

**City of Ceres
Mitchell Ranch Center Public Scoping Meeting
September 19, 2007 12pm**

Daniel Hamilton (PMC): Presentation to give all of you who haven't gone through a scoping meeting before an idea of what it is that we are doing here and the different roles for public participation in this so bear with me it will just be a few minutes.

This is a scoping meeting, the purpose of this; it happens early in a CEQA process, is to get input from any public agencies as well as any members of the public who want to have their opinions heard regarding what the Environmental Impact Report for this should contain. So we are writing a report that's going to disclose every environmental impact associated with the construction or operation of this entire Mitchell Ranch Center development. So more than 300,000 square feet of commercial development, this will include all aspect of the environment from air quality to noise to traffic and I'm going to go over each of those areas and show you what it is we are looking at. The idea with this is that we want to hear from you; what did we miss? What else are specific concerns that you might be aware of that we wouldn't be aware of? What are your real worries about what this project might do to the environment? and that includes any aspect of the environment, so that is the real purpose of today's meeting.

A couple of things about what CEQA does and doesn't do. This is often a point of confusion so for those of you that haven't dealt with CEQA before, what CEQA does do is that it considers all of the environmental impacts of projects and provides public disclosure of all of those environmental impacts and allows members of the public to comment on and be a part of the process of determining what gets analyzed and what doesn't get analyzed. There are a couple of things that CEQA doesn't do that are going to be probably normal typical things that you are going to want to react about. It doesn't advocate for or oppose a project for consideration. There will be nothing in this EIR that says the project is good or bad in any way. It will simply be an objective analysis of environmental impacts. It does not require project denial because of any adverse impacts of the environment. It will state clearly what the positive and negative impacts are and then we'll provide all of that information to the City's Planning Commission and City Council for their consideration. They will be the ultimate deciders as to whether or not this thing ever gets approved and built in Ceres; the EIR will only provide background data for them to fully understand what those impacts are before they make their decision. And the last one, a big one, is it doesn't address economic or social concerns. This is purely about the environment; about the land, about the air, traffic, noise. The only area that it overlaps a little bit is if it would cause blight within the community and as we get into detail there, we are going to look into great detail. We have an economist on board and his whole team to analyze what the impacts are going to be to Ceres as well as the surrounding areas; looking even at adjacent cities as to whether or not any potential vacancies, any other buildings or any other businesses would be put out by this; that will all be part of the EIR.

So just real quick the objectives of this document, this is what we are trying to get out of it, is to disclose the environmental impacts of the project, to identify any ways that we can reduce those and make those conditions of the project. To disclose everything to the agency as to why these environmental impacts were or were not sufficient to approve or deny the project; that will come

later on as the City Council and Planning Commission actually hear the project. To foster interagency coordination. That's part of what we are doing here. Public agencies as well as members of the public are invited here so we can find out what other state and local agencies want to see considered. And finally to enhance public participation; this is just one of many opportunities that the members of the public will have to comment on what's going into this project. And I am going to detail every one of those opportunities later on so that you can know everywhere that you can have your opinions heard here.

This just gives you an idea, this is very tiny, so you won't be able to read much of this but it gives you an idea of just how many people are involved in how we write this thing. There are the environmental consultants, that's PMC in this case. There are agencies that oversee it. There are CEQA judges and there's a long set of case law that we have to follow here in terms of how environmental impacts are analyzed. The applicant is responsible for providing a lot of information, the citizenry itself, all the state agencies that oversee aspects of the project, in this case, people like Department of Transportation for impacts to Hwy 99, Department of Fish and Game for any impacts to biological resources, there are a lot of players in this and the public is obviously a key player in that but there is a whole lot of people involved in this.

So, this is the preliminary list of environmental issues that we are looking at so far based on this initial study. Is there anybody here who wants to read the Initial Study that hasn't seen it yet? The Initial Study is about 45 pages long, looks like this? If there are, we have them available. Just feel free to come up and ask anybody up here for them after the meeting and we would be glad to get them to you.

Aesthetics, just going to give you a brief overview of what it is that we look at in these. Aesthetics, this is any changes in the visual environment there, any light or glare impacts that would come to this that might affect nighttime views within the area. It probably won't be a big deal but it is something that the EIR will consider fully.

Agricultural resources, there are prime agricultural soils on this site that will be permanently taken out of agriculture. Not that there is active agriculture there but putting impervious surfaces on top of it pretty well stops it from ever being used for agriculture so that is something to look at.

