



City of Manteca Planning Commission
AGENDA REPORT

MEETING DATE: April 2, 2026

PROJECT NAME: Wawona Apartments

PROJECT LOCATION: 2005, 2019 & 2027 Wawona St.

APPLICATION NUMBERS: GPA-24-76, REZ-24-77, LLA-24-78, SPA-24-79 and MZM-25-01

RECOMMENDATION:

Conduct a public hearing for the Wawona Apartments Project and by motion consider adoption of the following:

1. A resolution recommending City Council make the necessary findings and adopt an Initial Study/Mitigated Negative Declaration (SCH #2025100770), and associated Mitigation Monitoring and Reporting Program prepared for the Wawona Apartments Project consisting of a development application for a General Plan Amendment (GPA 24-76), Rezone (REZ 24-77), Lot Line Adjustment (LLA 24-78), Site Plan and Design Review (SPR 24-79), and a Minor Zone Modification (MZM-25-01); and
2. A resolution recommending City Council approve a General Plan Amendment (GPA 24-76) to amend the land use designation of approximately 1.67-acres from the Very-Low Density Residential (VLDR) to the High-Density Residential (HDR) land use designation for the Wawona Apartments Project APN:222-100-15, -14, and -09; and
3. A resolution recommending City Council adopt an ordinance to i) Rezone (REZ 24-77) approximately 1.67-acres from the Residential Estate (R-E) to the Multiple-Family Dwelling (R-3) zone district; and by resolution approve; ii) Lot Line Adjustment (LLA 24-78), merging the project parcels, iii) Site Plan Review (SPR 24-79) for the physical development of the 44-unit multifamily residential development, and iv) Minor Zone Modification (MZM 25-01) allowing a 10% reduction from the open space requirements, for the Wawona Apartments Project located at 2005, 2019 & 2027 Wawona St.; APN: 222-100-15, -14, and -09.

PROJECT INFORMATION	
APPLICANT	Shawn Samaniego / MCR Engineering
PROPERTY OWNER	Angraj & Baltej Chahal
EXISTING GP DESIGNATION	Very Low Density Residential (VLDR)
EXISTING ZONING	Residential Estate (R-E)
EXISTING USE	Vacant / Single-Family Residential
PROPOSED USE	Mutifamily Residential (R-3)
PARCEL SIZE	1.67± acres

ADJACENT USES	North: Existing SFD / vacant land South: Existing SFD East: Existing SFD West: Existing SFD
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APPLICABLE CODES AND PROCEDURES

- 2043 Manteca General Plan
- 6th Cycle Housing Element
- MMC 16.19 Lot Line Adjustments
- MMC 17.08 General Application Processing Procedures
- MMC 17.10.060(B)(2) Site Plan and Design Review
- MMC 17.10.100 Minor Zone Modification
- MMC 17.10.190 Zoning Amendment
- MMC 17.10.200 General Plan Amendment
- 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
- CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3
- Pub. Res. Code, § 21000 et seq. | CEQA Guidelines § 15063 and 15070

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 property was annexed into the City on July 1, 2005. No City actions have been taken since that time, and there are no other known City applications for entitlement on this property. Any development on site was approved and completed prior to annexation.

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.

<u>City of Manteca</u>	<u>External Agencies</u>
<ul style="list-style-type: none"> • Building Safety • City Manager • Code Enforcement • Economic Development • Engineering • Fire • GIS • Parks • Police • Sewer • Solid Waste • Transit • Water Quality 	<ul style="list-style-type: none"> • ALUC-Airport Land Use Commission • CA Department of Justice/Environmental Section • City of Lathrop • Dept. of Water Resources FEMA • Frontier Communications • Manteca Unified School District • Native American Heritage Commission • PG&E • San Joaquin Bike Coalition • SJCOG • SJ County CDD • SJ County Environ Health • SJ County LAFCo • SJ County Habitat Conservation • SJ County Public Works • SJ Mosquito & Vector Control • SJVAPCD (Air District) • SSJID • U.S. Post Office • Union Pacific Railroad

