center is currently under construction to the west of the project site and an 11-acre shopping center is planned for the vacant parcel to the north.

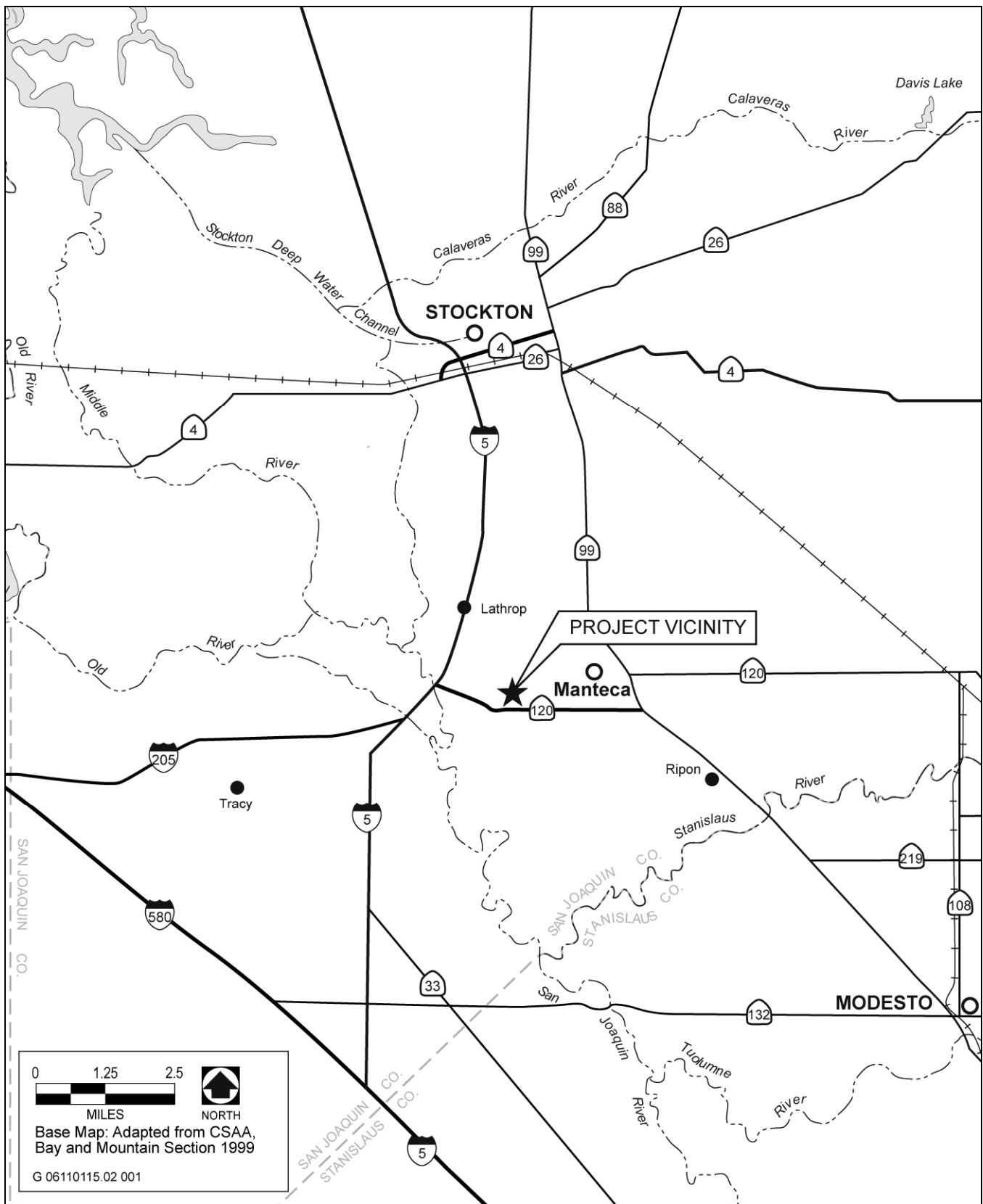
In recent years, the City of Manteca (City) has emerged as a regional metropolitan area due in part to its proximity to the Bay Area. The City has historically been a prime agricultural center because of its fertile soil, mild climate, and access to clean water. However, the area has been experiencing new trends in development and the area’s new and proposed subdivisions are indicative of the area’s rapid economic and housing growth.

