



City of Manteca Planning Commission  
**AGENDA REPORT**

**MEETING DATE:** May 21, 2026  
**PROJECT NAME:** Manteca Police Department Project  
**PROJECT LOCATION:** 682 S. Main Street  
**APPLICATION NUMBERS:** SPR-26-32

**RECOMMENDATION:**

Planning Commission conduct a public hearing and consider finding the Manteca Police Station Project exempt from further environmental review pursuant to Section 15183 of the CEQA Guidelines, and adopt a resolution approving a Site Plan and Design Review (SPR-26-32) to allow for the development of a public safety facility on an 8.07-acre site located at 682 S. Main Street (APN 221-050-14).

<b>PROJECT INFORMATION</b>	
<b>APPLICANT</b>	City of Manteca – Police Chief, Stephen Schuler
<b>PROPERTY OWNER</b>	City of Manteca
<b>ZONING</b>	Commercial Mixed Use (CMU)
<b>LAND USE DESIGNATION</b>	Commercial Mixed Use (CMU)
<b>EXISTING USE</b>	Vacant
<b>PROPOSED USE</b>	Public Safety Facility (Police Department Headquarters)
<b>PARCEL(S) SIZE</b>	± 8.07 acres
<b>ADJACENT USES</b>	North: Commercial Self-Storage Facility South: Industrial Factory/Warehouse Facility East: Modular Building Manufacturing Facility West: Single-Family Residential Neighborhood

**APPLICABLE CODES AND PROCEDURES**

2043 Manteca General Plan  
 Manteca Climate Action Plan  
 MMC 17.08.050 Public Hearing and Public Notices  
 MMC 17.10.060 Site Plan and Design Review  
 MMC 17.20.020 Zoning Districts  
 MMC 17.22.020 Allowed Land Uses and Requirements  
 MMC Chapter 17.42 through 54 (Site Planning Standards)  
 MMC Chapter 17.58 Performance Standards  
 Pub. Res. Code, § 21000 et seq. | CEQA Guidelines §15183

Procedures

The Manteca Municipal Code (MMC) designates the Planning Commission as the reviewing authority over numerous land use permits (“permits”) and entitlements. The Planning Commission may approve, conditionally approve, deny, or deny without prejudice a permit

or entitlement authorized by Title 17 (Zoning), provided that a public hearing is held on the proposed use or development project, and members of the public are allowed to provide public testimony.

Prior to the public hearing, a staff report, environmental review and determination, and general plan findings for the permit or entitlement must be made available to the Planning Commission, interested agencies, and the public.

The permit(s) or entitlement(s) should be denied if the Planning Commission cannot make the appropriate findings. Conditions may be attached to the approval of the permit or entitlement to ensure compatibility. A project’s design may be altered, and site improvements may be required to make a Project compatible with nearby uses. In addition, the permit or entitlement may be subject to future review, modification, or revocation by the Planning Commission as deemed necessary.

When a permit or entitlement requires a determination or action from the City Council, all project permits or entitlements must be processed concurrently, and final action must be taken by the City Council for all such requested permits or entitlements.

Appeals

Any person dissatisfied with the determination or action of the Planning Commission may appeal such action to the City Council within (ten) 10 days from the date of determination or action. Appeals must be submitted in writing, accompanied by a filing fee to the Development Services Director, identifying the determination or action being appealed and specifically stating the basis or grounds of the appeal.

**PROJECT BACKGROUND**

Prior Action

The project parcel was created as part of the Manteca Industrial Park subdivision project in the 1970s. In 2024, the site was evaluated for the proposed Manteca Permanent Project, which included a homeless shelter and mixed-use affordable housing development, though it never came to fruition. There are no other entitlements, reports, or projects approved for the site.

Project Review

The project was referred to various internal City departments and outside agencies for review and comment. The table below shows a list of City departments and outside agencies that have provided comments or conditions for the project. Comments have been addressed as part of the review process and/or incorporated as Conditions of Approval.

<ul style="list-style-type: none"> <li>• City of Manteca – Building</li> <li>• City of Manteca – Fire</li> <li>• City of Manteca – Engineering</li> <li>• City of Manteca – Police</li> <li>• City of Manteca – Solid Waste</li> </ul>	<ul style="list-style-type: none"> <li>• San Joaquin Valley Air Pollution Control District</li> <li>• San Joaquin County Environmental Health</li> <li>• San Joaquin County Multi-Species Habitat Conservation &amp; Open Space Plan (via SJCOG)</li> </ul>
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	<ul style="list-style-type: none"> <li>• Pacific Gas &amp; Electric</li> <li>• South San Joaquin Irrigation District</li> </ul>
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**A. PROJECT DESCRIPTION**

The proposed project will include the construction of an approximately 50,000-square-foot public safety facility, which includes the Police Department’s administrative building and an approximately 5,000-square-foot police storage building, as well as associated site improvements on the southern 5.77 acres of the site. The northern 2.3 acres of the project site are reserved for future development. Conceptual future options of either a 20,000-square-foot library or a 4,500-square-foot police training facility with a 32,000-square-foot outdoor training course area have been discussed and considered in the project’s environmental review, but not in the current Site Plan and Design Review entitlement application.

The approximately 50,000-square-foot police department building will serve as Manteca’s police headquarters, which will house patrol, dispatch, investigations, records, administration, suspect-holding, and evidence storage functions, operating around the clock, seven days a week. Adjacent to the police building, a training and break room courtyard is planned, and the building design features a community plaza immediately in front of the building entry. The approximately 5,000-square-foot police storage building will be constructed in the southeast corner of the project site, adjacent to Carnegie Court, and is to function as a secure support space for long-term storage and operational needs. The police storage building will also house an emergency generator and a trash enclosure, located adjacent to the building to the south. Associated site improvements are to include parking, access, circulation, landscaping, and utilities.

Access to the project site is provided by way of South Main Street, located along the project site frontage to the west, as well as by way of the Carnegie Court terminus, located on the southeast corner of the project site. Public site access will be provided by two new driveways off of South Main Street: one in the northwestern corner of the site and one in the southwestern corner of the site. Restricted (i.e., employee and fleet vehicle, via access-controlled gates) site access from Carnegie Court is to be provided by two new driveways: one each in both the north and west portions of the court terminus. From the project access points, internal vehicle circulation will be provided by drive aisles around on-site buildings and parking areas.

The proposed project includes the construction of three parking areas that will provide a total of 55 public parking spaces, including 4 Electric Vehicle (EV) spaces and 2 ADA-compliant spaces, 135 employee parking spaces, including 12 EV spaces and 5 ADA spaces, and 70 fleet vehicle parking spaces. The proposed fleet vehicle parking spaces would include four parking spaces for extra-large vehicles. The public parking lot would be located in the western portion of the site and would be directly accessible from South Main Street. The employee and fleet parking lots would be located to the east of the proposed police building and would be enclosed by a secure perimeter wall that will include three gated secure entry points, one between the proposed building and the site’s southern boundary, and two at the Carnegie Court terminus. The proposed project would also include

the construction of solar photovoltaic canopies over the proposed fleet vehicle parking spaces.

