

2043 GENERAL PLAN AMENDMENT REVISIONS

2 – Land Use Element

4 – Circulation Element

Figure ED-1

Figure S-1

February 2024

2. Land Use

Ensuring that Manteca has sufficient capacity to support a diverse mix of land uses is essential to the community's ability to thrive and be sustainable over time. As population growth continues, this Land Use Element will guide where growth and development will occur in the City and how to accommodate land uses to respond to the community's changing needs, all without compromising the integrity of the City's family-oriented atmosphere and community values.

The goals, policies, and measures in this element address the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, education, public buildings and grounds, waste disposal, and open space, including agriculture, natural resources, recreation, scenic areas, and greenways.

Areas subject to flooding are addressed in the Safety Element and open space lands are addressed in the Resource Conservation Element.

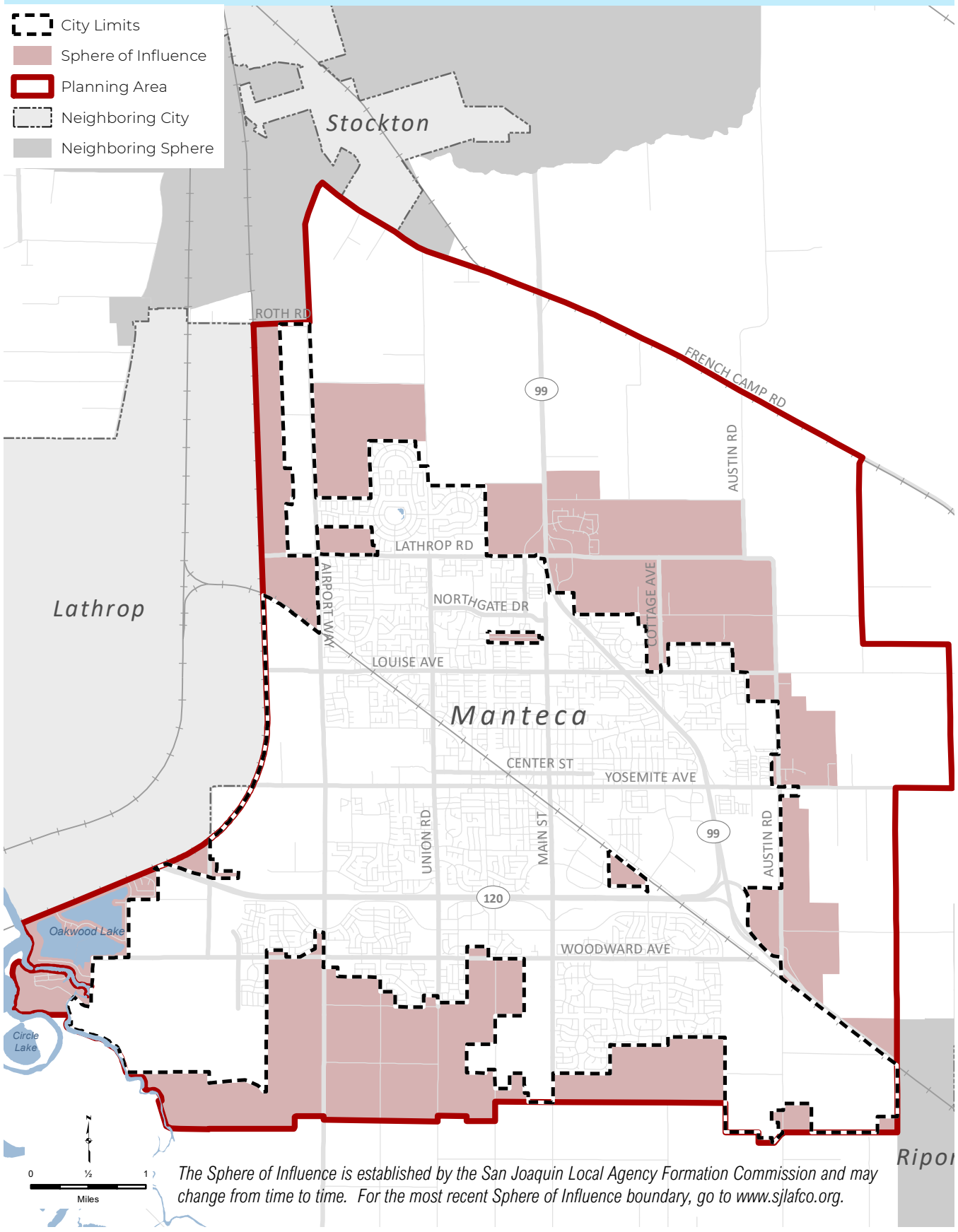
Topics identified by State law that are not relevant to Manteca include military land use compatibility and timberland preserve zone lands.

The Planning Area is the geographic area for which the General Plan provides a framework for long-term plans for growth, resource conservation, and continued agricultural activity. State law requires the General Plan to include all territory within Manteca's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area for the Manteca General Plan includes the entire city limits (approximately 13,746 acres), the City's Sphere of Influence (approximately 6,664 acres), and approximately 6,593 acres of land outside the City limits and SOI, as shown in Figure LU-1. At buildout, the General Plan will accommodate approximately ~~65,057~~^{6,353} total dwelling units, with a population of ~~206,882~~^{211,003} people, and net increase of 28.7 million square feet of non-residential development, yielding ~~45,761~~^{3,829} total jobs, as described in the General Plan Environmental Impact Report (see Chapter 3, Project Description).

Background information regarding land use and development conditions in Manteca is presented in Chapter 2 of the General Plan Update Existing Conditions Report and information regarding existing conditions related to environmental justice is presented in Chapter 6 of the GPU Existing Conditions Report.



Figure LU-1: Planning Area



The Sphere of Influence is established by the San Joaquin Local Agency Formation Commission and may change from time to time. For the most recent Sphere of Influence boundary, go to www.sjlafco.org.

Land Use Map

Goal LU-1

Maintain a land use plan that provides a mix and distribution of uses that meet the identified needs of the community.

Policies

- LU-1.1 Maintain an adequate supply of land to support projected housing, employment, service, retail, educational, and institutional needs for the community.
- LU-1.2 Promote land use compatibility through use restrictions, development standards, environmental review, and design considerations.
- LU-1.3 Ensure consistency and compatibility between the Land Use Map and implementing plans, ordinances, and regulations.
- LU-1.4 Assign the land use designations throughout the City and to parcels within the Planning Area, as included in this element and shown in the Land Use Map (Figure LU-2).
- LU-1.5 For contiguous properties that are included in a single development application, flexibility may be allowed in the location of the designated uses within the subject site. The acreage of each land use designation shall be maintained, but the designated uses may be relocated within the site provided the relocation would not result in incompatibilities with adjacent or nearby land uses or designations. This policy also applies to a single property with multiple land use designations.

Implementation

- LU-1a *As part of the annual report on the implementation of the General Plan to the Planning Commission and City Council, provide an evaluation of the year's development trends, current land supply, and the ability of infrastructure and public services to meet future needs.*
- LU-1b *Regularly review and revise, as necessary, the Zoning Code to accomplish the following purposes:*
- *Ensure consistency with the General Plan in terms of zoning districts and development standards;*
 - *Provide for a Downtown zone that permits the vibrant mixing of residential, commercial, office, business-professional, and institutional uses within the Central Business District;*
 - *Ensure adequate buffers and transitions are required between intensive uses, such as industrial and agricultural industrial, and sensitive receptors, including residential uses and schools; and*
 - *Provide for an Agricultural Industrial zone that accommodates the processing of crops and livestock.*



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- Ensure that land use requirements meet actual demand and community needs over time as technology, social expectations, and business practices change.

LU-1c Conduct a General Plan review in conjunction with adoption of policy and regulatory documents to ensure consistency with the Land Use Map.

Land Use Concepts

The Land Use Designations in this General Plan specify the type of allowed uses associated with each designation and the allowed range of development intensity, expressed in density or floor area ratio. Zoning, specific plans, and individual development projects must be consistent with the intensities allowed under the General Plan. Land use concepts, including density, floor area ratio, and net versus gross acreage, are described below.

Density. Density refers to the intensity of residential uses in terms of a range, from a minimum to a maximum, of dwelling units per gross acre. Various building configurations representing different densities are shown below.



Floor Area Ratio. Floor area ratio, referred to as FAR, is used to express the building intensity for non-residential uses, such as commercial, industrial, community facilities, and the non-residential component of mixed use projects. FAR refers to the ratio of the total floor area of a building or buildings on a site, excluding parking structures and outdoor storage areas, to the lot area of the site.

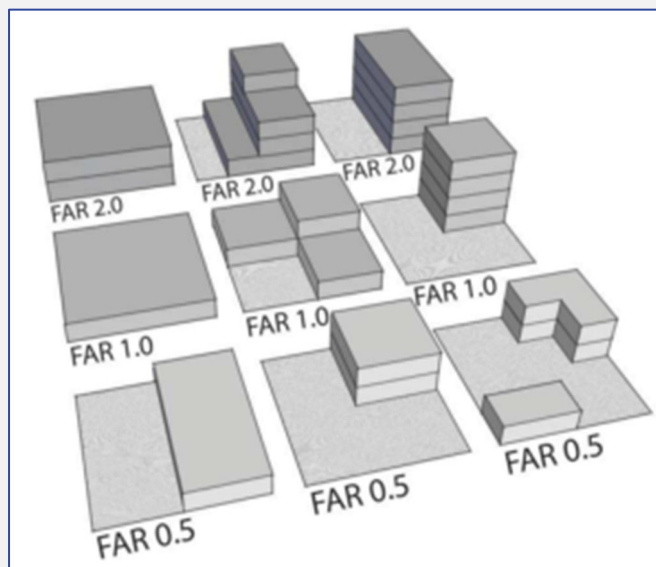


Table LU-1: Land Use Designations

Residential Designations ¹		Standards ²
	<p>Very Low Density Residential (VLDR)</p> <p>This designation provides for residences on larger lots and small, quasi-agricultural activities, including raising and boarding livestock. Clustering is encouraged to allow continuation of agricultural uses or to provide common amenities for the development.</p>	Up to 2 dwelling units per acre
	<p>Low Density Residential (LDR)</p> <p>This designation provides for a mix of single family housing, including small lots, clustered lots, attached homes, and conventional large lot detached residences.</p>	2.1 to 8 dwelling units per acre
	<p>Medium Density Residential (MDR)</p> <p>This designation provides for smaller single family homes in more imaginative lotting arrangements, duplex and triplex development, smaller scale multi-family developments, including cottage homes, garden apartments, townhouses, and cluster housing, and mobile home parks. The density range will accommodate small-lot single family homes that will typically be smaller in size and more affordable to residents.</p>	8.1 to 20 dwelling units per acre
	<p>High Density Residential (HDR)</p> <p>This designation provides for multi-family townhome, condominium, and apartment style housing and mobile home parks. The multi-family dwelling sites are typically located with direct access to arterial streets. The sites have access to the pedestrian and bikeway network along the street corridor and are located along the conceptual route of a public transportation shuttle route. Sites should be located near a neighborhood park, a neighborhood commercial center, or jobs centers and should provide pedestrian and bicycle connections to these amenities and services.</p>	20.1 to 30 dwelling units per acre

1: Schools, parks, churches, compatible public institutional and utilities facilities, and greenways are allowed in all residential land use designations

2: Population density is anticipated to equal the average household size, as identified by the State Department of Finance in any given year, times the number of dwelling units per acre. For example, in 2018, Manteca's average household size is 3.21 persons, resulting in a population density of approximately 6 to 26 persons per acre for the Low Density Residential Designation and a population density of approximately 48 to 80 persons per acre for the High Density Residential designation. Household sizes and population densities are anticipated to fluctuate over time, based on local and regional demographic and economic trends, including changes associated with aging populations, birth 'booms', immigration, emigration, and changes in household and social patterns, such as co-housing and shared housing opportunities.



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Mixed Use Designations	Standards ²
<p>Commercial Mixed Use (CMU)</p> <p>This designation provides for high density residential, employment centers, retail commercial, and professional offices. A mix of compatible uses is encouraged to provide neighborhood-serving sales, services, and activities, as well as employment opportunities, including offices.</p> <p>Developments shall include community-serving amenities and connections that distinguish them from conventional multifamily, neighborhood commercial, or office development, with the intent that a recreational area and neighborhood serving uses will provide a local gathering place for recreation and socializing much as does a small town square. For example, a residential development could include a work center that provides on-site facilities that encourage telecommuting and entrepreneurship.</p> <p>Mixed uses may be integrated vertically or horizontally and shall be linked together through common walkways, plazas and parking areas, as well as linkages to the adjoining bicycle and pedestrian system.</p> <p>Where required, open space, detention facilities, and parks, will be designed as an amenity within the site. Public facilities, such as a post office, library, fire station, or satellite government office, shall be included where feasible.</p> <p>Developments shall have a shared parking program with the objective of reducing the parking required for each individual use.</p>	<p>Non-residential: Up to 1.0 FAR</p> <p>Residential: 20.1 to 30 units per acre</p> <p>Site coverage: 50%</p> <p>Minimum commercial uses: 25% of project unless Community Development Director determines site has no commercial viability</p>
<p>Downtown (DW)</p> <p>This designation provides for the mixture of retail and service commercial, office, and/or multiple-family residential uses that are intended to preserve and enhance the historic and pedestrian-scale character of the Downtown. Preferred residential uses include condominiums and townhomes and high-quality second and third floor apartment uses. Short-term rentals are not allowed in this designation, unless developed as part of a hotel. Multi-family residential uses are required to be permanent dwellings with each unit having separate restrooms, kitchens, and thermostats. The designation also provides for public/quasi-public uses, parks and urban open spaces, and similar and compatible uses.</p>	<p>Standards to be determined by Downtown Specific Plan or Zoning Code Update.</p> <p><u>Interim standards to be determined by Site Plan Review.</u></p>

1: Schools, parks, churches, compatible public institutional and utilities facilities, and greenways are allowed in all mixed use land use designations

2: Population density is anticipated to equal the average household size, as identified by the State Department of Finance in any given year, times the number of dwelling units per acre. For example, in 2018, Manteca's average household size is 3.21 persons, resulting in a population density of approximately 48 to 80 persons per acre for the Commercial Mixed Use and Downtown designations. Household sizes and population densities are anticipated to fluctuate over time, based on local and regional demographic and economic trends, including changes associated with aging populations, birth 'booms', immigration, emigration, and changes in household and social patterns, such as co-housing and shared housing opportunities.

Commercial, Professional, and Industrial Designations		Standards
	<p>Business Industrial Park (BIP)</p> <p>This designation provides for sites for large uses in an office park environment that would include multi-tenant buildings. Business parks of this nature are well suited for research and development facilities and also provide an attractive business environment for unrelated businesses. Allowed uses include administrative, offices, research and development, light industrial, including manufacturing and assembly, and commercial storage.</p> <p>Warehouse, storage, and distribution that support the industrial uses typically do not comprise more than 20% of a business industrial park. An increase of such uses may be permitted with appropriate transition area between logistical service uses and residential uses. The transition area of a site is to be provided at 20 feet for each 10% increase beyond 20% of building use for logistical services. Transition areas are intended to increase the distance between logistical emission sources and sensitive residential receptors and protect vulnerable people (e.g., children, the elderly, and medically compromised individuals) from exposure to air pollution from logistic facilities. Transition zones may contain green space and/or revenue-producing uses like commercial office buildings or retail land uses. Service commercial and retail activities provided for the convenience of the employees shall not comprise more than 10% of a business industrial park.</p>	<p>Non-residential: Up to 1.FAR</p> <p>Site coverage: 50%</p>
	<p>Business Professional (BP)</p> <p>This designation provides for professional and administrative offices, medical and dental clinics, laboratories, financial institutions, public and quasi-public uses, and similar and compatible uses. The use category is specifically intended for the frontage along SR 120, and along other major roads and in the Central Business District to provide an attractive, landscaped setting for one, two, and three-story office buildings.</p>	<p>Non-residential: Up to 1.5 FAR</p> <p>Site coverage: 50%</p>
	<p>Commercial (C)</p> <p>This designation provides for neighborhood, community, and regional-serving retail and service uses; offices; restaurants; service stations; highway-oriented and visitor commercial and lodging; auto-serving and heavy commercial uses; wholesale; warehousing; public and quasi-public uses; commercial recreation and public gathering facilities, such as amphitheaters or public gardens; and similar and compatible uses. Uses that are incompatible with residential uses due to noise, vibration, or other characteristics are not permitted in locations that may impact existing or future residential development.</p>	<p>Central Business District Non-residential: Up to 2.0 FAR</p> <p>Other non-residential: Up to 0.6 FAR</p> <p>Residential: 20.1 to 30 units per acre (see Policy LU-4.6)</p> <p>Site coverage: 50%</p>
	<p>Industrial (I)</p> <p>This designation provides for manufacturing, processing, assembling, research, wholesale, and storage uses, trucking terminals, railroad and freight stations, industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses and similar and compatible uses. Business and business office</p>	<p>Non-residential: Up to 0.7 FAR</p> <p>Site coverage: 60%</p>



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	<p>uses, agricultural processing, commercial, and agriculture-related ancillary uses are allowed. Uses that are incompatible with residential uses due to noise, vibration, or other characteristics are not permitted in locations that may impact existing or future residential development. Residential uses, including permanent and temporary uses of any type, are not permitted.</p>	
	<p>Agricultural Industrial (AI) This designation provides for limited industrial uses directly related to agriculture and compatible uses, such as wineries, food packaging and processing, storage of food and beverages processed on-site, agricultural education, agricultural research and development (irrigation, production yield, pest resistance, etc.), and agricultural extension services.</p>	<p>Non-residential: Up to 0.4 FAR Site coverage: 50%</p>