A. PROJECT DESCRIPTION

This development application is a request for five entitlements to construct a multifamily residential development. The requested entitlements are as follows: 1) General Plan Amendment to redesignate the property from Very Low Density Residential (VLDR) to High

Density Residential (HDR) to allow for construction of a multifamily apartment building; 2) Rezone to change the zoning from Residential Estate (R-E) to Multiple-Family Dwelling (R-3), in consistency with the requested GP land use designation; 3) Lot Line Adjustment to merge three contiguous parcels into one 1.67± acre parcel to facilitate site design; 4) Site Plan and Design Review application for the construction of a single four-story 44-unit residential structure, one leasing office building, two public open space trellis areas and associated parking and landscaping; 5) Minor Zone Modification is requested due to site constraints to allow a 10% reduction in the required open space.

The developer will provide 80 parking stalls and site-wide lighting, screened by landscaping buffers on all sides.

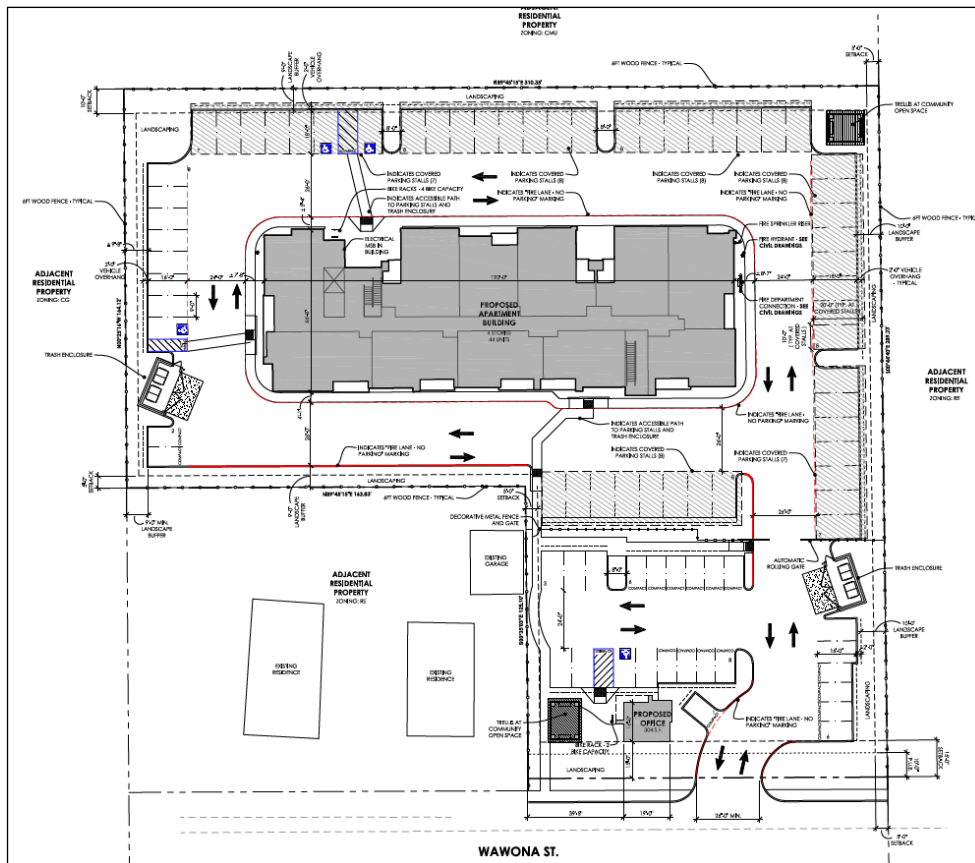
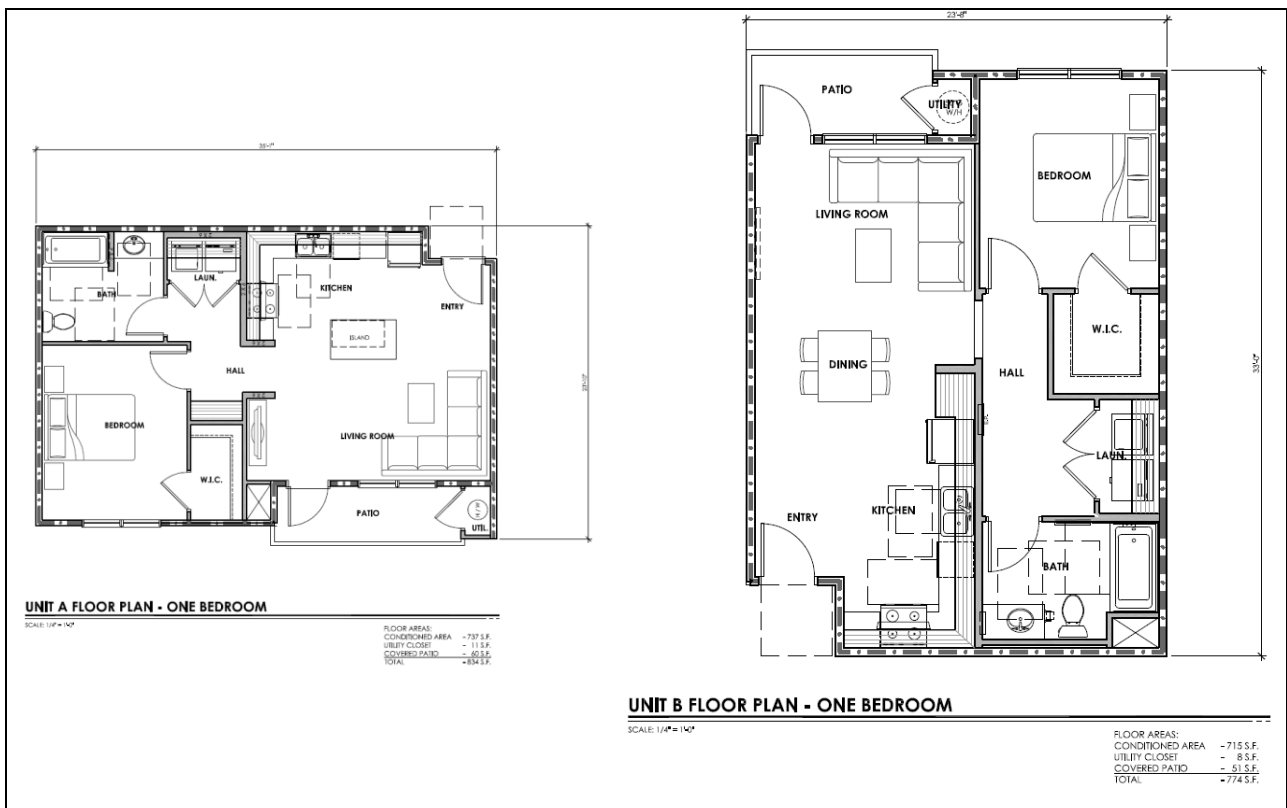