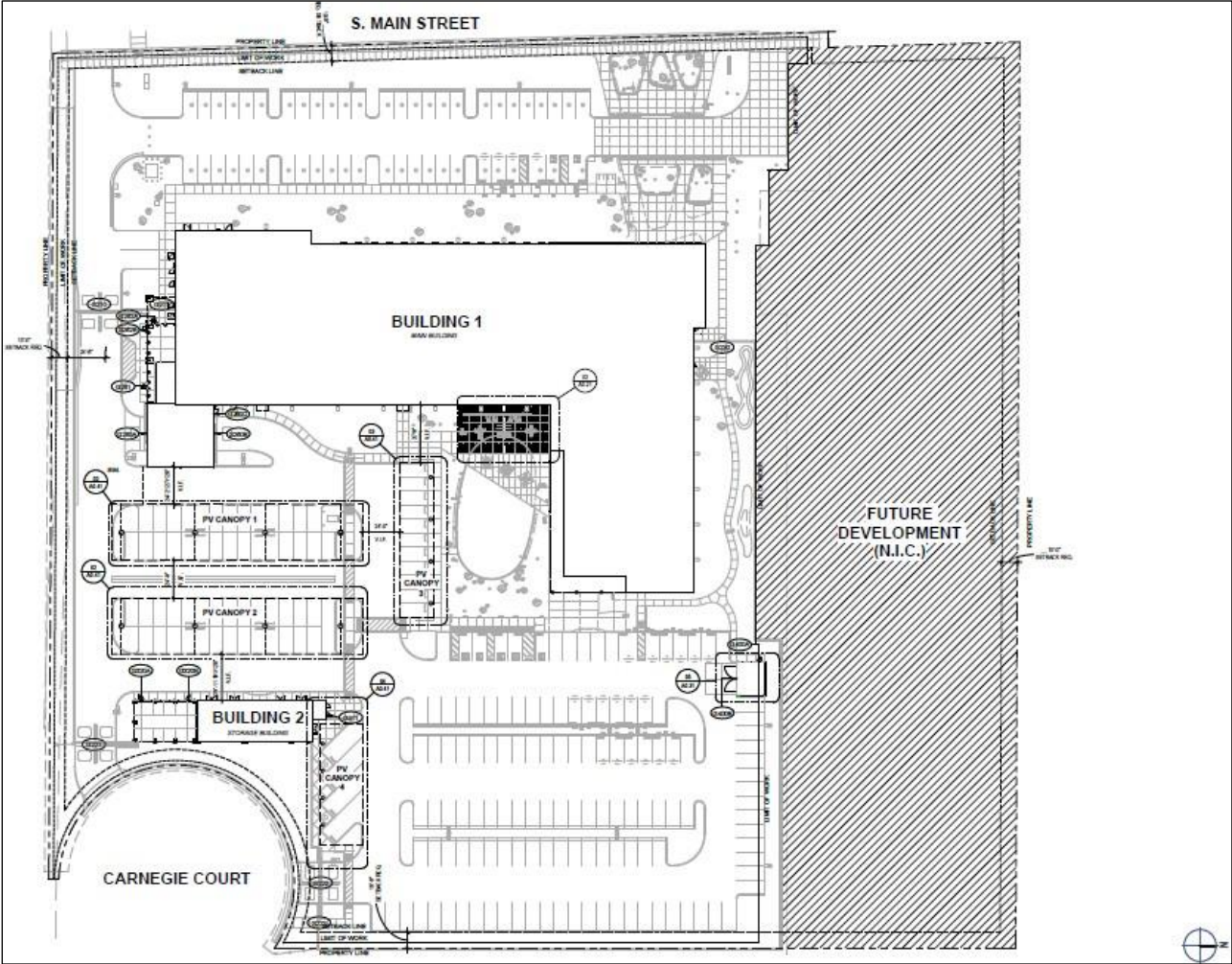


Figure A-1: Site Plan

Landscaping will be provided along the project frontage, as well as throughout the site. On-site landscaping would include new trees, shrubs, and ground cover. All landscaping would be implemented per the current City of Manteca Standards and Specifications for Landscape Design and the Model Water Efficient Landscape Ordinance (MWELO).

Offsite improvements will be conditioned to include a pedestrian crosswalk at the intersection of South Main Street, Wawona Street, and the project’s southern driveway, and that intersection will receive a traffic signal that will be synchronized with the intersection of South Main Street, Industrial Park Drive, and Mission Ridge Drive. The existing medians in South Main Street, along with the appurtenant street striping and signage, will be modified to allow for the addition of the project’s two driveways on South Main Street. South Main Street currently contains Class II bicycle lanes along the project vicinity and frontage in both northbound and southbound directions.

All utility improvements would be constructed in accordance with the design standards specified by the City’s Municipal Code. The City will serve as the water, storm drainage, and

sewer services provider for the proposed project. Pacific Gas and Electric (PG&E) would provide electricity to the site. Utility service to the site would be provided by way of connections to existing utilities in the project vicinity. The proposed project would include the installation of six- and eight-inch water lines throughout the project site that would connect to the existing water line within South Main Street, to the west of the project site. Additionally, the proposed project would include the installation of eight-inch sanitary sewer lines throughout the site that would connect to the existing eight-inch sewer line within South Main Street. On-site stormwater system improvements would include the construction of a stormwater infiltration and storage cistern located underneath the secure parking area. Stormwater runoff throughout the project site would flow into 12-inch by 12-inch and 18-inch by 18-inch drain inlets located in the proposed paved parking areas. Stormwater collected by the proposed drain inlets would be routed through a network of 18-inch storm drainpipes, which would connect to the existing storm drainpipe located in Carnegie Court, after settling and filtration within the infiltration and storage cistern. Finally, an emergency generator would be located within the police storage building on-site to augment the electrical mains power.

**B. PROJECT LOCATION & SITE CONDITIONS**

Location

The 8.07-acre project site is located at 682 South Main Street, east of South Main Street at the intersection with Wawona Street, terminating in a stop-controlled “T” intersection. The project site is accessible from South Main Street to the west and the terminus of Carnegie Court located in the southeastern corner.

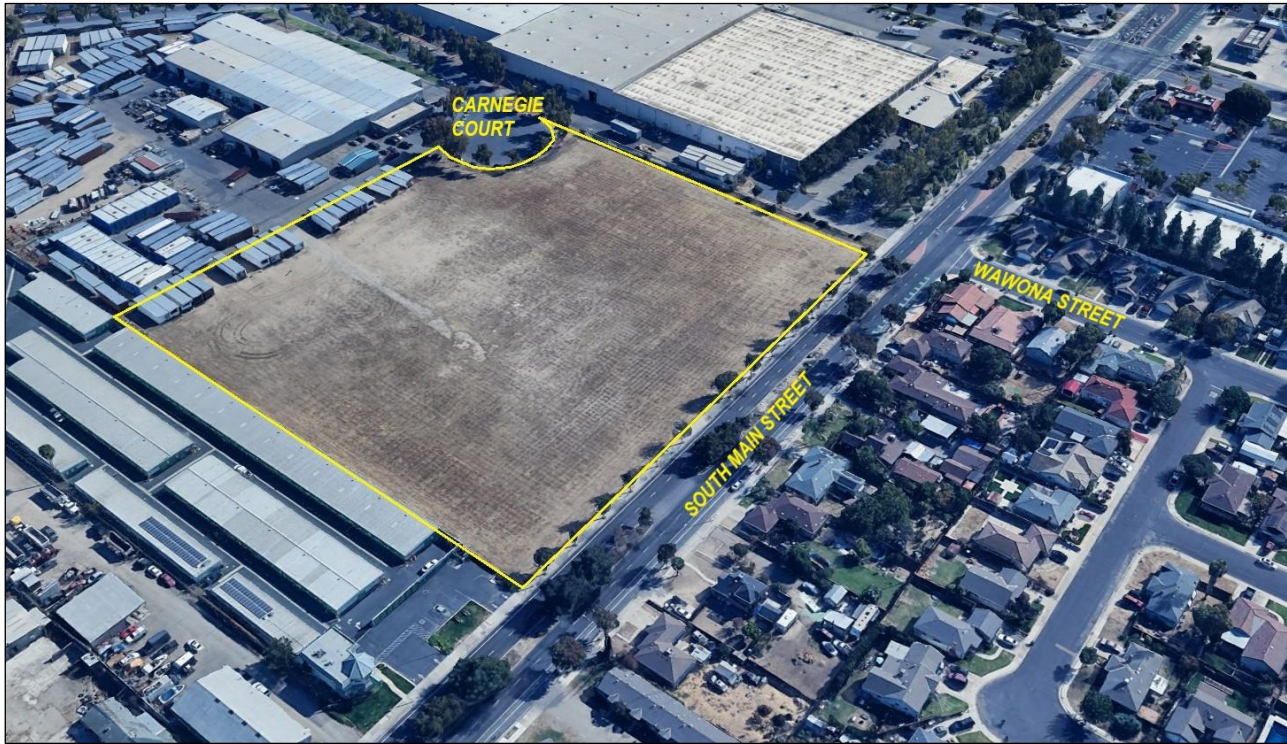


Figure B-1: Location

Site Conditions

The project site is currently vacant and undeveloped, but has served as a storage site for modular buildings located along the eastern boundary of the project site. The project site’s Main Street frontage includes full frontage improvements and a security chain-linked fence.

