Final Environmental Impact Report

Stadium Center Phase III Project

SCH# 2007012018

Prepared for:

City of Manteca

March 2008

EDAW | AECOM

Final Environmental Impact Report

Stadium Center Phase III Project

SCH# 2007012018

Prepared for:

City of Manteca
1001 West Center Street
Manteca, CA 95337

Contact:

Mark Meissner
Senior Planner
209/239-8424

Prepared by:

EDAW
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Sacramento, CA 95811

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Amanda Olekszulin
916/414-5800

March 2008

EDAW | AECOM

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TABLE OF CONTENTS

1 INTRODUCTION

This Final Environmental Impact Report (EIR) has been prepared to respond to comments received on the Draft EIR for the Stadium Center Phase III project (project). The Final EIR has been prepared on behalf of the City of Manteca (City), the lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA).

The project applicant, Kitchell Development Company, proposes to develop a 16-acre site, located in the southwestern portion of the City of Manteca, with a variety of commercial uses. The project would be the third phase of the developing "Stadium Center" shopping center, and would include large retail, restaurant, and other retail uses.

On December 9, 2007, the City released the Draft EIR for public and agency review and comment. The Draft EIR evaluated the potential environmental effects of the proposed project and four alternatives: No Project Alternative-No Development, No Project Alternative-Current Entitlement, Mitigated Design Alternative, and an Off-site Alternative. Nine comment letters were received during the public comment period. In addition, a public hearing to receive public input on the Draft EIR was held at the City Council Chambers on January 9, 2008. No public comments were received at the hearing. The comment period closed on January 23, 2008.

This document and the Draft EIR together comprise the Final EIR.

1.1 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

1.1.1 PROJECT LOCATION

The project site is located immediately north of State Route 120 (SR 120) and at the southeast corner of the intersection of Daniels Street and South Airport Way, within the southern portion of City of Manteca. The site is generally bounded by SR 120 to the south, residential development to the north and east, fallow land zoned for commercial development to the north, and commercial development to the west.

1.1.2 PROJECT OBJECTIVES

The City of Manteca, as the lead agency, has developed the following primary objectives to satisfy the requirements of the State CEQA Guidelines Section 15124(b):

- 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;
- 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.

1.1.3 ELEMENTS OF THE PROPOSED PROJECT

The project site is currently 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. 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. 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 project would be developed in two phases: Phase 1 – Lowe's Home Improvement Warehouse to commence between May and June 2008 with construction completion in December 2008 and Phase 2 – retail buildings to commence between July and August 2008 with construction completion between September and October 2009.

A 141,436-square-foot Lowe's Home Improvement Warehouse and 29,153-square-foot adjoining Lowe's garden center would be developed on the eastern portion of the 16-acre site. 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. 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. 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 project would require a general plan amendment to change the land use designation for the project site. The proposed land uses are described in greater detail in Section 4.1, "Land Use." 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. The three retail buildings would be developed in the second phase approximately 10 months after completion of the Lowe's Home Improvement Warehouse.

1.1.4 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

The Draft EIR evaluated the following alternatives to the proposed project:

- No Project Alternative-No Development,
- No Project Alternative-Current Entitlement,
- Mitigated Design Alternative, and
- Off-site Alternative

The No Project Alternative - No Development and the Mitigated Design alternative are environmentally superior to the project. The Off-site Alternative is environmentally similar to the project and would result in comparable impacts, but at an off-site location. The No Project Alternative would not attain any of the project's objectives. The Mitigated Design Alternative would partially attain the project's objectives.

1.2 REQUIREMENTS FOR EIR CERTIFICATION AND FUTURE STEPS IN PROJECT APPROVAL

The EIR is intended to be used by the City Council when considering approval of the proposed project or an alternative to the proposed project.

In accordance with CEQA, the Draft EIR was circulated for public and agency review and comment on December 9, 2007. The comment period closed on January 23, 2008. Comments were received from state and local agencies and the public. A public hearing to receive public input on the Draft EIR was held during the review period on January 8, 2008. Following completion of the Final EIR, the City of Manteca will hold a public meeting to

consider certification of the Final EIR and to decide whether or not to approve the proposed project or an alternative. If the City Council approves the proposed project (or an alternative), it will prepare and adopt written findings of fact for each significant environmental impact identified in the EIR; a Statement of Overriding Considerations, if needed; and a Mitigation Monitoring and Reporting Program. A Notice of Determination (NOD) will then be filed.

1.3 ORGANIZATION AND FORMAT OF THE FINAL EIR

This document is organized as follows:

- **Chapter 1, "Introduction,"** describes the purpose and content of the Final EIR, provides an overview of the environmental review process, and presents a summary of the proposed project and alternatives.

- **Chapter 2, "Comments and Responses,"** contains a list of all agencies who submitted comments on the Draft EIR during the public review period, copies of the comment letters received, and individual responses to the comments.

- **Chapter 3, "Revisions to the Draft EIR,"** presents revisions to the Draft EIR text based on issues raised by comments, clarifications, or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by <u>underline</u> where text is added.

- **Chapter 4, "Report Preparation,"** lists the individuals who assisted in the preparation of this Final EIR.

1.4 UPDATES SINCE PUBLICATION OF THE DRAFT EIR

MITIGATION MEASURES

The City has updated the Draft EIR to reflect changes to mitigation measures related to visual resources, noise, and air quality. CEQA Guidelines Section 15088.5 states that lead agencies may delete mitigation measures from a document and substitute them for other mitigation measures that are equivalent or more effective. In doing so, the lead agency must also adopt a written finding that the new or altered measure is equivalent or more effective in mitigating or avoiding potential significant effects and that the new measure itself would not result in any potentially significant effects on the environment. Consistent with the provisions in the CEQA Guidelines, the City has specifically made clarifications to three mitigation measures. These changes merely clarify or amplify the effectiveness of the proposed mitigation measure and the resulting mitigation is equally effective as the original mitigation measure. The changes to mitigation are described below and the specific text changes are presented in Chapter 3.0, "Revisions to the Draft EIR."

Mitigation measure 4.2-4, which addresses the project's significant impacts related to nighttime lighting, has been changed to reflect that the applicant can achieve the nighttime performance standards through a combination of lighting scenarios that may result in reduced wattages along the perimeter of the site with higher lighting levels at the interior of the project site. Overall nighttime lighting levels would be verified through field testing to ensure that performance standards would be met. With implementation of this revised mitigation measure, the project's nighttime lighting impacts would continue to be reduced to a less-than-significant level and no new significant impacts would result from implementation of this revised mitigation measure.

Mitigation measure 4.3-2a, which addresses the project's significant impacts related to operational air emissions, has been changed to substitute a variety of energy reduction features that have been agreed to by the project applicant for the specific mitigation requiring the inclusion of photovoltaic cells on the rooftops of on-site buildings. The new energy reduction features in combination with other elements of Mitigation measure 4.3-2a would be equally or more effective at substantially reducing the project's operational air emissions. With implementation of this revised mitigation measure, the project's air quality impacts would continue to be reduced

to a less-than-significant level and no new significant impacts would result from implementation of this revised mitigation measure.

Mitigation measure 4.4-3, which addresses the project's significant operational stationary noise impact, has been changed to remove the requirement for relocating truck well on the project site. The City's noise consultant has determined that the requirements for implementing a soundwall along the eastern boundary of the site would sufficiently reduce on-site noise levels consistent with City standards from activities at the truck well such that no additional re-design of the project site would be required. With implementation of this revised mitigation measure, the project's noise impacts would continue to be reduced to a less-than-significant level and no new significant impacts would result from implementation of this revised mitigation measure.

For specific details of the changes made to these mitigation measures, please refer to Chapter 3, "Revisions to the Draft EIR" of this Final EIR.

HYDROLOGY

The City of Manteca Public Works Department provided updated information related to the calculated discharge volume of stormwater expected from the proposed project. These revisions are identified in Chapter 3, "Revisions to the Draft EIR" of this Final EIR.

2 COMMENTS AND RESPONSES

This chapter contains comment letters received during the public review period for the Draft EIR. In conformance with State CEQA Guidelines Section 15088(a), written responses to comments on environmental issues received from reviewers of the Draft EIR were prepared.

Comment letters and responses to comments are arranged in the following order: state agencies followed by local agencies. No comments were received on the Draft EIR. Each letter and each comment within a letter have been given an identification number. Responses are numbered so that they correspond to the appropriate comment. Where appropriate, responses are cross-referenced between letters.

As noted previously, a public hearing on the Draft EIR was conducted at the City Council Chambers; however, no public comments were received at this hearing.