Air quality impacts, that comes from not only the construction of the store but also of all the vehicles that will access the store and use it. We look at the air quality impacts from all of that as far out as those vehicle trips go. So, the air quality analysis is very broad and will actually be city wide and regional and in some cases global with regards to its impacts on greenhouse gases and global warming. So that analysis is quite, quite detailed.

Biology, any impacts to any animals. We have biologists out on the site, actually right now, that will do full surveys to look for any endangered or threatened species anything that this project may impact the environment on, either on-site or off-site through the air quality issues, things like that.

Blight physical deterioration, this is one I know a lot of people are concerned with. We have an economist on board who will look at the market impacts of building this and whether or not it will adversely affect any existing businesses, whether it has the potential to cause closure of other stores, and whether or not those closures could actually negatively impact the environment. So all of those things will be looked at in great detail. There will be a full technical study on the economic analysis of this that will go with the EIR that will certainly be available to the public for your consideration once the EIR is published.

Cultural resources, this is looking for any archeological or paleontological resources. Any bones any old Indian graveyards anything under the site that may be there that has a potential to be disturbed by the activities that are going on at the site. We will do full record searches as well as some excavation on the site to check for those things.

Geology and soils, making sure that the land out there is suitable for the type of development, for the type of foundations to be used, the type of loads to be put on there.

Hazardous materials, this is looking for any hazards that may be there within the construction equipment anything that may impact underground storage tanks, old fuels that were located on the site anything like that, we will look for those and make sure that they're mitigated properly.

Hydrology and Water quality, any impact that the construction may have on regional water quality. For instance, as rain water comes it picks up silt and soil on the site, washes it off, gets in and contaminates water quality elsewhere. We look at the full impacts of what's going on, on the site, as well as anything on the site; where it goes and how it affects the other water quality.

Land Uses, we look at the appropriateness of the land use there. We compare it to the general plan and zoning and make sure that there are no physical impacts on the environment that would be created by putting this type of commercial center within these surrounding uses. So we look at conflicts between this and surrounding development. We look and see whether or not it's appropriate from an environmental point of view with regards to that. And again, that one is limited just to the environmental impacts not the social impacts. So, that's one where if you have concerns about what's adjacent to it, those are things that are beyond the scope of this report, but certainly things that you can bring up to the Planning Commission and City Council.

Noise, again how much noise is going to be generated. We'll be doing full noise analysis that will look at all of the noises that come from off of the site onto the site as well as anything generated on-site and go off-site. We will look at the trucks, when they're coming in, what time of day when traffic is coming in, any operational noises associated with any of the buildings, all of these things will be classified. There will be noise contours developed that will show the exact noise levels that will come about from this and any mitigation that's required to reduce those noise levels on adjacent schools, residences and any other sensitive receptors in the area or people that are sensitive to noise.

Public services and utilities, we will look at any utility that is required to serve this site, whether it be water, sewer, storm drainage, impacts on schools, impacts on general government services. We will look at every government service that is provided to the site; find out if there is any

adverse impacts associated with it and create mitigation measures to make sure that the applicant pays for their impacts to all of the local governments and make sure that there are adequate utilities available. Enough water, enough sewer capacity, all those issues.

And finally traffic. Traffic is of course the biggest one usually for most of these. We have a technical consultant on board just to do a full traffic analysis looking at about 15 or 16 different intersections in the city that may be impacted by this. We'll look at the operational patterns of the roadways, the impacts to Hwy 99, whether or not roads need to be widened, whether or not roads need to have signals added, all of this stuff. So it will be a very very big portion of the analysis. It will reach far beyond the site and will go into any intersections anywhere in the city that are impacted by what the applicant is proposing here.

So this gives you a rough draft of where we are in the schedule. These are, what I put in here are the opportunities that you are going to have to comment on whether or not you would like to see this project approved or not approved by the city. The first thing will be the public review draft, after we get done with this....(talking).....yes, if you give me your information after the meeting, I'd be glad to e-mail this to you or print this off and mail it to you. The next thing after this is that we will sit down and write all of the sections of this EIR. We will create a very big report, unfortunately, it will be very very long but that is what we have to do to get all of the information in there. It will have a 45 day review period that is open to the public so you will have almost seven weeks to read this thing and at any time you can comment on that. That is likely to come out in January 2008, is when that report will be. So it is about five months away from when you will be able to see it. Then there will be two sets of Planning Commission and City Council meetings stretching from January to March where this will be preliminarily considered. So you can certainly get your input in there. Once the Draft EIR is done we receive comments and we make responses to those comments. We change the document in any way we need to to make sure that everything is fully considered. We wrap that all up in a package called the final EIR. That will be ready and will be available for public review in May of 2008. That is another document for you to consider and then the Planning Commission will make a recommendation on that and the City Council will make the final decision on whether or not to approve or deny the project which will include certification of this EIR. So you can see that there are six separate meetings coming up all of which either Planning Commission or City Council will be open to hearing public input on the project itself. So for commenting on the EIR there will be the review period of the public review draft EIR as well as for the final EIR; so there are two more opportunities to comment on the environmental portion of this and six more opportunities to comment on just whether or not the city should approve the project or not. So there still lots of opportunities upcoming before the project is ever approved.