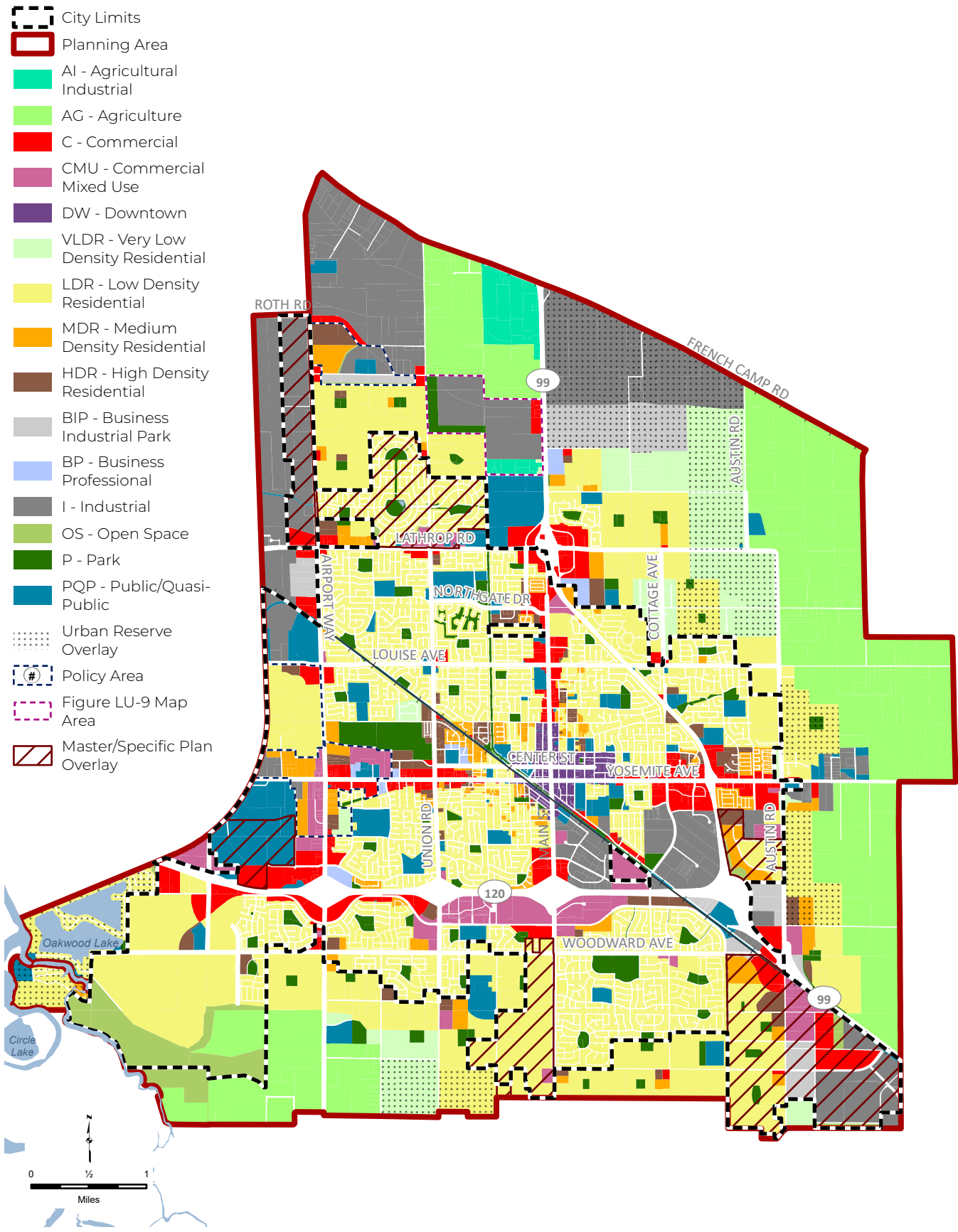
Public Designations		Standards
	<p>Public/Quasi-Public (PQP)</p> <p>This designation provides for government owned facilities, public and private schools, institutions, civic uses, assembly uses, and public utilities, and quasi-public uses such as hospitals and churches. Multifamily and congregate residential housing is allowed when secondary to the primary use. This designation also allows commercial recreation uses, including public and private parks, beach and water access, recreation fields, lifestyle centers that include upscale specialty stores with dining and entertainment in an outdoor setting, and other community- and visitor-oriented recreation, provided that the project includes a component that provides a significant public benefit to the community.</p>	<p>Non-residential: Up to 0.5 FAR</p> <p>Site coverage: 50%</p>
	<p>Park (P)</p> <p>This designation provides for neighborhood, community and regional parks, greenways, golf courses, and other outdoor recreational facilities within urban development. Specific uses include public recreation sites, including ball fields, tot lots and play apparatus, adult softball and soccer playing fields, swimming pools, community center buildings, meeting facilities, libraries, art centers, after school care facilities, art in public places, facilities for night-time recreation, trails benches, interpretive markers, picnic areas, barbecue facilities, landscaping, irrigation, city wells, trees and natural habitat areas.</p>	<p>Non-residential: Up to 0.2 FAR</p> <p>Site coverage: 20%</p>
	<p>Open Space (OS)</p> <p>This designation provides for habitat, open space, natural areas, lands of special status species, wetlands and riparian areas. These areas are set aside as permanent open space preserves to protect environmentally sensitive areas. Development is limited to improvements, such as parking, restrooms, and walkways, etc., to provide for public access to open space and educational facilities, such as learning centers or space for hosted talks and tours of the open space.</p>	<p>Non-residential: Up to 0.05 FAR</p> <p>Site coverage: 5%</p>



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Other Designations		Standards
	<p>Agriculture (AG)</p> <p>This designation provides for agricultural uses (such as vineyards, orchards, and row crops), single family homes directly related to the agricultural use of the property, limited industrial uses directly related to the agricultural use of the property, and similar and compatible uses.</p>	<p>Residential and non-residential: Up to 0.2 FAR</p> <p>Site coverage: 20%</p>
	<p>Urban Reserve Overlay</p> <p>This designation is applied to select properties around the perimeter of the City, both within city limits and beyond in the Sphere of Influence, where the City intends expand its urbanized development pattern in the time horizon beyond the current General Plan. The overlay accompanies an underlying Agricultural, Very Low Density Residential, Low Density Residential, Business Industrial Park, or Industrial land use designation.</p>	<p>Based on underlying land use designation</p>
	<p>Policy Area</p> <p>This designation is applied to provide for flexibility in achieving the vision of the General Plan for select areas that either 1) have approved land use entitlements, or 2) require a comprehensive approach to planning to achieve a broad goal, such as providing a high-quality transit corridor and opportunities for expansion of necessary community services. See Goal 8 and implementing policies for guidance for individual policy areas.</p>	<p>Based on General Plan policies associated with the specific policy area.</p>

Figure LU-2: Land Use Map





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Growth Patterns and Capacity

Goal LU-2

Promote infill development and provide for orderly, well-planned, and balanced growth that does not exceed the City's available infrastructure capacity and resources and is consistent with the General Plan.

Policies

- LU-2.1 Continue to maintain and implement the City's Growth Management Program, as set forth in the Growth Management Element.
- LU-2.2 Encourage growth to contribute to the city's strong, diversified economic base and provide an appropriate balance between employment and housing opportunities for all income levels.
- LU-2.3 To maintain balanced growth and to manage the City's investment in infrastructure, facilities, and services for growth areas, encourage infill development, redevelopment, and rehabilitation projects within the City, prioritizing investments in underserved neighborhoods, and growth that is contiguous with existing development and/or the boundary of the City.
- LU-2.4 Continue to encourage the use of specific and master plans, as needed, to ensure orderly, well-planned growth.
- LU-2.5 Lands within the SOI that are not designated with the Urban Reserve Overlay are intended to serve as the Primary Urban Service Area and be planned for development during the General Plan horizon (2040). Lands within the SOI that are designated with the Urban Reserve Overlay as well as lands within the Planning Area that are outside of the SOI are anticipated to accommodate the City's long-term growth and are intended to serve as the Secondary Urban Service Area. Lands designated Urban Reserve Overlay must have a General Plan Amendment to a residential, mixed use, commercial, industrial, professional, or public land use designation (see Land Use Designation tables) prior to consideration of a development proposal.
- LU-2.6 Evaluate applications for projects that include an annexations and/or request for a General Plan Amendment to redesignate a site with the Urban Reserve Overlay to a residential, mixed use, commercial, industrial, professional, or public land use designation based upon the following criteria:
 - The project shall mitigate its impacts through consistency with the General Plan goals and polices and shall provide a positive benefit to Manteca.
 - The project area is contiguous with city boundaries and provides for logical expansion and development.

Infrastructure Planning

Refer to the **Community Facilities and Services Element** for goals, policies, and measures related to the provision and timing, of community services and facilities, including police, fire, schools, telecommunication, energy, water supply, sewer, storm drainage, solid waste, communications, to support existing and new development.

Refer to the **Growth Management Element** for goals, policies, and measures related to the management and oversight of the rate of growth.

2. Land Use

- The project area creates clear and reasonable boundaries for the City and service providers.
- The project area will be adequately served by municipal services.
- The project area will be adequately served by schools.
- The project, when reviewed cumulatively with other annexations and projects, provides a long-term fiscal balance for the City and its residents.
- The project is consistent with State law and San Joaquin County Local Agency Formation Commission standards.
- The project is consistent with the General Plan.
- The project contributes its fair-share to applicable infrastructure and public services needs, including facilities identified in the Regional Transportation Plan, Public Facilities Implementation Plan, and Capital Improvement Program.
- The effect of the project on maintaining the physical and economic integrity of agricultural lands and achievement of Resource Conservation and Community Design Elements goals.
- The extent to which the project will assist the City in achieving the adopted fair share of the Regional Housing Needs Assessment as determined by the San Joaquin Council of Governments.
- The extent to which the project will promote environmental justice. As used in this policy, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services.
- The extent in which the project facilitates achievement of the City's jobs/housing balance goal of a 1:1 ratio.

LU-2.7 Review public and private development proposals and land use changes within the City's Sphere of Influence (SOI) and Planning Area for consistency within the General Plan.

LU-2.8 Consider expanding the SOI to incorporate areas that logically should be planned and serviced by Manteca. The City shall consider the following factors when making determinations involving sphere of influence boundaries:

- Present and planned land uses in the area;
- Present and probable need for public facilities and services in the area;
- Present capacity of public facilities and adequacy of public services;
- Existence of any social or economic communities of interest in

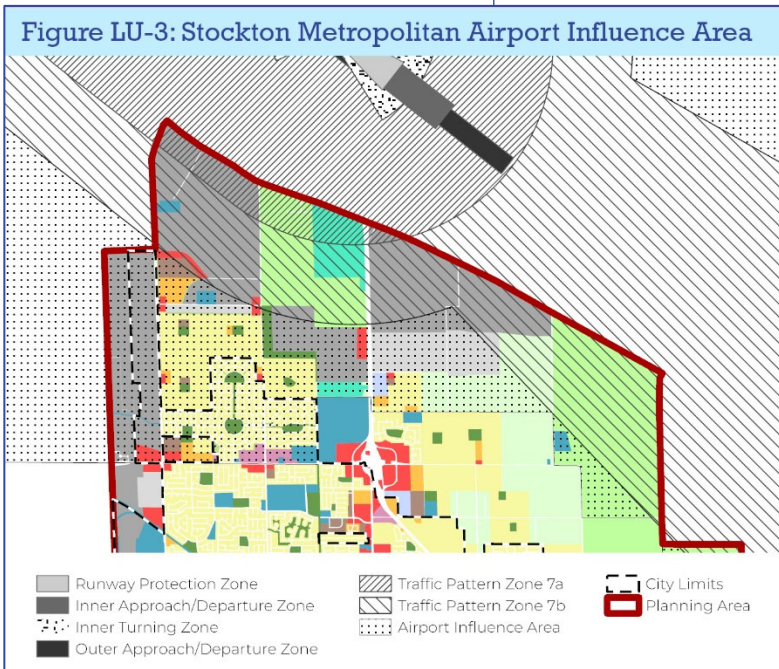


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the area; and

- Environmental impacts and impacts to disadvantaged communities.

LU-2.9 Growth areas anticipated for urbanization in the long-term are shown as Urban Reserve Overlay and are located within the SOI or Planning Area. While these areas are not currently planned for development prior to 2040, the Urban Reserve Overlay may be removed with a General Plan Amendment when there is a need to plan for annexation of the lands into the City.



LU-2.10 Ensure that development within the Stockton Metropolitan Airport Influence Area (Figure LU-3) is consistent with the compatible uses identified in the Project Review Guidelines for the Airport Land Use Commission. Lands within the Planning Area include lands within Zone 7 (traffic pattern zone) and Zone 8 (airport influence area).

Implementation

LU-2a Monitor the issuance of building permits and development entitlement in order to determine and forecast the rate of future development.

LU-2b Educate the community regarding the benefits of infill development.

LU-2c Maintain a computerized land use database system that includes current parcel-specific information regarding General Plan, Zoning, parcel size, pending and approved development, and other relevant factors.

LU-2d As part of the review of any General Plan amendment to modify the land use designation or expand the City's boundaries or sphere of influence, the City shall complete or require to be completed the following studies/plans that identify the impacts of the proposed change:

- Recreational needs assessment and consistency with the Open Space and Conservation Element and Parks and Recreation Master Plan.*
- Economic Development Studies and consistency with Economic Development and Fiscal Element goals and policies.*
- Public Facilities and Services Capacity Study consistent with the Public Facilities and Services Element.*
- Transportation System Capacity Study, including Long Range Transit Plan consistent with the Circulation Element.*

2. Land Use

The studies shall define overall service capacities and identify additional performance standards that will need to be met to ensure the achievement of the goals and policies of the General Plan.

- LU-2e *Continue to participate with planning efforts among local jurisdictions, such as the Valley Blueprint, to minimize the impacts of regional growth to Manteca and in the south San Joaquin County area.*
- LU-2f *Formally request that the County provide the City with notice of development applications and related actions within and adjacent to the Planning Area and provide the City with the opportunity to comment on land use changes and development proposals under review. The City's review of projects within the referral area shall emphasize the importance of:*
- Consistency with the Land Use Map;*
 - The protection of agricultural lands, greenways, and open space;*
 - The protection of biological resources, including riparian habitat and corridors;*
 - The protection of groundwater recharge areas and watersheds;*
 - Reducing sprawl; and*
 - Ensuring quality development that meets the City's standards and is consistent with the City's character and values.*
- LU-2g *Review and comment on development proposals in adjacent communities to minimize potential environmental and economic impacts to Manteca.*
- LU-2h *Coordinate with the cities of Lathrop and Ripon in implementing the respective Memorandums of Understanding regarding future land use and public services and facilities in mutually agreed upon areas of common interest and ensure any updates to the Memorandums of Understanding address best practices for reducing exposure to environmental risks and promoting environmental justice.*
- LU-2i *Refer all applications for development within the Stockton Metro Airport Area of Influence to the Airport Land Use Commission and the Stockton Metro Airport for comment.*



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The **Housing Element**

identifies the City's plan for development, preservation, and maintenance of housing that is affordable at a range of income levels and provides for a variety of housing types. The Housing Element includes goals, policies, and programs that address:

- Development of affordable housing
- Infill and Downtown residential development
- A range of housing types, densities, and designs to meet existing and projected housing needs for all economic segments
- Maintenance and improvement of existing housing and neighborhoods
- Provision of adequate housing opportunities for special needs groups
- Promote equal opportunity for safe and affordable housing for everyone in the community

Residential Areas

Goal LU-3

Establish and maintain residential neighborhoods that meet the housing needs of all residents and are safe and attractive places to live with convenient access to services, recreation, schools, and employment.

Policies

- LU-3.1 Provide for the development of a variety of housing types and at a range of prices to meet the needs of all segments of the city's population, including individuals and families who qualify for affordable housing assistance in accordance with the Housing Element.
- LU-3.2 Require the design of new residential development to be consistent with any applicable design guidelines, including complete streets standards, to ensure harmony with Manteca's unique character and compatibility with existing surrounding land uses.
- LU-3.3 Encourage residential development to occur in a balanced and efficient pattern that provides residential, employment-generating, and community services, ensures contiguous community-serving and urban development, reduces sprawl, preserves open space, and creates convenient connections to other land uses.
- LU-3.4 Prioritize the location of higher density and affordable housing in close proximity to employment areas, services, schools, retail, transit stops, near community destinations, and near major streets with high access to transit and non-vehicle transportation modes.
- LU-3.5 Encourage residential uses above the ground floor in mixed-use areas.
- LU-3.6 Ensure new neighborhoods include a mix and distribution of land uses, such as schools, parks, shopping, restaurants, and services, that reduce auto trips and support walking, biking, and transit use.
- LU-3.7 Promote the development of strategically located neighborhood serving centers, particularly in disadvantaged communities, that incorporate commercial, employment, cultural or entertainment uses and are within walking distance of surrounding residents.
- LU-3.8 Where planned residential areas and expansions of existing residential neighborhoods interface with commercial, industrial, agricultural industrial, and other non-residential development, require that the proposed development be designed to maximize the compatibility between the uses and reduce any potentially significant or significant impacts associated with aesthetics, land use and planning, air quality, noise, safety, odor, and lighting that are identified through the

California Environmental Quality Act (CEQA) review to less than significant.

- LU-3.9 Locate residences and sensitive receptors away from areas of excessive noise, smoke, dust, odor, and lighting, and ensure that adequate provisions, including buffers or transitional uses, such as less intensive renewable energy production, light industrial, office, or commercial uses, separate the proposed residential uses from more intensive uses, including industrial, agricultural, or agricultural industrial uses and designated truck routes, to ensure the health and well-being of existing and future residents.
- LU-3.10 Encourage the development of additional executive housing units and neighborhoods in a manner that does not negatively impact existing communities.
- LU-3.11 Encourage property maintenance and the revitalization of economically disadvantaged, poorly maintained, and older neighborhoods.
- LU-3.12 Encourage and support development patterns at the highest limits permitted within each General Plan land use designation consistent with the policies of all other General Plan elements.