2.1 LIST OF COMMENTERS

Table 2-1 provides a list of all agencies who submitted comments on the Draft EIR during the public review period.

Table 2-1
List of Commenters

Commenter	Agency	Letter ID	Page Number
State Agencies			
Terry Roberts, Director, State Clearinghouse	Office of Planning and Research State Clearinghouse	SCH	2-3
Tom Dumas, Chief, Office of Metropolitan Planning	California Department of Transportation	DOT	2-8
Christopher Huitt, Staff Environmental Scientist, Floodway Protection Section	California Department of Water Resources	DWR	2-13
Kevin Boles, Environmental Specialist, Rail Crossings Engineering Section, Consumer Protection and Safety Division	California Public Utilities Commission	PUC	2-18
Local Agencies			
Mary Karim, Facilities Planning Supervisor	Manteca Unified School District	MUSD	2-20
David Warner, Director of Permit Services Arnaud Marjollet, Permit Services Manager	San Joaquin Valley Unified Air Pollution Control District	AIR	2-22
Mike Huggins, Program Coordinator, Environmental Health Department	San Joaquin County Environmental Health Department	EHD	2-26
Phil Govea	City of Manteca Public Works Department	PW	2-28
Anne-Marie Poggio-Castillou	SJCOG, Inc.	COG	2-30

2.2 COMMENTS AND RESPONSES

The written comments received on the Draft EIR and the responses to those comments are provided in this section. Each comment letter is reproduced in its entirety and is followed by the response(s) to the letter. Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

SCH

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

January 24, 2008

RECEIVED
JAN 28 2008
COMMUNITY DEVELOPMENT
DEPARTMENT

Mark Meissner
City of Manteca
1001 West Center Street
Manteca, CA 95337

Subject: Stadium Center Phase III
SCH#: 2007012018

Dear Mark Meissner:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 23, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

SCH-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2007012018
Project Title Stadium Center Phase III
Lead Agency Manteca, City of

Type EIR Draft EIR

Description 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. 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 project would be developed in two phases: Phase 1- Lowe's Home Improvement Warehouse and Phase 2- retail buildings.

Lead Agency Contact

Name Mark Meissner
Agency City of Manteca
Phone (209) 329-8424 **Fax**
email
Address 1001 West Center Street
City Manteca **State** CA **Zip** 95337

Project Location

County San Joaquin
City Manteca
Region
Cross Streets State Route 120 and South Airport Way
Parcel No. 222-25-03
Township 2S **Range** 7E **Section** 6 **Base** MDB&M

Proximity to:

Highways SR 120
Airports
Railways Union Pacific
Waterways San Joaquin River
Schools Sierra High
Land Use Fallow Agricultural/General Commercial/Commercial Mixed Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 10; Integrated Waste Management Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 12/10/2007 **Start of Review** 12/10/2007 **End of Review** 01/23/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194

Flex your power!
Be energy efficient!

January 10, 2008

10-SJ-120-PM3.3
SCH 2007012018 (DEIR)
Stadium Center Phase III (Lowes)

Mark Meissner
City of Manteca
Community Development Department
1001 West Center Street
Manteca, CA 95337

Dear Mr. Meissner:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed the Executive Summary Draft Environmental Impact Report for the proposed Stadium Center Phase III project. This project is a proposal by Kitchell Development Company to develop a 16 acre site, located in the southwestern portion of the City of Manteca, with a variety of commercial uses. The project would be the third phase of the developing "Stadium Center" shopping center that would include large retail, restaurant, and other retail uses. The project would be developed in two phases: Phase 1 – 170,589 square foot (SF) Lowes with 650 parking spaces, and Phase 2 – 28,000 SF of (3) retail buildings and 4,000 SF fast food restaurant with 124 parking spaces. Entitlements that the developer will request from the City of Manteca (City) include a General Plan Amendment (from commercial mixed-use to general commercial), a Minor Subdivision (for 4 parcels), a Site Development Plan, and a Development Agreement. This project is to be located between and adjacent to Daniel Street and the State Route 120 (SR-120) westbound off ramp at the SR-120/Airport Road interchange. The Department has the following comment(s):

- The development's Draft Environmental Impact Report (DEIR) depends primarily on fair share contributions to the future SJ-120/Airport Interchange project to mitigate its cumulative traffic impacts. The DEIR assumes that the SJ-120/Airport Interchange project will be designing the facilities to accommodate the development's traffic generation. The SJ-120/Airport Interchange project currently does not have an approved traffic forecast. Therefore, the above assumption needs to be verified since previous projects in San Joaquin County have used a constrained SJCOG model, which has resulted in designing facilities based on significantly lower traffic estimates. This is due to the SJCOG model not accounting for the increased level of development in a city general plan, and additionally the SJCOG model not being updated to account for some existing levels of development. If the

SJCOG model traffic forecast for the SJ-120/Airport Interchange does not account for the City's increased level of build-out, then the assumption that the future interchange project will provide the mitigation for the development's traffic will not be valid.

- On page 2-33, Table 2-1Summary of Environmental Impacts and Mitigation Measures indicates that the traffic signals at the ramp terminals on Airport Way are funded and are expected to be operational by February 2008; however, Figure 11-8A Existing Plus Project Conditions doesn't show this improvement. Even though the encroachment permit is approved, the signal work has not begun. If the interim mitigation is the signal project, the "existing + project" condition needs to analyze and document this condition. The TIS currently shows STOP Control at the ramps.

- Figure 11-10A lane configurations cumulative plus project conditions for EB & WB is not correct, it needs to match the condition of the opening date. If the interim mitigation is the signal project the "existing + project" condition needs to analyze and document this condition. The TIS currently shows STOP Control at the ramps.

- The intersections at Airport Way/SR 120 and Union Road/SR 120 need to meet Surface Transportation Assistance Act (STAA) requirements.

- Please provide electronic files for review.

If you have any questions or would like to discuss our comments in more detail, please contact Kathy Selsor at (209) 948-7190 (e-mail: kathy_selsor@dot.ca.gov) or me at (209) 941-1921.

Sincerely,

Kathy Selsor for

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

c: SMorgan State Clearinghouse

Letter	Office of Planning and Research, , State Clearinghouse
SCH	Terry Roberts, Director, State Clearinghouse
Response	January 28, 2008

SCH-1 Comments from the California Department of Transportation are addressed in comment letter DOT. Please refer to that comment letter and responses that follow.

DOT

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)
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Flex your power!
Be energy efficient!

January 10, 2008

10-SJ-120-PM3.3
SCH 2007012018 (DEIR)
Stadium Center Phase III (Lowes)

Mark Meissner
City of Manteca
Community Development Department
1001 West Center Street
Manteca, CA 95337

Dear Mr. Meissner:

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- The development's Draft Environmental Impact Report (DEIR) depends primarily on fair share contributions to the future SJ-120/Airport Interchange project to mitigate its cumulative traffic impacts. The DEIR assumes that the SJ-120/Airport Interchange project will be designing the facilities to accommodate the development's traffic generation. The SJ-120/Airport Interchange project currently does not have an approved traffic forecast. Therefore, the above assumption needs to be verified since previous projects in San Joaquin County have used a constrained SJCOG model, which has resulted in designing facilities based on significantly lower traffic estimates. This is due to the SJCOG model not accounting for the increased level of development in a city general plan, and additionally the SJCOG model not being updated to account for some existing levels of development. If the DOT-2

SJCOG model traffic forecast for the SJ-120/Airport Interchange does not account for the City's increased level of build-out, then the assumption that the future interchange project will provide the mitigation for the development's traffic will not be valid. DOT-2 Cont'd

- On page 2-33, Table 2-1Summary of Environmental Impacts and Mitigation Measures indicates that the traffic signals at the ramp terminals on Airport Way are funded and are expected to be operational by February 2008; however, Figure 11-8A Existing Plus Project Conditions doesn't show this improvement. Even though the encroachment permit is approved, the signal work has not begun. If the interim mitigation is the signal project, the "existing + project" condition needs to analyze and document this condition. The TIS currently shows STOP Control at the ramps. DOT-3

- Figure 11-10A lane configurations cumulative plus project conditions for EB & WB is not correct, it needs to match the condition of the opening date. If the interim mitigation is the signal project the "existing + project" condition needs to analyze and document this condition. The TIS currently shows STOP Control at the ramps. DOT-4

- The intersections at Airport Way/SR 120 and Union Road/SR 120 need to meet Surface Transportation Assistance Act (STAA) requirements. DOT-5

- Please provide electronic files for review. DOT-6

If you have any questions or would like to discuss our comments in more detail, please contact Kathy Selsor at (209) 948-7190 (e-mail: kathy_selsor@dot.ca.gov) or me at (209) 941-1921.