Figure A-1: Site Plan



Figure A-2: Elevations

The 44 units will consist of 20 one-bedroom and 24 two-bedroom units. Floor plans are visible in the exhibit below.



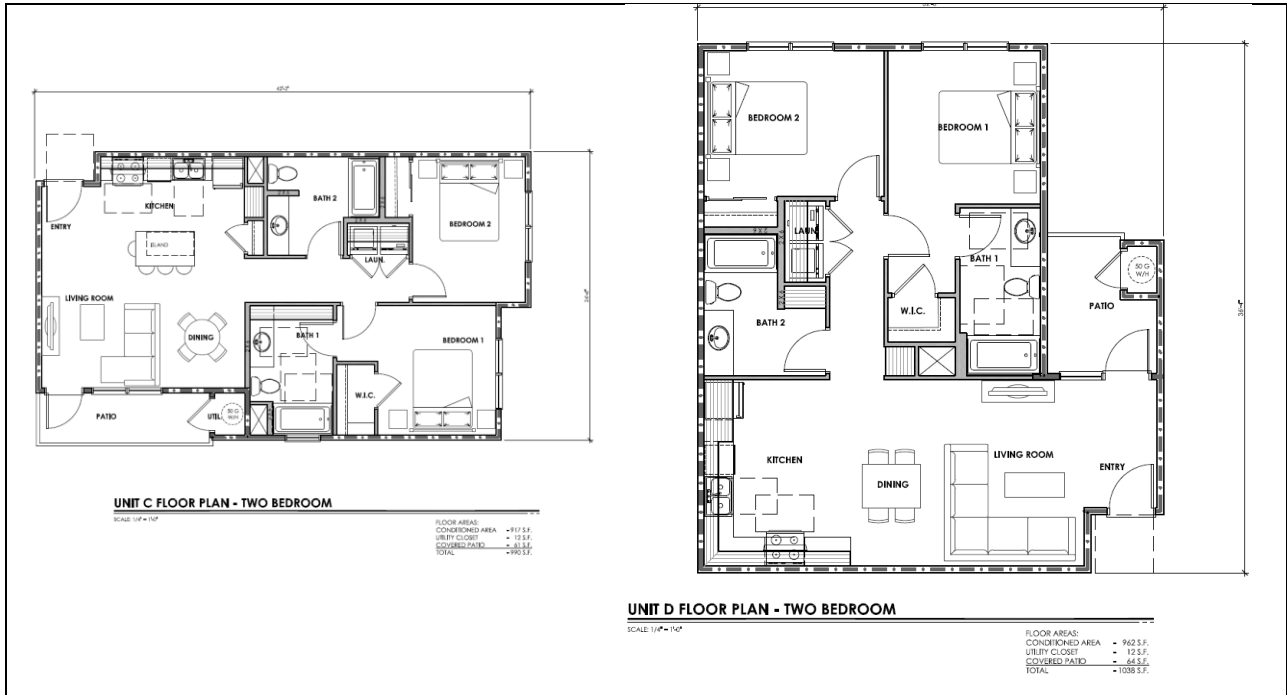


Figure A-3: Floor Plans

Manteca Municipal Code 17.26.030 requires multifamily uses to provide a minimum of 30% project (site wide) open space for the entire project, and a minimum 40 sq ft of private open space for each residential unit. Project Open Space is defined in MMC 17.100.060 as follows:

The minimum useable Open Space within the area of a building site designed and reserved for outdoor living, indoor or outdoor recreation opportunities (i.e., pools, fitness center, etc.), pedestrian access and landscaping accessible by all occupants of the development. The calculation of Project Open Space shall be made by deducting from the total area of the building site:

- Maximum Lot Coverage
- Paved parking areas, driveways and maneuvering areas
- Areas having a slope in excess of 20 percent
- Any Open Space less than 10 feet in its smallest dimension

To this remainder should be added any indoor recreation opportunities and any rooftop or outside deck space more than 7 feet in its smallest dimension which is directly accessible, and safely useable, by all occupants of the development.

The majority of the Project Open Space for the application is located on the top of the multifamily structure. This area is a 4,426 sq ft open deck area, reserved for residents of the building and their guests. Other Project Open Space for the site consists of two small community trellis areas on the NE and SW corners of the property, and walking paths and landscaping areas

Roof View



Figure A-4: Rooftop Deck Area

B. PROJECT LOCATION & SITE CONDITIONS

Location

The project site located is at 2005, 2019 & 2027 Wawona St. (APN Nos. 222-100-15, -14 and -09). The property is situated on the north side of the roadway, mid-block between S. Airport Way and Fishback Road. The site is 1.67± acres in size and is within City limits. The project is bordered by existing single family residential uses on all sides. (See Figure B-1).