Surrounding existing land uses include a self-storage facility, commercial uses, and industrial warehouse buildings to the north; commercial uses and industrial warehouse buildings to the east, south, and southwest; and single-family residences to the west, across South Main Street. South Main Street has curbed, landscaped medians separating its northbound and southbound lanes through the project frontage, and Class II bicycle lanes in both northbound and southbound directions.

The following photographs were recorded to show current conditions as of March 26, 2026.



Figure B-2a: Site Conditions, looking North from SW corner



Figure B-2b: Site Conditions, looking SE from NW corner



Figure B-2c: Site Conditions, looking NW from Carnegie Ct.



Figure B-2d: Site Conditions, Wawona St. intx. from SW corner

**ANALYSIS**

The project has been analyzed with respect to the applicable codes and procedures set forth in the order below.

1. GENERAL PLAN CONFORMANCE
  - Land Use Element
2. ZONING ORDINANCE CONFORMANCE
  - CMU Zone District
  - Site Plan And Design Review
3. CLIMATE ACTION PLAN
4. ENVIRONMENTAL DETERMINATION

## **1. GENERAL PLAN CONFORMANCE**

### **LAND USE ELEMENT**

The current General Plan document in force for the City of Manteca is the 2043 Manteca General Plan. The site has a General Plan Land Use designation of Commercial Mixed Use (CMU) (See Figure 1.1). This land use 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. Developments may include community-serving amenities and connections that distinguish them from conventional multi-family, 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. 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. 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.

General Plan standards for the CMU land use designation are a Floor-Area Ratio (FAR) of up to 1.0 and maximum site coverage of up to 50 percent. The proposed development includes approximately 55,000 square feet of building area on an approximately 8.07-acre site, resulting in a FAR of approximately 0.16, which is within the allowable standard.

The project site is located within an established mix of commercial, industrial, and residential uses. Surrounding uses include self-storage, warehouse, and commercial uses to the north, east, and south, and single-family residential uses across South Main Street to the west. This context supports a public facility use that operates as an employment center and service provider within an active non-residential corridor.

The proposed Police Department headquarters is consistent with the Commercial Mixed Use (CMU) land use designation and complies with the applicable General Plan development standards for the designation. The CMU designation is intended to support a mix of employment, commercial, office, civic, and public-serving uses in a connected urban area. The proposed police facility functions as a civic and employment use that operates 24 hours a day and is similar in activity level and traffic patterns to surrounding industrial and commercial uses.



*Police Department to better serve the community of Manteca, which has doubled in population since the previous Police station was constructed.*

**Policy 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 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.**

*Analysis: The proposed Manteca Police Station project will construct a high-quality office facility for an essential public safety service for the City of Manteca. This is located on South Main Street, a major arterial roadway directly accessible from State Route 120, which lies approximately 2,200 feet immediately south of the project site and has on- and off-ramps. An existing City of Manteca Transit stop is located approximately 480 feet to the immediate south of the project site on the same side of South Main Street. The project vicinity and frontage along South Main Street is accessible to pedestrians via the existing network of street sidewalks, and existing Class II bicycle lanes are present on the project's frontage. Existing wet and dry utilities sufficient to serve the facility exist along the project frontages.*

**Policy LU-5.7: Require common amenities, detention facilities, and pedestrian and bicycle facilities and linkages to be incorporated into the landscaping and site design.**

*Analysis: The proposed Manteca Police Station project design includes linkages for pedestrians prominently included in the site design. A proposed crosswalk will be constructed at the intersection of South Main Street and Wawona Street, and the intersection will be signalized, which will make pedestrian linkages to the site safer.*

**Policy 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.**

*Analysis: The proposed Manteca Police Station project is located on South Main Street, a major arterial roadway directly accessible from State Route 120, and existing wet and dry utilities sufficient to serve the facility exist along the project frontages, thus saving the expense of establishing long extensions to existing utility or road systems to access the project and its site. The intersection of South Main Street, Wawona Street, and the project's southern driveway will be signalized and given a crosswalk to improve safety for pedestrians and motorists.*

**Policy 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.**

*Analysis: The proposed Manteca Police Station project will construct a key public safety building that is better sized to accommodate the staffing and logistical needs of the Manteca Police Department to better serve the community of Manteca, which has doubled in population since the previous Police station was constructed.*

**Implementation Policy 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.**

*Analysis: The proposed Manteca Police Station project will construct a total of 16 Electric vehicle charging spaces in the visitor and staff parking lots.*

**Policy C-2.9: 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.**

*Analysis: The intersection of South Main Street, Wawona Street, and the project's southern driveway will be signalized and given a crosswalk to improve safety for pedestrians and motorists, as well as make travel to and from the residential neighborhoods to the west more convenient and safe.*

**Policy C-2.16: 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).**

*Analysis: The Manteca Police Department project will provide for the intersection of South Main Street, Wawona Street, and the project's southern driveway to be signalized and given a crosswalk, to improve the linkage for pedestrians and motorists from the residential neighborhoods to the west to the north-south arterial roadway of South Main Street, which leads to SR 120 to the south and downtown Manteca to the north.*

**Policy C-2.24: Construct new facilities for emergency services as new areas of the City are developed to maintain response time consistent with existing development.**

*Analysis: The Manteca Police Department project will construct a new Police Department headquarters in a geographical location more optimally sited to serve areas of new growth in Manteca, to the south of SR 120. This new facility is located on an arterial roadway, as opposed to the existing Police Department facility, which is located on Center Street, a Major Collector with more limited ability for traffic flow and speed.*

**Policy CD-1.4: Emphasize native, drought-tolerant landscaping as a fundamental design component, retaining mature landscaping when appropriate, to reinforce a sense of the natural environment and to maintain an established appearance.**

*Analysis: The Manteca Police Department project will feature drought-tolerant landscaping throughout its plantings of trees, shrubs, and ground cover in its architectural planters in the pedestrian plaza and courtyard areas, as well as the site parking planters and street frontage planters. MWELO landscaping is required by the state Building Code as well as local ordinance.*

**Policy CD-1.7: Minimize the visual impacts of public and private communication, service, and utility facilities by requiring the provider to incorporate sensitive site design techniques, including, but not limited to the placement of facilities in less conspicuous locations, the undergrounding of facilities wherever possible,**

**incorporating aesthetic features such as murals and civic enhancements, and the screening of facilities.**

*Analysis: The project incorporates screening elements, including architectural fencing and controlled access gates, to visually separate secured operational areas such as employee and fleet parking and the sallyport from public view. These design features reduce visual exposure of service and operational functions, consistent with the policy intent to minimize the visual impacts of public facilities.*

*In addition, utility infrastructure along the project frontage will be installed underground in accordance with City standards, reducing above-ground utility visibility and supporting a clean streetscape environment.*

**Policy CD-2.2: Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations for all sides of buildings.**

*Analysis: The project incorporates varied architectural features, including changes in building materials, fenestration, recessed entry elements, and articulated façade treatments, which break up building massing on all elevations. These design elements provide horizontal and vertical variation in building form and are consistent with the intent of the policy to avoid flat or unarticulated building elevations.*

**Policy CD-2.12: Integrate project signage into the architectural design and character of new buildings.**

*Analysis: Project signage consists of a monument sign designed to be consistent with the architectural style, materials, and scale of the main building. The sign is located at the site frontage and is integrated into the overall site design, ensuring that signage is secondary to, and visually compatible with, the primary building architecture, consistent with the policy intent.*

**Policy CD-5.9: Encourage aesthetic enhancements to Main Street and Yosemite Avenue.**

*Analysis: The project improves the visual character of South Main Street through the introduction of active building frontage, landscaping, and pedestrian-oriented site improvements along a currently vacant parcel. These improvements provide street-facing development, reduce visual gaps in the urban fabric, and enhance the overall appearance of the corridor, consistent with the policy objective of improving the aesthetic quality of major arterials.*