Implementation

- LU-3a Through the development review and permit process, screen development proposals for land use compatibility, including conformance with existing development or neighborhoods.*
- LU-3b Through the development review and permit process, ensure that residential developments meet the minimum density required for land use designations, where applicable, in order to ensure that Manteca has an ample number of housing units to meet all of its housing needs.*
- LU-3c Utilize density transitions, less intense non-residential land use designations, and buffers, including open space, drainage features, landscaping, and multi-use paths, in order to protect the integrity of existing land use patterns and minimize the impacts on existing uses and residents. Development projects shall be designed to:*
 - *Locate lower residential densities adjacent to open space, areas of non-industrial and non-processing agricultural use, and existing lower density residential areas;*
 - *Locate higher residential densities in proximity to services, transit, and/or employment activity centers;*
 - *Where new residential uses are proposed adjacent to existing industrial uses or designated truck routes, the residential development shall incorporate an adequate buffer, such as a throughfare, landscaped open space, parking area, detention basin,*

Sensitive Receptors are considered:

- Residential communities
- Schools
- Parks
- Playgrounds
- Day care centers
- Nursing homes
- Hospitals
- Similar uses



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multi-use path, or similar feature, to separate the residential uses from the more intensive use.

- *Where new residential uses are proposed adjacent Highway 99 or Highway 120, the residential development shall incorporate a adequate buffer, such as a throughfare with landscape-separated sidewalk, landscaped open space, parking area, detention basin, or similar feature, to separate the residential uses from freeway uses and the project proponent shall demonstrate any land use conflict identified through the CEQA process will be reduced to less than significant.*

LU-3d Require proposed residential subdivisions of 10 or more units with an average lot size less than one acre that are within 500 feet of an existing industrial, commercial, agricultural industrial, or agricultural processing use or a designated truck route to submit a Site Analysis Plan to ensure compliance with standards of the Zoning Code, as amended.

The Site Analysis Plan will quantify existing conditions of the site relative to compliance with the Zoning Code as amended, and how new development will meet these standards. The Site Analysis Plan shall incorporate a written narrative explaining how the project design has responded to the existing conditions and how new development will ensure that new residents will have an environment that is in compliance with the Zoning Code standards, as amended. Such a statement, to form part of the material required for an application, is intended to assist the City's design and evaluation processes, and result in residential projects that meet quantifiable performance standards.

LU-3e Develop and periodically update design and performance standards that update and complement the Zoning Code to provide recommended design solutions available to proposed development projects to reduce impacts associated with aesthetics, noise, safety, odor, glare, and lighting, including land use conflicts between residential uses and nearby industrial and agricultural uses, in compliance with of the Zoning Code, as amended.

LU-3f Implement the policies and actions in the Housing Element in order to enhance opportunities to provide affordable housing within the community and to accommodate a range of household types, special need populations, and income levels.

LU-3g Explore, promote, and refer to creative approaches to providing affordable housing, including market rate housing affordable to moderate income households, within the community. Such approaches may include public/private partnerships, land trusts, housing cooperatives, co-housing, and/or inclusionary housing.

LU-3h Continue to fund existing and provide assistance to additional neighborhood improvement programs designed to stabilize and

enhance the quality of existing neighborhoods. Such improvements may include, but are not limited to sidewalk upgrade and repair, street tree programs, street lighting, signage, trash collectors, bus stop shelters and benches and similar improvements to the public areas.

- LU-3i Facilitate and encourage the participation of neighborhood groups and associations in the planning process, and identify neighborhood priorities for future public improvements and capital projects.*
- LU-3j Use proactive Police Department/Code Enforcement efforts to preserve existing neighborhoods through the elimination of blight and improvement of substandard housing.*
- LU-3k Upgrade and provide infrastructure in existing neighborhoods, with priority given to underserved areas and disadvantaged communities, as funding is available.*
- LU-3l Support efforts by the League of California Cities, American Planning Association, American Public Works Association, and other mutual interest organization to establish and/or re-establish stable funding mechanisms, like property tax backed revenue sources, at the State level.*
- LU-3m Within new subdivisions, duplexes on corner lots shall be encouraged so long as the front doors and garages for each dwelling unit face the differing intersecting streets.*
- LU-3n Within new subdivisions, developers shall be encouraged to develop up to 30% of the total number of dwelling units in the subdivision as attached houses, cottage homes, garden apartments, and other types of higher density product types so long as the overall density of the called for in the respective General Plan land use designation is not exceeded; the pattern of the neighborhood is maintained; such units are distributed evenly throughout the subdivision; and, limited to no more than 6 dwelling units per lot.*
- LU-3o Evaluate, with input from the Building Industry Association, fiscal alternatives that will encourage development at the highest levels permitted by general plan land use designations.*
- LU—3p Require new residential development that includes 50 or more units to submit calculations identifying the anticipated potable water and wastewater demand.*



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Commercial Uses

Goal LU-4

Provide for a broad range of commercial uses that serve the needs of Manteca’s residents and the region-at-large, provide dynamic and attractive focal points and gathering areas, and increase Manteca’s sales tax base.

Policies

- LU-4.1 Establish and maintain inviting and attractive neighborhood, community, and regional-serving commercial centers in prominent, easily accessible locations.
 - Neighborhood-serving centers should be centrally located within and well-integrated into the adjacent neighborhood(s).
 - Community-serving centers should be located along arterial streets and similar major roadways.
 - Regional-serving centers should be located in close proximity to freeway interchanges.
- LU-4.2 Encourage retail and commercial service uses on the ground floor in mixed-use areas.
- LU-4.3 Encourage and prioritize the rehabilitation and redevelopment of existing shopping centers where a dominant retail use is still likely to be viable. At locations with obsolete retail space and limited opportunity for future viable retail uses, encourage conversion to mixed use and other non-retail uses and redevelopment through methods that reduce the potential to displace disadvantaged community members.
- LU-4.4 Ensure that all commercial and other non-residential development is compatible with adjacent land uses, particularly residential uses, based upon the location and scale of buildings, lighting, and in conformance with the noise standards of the Safety Element. When development is incompatible, require commercial uses to provide adequate buffers and/or architectural features to protect residential areas, developed or undeveloped, from intrusion of nonresidential activities that may degrade the quality of life in such residential areas.
- LU-4.5 Encourage and prioritize the development of neighborhood-serving commercial uses in areas where frequently needed goods and services are not widely available.
- LU-4.6 Allow residential development in the Commercial land use designation only when it is demonstrated that the use would not have an adverse fiscal impact on the City.

Goals LU-4 and LU-5 address the identification of sites for commercial and employment-generating uses. Refer to the **Economic Development Element** for additional goals, policies, and measures related to attraction and retention of businesses, high-quality, skilled employment opportunities, support for Manteca’s workforce, and measures to address fiscal stability.

Implementation

- LU-4a Concentrate new neighborhood-serving commercial centers within neighborhoods, community-serving commercial centers along arterial streets, and regional-serving commercial centers around freeway interchanges.*
- LU-4b As part of the City's development review process, ensure that commercial projects are designed to minimize conflicts with residential uses. Review of commercial projects should ensure that the following design concepts are avoided in projects that abut residential areas:*
- Inappropriate building scale and/or siting on the lot.*
 - Excessive glare or excessive impacts from light sources onto adjacent properties.*
 - Excessive noise generated from freight and waste management activities during night hours.*
 - Excessive air pollutant emissions from freight trucks and large expanses of parking lot areas.*
- LU-4c Monitor commercial development to ensure residential, commercial, and industrial growth that balances housing opportunities and the associated increase in population with employment opportunities, retail, entertainment, and community services to serve the new growth.*
- LU-4d Monitor revenues relative to new growth to ensure that projected cumulative revenue of all land uses in the City is sufficient to support public service costs. The resulting fiscal trends will be incorporated into the annual General Plan implementation report as outlined in LU-1a.*
- LU-4e Residential uses proposed in the Commercial land use designation shall submit a fiscal impact analysis that addresses the fiscal impacts of the development on the City, including increased costs to the City to provide services and the revenues projected from the development.*

Employment and Revenue Generating Uses

Goal LU-5

Increase employment opportunities across all sectors of the economy to enhance Manteca's reputation as an employment center in southern San Joaquin County and to improve upon Manteca's jobs-to-housing ratio.

Policies

- LU-5.1 Encourage the development and intensification of employment centers, including high quality, professional office campuses, business parks, and industrial parks, along with related mixed-use development*



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- and open spaces. The centers shall be located in areas fully served by public facilities and services, located along major arterials with easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians.
- LU-5.2 Encourage office uses above the ground floor in commercial and mixed-use areas.
- LU-5.3 Encourage the expansion of business professional uses around the civic center and both Doctors and Kaiser Permanente hospitals.
- LU-5.4 Ensure that employment-generating development, such as industrial, warehouse, distribution, logistics, and fulfillment projects, does not result in adverse impacts (including health risks and nuisances), particularly to residential uses and other sensitive receptors, including impacts related to the location and scale of buildings, lighting, noise, smell, and other environmental and environmental justice considerations. When development is incompatible, require adequate buffers and/or architectural consideration to protect residential areas, developed or undeveloped, from intrusion of nonresidential activities that may degrade the quality of life in such residential areas.
- LU-5.5 Maintain and implement Zoning Code provisions that accommodate and facilitate home-based and locally-owned businesses throughout the City.
- LU-5.6 Encourage the development of “clean” industries, such as researcher and development, technology manufacturing, green manufacturing, and similar uses, that limit environmental impacts and health risks commonly associated with industrial uses.
- LU-5.7 Require common amenities, detention facilities, and pedestrian and bicycle facilities and linkages to be incorporated into the landscaping and site design.
- LU-5.8 In new growth areas, require that high speed fiber optic or other advanced high speed communication technologies are provided to lot and house.
- LU-5.9 Prohibit the establishment or encroachment of incompatible uses into industrial- and agricultural industrial-designated lands. Examples include, but are not limited to, new residential uses in areas designated for industrial development, which may be subject to existing and future nuisance impacts associated with industrial operations and associated activities.
- LU-5.10 Encourage the continuation of existing area industrial, commercial, and agricultural industrial uses that provide employment and other benefits to the Manteca community and ensure that the potential adverse impacts of new or expanded residential use on existing industrial, commercial, and agricultural processing uses is considered

as part of the project application review process for residential uses.

- LU-5.11 As part of the application review process, ensure that employment-generating projects incorporate best practices and mitigation measures, where necessary, as recommended by the State, including best practices identified by CARB, SJVAPCD, and the California Attorney General, including the Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act, as may be amended or replaced.

Implementation

- LU-5a *Review and revise the Zoning Code as appropriate to accommodate research, technology, and similar emerging uses as permitted and to accommodate a mix of complementary uses in all zones.*
- LU-5b *Concentrate new employment centers along the Planning Area's western and northern boundaries. Employment centers should provide a focal point and/or theme feature and shall provide prominent entryways at entrances from the City's major roadway system. Where possible, the entryways shall take advantage of and incorporate existing natural resources into the entry treatment. Plans for employment centers should identify the location and treatment of the entryways, and shall consider the use of open space, signage and/or special landscaping to create a visual edge or buffer for the employment center.*
- LU-5c *Concentrate new professional office uses around the civic center, Downtown, and near State Route 99 and State Route 120 interchanges.*
- LU-5d *As part of the City's development review process, continue to ensure that employment-generating projects are designed to minimize conflicts with residential uses, sensitive receptors, and disadvantaged communities. Review of employment-generating projects should ensure that the following design concepts are addressed in projects that abut residential areas, sensitive receptors, or disadvantaged communities:*
- *Appropriate building scale and/or siting;*
 - *Site design and features to protect residential uses and other sensitive receptors, developed or undeveloped, from impacts of non-residential development activities that may cause unwanted nuisances and health risks and to ensure that disadvantaged communities are not exposed to disproportionate environmental or health risks. The site design and features shall be based on best management practices as recommended by CARB, SJVAPCD, and the California Attorney General;*
 - *Site design and noise-attenuating features to avoid exposure to excessive noise due to long hours of operation or inappropriate location of accessory structures;*
 - *Site and structure design to avoid excessive glare or excessive*



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impacts from light sources onto adjacent properties; and

- *Site design to avoid unnecessary loss of community and environmental resources (archaeological, historical, ecological, recreational, etc.).*

LU-5e When industrial projects and projects, including warehouse projects, fulfillment centers, and other projects that may generate high volumes of truck trips and/or air quality emissions are proposed within 1,000 feet of existing or planned residential uses or other sensitive receptors, the City shall require:

- 1) *The preparation of a Health Risk Assessment (HRA) that meets the standards established by the Office of Environmental Health Hazard Assessment (OEHHA), and the San Joaquin Valley Air Pollution Control District (SJVAPCD). Projects shall not be approved until it can be demonstrated that the project would not result in an exceedance of the established thresholds of significance for public health risks at nearby sensitive receptors; and*
- 2) *The implementation of best management practices (BMPs) to reduce pollution exposure to sensitive receptors, particularly diesel particulate matter (DPM). The appropriate BMPs shall be established on a case-by-case basis, will be based on BMPs recommended by CARB, SJVAPCD, and the California Attorney General, including the Good Neighbor Guidelines for Warehouse Distribution Facilities, and shall consider the following tools, methods, and approaches:*
 - *Creating physical, structural, and/or vegetative buffers that adequately prevent or substantially reduce pollutant dispersal between warehouses and any areas where sensitive receptors are likely to be present, such as homes, schools, daycare centers, hospitals, community centers, and parks.*
 - *Providing adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from parking or idling on public streets.*
 - *Placing facility entry and exit points from the public street away from sensitive receptors, e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility. Exceptions can be made for emergency vehicle access (EVA) points.*
 - *Locating warehouse dock doors and other onsite areas with significant truck traffic and noise away from sensitive receptors, e.g., placing these dock doors on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.*

2. Land Use

- *Screening dock doors and onsite areas with significant truck traffic with physical, structural, and/or vegetative barriers that adequately prevent or substantially reduce pollutant dispersal from the facility towards sensitive receptors.*
- *Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.*
- *Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.*

LU-5f Update the Municipal Code by 2025 to include Good Neighbor Guidelines for Warehouse Distribution Facilities based on BMPs recommended by CARB, SJVAPCD, and the California Attorney General, including the Good Neighbor Guidelines for Warehouse Distribution Facilities, , including:

- *A definition of the type and size of facility that is subject to the Guidelines;*
- *Standards for sustainable on-site energy production to reduce reliance on fossil fuels;*
- *Standards to minimize exposure to diesel emissions to sensitive receptors that are situated in close proximity to the proposed facility, including minimum "clean fleet" requirements for business operations and minimum requirement for electric or model year 2014 or later for trucks domiciled on the site and on-site charging infrastructure to support transition to a 100% electric fleet;*
- *Standards and practices that eliminate diesel trucks from unnecessarily traversing through residential neighborhoods;*
- *Standards and practices that eliminate trucks from using residential areas and repairing vehicles on the streets; and*
- *Strategies to reduce and/or eliminate diesel idling within the facility's site.*

LU-5g Require proposed major industrial development to provide the City with an engineering report of the anticipated potable water and wastewater demand. Additional review will be required for proposed industrial uses with a high potable water and wastewater demand.

LU-5h Ensure that applications for new development contain sufficient information for staff to analyze its contribution to the city's jobs:housing ratio.

LU-5i For the purposes of evaluating the potential for a project to result in conflicts with existing zoning for agricultural uses through the CEQA process, the Agricultural/Industrial land use classification shall be considered an agricultural use.

Jobs:Housing Ratio

The jobs:housing ratio identifies the number of jobs in the City for each housing unit. In 2020, the City's jobs:housing ratio was estimated to be 0.58. At buildout of the Land Use Map, the jobs:housing ratio is projected to be 0.66.



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Mixed Use Development

Goal LU-6

Increase the presence of mixed-use development to revitalize Downtown and aging commercial centers and create vibrant centers in new growth areas.



LU-6.1 Promote Downtown as the city’s primary civic and cultural center and a significant commercial and financial center that provides a public focal point, community, and/or theme features and architectural textures and features on a fine grain scale.

LU-6.2 Encourage a vibrant mixture of office, retail, service, institutional, and residential uses in Downtown.

LU-6.3 Encourage a variety of Downtown business types to provide a unique shopping experience.

LU-6.4 Encourage the development of projects that include residential uses to help create an economically healthy and vibrant Downtown throughout the day and night.

LU-6.5 Preserve and enhance the civic focus of Downtown by maintaining existing civic structures and uses, such as the Transit Center, and by encouraging other civic uses to locate Downtown.

LU-6.6 Encourage resident-serving land uses, such as pharmacies and small grocery stores, in Downtown.

LU-6.7 Encourage all mixed-use projects to, at minimum, incorporate a significant ground floor retail component and a residential component, located on upper stories and or behind the project’s commercial uses.

LU-6.8 Encourage the mixing of retail, service, residential, office, and institutional uses on the properties surrounding The Promenade to create a significant retail, employment, and cultural center south of Highway 120.

LU-6.9 Require mixed-use development to provide strong connections with the surrounding development and neighborhoods through the provision of pedestrian and bicycle infrastructure and facilities and, where feasible, site consolidation.

LU-6.10 Encourage the reuse of existing buildings within Downtown and in other developed locations designated for mixed-use development by utilizing the California Existing Building Code which provides flexibility in the retrofitting of buildings.

LU-6.11 Prioritize the revitalization of underutilized, deteriorated areas and buildings within Downtown and in other developed locations

designated for mixed-use development through development incentives, public/private partnerships, and public investments.