The City’s general plan designates the entire site for Commercial Mixed-Use (CMU) land uses. The purpose of the CMU land use designation is to accommodate a variety of uses including high-density residential, employment centers, retail, commercial, and professional offices. Surrounding land uses are Neighborhood Commercial (NC), Low Density Residential (LDR), Medium Density Residential (MDR), and General Commercial (GC). The site is zoned General Commercial (C-G) and the Assessor’s Parcel Number (APN) is 222-25-03. The primary purpose of the C-G zoning district is to provide areas for wholesale, warehousing, and heavy commercial activities including regional shopping centers, recreation and entertainment, and commercial activities that cater to tourists and highway travelers in areas proximate to I-5, SR 99 and SR 120.

3.2 PROJECT OBJECTIVES

In general, the goal of the proposed project is to develop an attractive and well designed shopping center that is consistent with the goals and policies of the City’s general plan. In support of this goal, the following project objectives have been identified:

- ▶ design a shopping center that is sensitive to the existing land uses surrounding the project site;
- ▶ develop an attractive and functional shopping environment that provides needed goods and services for a rapidly developing community;
- ▶ provide commercial, retail, and restaurant services to I-5, SR 99, and SR 120 highway users;



Source: Data compiled by EDAW in 2006

Regional Map

Exhibit 3-1



Source: City of Manteca 2006

Project Location Map

Exhibit 3-2

- ▶ emphasize high-quality construction and design to ensure the economic viability of the project and continuing value to the community; and
- ▶ provide an important element of a new gateway development area in the southwestern portion of the City of Manteca.

3.3 PROJECT CHARACTERISTICS

Implementation of the proposed project would result in the development of a commercial center that would accommodate an approximately 170,589 square-foot Lowe’s Home Improvement Warehouse and approximately 32,000 square feet of retail space in three separate buildings (Exhibit 3-3). These project components would be completed in two separate phases. It is anticipated that the proposed project would complement the overall appearance of the nearby Stadium Center I and II shopping centers to the west. The proposed project would also provide a total of approximately 830 parking spaces. The project would be developed in two phases: Phase 1 – Lowe’s Home Improvement Warehouse and Phase 2 – retail buildings. These phases are described in greater detail below.

3.3.1 PHASE 1 – LOWE’S HOME IMPROVEMENT WAREHOUSE

An approximately 141,436-square-foot Lowe’s Home Improvement Warehouse and an approximately 29,153-square-foot adjoining Lowe’s garden center would be developed on the eastern portion of the 16-acre site (Exhibit 3-3). A recessed truck well would be located at the southeast corner of the building, and a product delivery truck lane would be located along the east side of the building. Delivery trucks would periodically use the delivery lane to travel from Daniels Street to the truck well. Fork lifts would operate on a daily basis in the garden center in the southeastern portion of the project site adjacent to SR 120.