**Policy CD-7.3: Orient solar collectors away from public view or design the features as an integral element of the roof structure.**

*Analysis: The project proposes to construct four large photovoltaic solar collection canopies, to be located in the secured staff/fleet parking lot area, away from public view.*

**Policy CD-10.5: Integrate pedestrian elements, including, but not limited to walkways, plazas, and terraces, with buildings to make the pedestrian experience comfortable and convenient, and to protect pedestrians from climatic conditions.**

*Analysis: The project integrates pedestrian walkways, plazas, and building entries into a connected on-site circulation system that links the public sidewalk along South Main Street*

*to the building entrance. The site design incorporates landscaped plazas and shaded areas that improve pedestrian comfort and provide separation from vehicle circulation areas, consistent with the policy intent to enhance pedestrian accessibility, safety, and usability.*

**Policy S-1.3: Locate new critical City facilities, and promote the location of non-City critical facilities, including hospitals, emergency shelters, emergency response centers, and emergency communications facilities, outside of flood hazard zones and geologic hazard areas where feasible.**

*Analysis: The project is a critical, essential public safety facility, and is located in an area mapped by FEMA as Flood Zone X, outside of any mapped flood hazard zone or known seismic zone. The main Police building will be constructed to Building Code requirements for an Essential Services Building.*

**Policy EF-6.12: Provide high quality public amenities, including parks, libraries, community facilities, and other public infrastructure.**

*Analysis: The project provides public-serving amenities, including a community-facing entry plaza, landscaped pedestrian areas, and visitor access spaces that support public interaction with the facility. These elements contribute to the provision of high-quality civic infrastructure and support the policy goal of enhancing public facilities and community-serving spaces.*

**Policy CF-2.1: Prioritize public safety through ensuring adequate staffing, implementing best available technologies, capital investments in public safety, and organizing and utilizing community volunteers.**

*Analysis: The project represents a capital investment in public safety infrastructure that modernizes and expands police service capacity to meet current and projected service demands. The facility improves operational efficiency through updated workspace design, secure detention and evidence areas, and improved site circulation, supporting enhanced service delivery and public safety outcomes consistent with the policy intent.*

## **2. ZONING ORDINANCE CONFORMANCE**

### **ZONING**

The project site is zoned Mixed Use Commercial (CMU), consistent with the General Plan land use designation. The CMU zone allows for a “Public Safety Facility” use by right. The site is located in an area surrounded by existing industrial, warehouse, and commercial uses to the north, east, and south, with single-family residential uses located to the west, across South Main Street. This area is characterized by active development, truck and vehicle traffic, and other non-residential uses along an established roadway corridor.

The proposed Police Department facility is a 24-hour public service use with steady employee activity, vehicle movement, and controlled site access. These operational characteristics are similar to those of other nearby non-residential uses in the area, including industrial and commercial facilities. The project is designed with separate areas for public access, employee parking, and fleet vehicles, which helps organize activity on the site and limits impacts to nearby properties.

Based on the surrounding uses, roadway setting, and how the facility operates, the proposed project is compatible with the surrounding area and fits within the existing development pattern along South Main Street.

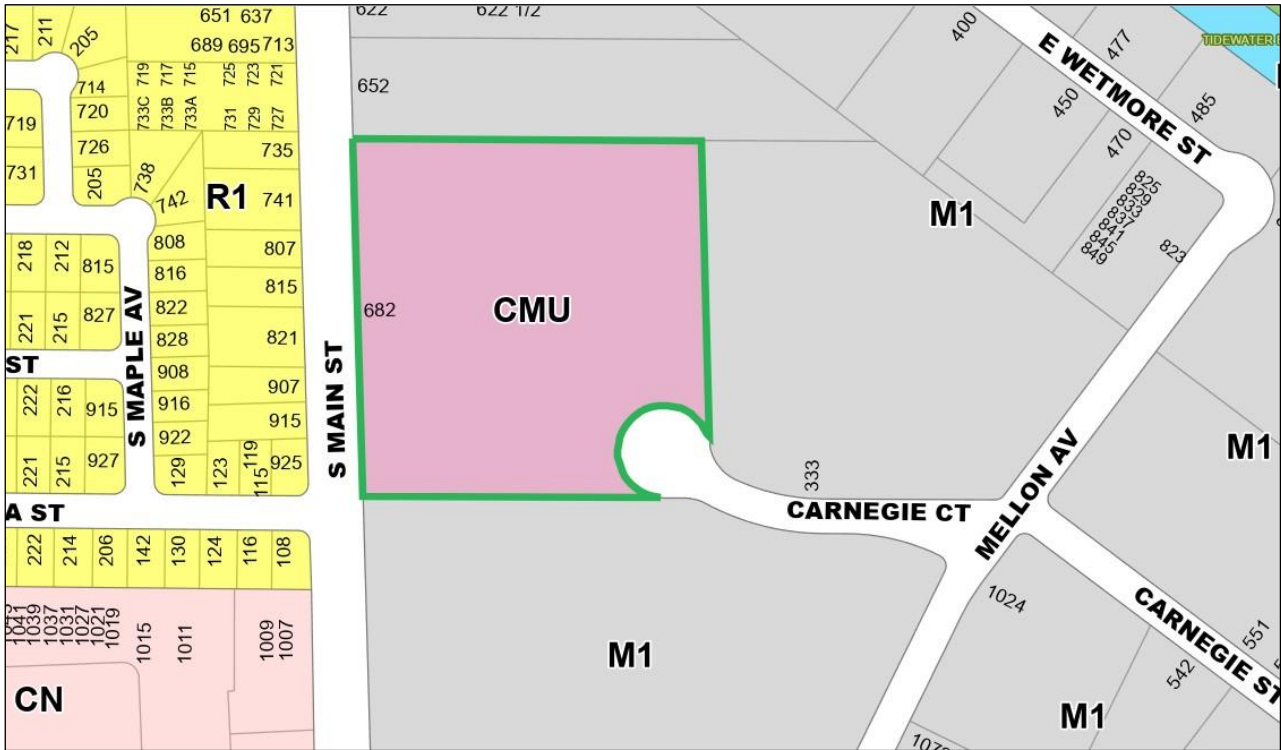


Figure 2.1: Zoning

Elsewhere in the Manteca Municipal Code Zoning Ordinance, Section 17.10.060(B)(2) states, “a Major Site Plan and Design Review entitlement is required for new multi-family and nonresidential uses and structures.” Thus, the proposed development of the new Manteca Police Department facility on a vacant lot warrants the discretionary permitting of the Major Site Plan and Design Review permit.

**SITE PLAN AND DESIGN REVIEW (SPR-26-32)**

Purpose

The purpose of a Site Plan and Design Review process is to promote excellence in site planning and design, to encourage the harmonious appearance of buildings and sites, to ensure that new and modified uses and development will be compatible with the existing and potential development of the surrounding area, and to produce an environment of stable, desirable character.

Considerations

The site layout is designed to support the operational needs of a 24-hour police facility while providing a clear and organized arrangement of uses. The design separates public access, employee operations, and fleet functions to improve safety, security, and overall site efficiency. Public access is oriented to South Main Street, where visitor parking and the main building entrance are located for clear and direct public wayfinding. Employee and fleet operations are located on the eastern portion of the site and are secured behind controlled

access gates and perimeter walls to reduce conflicts between public and operational activities. The placement of the storage building in the southeast corner of the site further separates support functions from public-facing areas and maintains a secure, low-visibility operational area.

The project is designed to reduce internal and external circulation conflicts by separating public, employee, and fleet vehicle movements. This layout improves safety by limiting vehicle cross-traffic between user groups and supports efficient movement throughout the site. The design also allows emergency response vehicles to move freely within the site while maintaining controlled access to secured operational areas. Access points to South Main Street are designed to provide clear entry and exit movements, which helps reduce congestion at driveways and supports safe operations along the roadway.