Implementation

- LU-6a *Encourage mixed use development within the downtown area by adopting a Specific Plan that covers the area designated Downtown that recognizes the downtown area as the Heart of the City. The Heart of the City Downtown Plan should provide the fine-grain details needed to reinvigorate Downtown as a safe, welcoming, comfortable, and convenient destination for people to meet, live, work, recreate, and exchange ideas. The plan should include programs to build on Downtown's historic charm, pedestrian-scaled Main Street, and its potential to accommodate a range of residential uses and businesses. The Heart of the City Downtown Plan should include, but is not limited to, design standards, infrastructure, market conditions, and implementing tools necessary to maintain and improve downtown as a mixed use, high quality transit, and small business incubator that is vibrant and thriving.*
- LU-6b *Implement incentives to support developers who construct vertical mixed-use projects and/or who build housing above non-residential ground-floor uses within Downtown.*
- LU-6c *Support Downtown business and property owners by helping to develop and fund public/private partnerships, such as business improvement districts, to provide for increased maintenance, cleanliness, security, marketing, business retention and recruitment.*
- LU-6d *Maintain the Zoning Code to allow frequently visited, resident-serving uses, such as restaurants, retail, banks, community services, and entertainment, by right in Downtown.*
- LU-6e *Promote the intensified use and reuse of existing suites above ground floors.*
- LU-6f *Implement incentives to promote reuse of distressed areas through permit streamlining, rezoning, and other appropriate tools.*



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Public and Quasi-Public Uses

Goal LU-7

Provide adequate land for development of public and quasi-public uses, including parks, schools, and community facilities, to support existing and new development and the community’s needs.

Policies

LU-7.1 Designate adequate land, appropriately located for City, County, and school district facilities, and ensure that adequate sites for necessary community facilities are included and addressed in new residential communities, subdivisions, specific plans, and master plans.

LU-7.2 Designate adequate land, appropriately located for quasi-public uses such as hospitals, churches, private school facilities, and utility uses.

LU-7.3 In determining appropriate locations for public and quasi-public uses, consider, among other things, proximity to major streets, the cost to develop access to public facilities, and the safety of pedestrians and motorists.



LU-7.4 Manage development to ensure that adequate public facilities and services, as addressed in the Community Services and Facilities Element, are planned for and provided.

LU-7.5 To the extent feasible, encourage school districts to locate school sites within easy walking distance of a large percentage of the student population and in areas where there are existing or planned safe routes to school (complete sidewalk/bike lane access from the residential neighborhoods within the enrollment boundary), and if no such routes exist or are planned, partner with the school districts and stakeholders to develop and implement safe routes to the school site.



LU-7.6 Encourage community-oriented recreation and commercial, such as lifestyle commercial centers and/or assembly uses, on public/quasi-public lands, provided the development provides a public benefit, such as a significant community gathering area and focal point with high quality amenities and pedestrian and bicycle connectivity and mitigates adverse environmental impacts.

Implementation

LU-7a *Maintain a sufficient supply of land in the Public/Quasi-Public designations to serve growth accommodated by the Land Use Map.*

LU-7b *Collaborate with all applicable City departments, outside service providers, developers, and stakeholders to ensure that suitable sites for needed services, including fire and police, parks and recreation, schools, water supply and treatment, wastewater treatment, and storm*

drainage, are identified through the planning process, and provide assistance through land use and zoning actions to aid service providers in the procurement and entitlement of future facility sites. See the Community Services Element for additional policies and measures to ensure the adequate siting and funding of essential community services and facilities.

LU-7c Update the Zoning Code to accommodate community-oriented recreation and commercial uses that provide public benefits, including high-quality amenities and multi-modal connectivity.

LU-7d Regularly contact the school districts to request identification of planned school sites and update the Land Use Map as necessary.

Policy Areas and Other Areas

Goal LU-8

Provide for creativity and desired growth in strategic areas, while providing flexibility to address change, refinement of the anticipated uses, and integration with future development projects.

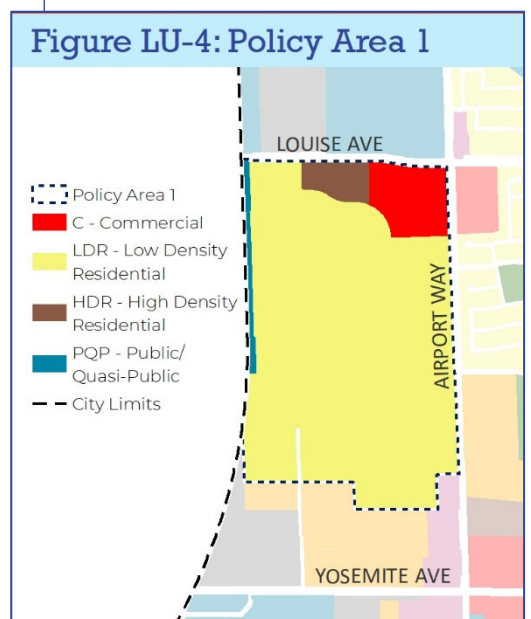
Policies

LU-8.1 ~~Five~~^{Three} Policy Areas are designated by the General Plan. These areas have been designated as Policy Areas for one or more of the following reasons:

1. To facilitate comprehensive planning of large strategic areas utilizing progressive planning techniques to ensure high quality development and integrate development with the provision of infrastructure; or
2. A mix of land uses in the area is desirable and the City desires to maintain the flexibility to adjust to changing market conditions and be respectful of existing entitlements.

LU-8.2 All lands within a Policy Area may develop under an existing, approved land use entitlement (e.g., subdivision map, site plan, or specific plan) or may develop under the land use designations shown on the Land Use Map and as described by the relevant land use policies (LU-8.3 through LU-8.5).

LU-8.3 Policy Area 1 is located south of Louise Avenue, west of Airport Way, and east of the City limits, as shown in Figure LU-4). The primary land uses within PA 1 are envisioned to be residential, with neighborhood-serving commercial and park uses. Future development within PA-1 should include adequate buffers to avoid land use conflicts with adjacent railroad and industrial uses.

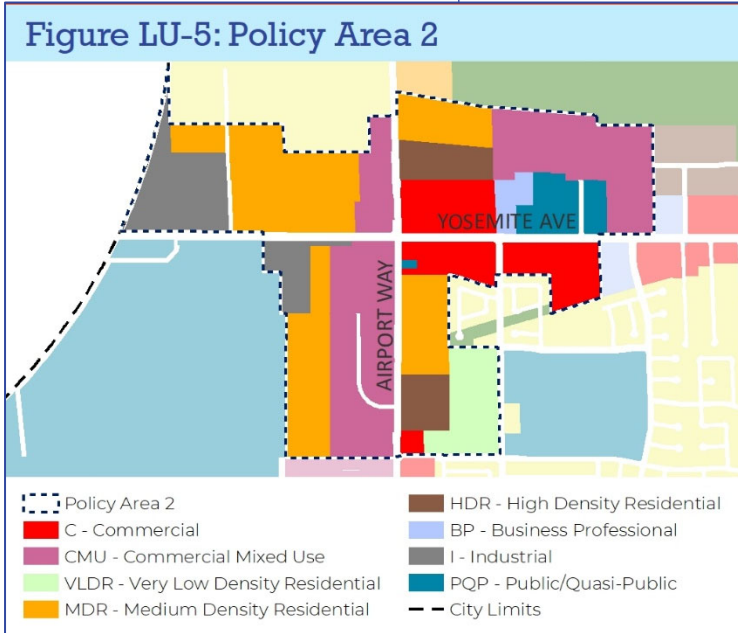




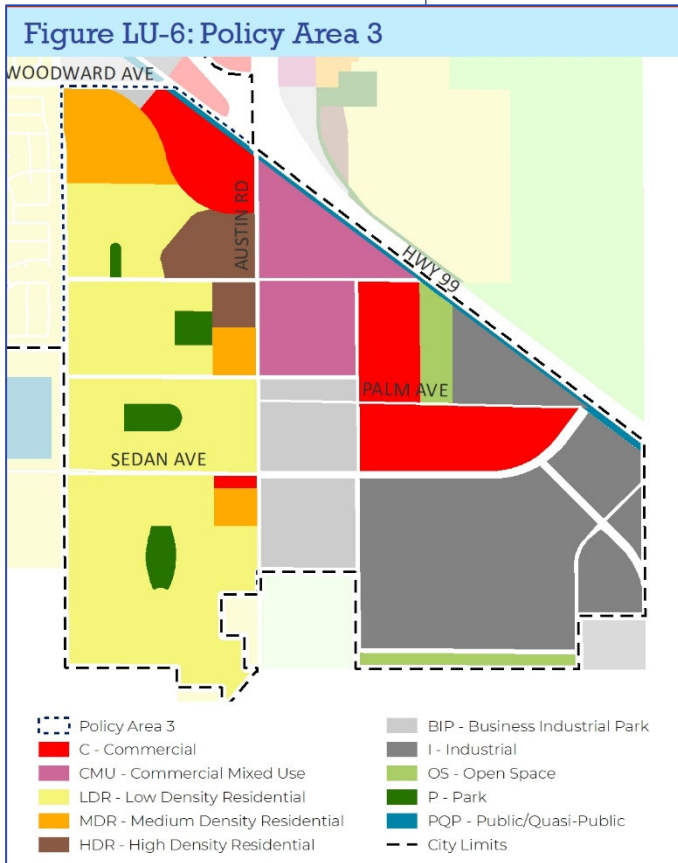
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LU-8.4

Policy Area 2 is located along West Yosemite Avenue and Airport Way as shown in Figure LU-5. The primary land uses within Policy Area 2 are envisioned to be uses that support the expansion and retention of the Kaiser Permanente facility, creation of a high-transit use corridor and linkages to a future nearby transit center, and provide connectivity to the Family Entertainment Zone and other destinations. Development within this area may include transit-oriented development, business and medical offices, commercial, recreation, and high and medium density residential, with appropriate transitions and buffers where residences would be located adjacent industrial, wastewater processing, and other intensive uses. Vertical, mixed-use development is encouraged, with a 20% density bonus provided for all mixed-use developments that go above the 25% minimum of the developed area as commercial or office uses.

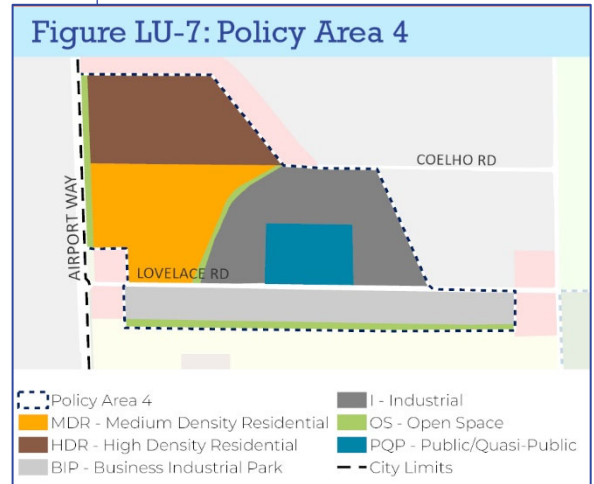


LU-8.5 Policy Area 3 is the Austin Road Business Park and Residential Community Master Plan area, with boundaries as shown in Figure LU-6. The primary land uses within Policy Area 3 are envisioned to be a master planned residential community with high-quality parks, community-serving commercial uses, and residential development ranging from very low to high density residential in order to accommodate a broad range of housing types, including executive housing and workforce housing. Residential uses located near SR 99 and adjacent the railroad tracks should include appropriate transitions and buffers to address air quality and noise.

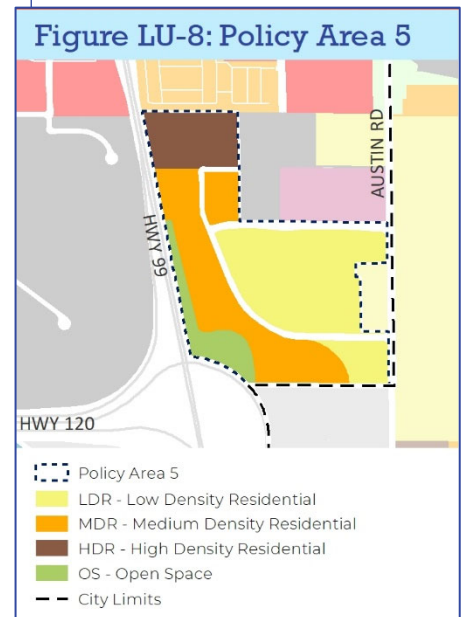


2. Land Use

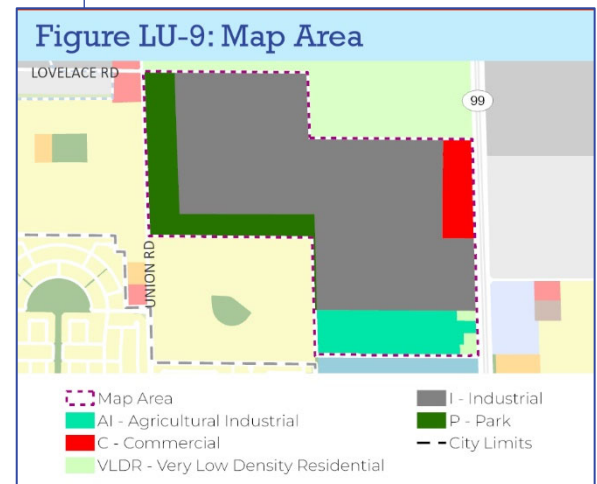
LU-8.6 Policy Area 4 is the Lovelace Materials Recovery Facility and Transfer Station area, with boundaries as shown in Figure LU-7. This policy area is intended to buffer nearby planned residential uses from the more intensive uses and traffic associated with the facility. Residential, parks, and similar uses located near Policy Area 4 should include appropriate transitions and buffers within 500 feet of the policy area to reduce potential conflicts between uses while the facility is active.



LU-8.7 Policy Area 5 is the Yosemite Square Master Plan area, with boundaries as shown in Figure LU-8. The primary land uses within Policy Area 5 are envisioned to be a mix of low, medium, and high density residential providing a variety of housing types, transitioning from the Highway 99 and Highway 120 interchange with an Open Space buffer.



[LU 8.8](#) [The Figure LU-9 Map Area is located southwest of the intersection of Lovelace Road and 99 Frontage Road. The Figure LU-9 Map Area is generally between Highway 99 and Union Road, south of the area designated for Agriculture land uses as shown on Figure LU-9. The primary land uses within the Map Area are envisioned to be Industrial, Commercial, and Parks, providing a range of employment opportunities to the community and a large community or regional park. This area is envisioned for jobs-generation, agriculture support services, and community-serving recreation uses. New residential development, whether permanent or temporary, is not permitted within the Figure LU-9 Map Area.](#)





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Implementation

LU-8a Encourage development of a conceptual plan, specific plan, or similar comprehensive strategy for Policy Areas 1 through 3 and Policy Area 5 in order to:

- *Facilitate high quality development;*
- *Allow for coordination of planning efforts between more than one property owner;*
- *Allow for infrastructure cost sharing arrangements;*
- *Provide developments which are more sensitive to the environment; and*
- *Where public or quasi-public uses are involved, provide special amenities such as park areas, civic facilities, high-quality transit, etc.*

Preparation of multiple plans within a Policy Area may be allowed when necessary due to ownership patterns, timing of development, etc.

LU-8b Reduce conflicts between Policy Area 4 (Lovelace Materials Recovery Facility and Transfer Station) through requiring residential parcels, parks, and other sensitive uses to be set back at least 500 feet from the policy area while the facility is in operation. The 500-foot setback shall not be required following closure of the facility.

Environmental Justice

Goal LU-9

Create an environmentally just city with an equitable distribution of public facilities and services, a safe and healthy environment, including access to healthy foods, recreation and activity, and public services, and opportunities for public input for all community members that provide fair treatment and opportunities for meaningful involvement for all people, including disadvantaged and underrepresented populations.

Environmental Justice Addressed throughout the General Plan Elements

Environmental justice is addressed throughout the General Plan. The graphic below identifies environmental justice components that are addressed in the elements of the General Plan.





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Policies

- LU-9.1 Require future planning decisions, development, and infrastructure and public projects to consider the effects of planning decisions on the overall health and well-being of the community and its residents, with specific consideration provided regarding addressing impacts to disadvantaged populations and communities and ensuring disadvantaged communities have equitable access to services and amenities and to be conducted through an open and engaging process inclusive of community residents.
- LU-9.2 As part of land use decisions, ensure that environmental justice issues related to potential adverse health impacts associated with land use decisions, including methods to reduce exposure to hazardous materials, industrial activity, vehicle exhaust, other sources of pollution, and excessive noise on residents regardless of age, culture, gender, race, socioeconomic status, or geographic location, are considered and addressed.
- LU-9.3 When planning for parks, recreational facilities, community gardens, schools, civic facilities, and other uses that improve the quality of life, ensure that environmental justice issues related to the equitable provision of desirable public amenities are considered and addressed.
- LU-9.4 Promote broad and balanced participation to ensure that affected residents have the opportunity for equal access to the decision-making process, including decisions that affect their health and well-being such as planning, roadway, parks, infrastructure, and utility projects, to support a healthy environment in which to live, learn, recreate, and work.
- LU-9.5 Work with community-based organizations to development and implement comprehensive and accountable long-term strategies to engage the community in planning decisions.
- LU-9.5 Support existing health care services and encourage the location of new health care facilities and medical services, particularly in disadvantaged areas, areas with a high rate of special needs populations, older neighborhoods, and in underserved residential areas. Encourage new facilities to be located in areas that are readily accessible by pedestrians and bicyclists and served by transit.
- LU-9.6 Encourage smoke free workplaces, multifamily housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.
- LU-9.7 Encourage convenience stores, supermarkets, liquor stores, and neighborhood markets to stock nutritional food choices, including local produce, local meats and dairy, 100% juices, and whole-grain products.