Sincerely,

Kathy Selsor for

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

c: SMorgan State Clearinghouse

DOT-1 This comment does not raise any environmental issues associated with the analysis presented in the Draft EIR; therefore, no further response is needed.

DOT-2 The version of the SJCOG model used in the Draft EIR to analyze traffic impacts associated with the Stadium Center III project was updated with information provided by the City related to buildout of land uses to generate representative traffic forecasts for the study area. The land uses in the original SJCOG model were replaced with updated land uses created in collaboration with City of Manteca planning staff based on on-going traffic improvements and projected development within the City of Manteca. Table DOT-1 below presents a comparison of the land use forecasts in the original SJCOG model and the updated land use forecasts generated in consultation with the City. Along with this, Exhibit DOT-1 below shows the location of the traffic analysis zones.

Table DOT-1
SJCOG Model Land Use Comparison

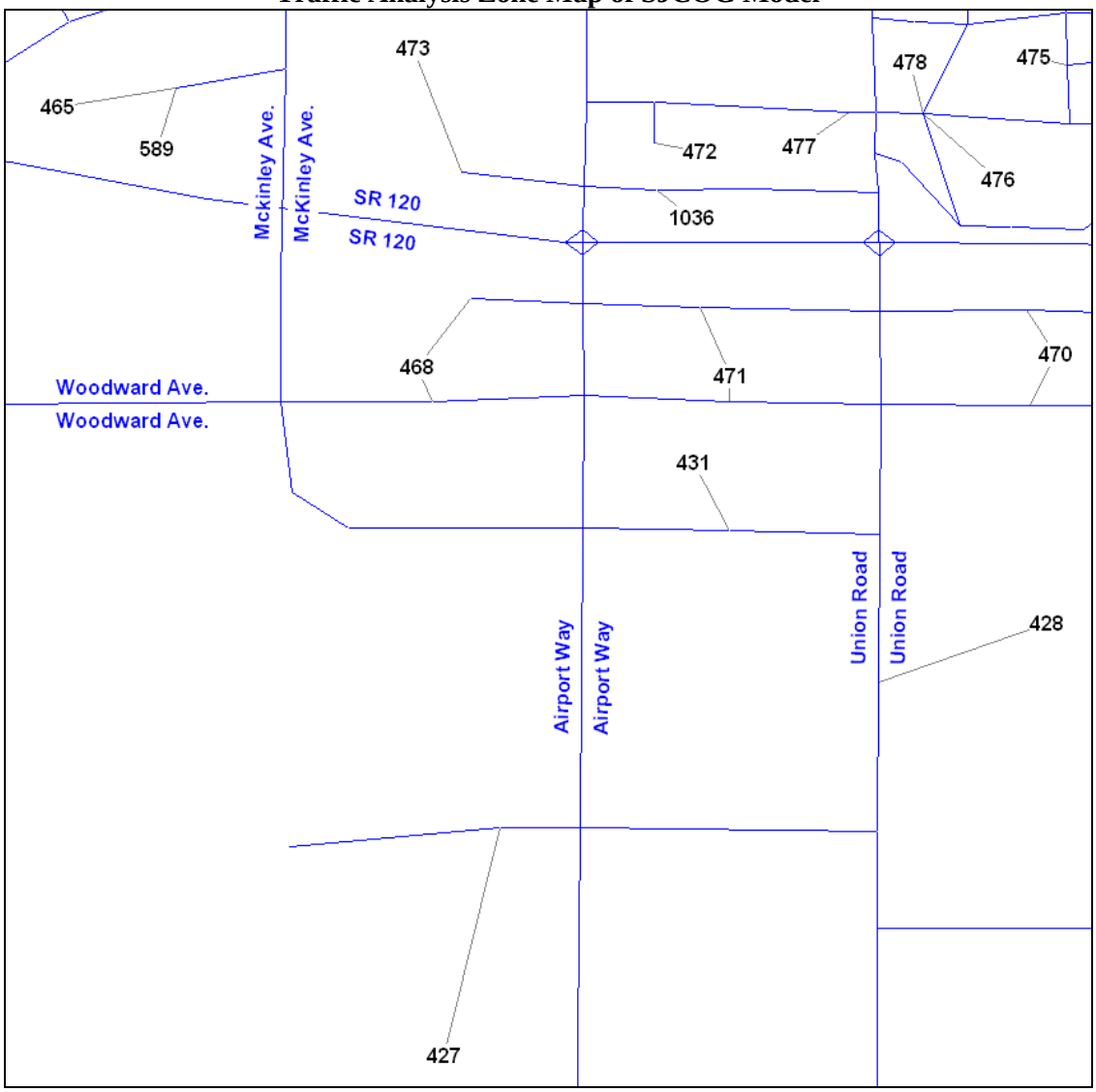
Traffic Analysis Zone	Original 2015 SJCOG Model		Modified 2015 SJCOG Model	
	Households	Employees	Households	Employees
427	1,538	389	2,081	389
428	741	459	986	349
431	51	53	73	134
468	161	0	1,288	117
471	85	0	1,164	891
472	33	348	550	348
473	1,572	13	445	1,865
477	843	65	791	65
1036	1,263	174	0	738
TOTAL	***6,332***	***1,501***	***7,558***	***4,896***

Source: Fehr & Peers 2008

As shown in Table DOT-1, the updated SJCOG model used in the analysis projects substantially more households and employees as compared to the original SJCOG model. In cases where there is less development in the updated model, the reduction was caused by a manual shift in development from one zone to another to ensure more accurate loading of trips to the local street network. For example, Zone 1036 (see Exhibit DOT-1) was used to represent the Stadium Center III and adjacent Manteca Retail Center projects. Because no homes exist or are proposed in these retail projects, the number of households was set to zero and the surrounding residential zones were checked to ensure that they represented the appropriate number of residential dwelling units. Therefore, the traffic modeling analysis

provided in the Draft EIR is sufficiently representative of projected buildout traffic conditions based upon the best available information provided by the City of Manteca.

Exhibit DOT-1
Traffic Analysis Zone Map of SJCOG Model



DOT-3 At the time the notice of preparation was released, the Airport Way/SR 120 ramp intersections were controlled by stop signs on the ramp approaches. Because CEQA requires that the environmental baseline be set to the environmental site conditions present at the time the notice of preparation for the EIR is released (see Section 15125(a) of the CEQA Guidelines), the intersection operations were analyzed assuming stop controlled approaches. This methodology follows the guidelines established in CEQA and is more conservative from a traffic impact perspective because additional traffic delay occurs during peak periods at stop-controlled intersections compared to signal-controlled intersections. As described in Mitigation Measure 4.11-1 of the Draft EIR, a signalized configuration would provide acceptable operations (LOS D or better) during the AM and PM peak hours.

DOT-4 The lane configurations have been corrected and the Draft EIR analysis updated. However, the results presented in Table 4.11-13 of the Draft EIR would not change because the delay at the Airport Way/SR 120 ramp terminal intersections would continue to exceed 100 seconds even with the signalization improvements. An updated Figure 4.11-10a and technical calculations are identified in Chapter 3, "Revisions to the Draft EIR" of this Final EIR.

DOT-5 The interim signalization improvements proposed at the Airport Way/SR 120 and Union Road/SR 120 interchanges would not meet STAA requirements. Caltrans has approved the interim improvement design at Airport Way and has granted an encroachment permit for this work. A similar interim improvement is proposed at the Union Road interchange and the City is currently working with Caltrans to receive approval of the encroachment permit.

Although interim improvements would not meet STAA requirements, the City is currently working with Caltrans for approval of encroachment permits at both interchanges and the ultimate interchange improvements would be designed to meet STAA requirements.

DOT-6 Electronic files will be provided for Caltrans review. This comment does not raise any environmental issues associated with the analysis presented in the Draft EIR; therefore, no further response is needed.

DWR

STATE OF CALIFORNIA – THE RESOURCES AGENCY
ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791

RECEIVED
JAN 11 2008
COMMUNITY DEVELOPMENT
DEPARTMENT

January 7, 2008

Mark Meissner
City of Manteca
1001 West Center Street
Manteca, California 95337

Stadium Center Phase III Environmental Impact Report
State Clearinghouse (SCH) Number: 2007012018

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at http://recbd.ca.gov/. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

DWR-1

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact me at (916) 574-1249.