The project site is located within an urbanized area that is served by existing City infrastructure, including water, sewer, storm drainage, and roadway systems. The project is designed to connect directly to existing utilities within the surrounding rights-of-way, which avoids the need for major off-site infrastructure extensions. This supports efficient service delivery and reduces disruption to surrounding developed areas while ensuring the site is fully served by necessary public utilities.

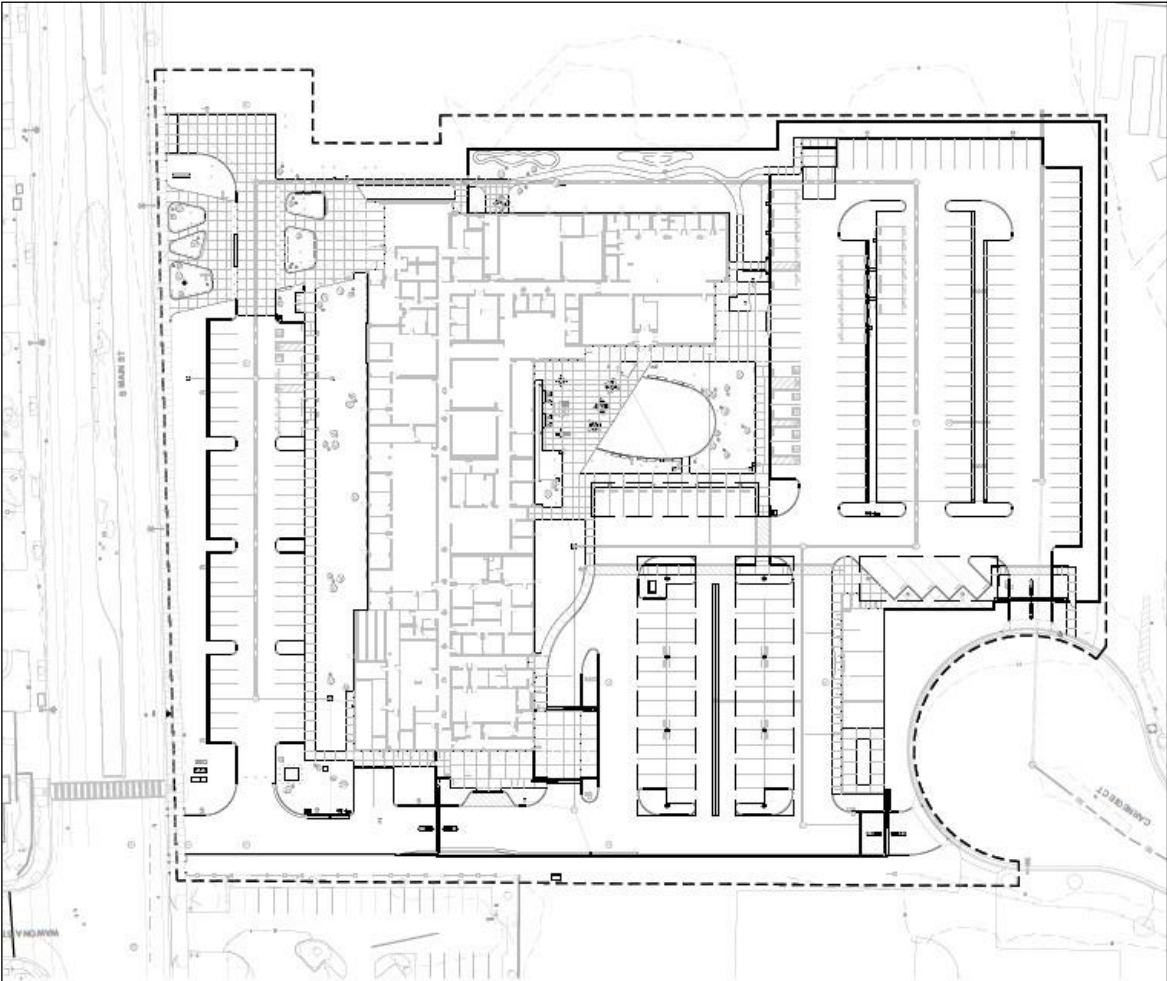


Figure 2.1: Site Plan

The proposed buildings use a modern design that helps define a clear civic presence along South Main Street while also supporting the secure nature of the facility. The main building uses a mix of textured and smooth exterior materials to break up building mass and add visual interest. The recessed main entry and glass frontage clearly identify the public entrance and support easy wayfinding for visitors. The courtyard and shade structures on the east side of the building provide a secure outdoor space for staff use, while also improving usability and comfort within the site. The pedestrian plaza at the main entrance helps define the public edge of the building and organizes movement from the sidewalk to the entry while also providing separation from vehicle circulation areas for safety. (see Figure 2.2)



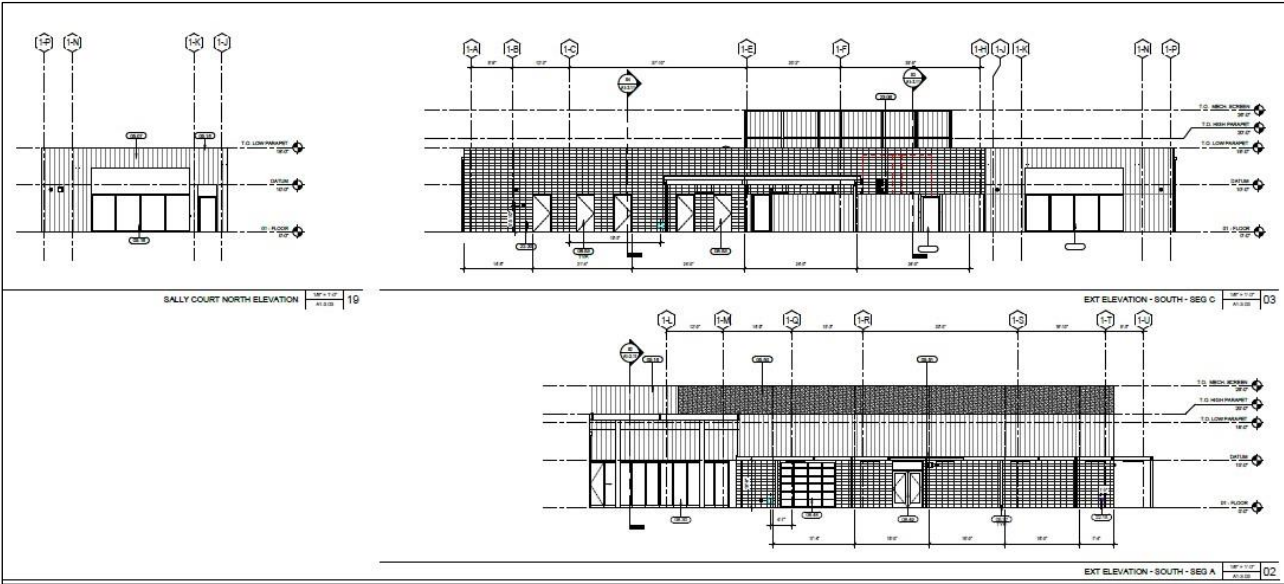
Figure 2.2: Architectural Rendering, Main Entrance