So for that just to formalize, right now we have out an Initial Study; which is a 45 page document and like I said, we have this for anyone who wants it; that lists each of those topic areas that I just considered and the details about what we are going to be looking at. What intersections we're going to be looking at for traffic, specifically with water quality what we are concerned about, with noise what uses we are concerned about, that kind of stuff, all of the details of what we're going to be looking at. So this is a summary of what the EIR is going to include. We have that out now and you can make any comments on this you want. We are in a public review period of 30 days right now, that period ends October 5th so we will continue to

take any public comments on the scope of the EIR through October 5th. So anything you hear today, you can make your comments up at the podium or if you are not comfortable with that or you just want to supplement that with something else you think of later on, you can submit those comments. You can send them to us, you can submit them to Tom at the city, as long as you get them in here by October 5th we will absolutely consider them and will be included in the EIR regardless of what they are. We will state up-front in the sections, all of the comments that were received and how we are addressing them. So any comments you make, you will see written into the EIR itself. And as I said, each Planning Commission or City Council meeting obviously everybody is invited to those they are open to the public and certainly you are encouraged to come to all of those. You can comment by phone, e-mail or mail any way that you want, whatever is most comfortable. To contact us specifically, PMC, our phone number and fax number are listed here. Like I said, I will be glad to provide this to anybody who wants it and I also have business cards up here so feel free to take those; our e-mail addresses are also on here. Any way you want to comment, if you want to send them by physically mail come up and ask for a business card and you can submit them like I said directly to us or to the city, either way; they will be included within the EIR.

So at this point I would like to open it up for any public comments, we ask that you please keep them specific to the CEQA process which is what we are here for. Any impacts on the environment that you're worried may not be considered by us or things that you think are important that we know when analyzing the environmental impacts of a 300,000 square foot commercial center at Service and Mitchell to be built next year. So, with that I open it up to public comment, please come up and as Tom said state your name and address and let us know what you think.

Tom Westbrook (City): Before you get started sir, to kind of address your comments, you can stand up there, certainly. As Daniel mentioned they have some hard copies of the Initial Study and its also available on the City's website. Also we intend to kind of keep from our main page, kind of an update so that we can obviously download these slides and there will be information for the project that will periodically be updated from the City's homepage.

Lee Brittell (Public): Ok, one of the questions that I have is how...

Daniel Hamilton (PMC): I'm sorry, can you state your name for the record?

Lee Brittell (Public): My name is Lee Brittell; I live at 2917 Don Pedro Road which is right here like in the very back of it. Needless to say my concern in going to be noise. I was very surprised to see when they came out with the original layout and when I downloaded the report, the way they faced it having its locale, and I don't know if that is etched in stone or that could be changed either through the council or something else. We felt, or I felt that, and my neighbors have agreed that originally once we heard that Wal-Mart was coming that most likely it would be placed to the back of the property facing Mitchell Road, being Mitchell Road being the biggest thorough fair. And it surprised everybody when they backed it up to Don Pedro Road and facing south towards Service and then to see all of the different stuff that they've got going around it so it's really going to be burying it in the back so you can't see it coming off of Hwy 99 or almost Service Road. So, but, our concern is the integrity of Don Pedro Road. Don Pedro Road is