Sincerely,

Christopher Huitt
Staff Environmental Scientist
Floodway Protection Section

Enclosure

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Encroachment Permits Fact Sheet

Basis for Authority

State law (Water Code Sections 8534, 8608, 8609, and 8710 – 8723) tasks the Reclamation Board with enforcing appropriate standards for the construction, maintenance, and protection of adopted flood control plans. Regulations implementing these directives are found in California Code of Regulations (CCR) Title 23, Division 1.

Area of Reclamation Board Jurisdiction

The adopted plan of flood control under the jurisdiction and authority of the Reclamation Board includes the Sacramento and San Joaquin Rivers and their tributaries and distributaries and the designated floodways.

Streams regulated by the Reclamation Board can be found in Title 23 Section 112. Information on designated floodways can be found on the Reclamation Board's website at http://recbd.ca.gov/designated_floodway/ and CCR Title 23 Sections 101 - 107.

Regulatory Process

The Reclamation Board ensures the integrity of the flood control system through a permit process (Water Code Section 8710). A permit must be obtained prior to initiating any activity, including excavation and construction, removal or planting of landscaping within floodways, levees, and 10 feet landward of the landside levee toes. Additionally, activities located outside of the adopted plan of flood control but which may foreseeable interfere with the functioning or operation of the plan of flood control is also subject to a permit of the Reclamation Board.

Details regarding the permitting process and the regulations can be found on the Reclamation Board's website at http://recbd.ca.gov/ under "Frequently Asked Questions" and "Regulations," respectively. The application form and the accompanying environmental questionnaire can be found on the Reclamation Board's website at http://recbd.ca.gov/forms.cfm.

Application Review Process

Applications when deemed complete will undergo technical and environmental review by Reclamation Board and/or Department of Water Resources staff.

Technical Review

A technical review is conducted of the application to ensure consistency with the regulatory standards designed to ensure the function and structural integrity of the adopted plan of flood control for the protection of public welfare and safety. Standards and permitted uses of designated floodways are found in CCR Title 23 Sections 107 and Article 8 (Sections 111 to 137). The permit contains 12 standard conditions and additional special conditions may be placed on the permit as the situation warrants. Special conditions, for example, may include mitigation for the hydraulic impacts of the project by reducing or eliminating the additional flood risk to third parties that may caused by the project.

Additional information may be requested in support of the technical review of

your application pursuant to CCR Title 23 Section 8(b)(4). This information may include but not limited to geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to a determination on the application.

Environmental Review

A determination on an encroachment application is a discretionary action by the Reclamation Board and its staff and subject to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.). Additional environmental considerations are placed on the issuance of the encroachment permit by Water Code Section 8608 and the corresponding implementing regulations (California Code of Regulations – CCR Title 23 Sections 10 and 16).

In most cases, the Reclamation Board will be assuming the role of a "responsible agency" within the meaning of CEQA. In these situations, the application must include a certified CEQA document by the "lead agency" [CCR Title 23 Section 8(b)(2)]. We emphasize that such a document must include within its project description and environmental assessment of the activities for which are being considered under the permit.

Encroachment applications will also undergo a review by an interagency Environmental Review Committee (ERC) pursuant to CCR Title 23 Section 10. Review of your application will be facilitated by providing as much additional environmental information as pertinent and available to the applicant at the time of submission of the encroachment application.

These additional documentations may include the following documentation:

- California Department of Fish and Game Streambed Alteration Notification (http://www.dfg.ca.gov/1600/),
- Clean Water Act Section 404 applications, and Rivers and Harbors Section 10 application (US Army Corp of Engineers),
- Clean Water Act Section 401 Water Quality Certification, and
- corresponding determinations by the respective regulatory agencies to the aforementioned applications, including Biological Opinions, if available at the time of submission of your application.

The submission of this information, if pertinent to your application, will expedite review and prevent overlapping requirements. This information should be made available as a supplement to your application as it becomes available. Transmittal information should reference the application number provided by the Reclamation Board.

In some limited situations, such as for minor projects, there may be no other agency with approval authority over the project, other than the encroachment permit by Reclamation Board. In these limited instances, the Reclamation Board

may choose to serve as the "lead agency" within the meaning of CEQA and in most cases the projects are of such a nature that a categorical or statutory exemption will apply. The Reclamation Board cannot invest staff resources to prepare complex environmental documentation.

Additional information may be requested in support of the environmental review of your application pursuant to CCR Title 23 Section 8(b)(4). This information may include biological surveys or other environmental surveys and may be required at anytime prior to a determination on the application.

California Department of Water Resources
Christopher Huitt, Staff Environmental Scientist, Floodway Protection Section
January 11, 2008

DWR-1 As described in Chapter 4.9, "Hydrology and Water Quality," of the Draft EIR, the nearest significant body of water is the San Joaquin River located approximately 3 miles west of the project site. According to the Department of Water Resources floodway maps, the closest designated floodway is located along the San Joaquin River south of crossing South Airport Way, approximately 8 miles south of the project site. The project site is not located in the 100-year floodplain and the project site is not located in areas identified on the Board of Reclamation's Designated Floodway maps. Therefore, the project site does not encroach on an adopted flood control plan.

PUC

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

January 17, 2008

Mark Meissner
City Manteca
1001 West Center Street
Manteca, CA 95337

RE: Stadium Center Phase III EIR, SCH# 2007012018

Dear Mr. Meissner:

As the state agency responsible for rail safety within California, we recommend that any development projects in the City be planned with the safety of local rail corridors in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. PUC-1

Of specific concern is the cumulative impact from increased traffic created by the numerous projects occurring in the vicinity on the existing at-grade highway-rail crossings in south west Manteca.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

Kevin Boles
Environmental Specialist
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Terrel Anderson, Union Pacific Railroad

Letter
PUC
Response

California Public Utilities Commission
Kevin Boles, Environmental Specialist, Rail Crossings Engineering Section, Consumer Protection and Safety Division
January 28, 2008

PUC-1 Although the project could increase traffic at a rail crossing, impacts associated with increased traffic volumes generated by the proposed project and cumulative projects were adequately analyzed consistent with the requirements of CEQA in the Draft EIR. Please refer to Section 4.11, "Transportation and Circulation" of the Draft EIR.

MUSD

Mary Karim, Facilities Planning Supervisor

RECEIVED
DEC 19 2007
COMMUNITY DEVELOPMENT
DEPARTMENT

December 18, 2007

Mr. Mark Meissner, Senior Planner
City of Manteca
Community Development Department
1001 West Center Street
Manteca, CA 95337

Subject: Response to Notice of Availability of a Draft Environmental Impact Report for the Stadium Center Phase III Project.

Dear Mr. Coleman:

This is to advise you that Manteca Unified is in receipt of the Notice of Availability of the Draft Environmental Impact Report for the Stadium Center Phase III Project.

Please be advised that Manteca Unified is interested in any potential environmental impact that may affect the schools in the immediate area. MUSD-1

Manteca Unified would appreciate your keeping the school district informed of the Environmental Impact Report.

Your cooperation is appreciated.

Sincerely,

Mary Karim

Mary Karim
Facilities Planning Supervisor

P.O. Box 32
Manteca, CA 95336
2901 East Louise Avenue, Lathrop

Phone (209) 825-3200
Fax (209) 825-3295
mkarim@musd.net

Manteca Unified School District
Chris Huitt, Staff Environmental Scientist, Floodway Protection Section
November 28, 2006

MUSD-1 According to the Manteca Unified School District's website, Nile Garden Elementary School and Sierra High School would serve the project site. As identified in the DEIR, because the proposed project would not involve the construction of residential structures, it would not result in a demand for school services (see Section 4.10, "Public Services and Utilities"). This comment does not raise any environmental issues associated with the analysis presented in the Draft EIR; therefore, no further response is needed.

AIR

February 5, 2008

Mark Meissner
City of Manteca
Community Development Dept.
1001 W. Center St.
Manteca, CA 95337

Project: Stadium Center Phase III (SCH#2007012018)

Subject: CEQA comments regarding the Draft Environmental Impact Report

District Reference No: 200701650

Dear Mr. Meissner:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the City of Manteca's proposed Stadium Center Phase III project to be located at Airport Way and Daniels Street. The proposed project would include a Lowe's Home Improvement Warehouse and approximately 32,000 square feet of retail space in three buildings. AIR-1

In response to the Notice of Preparation, the District requested the DIER include discussions regarding the issues below:

1. Existing emissions and projected pollutant emissions related to the increase in project source emissions and vehicle use, along with an analysis of the effects of these increases (to include ozone precursors, toxic air pollutants, carbon monoxide hotspot analysis, and odor analysis) – AIR-2

Construction (Short-term) Emissions – The DEIR characterizes the project's construction emissions. Based on the information provided in the DEIR, construction emissions are expected to fall below the District's Thresholds of Significance for ROG and NOx.