Figure 2.3: Main Building Elevations, West (Public Entrance) Side

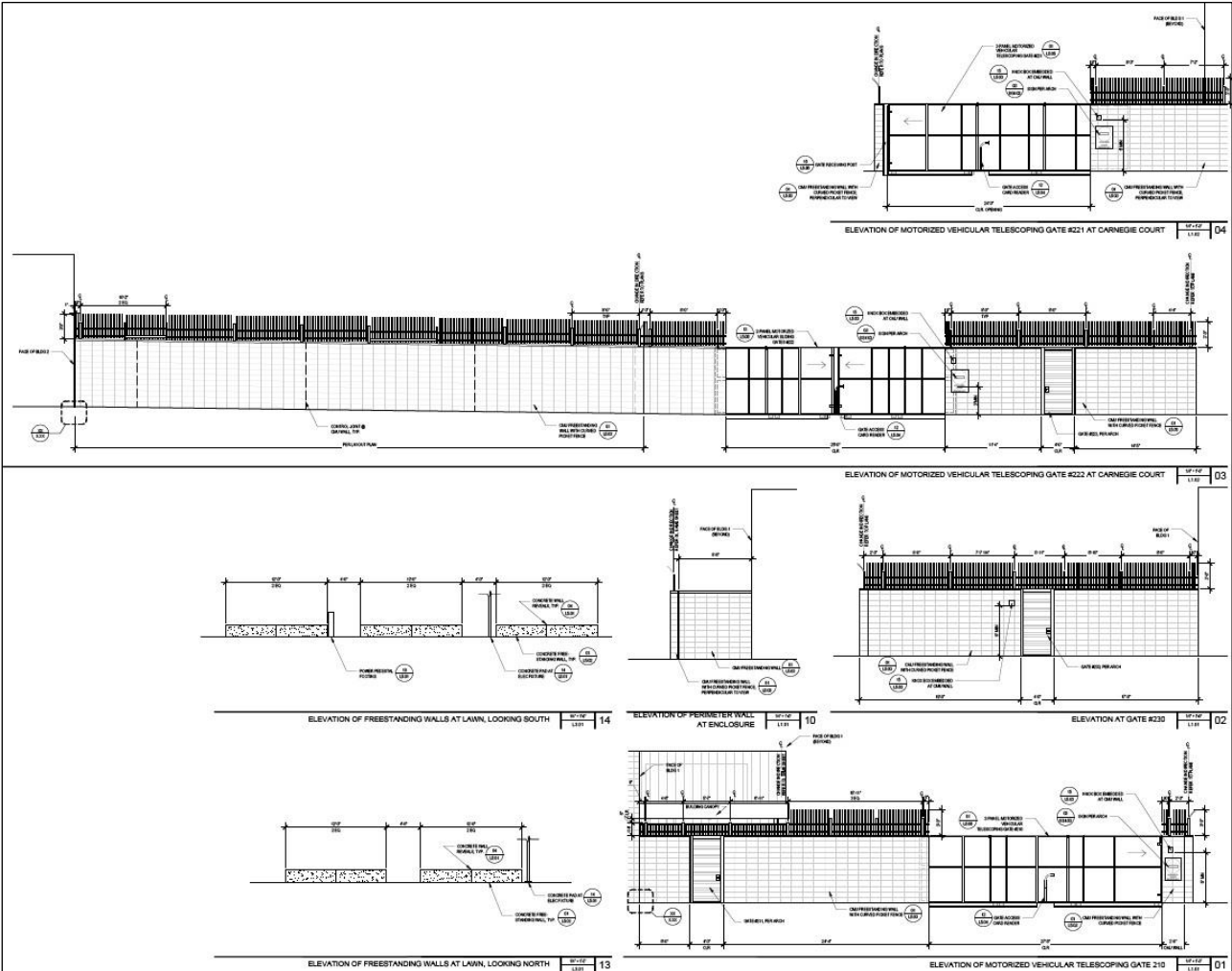


Figure 2.4: Main Building Elevations, North and East Sides



**Figure 2.5: Main Building Elevations, South Side**

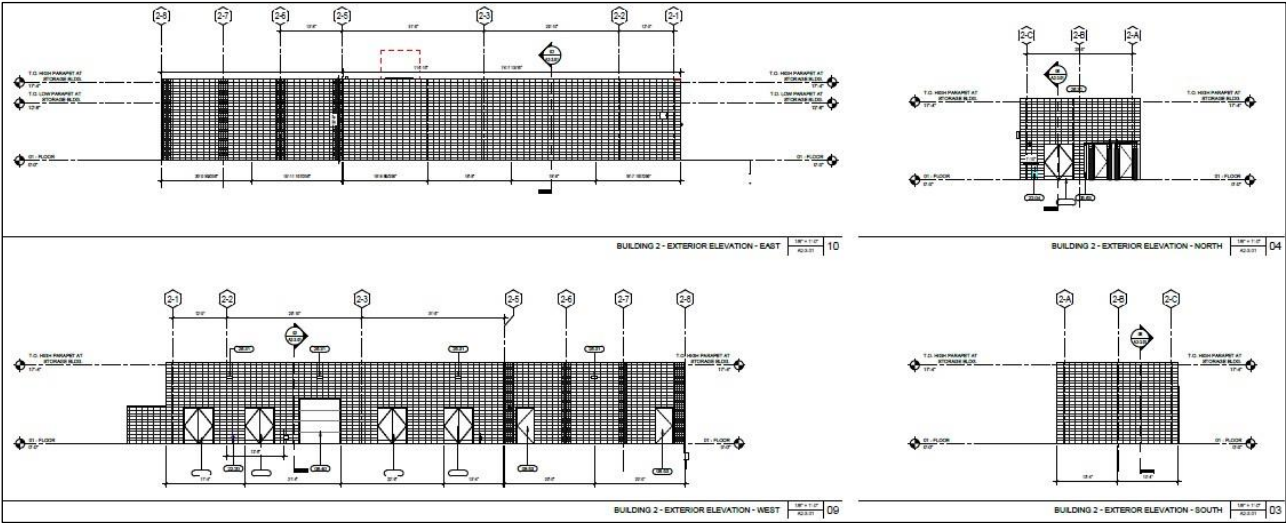
The building elevations are designed to reduce visual bulk and create a balanced appearance on all sides of the structure. Window placement and façade articulation break up long wall surfaces and help the building relate to a pedestrian-scale environment along South Main Street. The overall design supports a functional civic building while maintaining a consistent architectural theme across all elevations. (see Figure 2.5 through 2.5)



**Figure 2.6: Security Wall**

Access to the site is provided from South Main Street and Carnegie Court through separate public and secured entry points. Public access is limited to the South Main Street frontage, while employee and fleet access is controlled from Carnegie Court. This separation helps improve safety and security by preventing through-site circulation and limiting public access to operational areas.

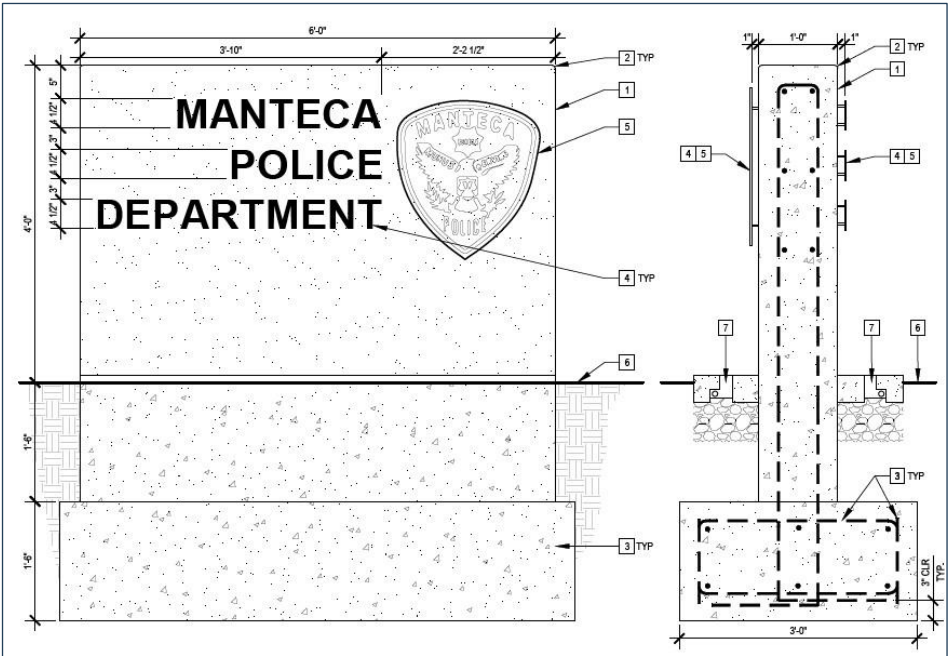
The secured portion of the site is enclosed by solid masonry walls with decorative metal picket extensions above. This design provides a durable and secure barrier while also reducing visibility into operational areas. Motorized gates and controlled entry points further support security needs for a 24-hour public safety facility. The storage building is located within this secured area and is not accessible to the public, consistent with its operational support function and need for restricted access. (see Figure 2.6)



**Figure 2.7: Storage Building Elevations**

The storage building is designed as a functional support structure located within the secured portion of the site. Its simpler architectural treatment reflects its operational role, while exterior materials are coordinated with the main building to maintain visual consistency across the site. Its location within the secured area ensures that storage and support activities remain separate from public-facing functions. (see Figure 2.7)

Site signage is limited to a monument sign located along South Main Street near the southern driveway entrance. The sign is designed to identify the facility in a clear and professional manner while remaining consistent with the architectural character of the project. Its placement supports visibility from the roadway and helps guide visitors to the public entrance. (see Figure 2.8)



**Figure 2.8: Monument Sign**

Landscaping is used throughout the site to soften development, improve visual quality, and support a more comfortable pedestrian environment. Plantings along the frontage help define the edge of the site along South Main Street and reinforce the public identity of the facility. Interior landscaping is also used to organize parking areas and improve shade coverage.