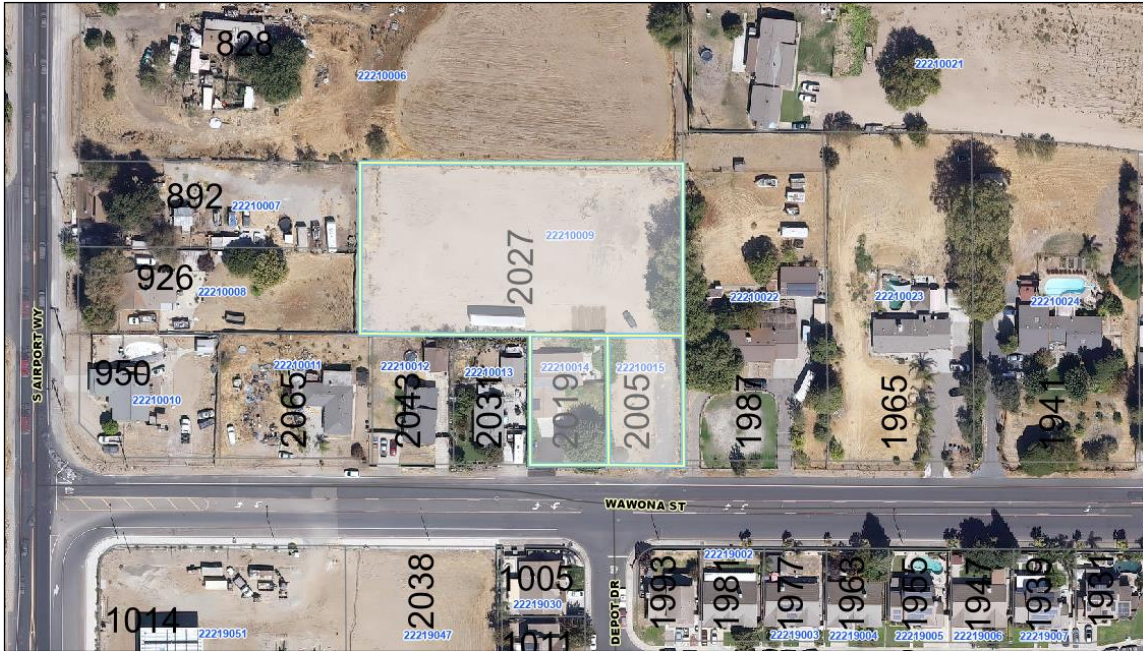


Figure B-1: Location

Site Conditions

The site is currently vacant, with no frontage or improvements. There are no known easements or encumbrances. Adjacent uses are single-family residential on all sides. The uses to the west and southwest are considered “legally nonconforming” in that they are situated on commercially zoned lands.



Figure B-2: Site Conditions (March 12, 2026)

ANALYSIS

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

1. GENERAL PLAN CONFORMANCE
 - LAND USE ELEMENT
 - HOUSING ELEMENT
 - GENERAL PLAN AMENDMENT

- ANNEXATION
2. ZONING ORDINANCE CONFORMANCE
 - PREZONE/REZONE
 - HIGH-DENSITY RESIDENTIAL ZONE DISTRICT
 - SITE PLAN AND DESIGN REVIEW
 - MINOR ZONE MODIFICATION
 3. SUBDIVISION ORDINANCE
 - LOT LINE ADJUSTMENT
 4. CLIMATE ACTION PLAN
 5. ENVIRONMENTAL DETERMINATION

1. GENERAL PLAN CONFORMANCE

LAND USE ELEMENT

The requested land use designation is High-Density Residential (HDR). This designation provides for multi-family town homes, 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. The HDR land use designation allows for 20.1 to 30 dwelling units per acre. At 44-proposed units, the 1.67-acre project nets 26.35 du/ac, placing it at the higher end of the density allowance spectrum.

HOUSING ELEMENT

This application proposes construction of a single multifamily residential structure containing 44 units, all of which are intended to be market-rate. As such, this project will contribute to the City's Moderate and Above Moderate Income RHNA requirement of 4,651 total units for the 6th Cycle.

GENERAL PLAN AMENDMENT (GPA-24-76)

The current land use designation for the site is Very Low Density Residential (VLDR), which 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. The proposed use is multifamily residential, which is not allowed in the VLDR designation. The proposed use exceeds the VLDR maximum allowable unit density of 2 units per acre. A General Plan Amendment is required to change the land use designation to High-Density Residential (HDR). This designation provides multi-family town homes, condominium, and apartment style housing

and mobile home parks. The multi-family dwelling sites are typically located with direct access to arterial streets. The Project site will 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. The HDR designation allows for up to 20.1 to 30 dwelling units per acre.