Area and Operational (Long-term) Emissions – The DEIR characterizes the project's area and operational emissions. Based on the information provided in the DEIR, the

project's unmitigated area and operational emissions are expected to exceed the District's thresholds and have a significant impact on air quality. As noted in the DEIR, implementation of the described mitigation measures may not reduce air impacts to levels of insignificance. All mitigations included in the DEIR should be implemented to the extent specified to reduce air quality impacts. AIR-2 Cont'd

Toxic Air Contaminants (TACs) and Health Risk – As electronic input files were not provided to the District, a full review of the Health Risk Assessment (HRA) is not possible at this time. However, the District has the following comments upon the preliminary review:

- The HRA was performed assuming that deliveries will be made only during certain timeframes. This methodology is appropriate if this is an enforceable measure such a Condition of Approval. If this measure is not enforceable, the appropriate methodology would be to model all hours of the year.

- The HRA was performed assuming that idling from delivery trucks would be limited per state regulations. However there are exemptions in state regulations that allow idling to occur. This methodology is appropriate if this is an enforceable measure to ensure that idling is limited to the timeframes specified in the DEIR. If this measure is not enforceable, the appropriate methodology would be to assume a greater idling time be used in the modeling. AIR-3

- The HRA does not include emissions from transportation refrigeration units (TRUs). The HRA states that the fast food restaurant is not expected to have any TRUs and was modeled consistent with this statement. The HRA, however, did not include emissions generated from TRUs on delivery vehicles.

- It appears that some of the emissions modeling is not consistent with District approved methodologies. As such, for a full comprehensive review of the HRA, the District will require all input and data files in an electronic format. For more information please contact Mr. Leland Villalvazo via email at hramodeler@valleyair.org or phone at (559) 230-6000.

2. Identification of all existing District regulations that apply to the project – The DEIR appropriately addresses District rules and regulations that apply to the project. However, the conclusion that the results of implementing Mitigation Measures 4.3-2a and 4.3-2b would reduce operation emissions of ROG and NOx beyond what is required of District Rule 9510 (Indirect Source Review) and that they cannot be reasonably quantified is not accurate. The mitigations listed in the DEIR are included in the District's Air Impact Assessment (AIA) application submitted for Rule 9510. The emission reductions associated with these measures are quantified using the URBEMIS model. AIR-4

Please note, the project may be subject to rules, not identified in the DEIR. The District recommends that, prior to the start of the initial emission-producing activity, the AIR-5

applicant contact the District's Small Business Assistance Office at (209) 557-6446 for more information and instruction.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Jessica Willis at (559) 230-5818 and provide the reference number at the top of this letter.

AIR-5
Cont'd

Sincerely,

David Warner
Director of Permit Services

Arnaud Marjollet
Permit Services Manager

DW:jrw

cc: EDAW
File

San Joaquin Valley Unified Air Pollution Control District
David Warner, Director of Permit Services
Arnaud Marjollet, Permit Services Manager
February 5, 2008

AIR-1 This comment does not raise any environmental issues associated with the analysis presented in the Draft EIR; therefore, no further response is needed.

AIR-2 This comment does not raise any environmental issues associated with the analysis presented in the Draft EIR; therefore, no further response is needed.

AIR-3 Regarding the timing of truck deliveries, the HRA use data obtained from the project applicant regarding the delivery schedule anticipated for the proposed facility. This data was prepared based on observed delivery schedules that occur at many of the applicant's other similar facilities and is the best available information to characterize operation at the site. This approach is consistent with the requirements of CEQA and the CEQA Guidelines. As part of a condition of approval, truck deliveries will be limited to between the hours of 7:00 AM and 7:00 PM daily (see Mitigation Measure 4.4-1 of the DEIR).

Regarding truck idling times, as described on page 3-1 of the Health Risk Assessment (HRA) (Appendix G of the EIR), truck idling would be limited on-site to no more than 5 minutes. In addition, the City will require as a condition of approval that signs be posted at the loading dock for Lowe's that inform truck drivers that idling time can not exceed 5 minutes in duration. This requirement will be included as a condition of approval for the proposed project.

Regarding emissions from transportation refrigeration units (TRUs) on delivery vehicles, page 3-2 of the HRA indicated that Lowe's would not operate a cold storage facility and, therefore, no delivery vehicles with TRUs would be expected to deliver materials to the project site.

Regarding the provision of the modeling files for the HRA, a copy of this data will be forwarded to the District.

AIR-4 This comment does not raise any environmental issues associated with the analysis presented in the Draft EIR; therefore, no further response is needed.

AIR-5 This comment does not raise any environmental issues associated with the analysis presented in the Draft EIR; therefore, no further response is needed.

EHD

San Joaquin County
Environmental Health Department
600 East Main Street
Stockton, California 95202-3029

Website: www.sjgov.org/ehd
Phone: (209) 468-3420
Fax: (209) 464-0138

January 21, 2008

Mark Meissner, Senior Planner
City of Manteca
Community Development Department
1001 West Center Street
Manteca, California 95337

RE: DRAFT EIR - STADIUM CENTER PHASE III PROJECT

The San Joaquin County Environmental Health Department is supportive of this project in regards to the provision of full public services, and the Environmental Health Department requests the following comments be added to the above project for consideration:

1) The Environmental Health Department recommends that as part of developing the property, the exiting well(s) be destroyed under permit and inspection with the Environmental Health Department. EHD-1

Should you have any questions or need further assistance please call Rod Estrada, Lead Senior REHS, at (209) 468-0331.

Donna Heran, REHS, Director

Rod Estrada for

Mike Huggins, Program Coordinator, REHS, RDI
Environmental Health Department

MH:ej

EHD-1 The required permits would be acquired prior to removal of the existing on-site well and the well would be removed in accordance with applicable San Joaquin County regulations.

PW

From: Govea, Phil
Sent: Wednesday, January 23, 2008 5:19 PM
To: Hanham, David; Meissner, Mark
Subject: Stadium Center Phase III - DEIR comments

Dave, Mark,

PW has very few comments on the Stadium Center DEIR. In fact, our only comments relate to the quantity of storm water runoff estimated for the project.

PW-1

Page 2-29 & 3-7 note the site's total storm water runoff at 18 acre-feet per day. This is a typo and should be changed to acre-feet per year.

Phil

Letter	City of Manteca Public Works Department
PW	Phil Govea
Response	January 23, 2008

PW-1 The typographical errors have been corrected and are identified in Chapter 3, "Revisions to the Draft EIR" of this Final EIR.

COG

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DEC 20 2007

COMMUNITY DEVELOPMENT DEPARTMENT

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 468-3913 • FAX (209) 468-1084

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LEAD AGENCY ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Mark Meissner, City of Manteca Community Development Department

From: Anne-Marie Poggio-Castillou, SJCOG, Inc.

Date: December 17, 2007

Re: **Lead Agency Project Title:** Stadium Center Phase III

Lead Agency Project Number: Draft EIR

Assessor Parcel Number(s): 177-050-10

Total Acres to be converted from Open Space Use: ± 16 acres

Habitat Types to be Disturbed: Agricultural Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Meissner:

SJCOG, Inc. has reviewed the Draft EIR for the Stadium Center Phase III project. This project would be the third phase of the developing "Stadium Center "shopping center, and would include large retail, restaurant, and other retail uses. 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. This project is located immediately north of State Route 120 at the southeast corner of the intersection of Daniels and South Airport Way. Please contact staff when necessary to complete the following conditions.

The City of Manteca is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). Although participation in the SJMSCP is voluntary, lead agents should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP. COG-1

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible.

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- Sign and Return Incidental Take Minimization Measures to SJMSCP staff (given to project applicant after pre-construction survey is completed)

- Pay appropriate fee based on SJMSCP findings
- Receive your Certificate of Payment and release the required permit

If you have any questions, please call (209) 468-3913.

COG-1
Cont'd

COG-1 The Draft EIR addresses the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) in Section 4.5, "Biological Resources." Specifically, the Draft EIR identifies that the project applicant intends to participate in the SJMSCP and would work with the City of Manteca to ensure that the project is consistent with the provisions outlined in the SJMSCP (see discussion under Impact 4.5-6). Along with this, the project applicant is committed to obtaining coverage under the SJMSCP to mitigate for project impacts and obtain incidental take authorization for SJMSCP-covered species under the City of Manteca's Section 10(a) and Section 2081 permits. Compensation for significant impacts on all SJMSCP-covered species would be accomplished through payment of development fees for conversion of open space lands that may provide habitat for these species. Development fees would be paid to the San Joaquin Council of Governments (SJCOG) in the amount specified by SJCOG, which administers the SJMCSP (see Mitigation Measure 4.5-2).