completely a residential area and the traffic impact and noise impact is going to be severe right there. We understand and common sense tells us that that corner of Mitchell and Don Pedro is obviously going to require a light, especially if they are going to be pulling trucks off of Mitchell Road onto Don Pedro. That is our concern at this particular point in time. Obviously sound and the fact that its open 24 hours we're gonna have trucks coming through there at all hours of the day and night. I don't know if restrictions can be placed on it so it does not, you know, damage our environment. I understand that this is the report that is going to be coming in and I understand a little better now that on the process and how it goes through, but in talking with the neighbors down Don Pedro, everybody is quite concerned about Don Pedro Road becoming a high traffic area. Service is much more geared, much wider, much more geared to be able to pull that off. There's trucks going to Winco, all of the different businesses down towards Crows Landing; it's a natural truck route. Twelve years ago when I moved to Ceres, Don Pedro Road was designated as a truck route. I contended and went to the planning and was concerned because there was a lot of truck parking that was going along there and for access. I was able to get them to place no parking signs to remove the trucks off of Don Pedro but I was told at that time that they couldn't change the jurisdiction of being a truck route because Pinnela trucking which is at, down on El Camino, was using it and needed it for access to be able to get to Hwy 99. So evidently the turn at El Camino and Service was too sharp for their trucks so they had to use it. Its never been an issue, the truck traffic that is there now isn't an issue. We get one every now and then and its usually emptys for Pinnela, and its not noise concerning but when you have loaded trucks pulling in, and that driveway is exactly across the street from my house, I am very concerned. So we were hoping that they would consider putting a sound wall across there and preserving Don Pedro Road and its integrity as a residential street not a commercial application. So how that can be phased in or recommended I am not sure but I can assure you we'll follow the process closely. But my question to you is how are you going to monitor, for your environmental impact report, the noise? Obviously, are you going to Stockton to that store and monitor their noise? Do you go to the different Super Wal-Marts to find out what the noise levels are going to be once it's in? Could you explain that?

Daniel Hamilton (PMC): Sure. What we actually do is two-part. The first is the specific types of uses associated with big box retail like Wal-Marts and Costcos and Home Depots and such. We have specific traffic generation rates associated with those. In addition we are also going to run a full traffic analysis that is going to estimate how many vehicles are using this at every hour of the day. We are going to go out and do 24 hour counts including weekend counts.

Lee Brittell (Public): Now, where are you going to do these counts?

Daniel Hamilton (PMC): We are going to do them within the existing roads to see what there is now. Then we are going to project that out based on what stores of this type and this size have done. And this is based on aggregated data from across the country, so this takes into account hundreds of these types of developments. They're in a model right now that will generate numbers for how many cars are coming through at every hour of the day including weekends. We'll take that, we'll take the noise generation rates from those cars, including the trucks the fully loaded trucks and what time of day they come in. We'll use that to build a noise model that will project out how much noise they are generating to each of the surrounding properties. So we'll develop noise contour lines, we'll compare those to the City's standards right now for

what's an allowable amount of noise at your property line both internal within your house and external. And if they violate that, then we will have to have mitigation measures applied which can include things like landscape berms, sound walls and various things to reduce noise which can also include limitations on when the trucks can arrive. All of those are options available to the City.

Lee Brittell (Public): Great, thank you very much.

Steve Billings (Public): My name is Steve Billings and I'm at 2304 Mitchell Road. I've conducted business here all my life since I was 16 and what I am worried about is the freeway. I have seen it backed up all the way into 99 before and you are using the same real estate as the cars coming off as the cars going on. I can't believe that with much more traffic we can handle that much traffic. That's the only concern I've got.

Daniel Hamilton (PMC): Thank you.

George Pallios (Public): My name is George Pallios, 2413 Mauna Kea, I'm with Richland Market and naturally I am most concerned about the blight in the area which would include myself. We've had a lot of expansion in the Grocery industry in the past few years. Subsequent to adding one more to it which concerns me a lot as to what is going to be left when we are all in there. They say that Wal-mart is going to retain their present store there, I can't believe they're going to have two Wal-Marts in the city of Ceres; that one really puzzles me. That's my concern.

Daniel Hamilton (PMC): And like I said earlier, for everyone concerned with that, we have a firm, they're called Bay Area Economics, they have done quite a few of these studies for Wal-Mart stores, specifically including supercenters, have assessed their impacts on local businesses and such. That will be a part of the document and available for everyone's review for 45 days once it's completed. So you'll have ample time to review that, see if you think it's accurate and make comments and make sure that you think the analysis they've done is appropriate.

Anyone else? Well thank you all very much for coming. If there is anything you want a copy of, like I said, the Initial Study, a copy of this presentation; any other materials that the city has, please just come talk to us after the meeting and let us know and we'll find way to get you everything that we have. Thanks for coming.

Barry Siebe (City): For those of you that did not sign in, if you would please sign the sheet in the back. We would like to know how much participation we had and would like to respond to any other comments.