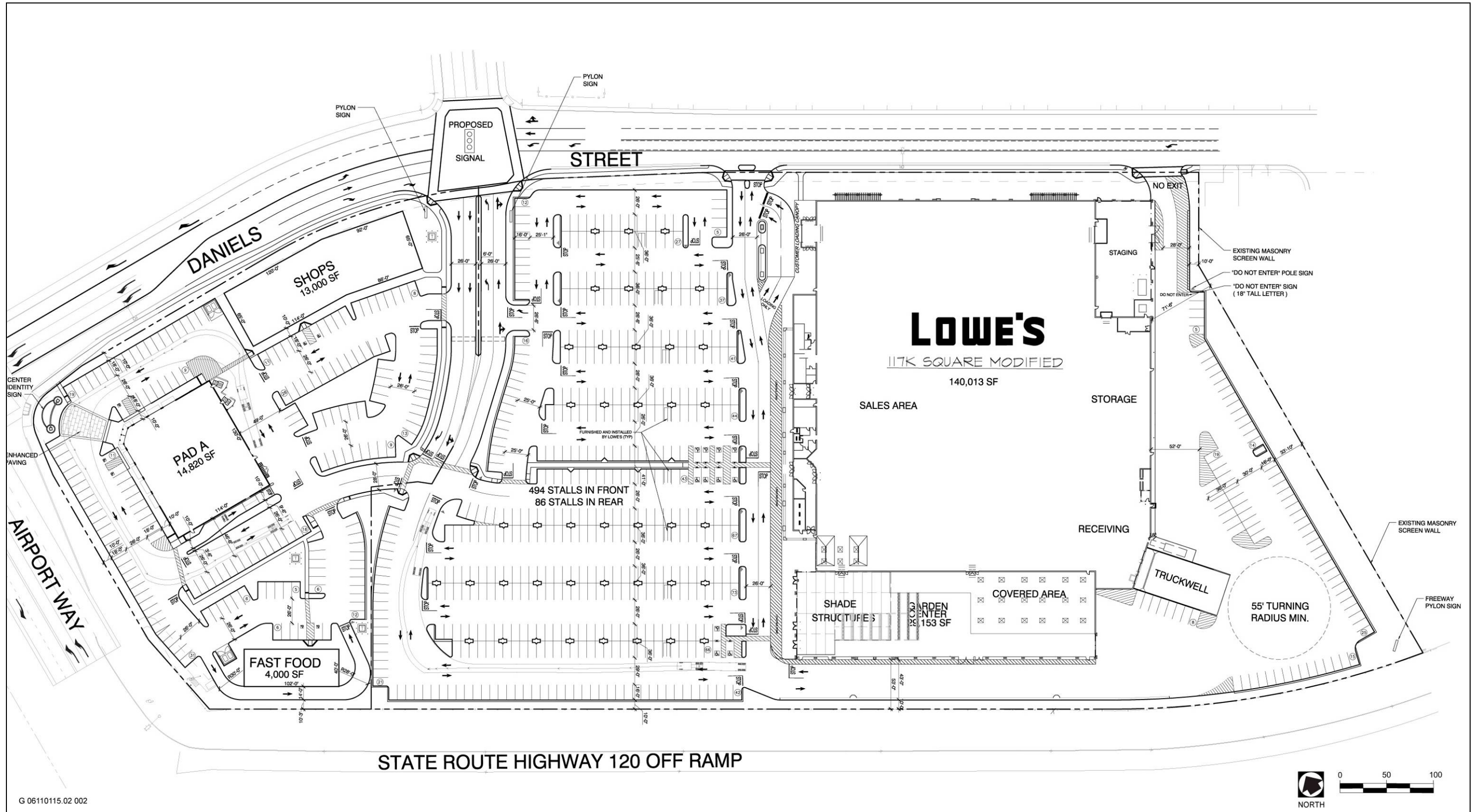
A large parking area would be located in front of the Lowe’s building to the west, and some additional parking spaces would be located at the back of the building to the east. The project includes 650 parking spaces for both the Lowe’s building and the garden center.

The height of the building would generally range from 32 to 37 feet. The building’s highest point would be an approximately 51-foot tall tower over the main entrance. Lighting in the parking lot would consist of several 37-foot tall pole-mounted lighting fixtures located throughout the parking areas. A 4-foot high fence would run along the project site’s southern boundary.

The Lowe’s Corporation maintains several standard home improvement warehouse building designs. For new home improvement warehouse stores, Lowe’s utilizes a standard building design that is appropriate for the size of the economic market area a particular home improvement warehouse store is intended to serve. For the proposed project, Lowe’s proposes to use the “117K Square Store with Right Side Garden Center” standard building design.

3.3.2 PHASE 2 – RETAIL BUILDINGS

Improvements proposed as part of Phase 2 include the development of approximately 32,000 square feet of retail space in three buildings on the western portion of the project site (Exhibit 3-3). The three commercial retail buildings would include a 13,000-square-foot building, a 14,820-square-foot building, and a stand-alone 4,000-square-foot building. It is anticipated that a drive-through “fast food” restaurant would be developed at the 4,000-square-foot site. The larger retail buildings would be designed to accommodate multi-tenant retail stores and restaurants. It is anticipated that all three buildings would complement the overall appearance of the Stadium Center shopping centers to the west. Approximately 124 parking spaces would be located between and around the retail buildings.



Source: MCG Architects 2007

Site Plan

Exhibit 3-3

3.3.3 SIGN PROGRAM

To establish guidelines and criteria for the design, implementation, and regulation of project signage, the applicant developed a project-specific sign program. The sign program covers project identification signs, pylon signs, monument signs, project directional signs, and tenant signage. The objectives of the signage program are to generate creative and tasteful signage that enhances the shopping center's image and complements architectural and landscape elements, to provide signage that is functional and effectively serves the identification needs of the shopping center and its tenants, and to facilitate the review and approval process for signage by providing guidelines and criteria constituting standards of acceptability for all signage.

3.3.4 TRAFFIC AND VEHICULAR ACCESS

The proposed Stadium Center Phase III project would be located at the southeast corner of the intersection of Airport Way and Daniels Street (Exhibit 3-2). Vehicular access to the project site would be from Daniels Street off Airport Way. Airport Way is a two-lane roadway that provides the primary north-south access in the vicinity of the proposed project. Turning lanes and other improvements were added to this roadway as part of the Stadium Center I and II shopping center projects to the west. Daniels Street is a two-lane roadway that runs parallel to and north of SR 120 and the project site. Daniels Street extends west from Union Road to Airport Way and along the frontage of the Stadium Center I and II shopping center and the "Big League Dreams" sports complex. West of Airport Way, Daniels Street increases to four lanes.