For species that could be significantly affected as a result of project development, incidental take avoidance and minimization measures would be implemented. Specifically, pre-construction surveys are required to be conducted prior to construction activities for impacts to special-status wildlife (see Mitigation Measure 4.5-2) and impacts to common raptors (see Mitigation Measure 4.5-3).

With implementation of recommended mitigation measures in the Draft EIR, authorization for project activities that may result in incidental take of covered state-listed or federally listed species, as well as other covered but non-listed sensitive species, that may otherwise require coordination with federal or state resource agencies would be covered through the applicant's participation in the SJMSCP.

3 REVISIONS TO THE DRAFT EIR

Changes to the text of the Draft EIR that are made in response to comments are shown with a line through the text that has been deleted (~~strikeout~~) or underline where new text has been added.

SECTION 2.0, EXECUTIVE SUMMARY

PAGE 2-29, IMPACT 4.9-3 IN TABLE 2-1 IS HEREBY MODIFIED AS FOLLOWS:

IMPACT 4.9-3	Hydrology and Water Quality–Potential On-site and Off-site Flooding Risk from Increased Stormwater Runoff. *Project implementation would increase the area of impervious surfaces on-site, thereby resulting in increased surface runoff and discharge. Approximately ~~18~~ 3.57 acre-feet per ~~day~~ year of stormwater would be discharged in a 10-year, 48-hour storm event, to the Dutra NE storm drainage system. The project involves construction of a stormwater runoff collection system~~, including a detention basin~~, to provide on-site stormwater collection ~~discharge capacity~~ and detention, and the existing Dutra NE storm drainage basin provides storage and discharge capacity sufficient to protect the project site during a 48-hour, 100-year flood event and avoid off-site flooding. Therefore, this would be a less-than-significant impact.*

CHAPTER 3.0, PROJECT DESCRIPTION

PAGE 3-7, SECTION 3.3.5, PARAGRAPH 2 IS HEREBY MODIFIED AS FOLLOWS:

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~~ 3.57 acre-feet per ~~day~~ year, 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).

CHAPTER 4.0, AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

PAGE 4.2-10, MITIGATION MEASURE 4.2-4 IS HEREBY MODIFIED AS FOLLOWS:

To address elevated site lighting levels throughout most of the site and lower than standard lighting levels in the northeast corner of the site, the applicant shall implement the following measures:

1. Reduce lamp wattages on all pole mounted lighting fixtures from 400W to 250W along the perimeter of the parking field adjacent to Daniels Street and Laurel Park Circle. Prior to project construction, the project applicant shall perform a nighttime lighting field verification test to document that the light and glare emanating from the high-mast lights selected for the site would not cast light and glare that exceed IESNA lighting recommendations at the property line of adjacent residences and at the nearest edge of right-of-way to SR 120. The field verification test shall be conducted under the oversight of the City of Manteca and shall demonstrate to the City's

satisfaction that off-site light and glare levels would not result in excessive lighting levels at neighboring properties.

2. Reduce lamp wattages on all wall mounted lighting fixtures to 150W.

3. Include glare shields with all type WL and WL-250 fixtures to reduce back splash.

4. Add one to two fixtures at the northeast corner of the site.

PAGE 4.3-25, MITIGATION MEASURE 4.3-2A IS HEREBY MODIFIED AS FOLLOWS:

Mitigation to reduce NOx emissions addresses reducing the number of motor vehicle trips and reducing the emissions of individual vehicles under control of the Applicant. The following measures shall be implemented by the Applicant unless it can be demonstrated to the City of Manteca that the measures would not be feasible:

(a) The applicant shall require the Stadium Center Operator to operate, maintain, and promote a ride-share program for employees of the various businesses.

(b) The applicant shall include one or more secure bicycle parking areas within the property and encourage bicycle riding for both employees and customers.

(c) The Lowe's Home Improvement Warehouse shall be designed to meet Title 24 + 20% energy efficiency standards ~~and shall include photovoltaic cells on the rooftops to achieve an additional 25% reduction in electricity use on an average sunny day~~.

(d) The Lowe's Home Improvement Warehouse shall include shower and locker facilities for employees to encourage bicycle, walking, and jogging as options for commuting.

(e) Implement Mitigation Measure 4.11-9, which requires the applicant to coordinate with the City and modify the project designs to provide appropriate bus transit facilities at the project site.

(f) The Applicant shall require that all materials handling equipment operated by the businesses within the facility be electric or use non-diesel engines.

(g) Implement a computer-controlled energy management system.

(h) Use high-efficiency fluorescent lighting that utilize parabolic reflectors throughout the sales area.

(i) Use skylights and photovoltaic cells with computer controls that dim and turn off lights when appropriate levels of light are available to light the interior of the building.

(j) Use timers and computer controls to turn off exterior lights during after-hour periods.

(k) Use white-roof membrane to reflect heat.

(l) Use motion sensors to turn off light in rooms that are not in use.

(m) Use the highest-efficiency air handling system to heat and cool the building.

(n) Use low flush volume fixtures in the bathrooms to reduce domestic water consumption by 30%.

(o) Implement a trash recycling program to collect recyclable waste including but not limited to: cardboard, pallets, aluminum cans, paper, and re-chargeable batteries.

(p) Use building materials that contain 20% recycled products.

(q) Use wood products in building construction that are certified by the Forest Stewarship Councils Principles and Criteria.

(r) Use adhesives and sealants in the building that are manufactured with low volatile organic compound content.

PAGE 4.4-21, MITIGATION MEASURE 4.4-2 IS HEREBY MODIFIED AS FOLLOWS:

a. The applicant shall incorporate operational measures that prevent noise generated by on-site truck and forklift activity from exceeding the maximum allowable noise exposure standards of the City's general plan of 70 dBA Lmax during daytime hours, and 65 dBA Lmax during nighttime hours in the outdoor activity areas of nearby residents (Table 4.4-5). The following operational measures shall be implemented:

1. Limit on-site truck activity and/or fork lift activity, including the ingress, egress, idling, and waiting of trucks at the site to the daytime hours of 7 a.m. to 10 p.m., or, outside of the hours between 7 a.m. and 10 p.m., require trucks to enter, exit, idle, and wait at on-site locations where no off-site receptors would be exposed to noise exceeding City standards, as calculated by an acoustical engineer. This may involve requiring trucks to enter and exit at the two entrances west of the proposed Lowe's store building and wait in or near the customer parking area west of the proposed Lowe's building

2. Only operate forklifts that generate noise levels less than 66 dBA at a distance of 50 feet. This can be achieved by selecting a fork lift model based on the noise level data included in the manufacturer's specifications, choosing a low-noise electric-powered forklift, and/or with the installation of additional shrouds or mufflers.

b. In addition, the applicant shall incorporate design measures to reduce exposure of off-site residences to noise generated by on-site truck and forklift activity to levels that are below City standards, as calculated by an acoustical engineer. These design measures may include, but are not limited to, the following:

1. Construction of a wall, berm, or combination thereof along the southeast side of the site to provide additional attenuation to off-site noise-sensitive receptors. The barrier shall be constructed of solid material (e.g., brick, block, adobe, earth) and be of sufficient height to, at a minimum, block the line of site from the loading dock area to the ground floor of the residences located to the southeast. The barrier shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the color and character of the area and not become the dominant visual element of the community.

2. Construction of a taller sound wall, up to 8 feet in height, at the location of the existing 6-foot-high masonry wall located along the property line of the affected homes on Laurel Park Circle. This wall shall be constructed of solid material (e.g., brick, block, adobe) and be of sufficient height to, at a minimum, block the line of site from the loading dock area to the ground floor of the residences located to the southeast. This barrier shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the color and character of the nearby homes and not become the dominant visual element of the community.