Disadvantaged Community

An area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

- LU-9.8 Encourage sustainable local food systems including farmer’s markets, community gardens, edible school yards, community supported agriculture, neighborhood garden exchanges, federal food assistance programs, and healthy food retailers.
- LU-9.9 Encourage and support the continued year-round operation of farmers’ markets and local fruit and vegetable stands and encourage farmers markets to be located in areas serving low income households.
- LU-9.10 Support schools and other organizations’ efforts to encourage students and their families to make healthy food choices through providing fresh, nutritious lunches and providing students and their families access to fresh fruits and vegetables through “edible school yards”, holiday meal programs, and sustainable gardening programs throughout the community.
- LU-9.11 Incentivize the rehabilitation or redevelopment of distressed properties, taking into consideration anti-gentrification strategies and addressing the potential for displacement of members of a disadvantaged community.
- LU-9.12 Explore and encourage Community Benefit Agreements for future development projects where such agreements would further the goals of the City.

Implementation

- LU-9a *Review all development proposals, planning projects, and infrastructure projects to ensure that potential adverse impacts to disadvantaged communities, such as exposure to pollutants, including toxic air contaminants, and unacceptable levels of noise and vibration are reduced to the extent feasible and that measures to improve quality of life, such as connections to bicycle and pedestrian paths, community services, schools, and recreation facilities, access to healthy foods, and improvement of air quality are included in the project. The review shall address both the construction and operation phases of the project.*
- LU-9b *Review the City’s community outreach programs and public notice requirements to encourage broad-based and meaningful community participation in decisions. The review should address providing measures to promote capacity-building, encourage participation from populations that may have language, health, or other barriers that may reduce their involvement in the decision-making process, and maximize use of technology to broaden opportunities for participation.*
- LU-9c *Encourage and support local transit service providers, through input from residents and stakeholders, to increase and expand services for people who are transit-dependent, including seniors, persons with mobility disabilities, and persons without regular access to automobiles by improving connections to regional medical facilities, senior centers,*



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and other support systems that serve residents and businesses.

- LU-9d When updating plans for parks, recreation, and community services and amenities, identify and prioritize programs and actions that would provide for equitable access to and distribution of such facilities and amenities.*
- LU-9e Encourage community gardens and encourage the incorporation of community gardens into new and existing high-density housing projects through streamlining permitting and implementation for community garden and urban agriculture projects.*
- LU-9f Encourage schools that serve the City to develop school gardens and to develop protocols to facilitate the streamlined development of school gardens from year to year.*
- LU-9g Support local government and non-profit efforts and programs aimed at teen drug, alcohol, and tobacco use prevention.*
- LU-9h Build strong ties, especially with disadvantaged communities, to ensure local residents can make impactful contributions to planning decisions through:*
- Use of culturally appropriate approaches,*
 - Consideration of timing and location of meetings as convenient to community members,*
 - Use of social media and other communication methods, especially for those without time to attend public meetings,*
 - Provision of translation services and translated materials when needed, and*
 - Partnering with nonprofits who are active within the community.*
- LU-9i Coordinate with state, regional, and local agencies, community members, and community organizations to address environmental justice issues, including ensuring access to healthy foods, recreation opportunities, safe and affordable housing, health and social services, and community amenities, reducing exposure to environmental hazards, including air pollution, excessive noise, and hazardous materials, and ensuring access to a complete multi-modal transportation systems.*

Recreation and Open Space

Goal LU-10

Maintain a high quality natural environment and recreational opportunities in and around Manteca.

Policies

- LU-10.1 Promote the provision of both public and private open space within Manteca to provide visual contrast with the built-environment and to increase recreational opportunities for Manteca residents. Private open space shall not be considered for public use, other than as visual open space, and shall not be constrained from other uses as identified in the General Plan, unless as provided for by agreement with the land owner.
- LU-10.2 Protect those environmental features that make Manteca an attractive and desirable place to live, work, play, and visit.
- LU-10.3 Protect significant open space and/or habitat areas for their ecological, educational, scenic, and recreational values.
- LU-10.4 Require development projects to provide adequate and appropriately located land, easements, or other accommodation for recreational uses, including neighborhood parks, existing and planned trails, and connections to existing or planned trails and other recreational resources as set forth in the Resource Conservation Element, the Public Facilities and Services Element, and the Circulation Element.
- LU-10.5 Provide new opportunities for community gathering and social interaction through park facilities, community centers, and cultural/art facilities.
- LU-10.6 Site new park and recreation facilities where they will be accessible by the City's pedestrian and bicycle network and in close proximity to medium and higher density residential uses, where appropriate.
- LU-10.7 Encourage commercial recreation uses at the Family Entertainment Zone, Big League Dreams, and on other appropriately designated locations.

Implementation

- LU-10a *Preserve, enhance, and restore selected existing natural habitat areas.*
- LU-10b *Create new wildlife habitat areas in appropriate locations, which serve multiple purposes.*
- LU-10c *Explore with the State Department of Parks and Recreation innovative ways to link visitor destinations in Manteca and Caswell State Park so that annual visitors increase to both and are aware of the amenities at both.*

Open Space lands are not limited to lands specifically designated Open Space; open space also includes lands designated for recreational opportunities, including Parks and Public-Quasi-Public sites, and scenic and natural resource lands, including lands designated as Water, creeks, and Agriculture. Open Space as a natural and scenic resource is also addressed in the **Resource Conservation Element**.



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LU-10d Explore with the San Joaquin County, State Department of Parks and Recreation and Army Corps of Engineers ways to create synergy between Dos Reis, Mossdale County Parks, Caswell State Park and Army Corps of Engineer McHenry Recreation Areas with Manteca serving as the initial visitor center for the regional Stanislaus River park system. Support public outreach campaigns that link the regional Stanislaus River park system as a natural stay over for visitors to Yosemite National Park.

Agricultural Heritage

Goal LU-11

Preserve Manteca's agricultural heritage by protecting and maintaining significant areas of agricultural lands around the city.

Policies

- LU-11.1 Protect agricultural land from urban development except where the General Plan Land Use Map has designated the land for urban uses.
- LU-11.2 Encourage the continuation of agricultural uses on lands within and adjacent to the SOI and Planning Area, where appropriate.
- LU-11.3 Encourage the continuation of small, specialty agricultural operations, demonstration or educational agricultural operations, and agricultural tourism operations that are compatible with the Land Use Map.
- LU-11.4 Encourage buffering for new urban uses along the SOI boundary adjacent to commercial agricultural uses.

Implementation

- LU-11a *Continue to designate agricultural lands to the north, east, and south of the city limits as Agriculture on the Land Use Map.*
- LU-11b *Consider prioritizing use of the Agricultural Mitigation Fee to ensure long-term conservation and protection of agricultural lands to the west and south of Manteca.*
- LU-11c *Consider requiring buffering features between new urban uses and commercial agricultural uses, including but not limited to, landscaping, trails, gardens, solar arrays, and open spaces.*
- LU-11d *Encourage local wineries, Delicato, Barrel Ten, Wine Group, Gnekow, McManis, and Lucca, to locate independent tasting rooms in a centralized Manteca location convenient to local visitors.*
- LU-11e *Encourage and cooperate in the formation of a Stanislaus River Appellation.*

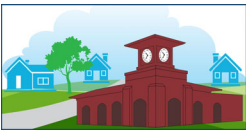
4. Circulation

The Circulation Element provides the framework for decisions concerning the city's multi-modal transportation system, which includes roadway, transit, bicycle, and pedestrian modes of travel. The Circulation Element provides for coordination with the San Joaquin Council of Governments (SJCOG), which serves as the coordinating agency for transportation funding for San Joaquin County.

State law (California Government Code Section 65302(b)) mandates that the Circulation Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area. As required by California Government Code Section 65302(b), the Circulation Element is correlated closely with the Land Use Element and is related to the Housing, Conservation & Open Space, Noise, and Safety elements.

The Circulation Element reflects the City's desire to provide for complete streets and bicycle and pedestrian facilities. This element considers overall mobility, existing and desired land uses, future street conditions, and mobility for pedestrians, bicyclists, and transit users, including safe routes to schools. This element establishes standards that guide development of the transportation system through goals, policies, and actions.





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Multimodal Accessibility

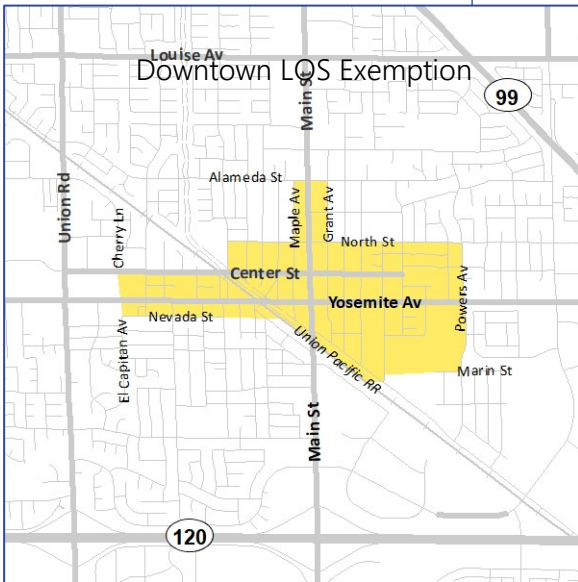
Goal C-1

Provide for a complete multimodal circulation system designed for the safe, balanced movement of all users, including children, persons with disabilities, seniors, and underserved populations and goods and services to destinations inside and outside of Manteca while minimizing vehicle miles traveled (VMT) and public costs to build and maintain the system.

Policies

- C-1.1 Strive to balance levels of service (LOS) for all modes (vehicle, transit, bicycle, and pedestrian) to maintain a high level of access and mobility, while developing a safe, complete, and efficient circulation system. The impact of new development and land use proposals on VMT, LOS, and accessibility for all modes should be considered in the review process.
- C-1.2 To the extent feasible, strive for a vehicular LOS of D or better during weekday AM and PM peak hours at all streets and intersections, except in the Downtown area or in accordance with Policy C-1.3.
- C-1.3 At the discretion of the City Council, certain locations may be allowed to fall below the City’s LOS standard established by C-1.2 under the following circumstances:

- a. Where constructing facilities with enough capacity to provide LOS D is found to be unreasonably expensive.
- b. Where conditions are worse than LOS D and caused primarily by traffic from adjacent jurisdictions.



Vehicle Miles Traveled (VMT)

VMT is a measure of the total distance traveled by all vehicles for all trips beginning or ending in Manteca on a typical weekday. VMT impacts are calculated and assessed using an efficiency metric (e.g. VMT per household for residential projects or per employee for commercial projects). Lower VMT per household or per employee indicates more efficient travel, with less driving needed to complete a trip, lower pollutant emissions, and less greenhouse gas emissions.

- c. Where maintaining LOS D will be a disincentive to use transit and active transportation modes (i.e., walking and bicycling) or to the implementation of transportation or land use improvements that would reduce vehicle travel. Examples include roadway or intersection widening in areas with substantial pedestrian activity or near major transit centers.

C-1.4 While vehicular LOS D is not a requirement in the Downtown area due to the development pattern and limited street right-of-way, traffic studies shall: 1) disclose whether any proposed transportation or land use action will substantially increase traffic at intersections and roadways within this area of the City and 2) identify measures to maintain high quality access and mobility in the area with a priority toward active transportation modes. New discretionary land use permit requests within the Downtown area, which generate net new PM peak-hour vehicle trips, shall participate in enhancing access and mobility for transit, bicycle, and pedestrian modes. These enhancements may include, but are not limited to:

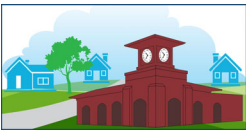
- Enhancing sidewalks to create a high quality pedestrian environment, including wider sidewalks and improved crosswalks, native and drought-resistant landscaping, buffers between sidewalks and vehicle travel lanes, enhanced pedestrian lighting, wayfinding signage, shade trees, and canopies, increased availability of benches, provisions for café-style seating, and usage of monument elements and other public art.
- Improving bicycle facilities to include attractive and secure bicycle parking, installation of bike lockers in appropriate locations, and provision of bicycle lanes, bike paths, and wayfinding signage along appropriate roadways.
- Enhancing transit stops through high quality, well-maintained shelters, and provision of wayfinding signage and transit timetables.
- Providing off-street parking with high quality access to Downtown businesses, and which is well-maintained and provides amenities like shade streets, canopies, adequate lighting, and wayfinding signage.
- Supporting the development of a Downtown Business Improvement District or similar mechanism to help fund ongoing maintenance of the streetscape enhancements.

C-1.5 As new transportation technologies and mobility services, including autonomous vehicles, electric vehicles, electric buses, electric bicycles and scooters, and transportation network companies (e.g., Uber and Lyft) are implemented in Manteca and used by the public, the City shall review and update its policies and plans to maximize the benefit to the public of such technologies and services without adversely affecting the City's transportation network. Updates to the City's

Level of Service (LOS)

LOS is a qualitative measure used to describe roadway operations for different user types, including vehicles, transit riders, bicyclists, and pedestrians. LOS is assigned letter grades ranging from "A" (free flow conditions) to "F" (severe congestion). Vehicular LOS should not be viewed like school grades where A is best and F is worst. Providing free-flow conditions (LOS A) at all hours of the day requires wide streets, large intersections, substantial right-of-way and considerable funding for maintenance. LOS A or B for vehicles also tends to lead to poor LOS for pedestrians and bicyclists because the wider streets, higher speeds, and longer waiting times to cross makes bicycling and walking less safe and less appealing.

Vehicle LOS should be balanced against mobility needs for pedestrians, bicyclists, and transit users, impacts on existing development, and the cost to construct and maintain the facilities.



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policies and plans may cover topics such as electric vehicle charging stations, curb space management, changes in parking supply requirements, policies regarding electric scooter use and docking, etc.

Implementation

C-1a Maintain an up-to-date master list of multimodal conditions, including volume data for key intersections and roadway segments. This master list shall be updated regularly with traffic counts (for autos, transit, bicycles, and pedestrians) taken in conjunction with project traffic studies and by special counts conducted by the City as necessary and shall include periodic evaluation of the mobility and access on major streets, including access and mobility issues faced by transit riders, bicyclists, and pedestrians.



C-1b Develop Transportation Impact Study (TIS) Guidelines to provide guidance on identifying deficiencies and impacts on all modes of transportation caused by new development. The TIS guidelines will also provide guidance on the types of measures that would be appropriate to mitigate project-related impacts to transportation facilities in the City. The TIS guidelines will address impact thresholds for vehicular, transit, bicycle, and pedestrian facilities. The TIS guidelines should include guidance on addressing CEQA required impacts of vehicle miles traveled.

C-1c Develop a pedestrian, bicycle, and transit improvement plan for the Downtown area through an engaging process inclusive of community members and stakeholders to facilitate implementation of level of service policy C-1.4. This plan will develop a list of multi-modal improvements in the Downtown area to increase the viability and encourage the use of non-auto modes.

C-1d Work with the San Joaquin Council of Governments to remove the downtown segment of Yosemite Avenue shown in Policy C-1.2 from the Regional Congestion Management Program (RCMP) roadway network. In the Downtown area the City cannot maintain the RCMP vehicular LOS D standard as discussed in policy C-1.2 and C-1.4.

C-1e Periodically review local adoption of new transportation technologies and develop plans based on best practices to ensure these policies benefit the public and the multimodal transportation system, including the following:

- *Call for and support mobility innovation in California through the League of Cities and other national and statewide organizations.*
- *Advocate for new approaches to financing infrastructure projects.*
- *Invest in lane markings that enhance effectiveness of lane departure warning and prevention systems.*
- *Implement an autonomous vehicle road network along major roadways.*

- *Introduce policies that can influence how autonomous vehicles can affect vehicle miles traveled, urban sprawl, and/or parking requirements.*
- *Opportunities for the Capital Improvement Program and Short Range Transit Plan to address the conversion the public transit vehicle fleet to fully automated.*

C-1f Encourage open data sharing. While it is important to preserve people's privacy, open, anonymized data can improve the City's decision-making and help to develop more informed policies and plans. Measures may include:

- *Develop an automated traffic surveillance and control system and provide to the data to enhance transparency of network prioritization for planning.*
- *Launch a Data as a Service program to provide real-time infrastructure data to connected vehicles.*
- *Collaborate with the San Joaquin Council of Governments and Caltrans to promote interoperability.*

C-1g Review updates to transportation planning documents and any automated vehicle plans to ensure the benefits of automated mobility are equitably distributed across all segments of the community and that the negative impacts of automated mobility are not disproportionately borne on traditionally marginalized neighborhoods.

C-1h As part of the development of or participation in any ridesharing program, including for shared automated vehicle fleets, ensure that the program considers the safety needs of vulnerable populations and loading needs of seniors, families with children, and individuals with mobility impairments.

C-1i Require new residential and non-residential development to install electric vehicle charging infrastructure in accordance with the California Green Building Standards code. Encourage new development to incorporate the code's voluntary measures for electric vehicle charging.

Major Streets Master Plan

Goal C-2

Provide a safe, high-quality, climate-resilient transportation system that addresses all modes of travel and includes attractive streetscapes with native and drought-resistant landscaping, street trees, planted berms, and landscaped medians.

Policies

C-2.1 Promote development of a future roadway system as shown in the Major Streets Master Plan, Figure C-1, with streets designed in accordance with the City's standard plans to provide multiple, direct,



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What are Complete Streets?

Complete streets are streets designed considering the full range of users including vehicles, trucks, pedestrians, bicycles, children, the disabled, and seniors. There is no one single design for a complete street; complete streets are context-sensitive and respond to the land use and travel needs of users at a particular location. Complete streets may include sidewalks, bike lanes, transit lanes, frequent crossings, median islands, curb extensions, and other transportation facilities. Complete streets make it easier and safer to use transportation modes other than a car.

and convenient routes for all modes and to provide high-volume, multi-lane facilities with access controls, as needed, to preserve the through traffic carrying capacity of the facility.