As part of the proposed project, the section of Daniels Street adjacent to the project site would be improved to provide for separate left turn lanes and bike lanes. The main entrance to the project site at Daniels Street and Fishback Road would be signalized, while the other two project site intersections on Daniels Street would be controlled by stop signs (Exhibit 3-3).

3.3.5 INFRASTRUCTURE IMPROVEMENTS

STORMWATER

The City of Manteca currently operates a storm drainage system consisting of gravity storm drain lines that terminate at detention or retention facilities. Existing City detention facilities discharge into a network of open channels and underground pipes owned and maintained by the South San Joaquin Irrigation District (SSJID), which discharges stormwater to the French Camp Outlet Canal, located west of the City.

Storm drainage from on-site impervious surfaces would be collected and routed to a nearby stormwater detention basin as approved by the City of Manteca Department of Public Works. The detention basin would also provide storage to attenuate peak stormwater flows and reduce the potential for downstream flooding. The detention basin facilities would provide water quality treatment as described in the 2006 *City of Manteca Storm Drain Master Plan*. Total stormwater runoff from the site at buildout is estimated to be approximately 18 acre-feet per day, and would be directed to the existing Dutra NE stormwater detention basin, located adjacent to the eastern boundary of the project site. From the Dutra NE detention basin, discharge would be directed to the existing 42-inch SSJID "Drain 7" pipe in Daniels Street. The 42-inch pipe continues west to Airport Way where a 3-foot-by-10-foot box culvert carries the drain under Daniels Street near the "Big League Dreams" complex. The box culvert ends at the confluence with Drain 8 at the beginning of the French Camp Outlet Canal (City of Manteca 2006).

WATER

Implementation of the project would result in the construction of on-site water infrastructure improvements that would tie into the existing 12-inch water line located along Daniels Street. A new 12-inch water line extension along Airport Way would also be constructed. The existing municipal water grid system would be extended as necessary and connected to the project site.

WASTEWATER

Implementation of the project would also result in the construction of on-site wastewater infrastructure improvements that would tie into the existing sewage lines located along Daniels Street. Sewage would be directed to the existing Airport-Daniels sewer pump station.

ELECTRICITY AND GAS

The on-site service lines would be sized to meet the demands of the project, and public utility easements would be dedicated for all underground facilities. Extension of lines and construction of facilities to serve the project site would occur concurrently with development phases, and the location of this infrastructure would be identified in the final project design. All new on-site infrastructure would be installed underground, in conformance with City standards.

3.3.6 PROJECT GRADING AND CONSTRUCTION

Construction of the proposed project would likely begin in 2008, and construction would proceed in two phases. The Lowe's Home Improvement Warehouse would be developed in the first phase, over a 5–6 month construction period. The three retail buildings would be developed in the second phase approximately 12 months after completion of the Lowe's Home Improvement Warehouse.

The project's first phase would require the excavation of approximately 2,850 cubic yards of dirt. The excavated dirt would be stockpiled on the western portion of the project site, and would be used for phase two of the project. A total of 165 cubic yards would be exported from the site, requiring approximately 20 one-way truck trips.

During the primary construction period, the construction crew would consist of a maximum of 25 people. Typical earth moving, grading, and construction equipment would be used, and construction activities would occur between 7 a.m. and 7 p.m. Approximately 10 to 15 construction-related truck trips per day would be required.

3.3.7 PROJECT HOURS OF OPERATION

Hours of operation for the project would be consistent with hours of operation that are typical for the proposed uses. Operating hours for the Lowe's Home Improvement Warehouse are anticipated to be 6:00 a.m. to 10:00 p.m. Monday through Saturday, and 7:00 a.m. to 8:00 p.m. on Sunday. Retail uses are anticipated to be in operation from 9 a.m. to 10 p.m., and restaurants are anticipated to operate between the hours of 11 a.m. and 11 p.m. Depending on the tenants that are secured, some retail stores could offer 24-hour service.

3.4 REQUESTED ENTITLEMENTS

Implementation of the Stadium Center Phase III project would require the following entitlements from the City of Manteca. Approvals required for the project include, but are not limited to, the following:

- ▶ a general plan amendment to change the land use designation for the project site from CMU to C-G,
- ▶ a minor subdivision map to establish four parcels,
- ▶ approval of a site development plan, and
- ▶ approval of a development agreement between the City and the developer.