~~3. Relocation of the truckwell and truck turning area to a location located further from the closest off-site noise-sensitive receptors. One such location would be the area between the west corner of the proposed Lowe's store and the SR 120 off ramp.~~

~~4~~3. In combination with the existing 6-foot-high masonry wall located along the property line of the homes on Laurel Park Circle, the selected measures shall provide a total of at least 6.7 dBA reduction in truck and forklift noise at the backyards of the affected homes. This would be enough attenuation to reduce

noise generated by on-site loading activity to less than the 70 dBA Lmax standard established in the City's general plan for daytime hours. In addition, prohibiting on-site truck activity and operations at the loading dock during the more noise-sensitive hours of the day would prevent the generation of noise levels that exceed the 65 dBA Lmax standard established in the City's general plan for nighttime hours. Funding for the implementation of the selected mitigation measures shall be wholly provided by the project applicant.

Where there is a question regarding the noise levels before and after mitigation is implemented in a particular area, site-specific noise studies/modeling shall be conducted to determine compliance or noncompliance with standards.

c. Mechanical equipment (e.g., heating, ventilation, and air conditioning equipment) shall be located at the farthest distance from and/or be enclosed or shielded from nearby existing noise-sensitive receptors to the extent that their sound levels are below City standards, as calculated by an acoustical engineer.

d. The applicant shall incorporate design features to ensure that noise levels generated by the emergency power generator do not exceed the City's general plan daytime noise standard of 50 dBA Leq or the nighttime standard of 45 dBA Leq at off-site noise-sensitive receptors, as determined by an acoustical engineer. These features may include but are not limited to the following:

1. The emergency power generator shall be located at the farthest distance from and/or be enclosed or shielded from nearby existing noise-sensitive receptors.

2. The noise level posted in the manufacturer's noise specifications shall be considered when selecting a model and a low-noise model shall be selected.

3. The generator shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.

4. All regular testing of the generator shall occur between the hours from 7:00 a.m. to 7:00 p.m.

Where there is a question regarding the noise levels before and after mitigation is implemented in a particular area, site-specific noise studies/modeling shall be conducted to determine compliance or noncompliance with standards, and the design shall be adjusted so that standards are met. Funding for the installation of this mitigation measure shall be provided by the project applicant.

PAGE 4.9-11, IMPACT 4.9-3 IS HEREBY MODIFIED AS FOLLOWS:

IMPACT 4.9-3 Hydrology and Water Quality–Potential On-site and Off-site Flooding Risk from Increased Stormwater Runoff. *Project implementation would increase the area of impervious surfaces on-site, thereby resulting in increased surface runoff and discharge. Approximately ~~18~~ 3.57 acre-feet per year ~~day~~ of stormwater would be discharged in a 10-year, 48-hour storm event, to the Dutra NE storm drainage system. The project involves construction of a stormwater runoff collection system~~, including a detention basin,~~ to provide on-site stormwater collection ~~discharge capacity~~ and detention, and the existing Dutra NE storm drainage basin provides storage and discharge capacity sufficient to protect the project site during a 48-hour, 100-year flood event and avoid off-site flooding. Therefore, this would be a* ***less-than-significant*** *impact.*

The incremental increase in runoff generated on the project site and discharged off-site would not substantially increase flows in a manner that would cause flooding at or downstream of the project site. Based on information provided by the ~~project applicant~~ City, the total stormwater runoff for the project site in a 10-year, 48-hour storm event, is estimated to be approximately 3.57 ~~18~~ acre-feet (~~Bouillon~~ Milam, pers. comm., 2008~~7~~). The project

involves construction of a stormwater runoff collection system that would provide on-site stormwater collection and detention. On-site stormwater runoff would be discharged to the existing Dutra NE drainage basin located east of the project site on Laurel Park Circle. The Dutra NE basin is ~~including a retention basin~~ sized to detain 5.07 acre-feet, which is ~~has~~ sufficient ~~capacity~~ to accommodate the estimated 3.57 acre-feet of stormwater runoff. ~~,to provide on-site stormwater collection discharge capacity, and stormwater runoff would be discharged from the detention basin to the existing Dutra NE storm basin located east of the project site on Laurel Park Circle.~~ Therefore, t~~T~~he Dutra NE drainage basin is sized to accommodate the proposed project (Milam, pers. comm., 2007), and would provide storage and discharge capacity sufficient to protect the project site during a 48-hour, 100-year flood event per the City's SDMP. Discharge from the Dutra NE drainage basin would be directed to the 42-inch SSJID storm drain pipe in Daniels Street. Therefore, the proposed drainage system would provide sufficient capacity to address project generated stormwater and would prevent stormwater-related flooding damage on the project site.

Because the proposed project involves construction of an adequately sized on-site stormwater runoff collection system and the existing Dutra NE storm basin would provide storage and discharge capacity sufficient to protect against on-site and off-site flooding risks, this would be a ***less-than-significant*** impact.

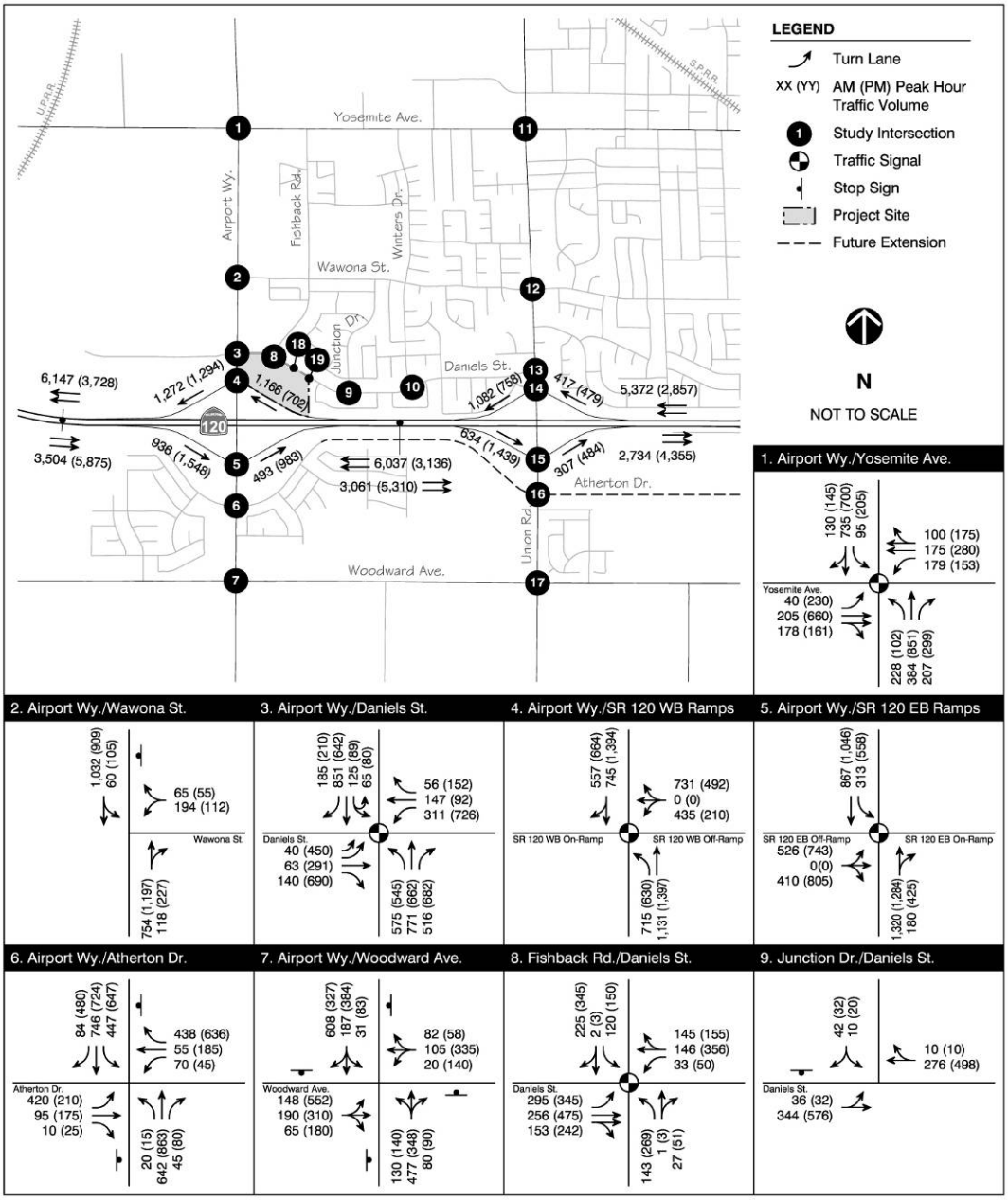
CHAPTER 9, REFERENCES

PAGE 9-8, THE FOLLOWING REFERENCE IS HEREBY ADDED BELOW THE MILAM REFERENCE:

Milam, Donald. Associate Civil Engineer. City of Manteca Public Works Department, Manteca CA. February 25, 2008___ personal communication with Mike Eng regarding stormwater capacity for the Lowe's commercial center project.