- C-2.2 Design roadway improvements to occur in a contiguous, orderly fashion and strive to build roadway improvements in advance of new development particularly when addressing existing deficiencies. However, major circulation improvements shall be constructed no later than when abutting lands develop or redevelop, with dedication of right-of-way and construction of improvements, or participation in construction of such improvements, required as a condition of approval.
- C-2.3 Require new development to pay a fair share of the costs of street and other transportation improvements based on impacts in conformance with the goals and policies established in this Circulation Element and the Public Facilities Implementation Program (PFIP).
- C-2.4 To the extent allowed by law, all land use applications proposing residential uses, as a condition of project approval and prior to installing any subdivision improvements, shall adopt and establish a legally-binding financing plan; the plan must provide for immediately available and sufficient funds (sufficient funds shall be defined as equaling the project's fair-share or nexus contribution to the impact) to construct all new or expansions of roadways ("roadways" includes but is not limited to roads, curbs, gutters, bicycle lanes as appropriate, and ancillary landscaping) to mitigate the project's proportional impacts. This may but does not necessarily need to include capital facility or impact fees, cash payments, the formation of Mello-Roos Districts, land secured bonding districts, community finance districts or other financing districts prior to the City considering (i) a phased or total final map for the development project, or (ii) if the project does not require a final map, then before issuing a building permit. The purpose and intent of this policy is to facilitate immediately available and sufficient funds to construct, expand, or improve affected roadways.
- C-2.54 Design street improvements to provide multiple, direct, and convenient routes for all modes.
- C-2.65 In areas adjacent to existing or planned residential development or sensitive receptors, include sound attenuation walls in the frontage improvements associated with freeway, highway, parkway, arterial, and major collector roadways in accordance with City adopted Street Standards and Specifications, as amended.

Table C-1: Street Classifications

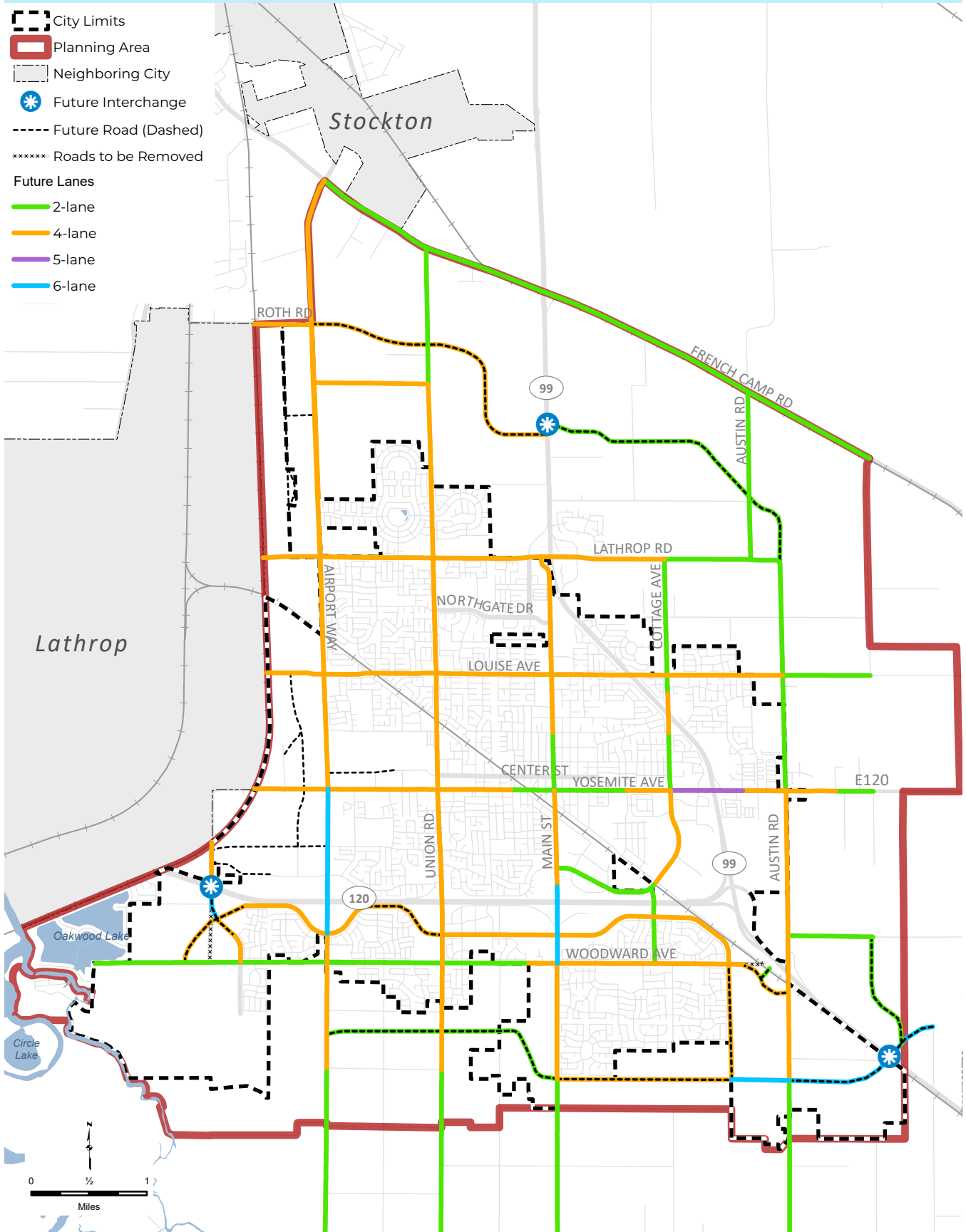
Street Type	Description
Parkway	High-capacity thoroughfare, typically four to six lanes, focused on vehicular traffic with limited property frontages. Aesthetically appealing with landscaped median islands. Provides regional access to adjacent land uses and safe crossings for all travel modes along a regional transportation corridor. Intersections typically require a ½ mile separation. Pedestrians and bicycles accommodated in a landscape-separated path. Emphasizes regional vehicle trips through collaborations with other cities and agencies. On-street motor vehicle parking typically prohibited.
Arterial	Major thoroughfare, typically four lanes, focused on through traffic and public transit, with access for major local traffic generators, such as commercial, industrial, institutional, and large high-density housing complexes. Pedestrian sidewalks and Class II or IV bicycle facilities provided on both sides of the street. Curbside landscaping and landscaped medians encouraged. Restriping with narrower lanes allowed where necessary to close gaps in pedestrian and bicycle system. Provides access and safe crossings for all travel modes. On-street vehicle parking is typically prohibited.
Main Street Arterial	Pedestrian-oriented street, typically two lanes, with primarily retail, mixed-use, or recreation uses. Provides access to all travel modes in support of typical “main street” land uses and includes on-street motor vehicle and bicycle parking. Service to pedestrian-oriented retail is of prime importance. Provides enhancements for walking and transit, including bulb-outs to reduce pedestrian crossing distances. On-street motor vehicle parking may be permitted where feasible to enhance access to adjacent uses.
Major Collector	Major collector streets, typically two to four lanes, serve as smaller-scale parallel routes to arterial streets and provide access to neighborhoods. Examples include Center Street, Powers Avenue, and Daniels Street west of Airport Way. Major collector streets will typically provide two travel lanes, a Class II bike lane or Class IV separated bikeway and a sidewalk on both sides. Median islands and turn lanes may be appropriate in certain conditions. For newly constructed major collector streets, on-street parking should be prohibited to reduce pavement width, pedestrian crossing distances, and maintenance costs. On-street parking for existing major collector streets should be restricted or limited by eliminating the parking lane or through the use of bulb-outs to minimize the cross section and discourage speeding.



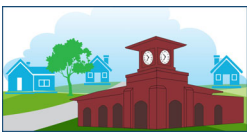
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Street Type	Description
<p>Minor Collector</p>	<p>Minor collector streets, typically two lanes, serve as the backbone circulation routes within larger neighborhoods and commercial/industrial areas, providing primary access to commercial and industrial uses and linking low volume residential streets to major collector and arterial streets. Minor collector streets should be small scale, two lane streets. The streets should be wide enough to safely accommodate traffic flows, but not so wide as to encourage high-speed travel. Depending on the surrounding land uses (e.g., office, commercial, or residential areas), the minor collector may accommodate Class II bike lanes. Sidewalks should be provided on each side of the street.</p>
<p>Residential Streets</p>	<p>While they carry relatively light traffic loads, residential streets, typically two lanes, constitute the majority of Manteca's street system. These streets are intended to serve residential driveways, providing access between homes and larger streets. These streets should include narrow travel and parking lanes to slow travel and discourage through trips and sidewalks on both sides of the street. Features like corner bulb-outs and traffic circles (a smaller version of a roundabout) should be incorporated to improve the aesthetic quality of the street, while calming traffic. Class III bike routes and special pavement markings for bicycles should be provided where appropriate to provide continuity for the bicycle system. Where a residential street ends in a cul-de-sac, a shared bicycle/pedestrian path should be constructed to connect the cul-de-sac to other residential, collector, or arterial streets to shorten travel distances and encourage the use of these modes.</p>
<p>Intersections of City Streets</p>	<p>Intersections are critical components of the street network since they tend to define how well the system operates. Drivers and transit users typically experience most of their traveling delay at intersections. Intersections are important for pedestrians and bicycles since they provide controlled points where these modes can cross major roadways. In general, intersections should have minimum lane widths to serve the type of vehicles expected on the roadway (e.g., lanes should be sufficiently wide to accommodate trucks in industrial areas). Narrower lanes pose less of a barrier for pedestrians to cross and reduce maintenance costs. Where there is demand, u-turn movements should be accommodated in the intersection design to the extent feasible to extend the length of landscaped medians. Bus bays should be included in intersection designs for expressways, arterials, and major collectors to maintain traffic flow while buses are loading and unloading.</p>

Figure C-1: Major Streets Circulation Plan



Future alignments are conceptual and will be refined at the time the improvement is planned for funding.

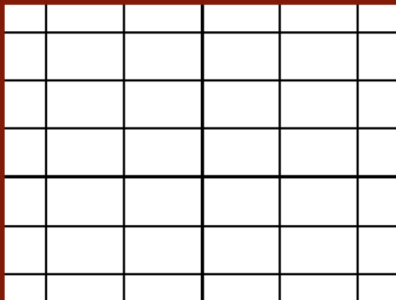


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- C-2.76 Align residential and collector street intersections with collector and arterial streets with other residential and collector streets, where feasible, to maintain a high degree of connectivity between neighborhoods, minimize circuitous travel, and to allow bicyclists and pedestrians to travel more conveniently and more safely from one neighborhood to another without using major streets.
- C-2.87 Provide access for bicycles and pedestrians at the ends of cul-de-sacs, where right-of-way is available, to provide convenient access within and between neighborhoods and to encourage walking and bicycling to neighborhood destinations.
- C-2.98 Signals, roundabouts, traffic circles, and other traffic management, calming, and safety techniques shall be applied according to industry standards at residential and collector street intersections with collector and arterial streets in order to allow bicyclists and pedestrians to travel more conveniently and more safely from one neighborhood to another.
- C-2.109 Where traffic congestion, pedestrian travel, collision history, or other factors warrant the installation of a traffic signal, the feasibility of a roundabout shall also be evaluated on a whole life cycle cost basis. In general, a roundabout should be installed at these locations unless right of way, cost, operational concerns, design limitations, or other issues preclude the installation of a roundabout.
- C-2.110 Development of private streets may be allowed in new residential projects that demonstrate the ability to facilitate police patrol, emergency access, and solid waste collection as well as fund on-going maintenance.
- C-2.124 Promote infill development that closes gaps and bottlenecks in the circulation system, especially in disadvantaged and older neighborhoods.
- C-2.132 Require new development to establish joint-use driveways and/or cross access easements to provide access when feasible and/or if: 1) located on street segments identified in C-1.2, 2) located on streets with intersections approaching not meeting LOS D, or 3) the shared access will reduce vehicle miles traveled as determined by the City's Development Services Department. The requirement is intended to preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads, providing more efficient connections to destinations, and reducing air emissions.
- C-2.143 Require development projects to arrange streets in an interconnected block pattern, so that pedestrians, bicyclists, and drivers are not forced onto arterial streets for inter- or intra-neighborhood travel to support

Interconnected Blocks

Provide multiple access points between arterial streets and neighborhood streets, thus allowing people who are walking or biking to get to their destinations without traveling on busy, uncomfortable arterials or on long, indirect routes. This pattern of development encourages walking and biking and reduces vehicle miles traveled.



safer travel. This approach will also add redundancy to the street network, supporting more safe and more efficient movement of emergency responders and help reduce vehicle miles traveled within the community.

C-2.154 Residential subdivisions with lots fronting on an existing arterial street shall provide for separate roadway access for vehicles, pedestrians, and bicyclists to the maximum extent feasible, with access to residential lots provided from residential or collector streets. For those properties that currently front arterial streets, consideration should be given to providing separate roadway access where feasible as a condition of approval for any redevelopment or subdivision of the property.

C-2.165 Ensure that development and infrastructure projects are designed in a way that provides pedestrian and bicycle connectivity to adjacent neighborhoods and areas (such as ensuring that sound walls, berms, and similar physical barriers are considered and gaps or other measures are provided to ensure connectivity).

C-2.176 Aggressively pursue state and federal funding to augment the PFIP and implement the City's Circulation Element.

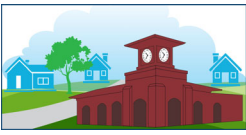
C-2.187 Coordinate with neighboring jurisdictions, including Caltrans, San Joaquin Council of Governments (SJCOC), San Joaquin County, the City of Lathrop, and the City of Ripon to pursue funding for the following regional facilities:

- A new interchange at McKinley Avenue and SR 120;
- A new interchange at Austin Road/Raymus Parkway and SR 99;
- A new interchange on SR 99 between Lathrop Road and French Camp Road;
- An easterly extension of the SR 120 freeway towards Oakdale;
- Grade separated crossings of the Union Pacific Railroad line at Roth Road, Louise Avenue, Yosemite Avenue, and McKinley Avenue; and
- Regional bicycle lanes and bicycle paths.

C-2.198 Prohibit the creation of traffic, bicycle, and pedestrian hazards and conflicts with vehicular traffic movements in new development, infill development, and redevelopment areas and pursue opportunities to improve conditions where there are existing conflicts to ensure that the pedestrian and bicycle network provides a direct and convenient route equal to or greater than vehicular routes in new development, infill, and redevelopment areas.

C-2.209 In the development of projects, ensure there are adequate corner-sight distances appropriate for the speed and type of facility, including





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intersections of city streets and private access drives and roadways.

- C-2.21~~0~~ Encourage the development of landscape-separated sidewalks along roadways (particularly arterials and non-residential streets) when feasible to discourage pedestrian/vehicle conflicts and be consistent with complete streets concepts.
- C-2.22~~4~~ Pursue funding for grade separation of the remaining at-grade railroad crossings within the City.
- C-2.23~~2~~ Incorporate emergency access, mountable medians, shoulders to bypass queued vehicles, emergency signal preemption, and other features into development and infrastructure projects to improve emergency response times as appropriate and feasible on new roadways and on existing roadways.
- C-2.24~~3~~ Construct new facilities for emergency services as new areas of the City are developed to maintain response time consistent with existing development.

Implementation

- C-2a *Maintain the Major Street Master Plan (Figure CI-1) showing the existing and proposed ultimate right-of-way and street width for each road segment within the City's Sphere of Influence and Area of Interest. The Major Street Master Plan shall also indicate the necessary right-of-way to be acquired or dedicated and the expected method of financing roadway improvements (i.e., City-funded or property owner/developer-funded). The Major Street Master Plan shall be updated at least every 5 years and more frequently if needed to address new streets or modifications to planned streets.*
- C-2b *When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for more safe travel by all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial. Pedestrian districts like Downtown Manteca or areas near school entrances should have an enhanced streetscape (e.g., narrower travel lanes, landscape buffers with street trees, etc.) to better accommodate and encourage pedestrian travel.*
- C-2c *Review and update the City's standard plans to ensure that the plans reflect the City's goals and policies for the circulation system, including cross-sections that provide for landscape-separated sidewalks along arterials and non-residential streets; best practices for safer travel by vehicles, bicycles, and pedestrians; and accommodate all users. Complete these updates within three years of adoption of this General Plan.*

C-2d *Require new development to participate in the implementation of transportation improvements identified in the Major Street Master Plan. Participation shall include the construction of roadways, improvements to roadways, including grade-separated crossings of railroads, payment into the PFIP program, payment into other fee programs, or fair-share payments. In general, the infrastructure needs and methods of participation will be determined through an environmental impact report or transportation impact analysis.*

C-2e *Update the PFIP to include the Roth Road extension from S. Airport Way to Highway 99. Mandatory requirements guiding the exact location of the Roth Road extension shall include but not be limited to the following criteria:*

- facilitating the efficient flow and circulation of truck traffic;*
- limiting interactions between commercial truck traffic and automobiles;*
- a wall to act as a sound and visual barrier on the road's north side for the full length that it passes through Delicato Family Wines (Delicato) property, with gates to allow access through the wall to facilitate the movement of equipment and the provision of services by Delicato;*
- the road will have sufficient conduits and raceways under the road so that Delicato can navigate services to its property on both sides of the road; and*
- the road must contain a farm equipment crossing that includes a curb-out and a stoplight to facilitate the movement of equipment from Delicato property on one side of the road to the other.*

C-2f*e* *Work with SJCOG, community members, and stakeholders to include projects in the City's Circulation Element and Major Street Master Plan into long range planning documents, including the SJCOG Regional Transportation Plan and the San Joaquin County Congestion Management Program.*

C-2g*f* *Ensure that bicycle and pedestrian access is both provided and prioritized through providing openings to increase access where soundwalls and berms are located to minimize travel distances and increase the viability walking and bicycling.*

C-2h*g* *To support the City's goals of reducing VMT, minimizing maintenance costs, and encouraging active transportation, any new or substantially modified roadway shall be as narrow as feasible while being consistent with LOS standards, goods movement policies, and safety best practices. In general, this implementation measure can be achieved by constructing narrower traffic lanes, although wider lanes may be necessary on certain truck routes.*



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- C-2i *Regularly update the PFIP program to ensure that the fees are consistent with construction costs and the project list reflects changes in the transportation system that may occur as land use development projects progress and more details about specific transportation needs and design are known.*
- C-2j *Pursue funding to improve and address areas of traffic, bicycle, and pedestrian hazards and conflicts with vehicular traffic movements.*
- C-2j *Identify and remove, as feasible, obstacles limiting corner-sight distances at existing street corners.*
- C-2k *In conjunction with the creation of a Vision Zero Action Plan or Local Road Safety Plan, create an ongoing identification and surveillance program of above average vehicle, bicycle, and pedestrian collision locations, with emphasis on early detection and correction of conditions that create safety issues for users.*
- C-2l *Require all new signs, roadway striping, and traffic signals to be consistent with the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD).*
- C-2m *Through the development review process, require joint use access, cross access easements, emergency access, and access prohibitions wherever traffic patterns and physical features make it possible and ensure that proposed street networks are designed to balance local access needs with street capacity.*
- C-2n *Create a Vision Zero Action Plan or Local Road Safety Plan that prioritizes systems-based approach to preventing traffic fatalities, focusing on the built environment, systems, and policies that influence behavior as well as messaging that emphasizes that these traffic losses are preventable. Complete this plan within four years of adoption of this General Plan.*
- C-2o *Upon completion of a Vision Zero Action Plan or Local Road Safety Plan, update the PFIP to address recommended safety improvements for all modes, including vehicles, bicyclists, and pedestrians. Complete this update within two years of adoption of the Vision Zero Action or Local Road Safety Plan.*
- C-2p *As new pavement technologies and designs are deployed through the transportation industry, evaluate and implement innovations that can reduce lifecycle costs of construction and maintenance.*

Parking

Goal C-3

Establish reasonable vehicle parking requirements (minimum and maximum rates for uses) that limit parking encroachment while minimizing the amount of land consumed by parking lots.