The landscape design provides shade over a significant portion of the parking and pedestrian areas, which helps reduce heat buildup and improves comfort for users of the site. This also supports energy efficiency by reducing heat absorption across paved surfaces. All landscaping is designed in compliance with City standards and the Model Water Efficient Landscape Ordinance (MWELO), ensuring both long-term water efficiency and consistency with City requirements. (see Figure 2.9)

The project includes EV charging stations within both public and secured parking areas to support current and future vehicle needs. Site lighting is provided through pole-mounted fixtures and accent lighting designed to meet City standards for safety, visibility, and light control. These elements are designed to support safe nighttime operations while minimizing spillover onto surrounding properties.

Off-site improvements include a new signalized intersection at South Main Street and Wawona Street, combined with a new crosswalk at the project's southern driveway. These improvements are designed to improve pedestrian safety, support controlled site access, and manage traffic flow along South Main Street. Modifications to existing medians and striping are included to accommodate the new driveway locations and maintain safe traffic operations along the corridor.

All utility improvements will be constructed in accordance with City standards. The project will connect to existing water, sewer, storm drainage, and electrical systems located in the surrounding roadway network. This allows the site to be fully served by existing infrastructure without requiring major off-site extensions.

Water and sewer service will be provided through connections to existing mains along South Main Street. Stormwater is collected through on-site drainage inlets and routed to an underground infiltration and storage system located beneath the secured parking area, where it is treated before being discharged to the existing storm drain system in Carnegie Court. An emergency generator is located within the storage building to provide backup power for essential operations, supporting the continuous function of the facility.

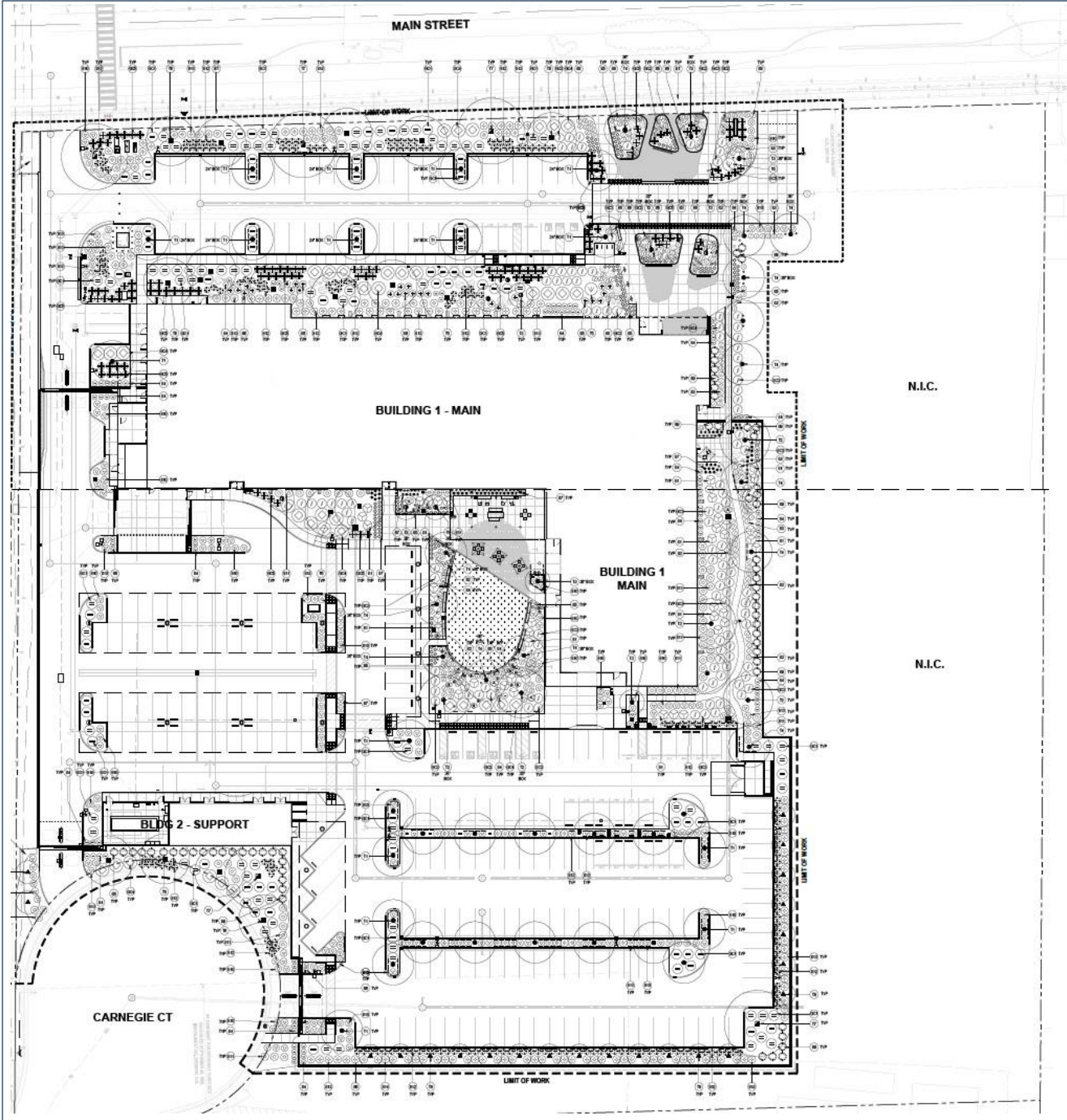


Figure 2.9: Landscaping Plan

Site Plan and Design Review Findings

In order to approve a Site Plan and Design Review application, the following findings must be made:

- 1. **The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, Planned Development, Master Plan**

**or Specific Plan provisions, Improvement Standards, and other applicable standards and regulations adopted by the City.**

*Analysis: The proposed project is consistent with the objectives of the General Plan and complies with the applicable CMU zoning district and City development standards. The project implements a public-serving civic use within a designated mixed-use corridor intended to accommodate employment, office, and public facilities. The site design has been reviewed in conjunction with applicable City standards, and the project will be conditioned to comply with all required improvement standards, utility requirements, and applicable municipal regulations. The proposed use and site design are consistent with the planned function of the CMU designation as an area that supports a mix of civic and employment-generating uses within an urban setting.*

**2. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.**

*Analysis: The project is designed to function within an established arterial roadway network and provides clear separation between public, employee, and fleet circulation to reduce conflicts and improve safety. The site benefits from existing sidewalks and Class II bicycle lanes along South Main Street, supporting multimodal access. A signalized intersection and crosswalk improvements at South Main Street and Wawona Street further enhance pedestrian safety and site access. The project will not create conflicts with vehicular, pedestrian, or bicycle modes of transportation circulation, as concluded by the transportation assessment prepared for the Project.*

**3. The site layout (orientation and placement of buildings and parking areas), as well as the landscaping, lighting, and other development features, is compatible with and complements the existing surrounding environment and ultimate character of the area under the General Plan.**