APPENDICES

PAGE 14 OF APPENDIX E, FIGURE 11-10A IS HEREBY REPLACED WITH THE FOLLOWING:



FEHR & PEERS
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Feb 21, 2008 CEC
N:\2007Projects\2399_Stadium_Center_Phase_III_EIR\Graphics\draft\fig11-10_phtv_cumu_pp_con.dwg

PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - CUMULATIVE PLUS PROJECT CONDITIONS

FIGURE 11-10A

PAGE 46 OF APPENDIX E, TABLE 4 (SR 120 & AIRPORT WAY WB, CUMULATIVE PLUS PROJECT CONDITIONS, AM) IS HEREBY REPLACED WITH THE FOLLOWING:

Manteca — Cumulative Plus Project Conditions
4: SR 120 WB & Airport Way — AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		1.00	1.00			1.00	
Frt					0.92		1.00	1.00			0.94	
Flt Protected					0.98		0.95	1.00			1.00	
Satd. Flow (prot)					1674		1770	1863			1755	
Flt Permitted					0.98		0.95	1.00			1.00	
Satd. Flow (perm)					1674		1770	1863			1755	
Volume (vph)	0	0	0	435	0	731	715	1131	0	0	745	557
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	473	0	795	777	1229	0	0	810	605
RTOR Reduction (vph)	0	0	0	0	50	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	0	0	0	1218	0	777	1229	0	0	1392	0
Turn Type				Perm			Prot					
Protected Phases					8		5	2			6	
Permitted Phases				8								
Actuated Green, G (s)					37.0		24.0	75.0			47.0	
Effective Green, g (s)					37.0		24.0	75.0			47.0	
Actuated g/C Ratio					0.31		0.20	0.62			0.39	
Clearance Time (s)					4.0		4.0	4.0			4.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					516		354	1164			687	
v/s Ratio Prot							c0.44	0.66			c0.79	
v/s Ratio Perm					0.73							
v/c Ratio					2.36		2.19	1.06			2.03	
Uniform Delay, d1					41.5		48.0	22.5			36.5	
Progression Factor					1.00		0.56	0.54			1.00	
Incremental Delay, d2					617.8		538.6	27.5			467.2	
Delay (s)					659.3		565.5	39.6			503.7	
Level of Service					F		F	D			F	
Approach Delay (s)		0.0			659.3			243.3			503.7	
Approach LOS		A			F			F			F	

Intersection Summary			
HCM Average Control Delay	434.4	HCM Level of Service	F
HCM Volume to Capacity ratio	2.18		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	191.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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PAGE 46 OF APPENDIX E, TABLE 5 (SR 120 & AIRPORT WAY EB, CUMULATIVE PLUS PROJECT CONDITIONS, AM) IS HEREBY REPLACED WITH THE FOLLOWING:

Manteca — Cumulative Plus Project Conditions
5: SR 120 EB & Airport Way — AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		1.00						1.00		1.00	1.00	
Frt		0.94						0.98		1.00	1.00	
Flt Protected		0.97						1.00		0.95	1.00	
Satd. Flow (prot)		1705						1833		1770	1863	
Flt Permitted		0.97						1.00		0.95	1.00	
Satd. Flow (perm)		1705						1833		1770	1863	
Volume (vph)	526	0	410	0	0	0	0	1320	180	313	867	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	572	0	446	0	0	0	0	1435	196	340	942	0
RTOR Reduction (vph)	0	23	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	995	0	0	0	0	0	1627	0	340	942	0
Turn Type	Perm									Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4											
Actuated Green, G (s)		40.0						56.0		12.0	72.0	
Effective Green, g (s)		40.0						56.0		12.0	72.0	
Actuated g/C Ratio		0.33						0.47		0.10	0.60	
Clearance Time (s)		4.0						4.0		4.0	4.0	
Vehicle Extension (s)		3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)		568						855		177	1118	
v/s Ratio Prot								c0.89		c0.19	0.51	
v/s Ratio Perm		0.58										
v/c Ratio		1.75						1.90		1.92	0.84	
Uniform Delay, d1		40.0						32.0		54.0	19.4	
Progression Factor		1.00						1.00		1.41	0.75	
Incremental Delay, d2		345.3						410.6		416.3	0.8	
Delay (s)		385.3						442.6		492.3	15.4	
Level of Service		F						F		F	B	
Approach Delay (s)		385.3			0.0			442.6			141.8	
Approach LOS		F			A			F			F	

Intersection Summary			
HCM Average Control Delay	329.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	191.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

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PAGE 51 OF APPENDIX E, TABLE 4 (SR 120 & AIRPORT WAY WB, CUMULATIVE PLUS PROJECT CONDITIONS, PM) IS HEREBY REPLACED WITH THE FOLLOWING:

Manteca — Cumulative Plus Project Conditions
4: SR 120 WB & Airport Way — PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		1.00	1.00			1.00	
Frt					0.91		1.00	1.00			0.96	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					1662		1770	1863			1782	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					1662		1770	1863			1782	
Volume (vph)	0	0	0	210	0	492	630	1397	0	0	1394	664
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	228	0	535	685	1518	0	0	1515	722
RTOR Reduction (vph)	0	0	0	0	70	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	0	693	0	685	1518	0	0	2223	0
Turn Type				Split			Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					16.0		23.0	96.0			69.0	
Effective Green, g (s)					16.0		23.0	96.0			69.0	
Actuated g/C Ratio					0.13		0.19	0.80			0.57	
Clearance Time (s)					4.0		4.0	4.0			4.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					222		339	1490			1025	
v/s Ratio Prot					c0.42		c0.39	0.81			c1.25	
v/s Ratio Perm												
v/c Ratio					3.12		2.02	1.02			2.17	
Uniform Delay, d1					52.0		48.5	12.0			25.5	
Progression Factor					1.00		1.38	1.44			0.72	
Incremental Delay, d2					966.1		460.2	12.5			526.0	
Delay (s)					1018.1		527.3	29.7			544.5	
Level of Service					F		F	C			F	
Approach Delay (s)		0.0			1018.1			184.4			544.5	
Approach LOS		A			F			F			F	

Intersection Summary			
HCM Average Control Delay	461.5	HCM Level of Service	F
HCM Volume to Capacity ratio	2.28		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	224.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Fehr & Peers Associates, Inc. — Synchro 6 Report

PAGE 51 OF APPENDIX E, TABLE 5 (SR 120 & AIRPORT WAY EB, CUMULATIVE PLUS PROJECT CONDITIONS, PM) IS HEREBY REPLACED WITH THE FOLLOWING:

Manteca — Cumulative Plus Project Conditions
5: SR 120 EB & Airport Way — PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		1.00						1.00		1.00	1.00	
Frt		0.93						0.97		1.00	1.00	
Flt Protected		0.98						1.00		0.95	1.00	
Satd. Flow (prot)		1691						1800		1770	1863	
Flt Permitted		0.98						1.00		0.95	1.00	
Satd. Flow (perm)		1691						1800		1770	1863	
Volume (vph)	743	0	805	0	0	0	0	1284	425	558	1046	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	808	0	875	0	0	0	0	1396	462	607	1137	0
RTOR Reduction (vph)	0	33	0	0	0	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	1650	0	0	0	0	0	1848	0	607	1137	0
Turn Type	Perm									Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4											
Actuated Green, G (s)		40.0						55.0		13.0	72.0	
Effective Green, g (s)		40.0						55.0		13.0	72.0	
Actuated g/C Ratio		0.33						0.46		0.11	0.60	
Clearance Time (s)		4.0						4.0		4.0	4.0	
Vehicle Extension (s)		3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)		564						825		192	1118	
v/s Ratio Prot								c1.03		c0.34	0.61	
v/s Ratio Perm		0.98										
v/c Ratio		2.93						2.24		3.16	1.02	
Uniform Delay, d1		40.0						32.5		53.5	24.0	
Progression Factor		1.00						1.00		1.15	0.80	
Incremental Delay, d2		871.6						562.0		973.9	12.8	
Delay (s)		911.6						594.5		1035.2	32.0	
Level of Service		F						F		F	C	
Approach Delay (s)		911.6			0.0			594.5			381.2	
Approach LOS		F			A			F			F	

Intersection Summary			
HCM Average Control Delay	625.1	HCM Level of Service	F
HCM Volume to Capacity ratio	2.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	224.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Fehr & Peers Associates, Inc. — Synchro 6 Report

4 REPORT PREPARATION

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