Policies

- C-3.1 Future growth in traffic volumes may necessitate removal of on-street parking spaces to provide additional traffic lanes.
- C-3.2 Require new development to provide an appropriate number of off-street parking spaces to accommodate the typical parking demands of the type of development on the site. The City may dictate both minimum and maximum amounts of parking to ensure that adequate parking is available for typical activities associated with a use as well as for special events, where anticipated and appropriate, and to ensure that parking standards encourage alternatives to single occupant vehicles.
- C-3.3 Encourage shared parking to reduce overall land consumed by parking areas and reduce single-occupant vehicle use.
- C-3.4 Develop a coordinated approach to address parking supply and demand In the Downtown area, including location of parking facilities within easy walking distance of Downtown businesses.
- C-3.5 Allow for changes to the parking requirements under certain circumstances. In such cases, the City may require provision of off-site parking, participation in a parking district, payment of an in-lieu fee to cover the costs of land acquisition and construction of parking spaces, or similar measure to ensure that projects adequately address parking demand.



Implementation

- C-3a *Review and revise, as necessary, off-street parking standards of the Zoning Ordinance. Such revision shall be based on parking best practices, multimodal transportation needs, infill considerations, construction and maintenance costs, the requirements of the Housing Element to achieve specified residential density levels, and an assessment of the adequacy of the City's current standards.*
- C-3b *Work with local merchants to improve on-street and off-street parking conditions.*
- C-3c *Require a shared parking analysis for all proposed mixed- use developments and new projects in the Downtown area to ensure that an appropriate supply of parking is provided.*
- C-3d *To maintain adequate parking supply for businesses, the City may*



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restrict parking on public streets through permit programs, time limits, or parking meters, where appropriate. Parking meter, on-street parking time limits, and off-street lot rates should be periodically evaluated to ensure an appropriate level of vehicle turnover and available spaces to reduce unnecessary travel caused by vehicles hunting for vacant spaces.

C-3e If roadway widening requires the removal of on-street parking, a parking supply study should be conducted to determine if the loss of on-street parking spaces would create a parking shortage. If so, the parking supply study should address the feasibility of replacing the lost parking spaces and methods to reduce parking demand, such as transit improvements and/or transportation demand management measures.

C-3f Develop standards for the maximum number of parking spaces that will be allowed for any particular use to encourage walking, bicycling, ridesharing, transit use, shared parking, and to facilitate the transition to autonomous vehicle parking demand.

Bikeway and Pedestrian Systems

Goal C-4

Provide a safe, secure, comfortable, and convenient pedestrian and bicycle system that connects riders of all ages and abilities to schools, including safe routes to schools, retail, employment centers, public facilities, and parks.

Policies

C-4.1 Through regular updates to the City's Active Transportation Plan inclusive of community members and stakeholders, establish a more safe and more convenient network of identified bicycle



and pedestrian routes connecting residential areas with schools, recreation, shopping, and employment areas within the city, generally as shown in Figure CI-2). The City shall also strive to develop connections with existing and planned regional routes shown in the San Joaquin County Bicycle Master Plan.

C-4.2 Improve safety conditions, efficiency, and comfort for bicyclists and pedestrians by providing native and drought-tolerant shade trees and controlling traffic speeds by implementing narrow lanes or other traffic calming measures in accordance with the City Neighborhood

Traffic Calming Program on appropriate streets, in particular residential and downtown areas.

- C-4.3 Provide a sidewalk and bicycle route system that serves all pedestrian and bicycle users and meets the latest guidelines related to the Americans with Disabilities Act (ADA).
- C-4.4 Provide bicycle parking facilities at commercial, business/professional and light industrial uses in accordance with Part 11 of the California Building Standards Code.
- C-4.5 Expand the existing network of off-street bicycle facilities as shown in the City's Active Transportation Plan to accommodate cyclists who prefer to travel on dedicated trails. Further, the City shall strive to develop: 1) a "city-loop" Class I bike path for use by both bicyclists and pedestrians that links Austin Road, Atherton Drive, Airport Way, and a route along or near Lathrop Road to the Tidewater bike path and its existing and planned extensions, and 2) an off-street bicycle trail extension between the Tidewater Bike Trail near the intersection of Moffat Boulevard and Industrial Park Drive to the proposed regional route between Manteca and Ripon.
- C-4.6 Provide on-street Class II bike lanes, Class IV protected bike lanes, or off-street Class I bike paths along major collector and arterial streets whenever feasible.

Figure C-2: Active Transportation Plan - Pedestrian Network

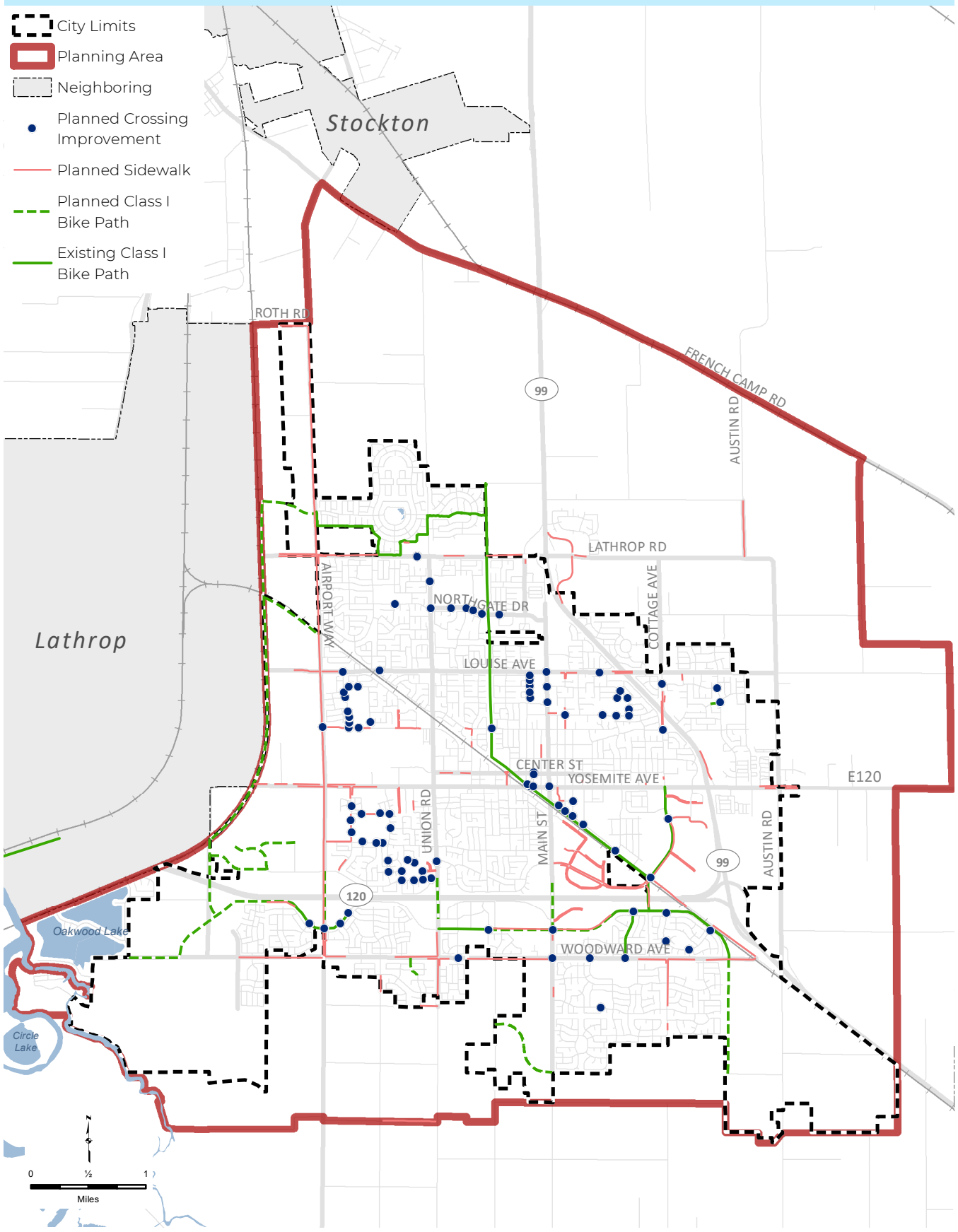

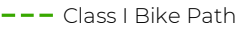



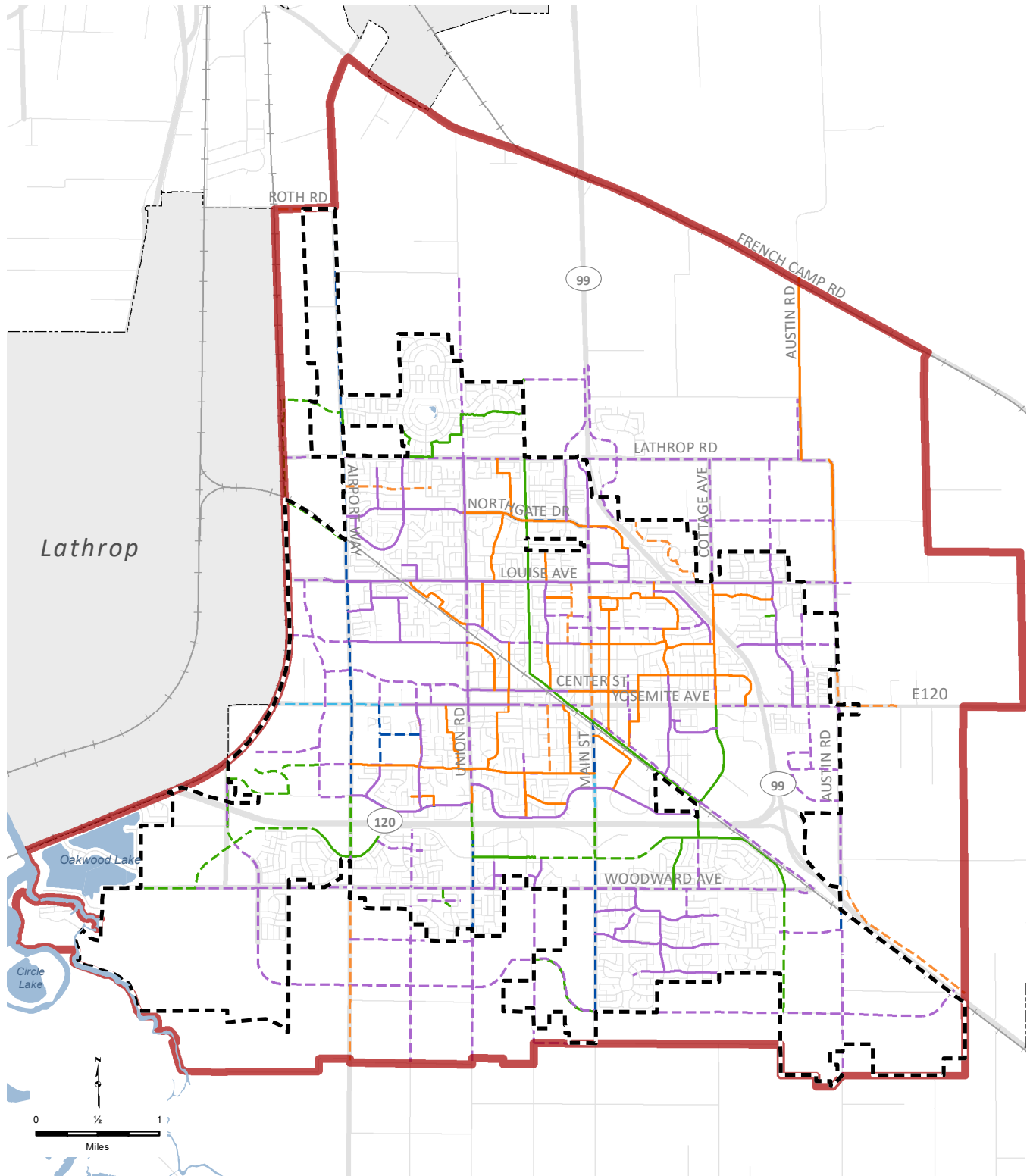


Figure C-3: Active Transportation Plan - Bicycle Network

- | | | | |
|--|---|---|--|
|  City Limits | Existing Bicycle Facilities | Planned Bicycle Facilities | |
|  Planning Area |  Class I - Multi-Use Path |  Class I Bike Path |  Class III Bike Route |
|  Neighboring City |  Class II - Bicycle Lane |  Class II Bike Lanes |  Class IV Separated Bikeway |
| |  Class III - Bicycle Route |  Class II Buffered Bike Lanes | |





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- C-4.7 Facilitate bicycle travel through residential streets through signage necessary to communicate the presence of Class III bicycle routes on residential streets that have sufficiently low volumes as to not require bike lanes or have narrower street cross sections that assist in calming traffic.
- C-4.8 Provide sidewalks and/or walkways connecting to the residential neighborhoods, primary public destinations, major public parking areas, transit stops, and intersections with the bikeway system.
- C-4.9 Provide sidewalks along both sides of all new streets in the City and add sidewalks to fill gaps on existing streets as identified in the Active Transportation Plan.

Implementation

C-4a *Periodically update the Active Transportation Plan through a process inclusive of community members and stakeholders to include all areas envisioned for development by this General Plan and to address pedestrian and bicycle facilities needed to provide a complete circulation system that adequately meets the needs of pedestrians and bicyclists.*

C-4b *Utilize the standards set forth in the latest editions of the California MUTCD and American Association of State Highway and Transportation Officials (AASHTO) Green Book for improvement and re-striping of appropriate major collector and arterial streets to accommodate Class II bike lanes or Class IV protected bikeways in both directions, where sufficient roadway width is available. This may include narrowing of travel lanes.*

C-4c *Increase bicyclist and pedestrian safety by:*

- *Providing and maintaining bicycle paths and lanes that promote bicycle travel.*
- *Sweeping, repairing, and maintaining vegetation growth along bicycle lanes and paths on a continuing, regular basis.*
- *Ensuring that bikeways are delineated and signed in accordance with the latest editions of the California MUTCD and AASHTO standards and lighting is provided, where feasible.*
- *Ensuring that all new and improved streets have bicycle-safe drainage grates and eliminate uneven pavement, gravel, encroaching vegetation, and other conditions that may impede user safety, expectations, and convenience.*
- *Providing and maintaining sidewalks and crosswalks.*



C-4d *Add bicycle facilities whenever possible in conjunction with road rehabilitation, reconstruction, or re-striping projects.*

C-4e *Update the City's standard plans to accommodate pedestrians and*

bicyclists, including landscape-separated sidewalks where appropriate, and to include bike lanes on collector and arterial streets, as defined by the Active Transportation Plan.

- C-4f Encourage and facilitate resident and visitor use of the bike trail system by preparing a map of the pedestrian and bike paths and implementing wayfinding signage.*
- C-4g Update the standard plans to specify a set of roadways with narrower lanes (less than 12 feet) and pedestrian bulb-outs to calm traffic and increase pedestrian and bicycle comfort. These narrow lane standards shall be applied to appropriate streets (e.g., they shall not be applied to outside lanes on major truck routes) and new development.*
- C-4h Develop an ADA Transition Plan that identifies deficiencies related to ADA access and identify an implementation strategy to bring the deficient facilities up to the applicable standards.*
- C-4i Provide for pedestrian access in the Downtown area, along Yosemite Avenue, Main Street, and in other high-use areas by:*
- Constructing wide sidewalks where feasible to accommodate increased pedestrian use.*
 - Providing improved crosswalks, landscaping, buffers between sidewalks and vehicle travel lanes, enhanced pedestrian lighting.*
 - Improving the walking environment by providing benches, allowing for café seating, and constructing monument elements and other public art.*
 - Providing improvements that enhance pedestrian safety and convenience, such as bulb-outs extending into intersections and at crosswalks to reduce walking distances and provide a safer peninsula for pedestrians.*
 - Providing marked (and signalized, if appropriate) mid-block crossings near schools, parks, or other neighborhood attractions. A landscaped median refuge island, raised/textured sidewalk, or other design features may also be provided.*
 - Providing landscape buffer separated sidewalks.*

Public Transit

Goal C-5

Maintain a coordinated, efficient bus service that provides an effective alternative to automobile use, serves members of the community that cannot drive, and includes regional transit connections that link Manteca to other destinations.