*Analysis: The site layout reflects an infill development within an established area of commercial, industrial, and residential uses. The design locates public access along South Main Street and secures operational areas toward the interior and eastern portions of the site to improve safety and reduce land use conflicts. The project functions as a civic use that is consistent with the surrounding development pattern and serves as an appropriate transitional use between nearby industrial/commercial uses and residential areas to the west.*

*The architectural design of the new Police department facility is a modern design with details and features of the proposed Manteca Police Department project that are exemplary of numerous General Plan goals and implementation strategies, as well as the CMU Zoning district requirements, as described elsewhere in this Staff Report.*

*The public safety facility/office located on a major arterial road is an appropriate intermediary land use buffer between the existing industrial/commercial uses to the immediate east, north, and south of the site, and the existing residential neighborhoods to the immediate west. This land use is consistent with the adopted Title 17 Zoning designation as well as the Manteca General Plan land use designation for the parcel.*

4. **The proposed architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of buildings on adjoining and nearby properties.**

*Analysis: The project establishes a cohesive architectural design that is consistent with the scale and character of surrounding development. Building design, materials, and façade articulation reduce bulk and create visual interest, while site elements such as landscaping, lighting, and signage are integrated into a unified design concept. Operational areas are screened from public view through site layout and architectural screening, supporting both functionality and visual compatibility.*

### **3. CLIMATE ACTION PLAN CONFORMANCE**

On October 15, 2013, the Manteca City Council approved and adopted the Air Quality Element Update and Climate Action Plan (CAP) in response to the passing of Assembly Bill AB32. The intent of the CAP is to set policy to reduce overall greenhouse gas emissions in both private and public sector developments. On November 18, 2025, the Manteca City Council adopted an updated CAP, reflecting the state-level evolution in greenhouse gas reduction targets and strategies. The proposed Project conforms to the following measures in the current Climate Action Plan:

**CAP Measure TR.3, “Increase Use of Alternate Transportation,” Action TR.3.4: As determined, require new developments to connect to bicycle and pedestrian path connections while remaining consistent with the City’s Active Transportation Plan.**

*Analysis: The proposed project fronts on South Main Street, a major arterial for vehicular and pedestrian traffic, and includes pedestrian improvements to the frontage of South Main Street, including new street sidewalks with linkages to on-site walkways serving the building and site, and a proposed crosswalk at the intersection of South Main Street and Wawona Street. The frontage of South Main Street is mapped in the current Manteca Active Transportation Plan (August 2020) as a pedestrian route, but not as a bicycle route. The existing Class II bicycle lanes in both northbound and southbound directions along South Main Street in the project frontage and vicinity have been installed since 2020.*

**CAP Measure TR.6, “Support Electric Vehicle Adoption, Charging Infrastructure, and Alternative Fuels,” Action TR.6.4: Pending available funding require installation of Electric Vehicle charging stations at all new municipal facilities that include vehicle parking.**

*Analysis: The project is the development of a new municipal facility, and it includes the provision of four EV charging parking spaces for public use and twelve EV charging parking spaces for staff use. This EV charging infrastructure will be consistent with the requirements listed in CALGreen Section 4.106.4.3.*

**CAP Measure EG.1, “Renewable Energy Production Plan,” Action EG.1.1: Encourage future commercial development, as well as existing consumers of large amounts of electricity, to install solar panel infrastructure beyond CalGreen code requirements.**

*Analysis: The Police Department project includes four large photovoltaic canopies over parking areas in the fleet and staff parking lots, in excess of current minimum requirements.*

**CAP Measure EG.5, “Enforce CALGreen,” Action EG.5.1: All building plan checks shall include consistency checks to ensure new development is constructed in compliance with the CALGreen Code effective at the time of the plan check.**

*Analysis: The project development plan set has been designed pursuant to the 2025 California Green Building Standards Code, California Code of Regulations, Part 11, Title 24.*

#### **4. ENVIRONMENTAL CLEARANCE**

A Modified Initial Study/Section 15183 Checklist (Raney Planning & Management, Inc., March 2026) was prepared for the project to evaluate the project’s consistency with the adopted 2043 Manteca General Plan, the site’s existing General Plan land use designation and allowable uses, and the environmental analysis contained within the certified 2043 Manteca General Plan Environmental Impact Report (EIR), as well as the subsequent Addendum to the General Plan EIR. The Modified Initial Study was prepared within the framework of CEQA Guidelines Sections 15168 and 15183 to determine whether the proposed project, including future development of the northern 2.3 acres of the site, would result in project-specific impacts not adequately addressed in the previously certified General Plan EIR, inclusive of the Addendum.

On July 18, 2023, the City of Manteca adopted the City of Manteca General Plan 2043 (General Plan) and certified the associated Manteca General Plan Update Environmental Impact Report (General Plan EIR). In February 2024, the City of Manteca certified an Addendum to the General Plan EIR for a targeted amendment to the original General Plan. The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan EIR, inclusive of the Addendum, analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan. Under Sections 15168 and 15183 of the CEQA Guidelines, the program EIR, in this case, the City’s certified General Plan EIR, inclusive of the Addendum, serves as a basis for the Modified Initial Study to determine if project-specific impacts would occur that are not adequately covered in the previously certified EIR. Pursuant to Section 15183 of the CEQA Guidelines, where a project is consistent with the use and density established for a property under an existing general plan or zoning ordinance for which the City has already certified an EIR, additional environmental review is not required “except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” If such requirements are met, the examination of environmental effects is limited to those which the agency determines, in an Initial Study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan with which the project is consistent;

3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan, or zoning action; or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

The Modified Initial Study/15183 Checklist prepared for this project, attached to this Staff Report as Attachment 4, studied whether the proposed project, including future development of the northern 2.3 acres of the site, would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the certified General Plan EIR, inclusive of the Addendum; or (3) are previously identified significant effects which as a result of substantial new information that was not known at the time that the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the General Plan EIR. Regarding “peculiar” impacts, CEQA Guidelines Section 15183(f) states the following:

“An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.”

Based upon CEQA Guidelines Section 15183(f), the project’s Modified Initial Study/15183 Checklist identifies the City of Manteca General Plan Policies that apply to the development of the proposed project and have been determined in the General Plan EIR, inclusive of the Addendum, to substantially mitigate environmental effects. To the extent that the General Plan Policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to CEQA Guidelines Section 15183(f), thus eliminating the requirement for further environmental review.

With regard to CEQA Guidelines Section 15183(b)(3), the proposed project would not result in potentially significant off-site impacts, as off-site improvements are not required within previously undisturbed areas. The proposed project would also not result in potentially significant cumulative impacts which were not already evaluated in the City’s General Plan EIR, inclusive of the Addendum, as would be expected for a project that is consistent with the General Plan land use designation. The proposed project’s consistency with the conclusions of the General Plan EIR is demonstrated in the analysis contained within the project’s Modified Initial Study/15183 Checklist, and therefore, no further environmental review for the project is required.

## **CONCLUSION**

Based on the facts and findings presented in this staff report, the Project’s cumulative

design, use, and operations will not be a detriment to the public health, safety, peace, comfort, convenience, prosperity, and general welfare of those residing or working in proximity to the Project. Therefore, Staff recommends that the Planning Commission to conduct a public hearing and adopt a Resolution approving the foregoing project.

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## **PROJECT ATTACHMENTS**

*The following Project Attachments have been included as part of the Planning Commission Agenda and not attached to this Staff Report. All documents are accessible via the link below.*

<https://www.manteca.gov/departments/legislative-services-city-clerk/city-council-video>

Attachment 2 – Planning Commission Resolution

Attachment 3 – Exhibit ‘A’ – Conditions of Approval

Attachment 4 – Project Plan Set dated April 9, 2026

Attachment 5 – Modified Initial Study/15183 Checklist dated March 2026

Attachment 6 – Project Presentation

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**Reviewed by:** Jesus R. Orozco, Deputy Director of Development Services – Planning

**Approved by:** Brad Wungluck, Director of Development Services

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