Policies

- C-5.1 Encourage and plan for the expansion of regional bus service in the



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Manteca area.

C-5.2 Promote increased commuter and regional passenger rail service that will benefit the businesses and residents of Manteca. Examples include Amtrak, the Altamont Commuter Express (ACE), and high-speed rail.

C-5.3 Identify and implement means of enhancing the opportunities for residents to commute from residential neighborhoods to the ACE station or other transit facilities that may develop in the City.

C-5.4 Include primary locations where the transit systems will connect to the major bikeways and pedestrian ways and primary public parking areas in the Active Transportation Plan (see C-4a).

C-5.5 Encourage programs that provide ridesharing and vanpool opportunities and other alternative modes of transportation for Manteca residents.

C-5.6 Promote the development of park-and-ride facilities near I-5, SR 120, SR 99, and transit stations.

C-5.7 Maintain a working relationship between the City administration and the local management of the Union Pacific Railroad regarding expansion of freight and passenger rail service and economic development of the region.

C-5.8 Design future roadways to accommodate transit facilities, as appropriate. These design elements should include installation of transit stops adjacent to intersections and provision of bus turnouts and sheltered stops, where feasible.

C-5.9 Encourage land uses and site developments that promote public transit along fixed route public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

C-5.10 Ensure that development projects provide adequate facilities to accommodate school buses, including loading and turn-out locations in multifamily and other projects that include medium and high density residential uses, and that the school districts are provided an opportunity to address specific needs associated with school busing.

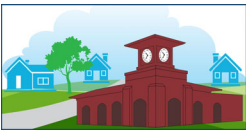
C-5.11 As new areas and neighborhoods of the City are developed, fund transit and paratransit expansion (including capital, operations, and maintenance) to provide service levels consistent with existing development and increase service to support increasing demand across the system.

Implementation

C-5a *Periodically review transit needs in the city through a process inclusive*

of community members and stakeholders and adjust bus routes to accommodate changing land use and transit demand patterns. The City shall also periodically coordinate with the San Joaquin Regional Transit District to assess the demand for regional transit services.

- C-5b Explore a transit connections study that would identify improvements to connections and access to the existing ACE station, the Manteca Transit Center, and future planned transit stations.*
- C-5c Update the City's standard plans to include the option for bus turnouts at intersections of major streets.*
- C-5d Review and consider alternatives to conventional bus systems, such as smaller shuttle buses (i.e. micro-transit), on-demand transit services, or transportation networking company services that connect neighborhood centers to local activity centers with greater cost efficiency.*
- C-5e Work with the school districts to identify and implement opportunities for joint-use public transit that would provide both student transportation and local transit service.*
- C-5f Through the development review process, ensure that projects provide increased land use densities and mixed uses, consistent with the Land Use Element to enhance the feasibility of transit and promote alternative transportation modes.*
- C-5g Along fixed route corridors, require that new development to be compatible with and further the achievement of the Circulation Element. Requirements for compatibility may include but are not limited to:*
- Orienting pedestrian access to transit centers and existing and planned transit routes.*
 - Orienting buildings, walkways, and other features to provide pedestrian access from the street and locating parking to the side or behind the development, rather than separating the development from the street and pedestrian with parking.*
 - Providing clearly delineated routes through parking lots to more safely accommodate pedestrian and bicycle circulation.*



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Goods Movement

Goal C-6

Accommodate truck and freight movements by participating in the development and implementation of an efficient regional goods and freight movement network that balances the need to support job creation with the need to protect people from noise, emissions, and other impacts created by goods and freight movement (rail and trucks).

Policies

C-6.1 Encourage the development of industrial and warehousing centers near regional transportation facilities, UPRR, I-5, SR 99, and Stockton Airport; and away from residential land uses.



C-6.2 Develop and maintain a truck circulation network that connects Surface Transportation Assistance Act (STAA) trucks to industrial areas while balancing the health and safety needs of motorists in passenger vehicles and persons walking, biking, or riding a bus.

C-6.3 Require new industrial development to pay a fair share toward improvements required to accommodate heavy vehicles, including increased pavement wear.

C-6.4 Support regional freight planning efforts including regional improvement of logically networked STAA truck routes Roth Road, SR 99 Frontage Roads, and French Camp Road that minimize impacts to existing City residents.

C-6.5 Encourage the provision of freight rail service into industrial developments through the use and development of rail spurs.

C-6.6 Adopt and enforce vehicle weight limit and other freight movement restrictions on roadways near sensitive uses like schools and residential neighborhoods to prohibit cut-through truck traffic.

Implementation

C-6a *Maintain an up-to-date truck route map that identifies key goods movement corridors in Manteca and ensures goods movement needs are adequately served.*

C-6b *Prominently sign all truck routes and roadway segments where trucks are not allowed in accordance with the California MUTCD.*

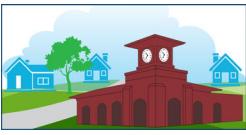
C-6c *Develop an enforcement program through the Police Department to enforce compliance with truck routes, truck parking, and anti-idling measures.*

C-6d *Encourage the development of a regional goods and freight movement rest stop and parking plan.*

4. Circulation

- 6e Support incorporating expenditures for improvements identified in regional truck route map(s) to STAA standards into the SJCOG RTP and the State Transportation Improvement Program (STIP).
- C-6e Support STAA Terminal Access applications for properties designated industrial that propose routes that avoid sensitive receptors and reduce GHG emissions.
- C-6f Prioritize feasible upgrades to streets and intersections that support job creation by reviewing the Capital Improvement Program (CIP) to ensure that appropriate STAA improvements are incorporated.
- C-6g Design CIP improvements on the regional truck route map(s) to accommodate STAA truck traffic including appropriate structural Traffic Index and STAA truck turning radii at intersections.
- C-6h Prioritize closing gaps in existing truck routes during the STAA Terminal Access application process.
- C-6i Explore a joint truck route facilities district with Lathrop and other neighboring jurisdictions to ensure truck routes and facilities are developed and maintained to support area goods movement and commerce.
- C-6j Continue to support San Joaquin Council of Government efforts to coordinate goods freight movement throughout San Joaquin County and the greater Bay Area region.
- C-6k Continue to evaluate and mitigate environmental impacts such as noise and emissions associated with STAA Routes and regional truck route map(s) segments by design methods such as the use of rubberized asphalt and appropriate landscape buffers.
- C-6l Support efforts to reduce environmental impacts of truck operations through use of electric vehicles and other advanced technologies for goods and freight movement. Such efforts may involve, but are not limited to, use of roadway marking and striping materials that are compatible with goods and vehicle movement technology, additional coordination and networking of roadway electronic infrastructure, and updating street guidelines and roadway standards to reflect advanced transportation technologies.
- C-6m Require upgrades to accommodate trucks on roadways to be designated as truck routes prior to designating them as truck routes.
- C-6n Implement vehicle weight limit restrictions on roadways near sensitive uses like schools and residential neighborhoods to prohibit cut-through truck traffic prior to approving new industrial development.
- C-6o Before industrial development accessing Castle Road is approved, require the Castle Road railroad crossing south of French Camp Road





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- to be upgraded with advanced signage, flashing signals, and crossing arms, at a minimum.
- C-6p *Design all CIP improvements that link industrial land uses to regional transportation facilities to accommodate STAA truck traffic including appropriate structural Traffic Index; STAA truck turning radii at intersections; and infrastructure needed to support AV technology.*
- C-6q *Where intersections and roadway segments are modified to accommodate STAA truck movement, the City shall ensure that the design of such take into account the needs of all modes of transportation. Acceptable design solutions include, but are not limited to, features such as: shoulders for trailer tracking recovery; Class I and IV bicycle lanes; pedestrian and bicyclist shelter islands; and, longer crosswalk crossing phases at traffic signals.*
- C-6r *Support efforts to reduce environmental impacts of truck operations through use of electric vehicles and other advanced technologies for goods and freight movement.*
- C-6s *Prioritize closing gaps in existing truck routes and mitigating all impacts of such routes during the STAA Terminal Access application process.*
- C-6t *Explore a joint truck route facilities district with Lathrop and other neighboring jurisdictions to ensure truck routes and facilities are developed and maintained to support area goods movement and commerce.*
- C-6u *Continue to support San Joaquin Council of Government efforts to coordinate goods and freight movement throughout San Joaquin County and the greater Bay Area region.*
- C-6v *Continue to evaluate and mitigate environmental impacts such as noise and emissions associated with STAA routes and intersections by design methods such as the use of rubberized asphalt and appropriate landscape buffers.*
- C-6w *Continue to partner with other public agencies and private non-profits for funding opportunities that ensure goods and freight traffic movement takes into account all transportation modes and that all residents share equally in the burden and benefits of the goods and freight movement network.*
- C-6x *Continue to work with relevant public agencies and the railroad to appropriately regulate the movement of hazardous materials throughout the City.*
- C-6y *Continue to support the development and implementation of a quick-response emergency services program for railroad corridors and the County's Hazardous Materials Team.*

- C-6z *Coordinate with Caltrans, SJCOG, and rail transportation operators, such as UPRR and ACE, to support safe and reliable rail transportation in and through the Planning Area, including grade separation projects at all crossings within the City.*

- C-6aa *Update the PFIP program and other applicable programs to implement additional grade separations at existing and planned at-grade rail crossings in Manteca and to provide features to improve response time on new roadways and existing roadways.*



Transportation Demand Management

GOAL C-7

Reduce vehicle miles traveled associated with trips within, to, and from the City while expanding access and mobility options for residents, employees, and visitors.

Policies

- C-7.1 Encourage employers to provide alternative mode subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, and work-at-home programs employee education and preferential parking for carpools/vanpools.
- C-7.2 Require development projects that accommodate or employ 50 or more full-time equivalent employees to establish a transportation demand management (TDM) program that meets or exceeds applicable standards, including Air District requirements.
- C-7.3 Partner with SJCOG on the Dibs program, which is the regional smart travel program, including rideshare, transit, walking, and biking, operated by SJCOG.
- C-7.4 Require proposed development projects that could have a potentially significant VMT impact to consider reasonable and feasible project modifications and other measures during the project design and environmental review stage of project development that would reduce VMT effects in a manner consistent with state guidance on VMT reduction.
- C-7.5 Evaluate the feasibility of a local or regional VMT impact fee program, bank, or exchange. Such an offset program, if determined feasible, would be administered by the City or a City-approved agency, and would offer demonstrated VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT in a manner consistent with state guidance on VMT reduction. If, through on-site changes, a subject project cannot eliminate VMT impacts, the project could contribute on a pro-rata basis to a local or regional VMT reduction bank or exchange, as necessary, to reduce net VMT impacts.
- C-7.6 Expand alternatives to driving by increasing opportunities to walk, bike, and use transit.

Implementation

- C-7a *Provide information about transit services, ridesharing, vanpools, and other transportation alternatives to single occupancy vehicles at City Hall, the library, on the City website, and through other channels.*
- C-7b *Develop TDM program requirements with consideration of addressing*

What is Transportation Demand Management?

Transportation Demand Management uses incentives, information, and encouragement programs to reduce reliance on single-occupant vehicles and decrease traffic congestion. These programs help people walk, bike, ride transit, and telecommute and encourage shifting driving trips from peak hours. Transportation Demand Management measures may be implemented by governments or employers.

CEQA vehicle miles traveled impact analysis requirements (i.e., SB 743) in accordance with implementation measure C-1b. TDM programs shall include measures to reduce total vehicle miles traveled and peak hour vehicle trips. A simplified version of the Air District's Rule 9410 could be used to implement this measure.

C-7c Coordinate with the San Joaquin Council of Governments on a Congestion/Mobility Management Program to identify TDM strategies to reduce VMT and mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, increasing transit service frequency and speed, transit information systems, subsidized and discount transit programs, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings, and Intelligent Transportation Systems.

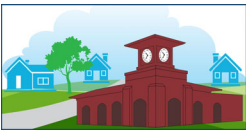
C-7d Proposed development projects shall incorporate measures to reduce VMT, including consideration of the measures listed below. This list is not intended to be exhaustive, and not all measures may be feasible, reasonable, or applicable to all projects. The purpose of this list is to identify options for future development proposals, not to constrain projects to this list, or to require that a project examine or include all measures from this list. Potential measures, with possible ranges of VMT reduction for a project, include:*

- Increase density of development (up to 10.75 percent)
- Increase diversity of land uses (up to 12 percent)
- Implement car-sharing programs (up to 5 percent)
- Implement parking management and pricing (up to 6 percent)
- Implement subsidized or discounted transit program (up to 0.7 percent)
- Implement commute trip reduction marketing and launch targeted behavioral interventions (up to 3 percent)
- Participating in local or regional carpool matching programs**
- Providing preferential carpool and vanpool parking**
- Providing secure bicycle parking, showers, and lockers at work site**

*Note: VMT reduction ranges based on Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (2010), and new research compiled by Fehr & Peers (2020). Additional engineering analysis is required prior to applying reductions to specific projects. Actual reductions will vary by project and project context.

**Reduction determined at the project-level














C-7e Partner with SJCOG, San Joaquin County, and neighboring cities to evaluate a potential regional VMT impact fee program, bank, or exchange.



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- C-7f *Implement the Active Transportation Plan and other Bikeway and Pedestrian Systems goals and polices (C-4).*
- C-7g *Expand transit service and increase transit frequency and implement Public Transit goals and policies (C-5).*

Figure ED-1: Employment and Revenue-Generating Sites Map

-  City Limits
-  Planning Area
-  AI - Agricultural Industrial
-  C - Commercial
-  CMU - Commercial Mixed Use
-  DW - Downtown
-  BIP - Business Industrial Park
-  BP - Business Professional
-  I - Industrial
-  Other Uses
-  Urban Reserve Overlay
-  Policy Area
-  Figure LU-9 Map Area
-  Master/Specific Plan Overlay

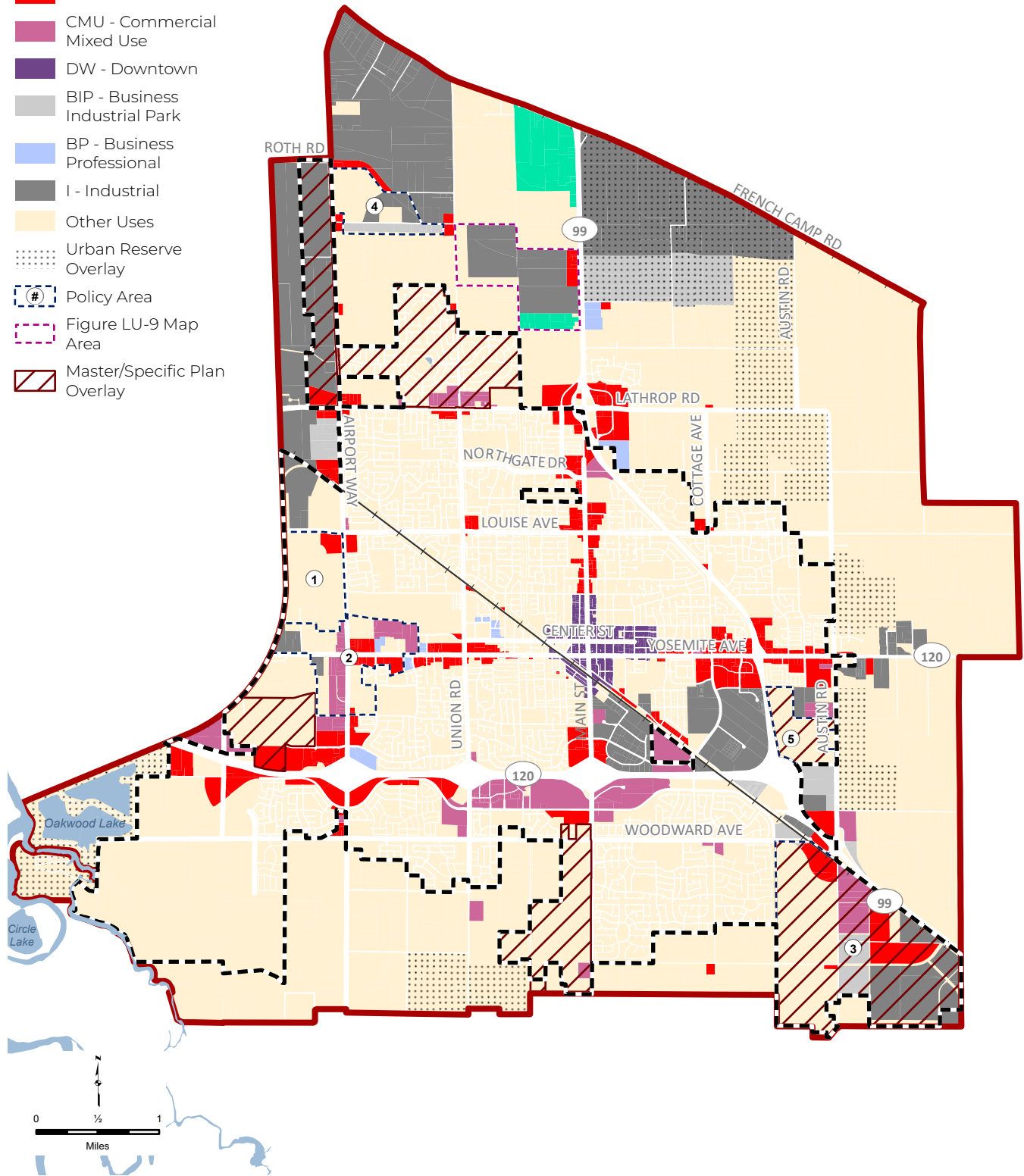


Figure S-3: Future Noise Contours