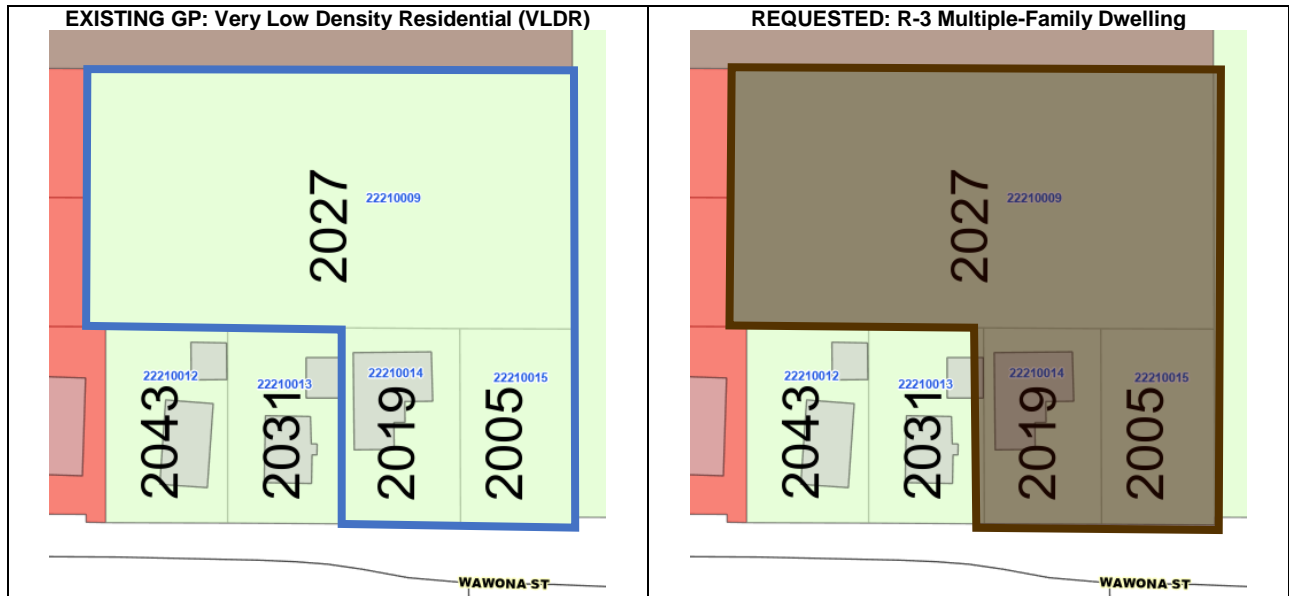


Figure 1.1 | General Plan Land Use Designation

When a General Plan Amendment is requested, the applicant must demonstrate to the City Council that there is a substantial benefit to be derived from such amendment by making the following four findings:

1. The amendment is deemed to be in the public interest.

Analysis: As will be explained in detail in the Site Plan Review portion of this report, the amendment allows for the site to be developed with a residential multifamily use. On-site and off-site improvements provided will create revenue for the City and provide safer vehicle and pedestrian access for those passing by and on-site.

2. The amendment is consistent and/or compatible with the rest of the General Plan.

Analysis: The proposed amendment is compatible with the General Plan in that it redesignates land to High-Density Residential (HDR), which is more compatible with the adjacent land use designations of Commercial (C) and HDR.

3. The potential impacts of the amendment have been assessed and have been determined not to be detrimental to public health, safety, or welfare.

Analysis: The proposed amendment will allow for high-density residential development with on-site, off-site and frontage improvements including curb, gutter, sidewalk, bicycle paths and undergrounding of existing utilities. Currently there is no sidewalk on the

northern side of this block of Wawona Street. The project will increase safety in this section of the City by providing complete frontage improvements including curb, gutter and sidewalk and a Class III bike path from the project site to the current curb return at the NE corner of the intersection of Wawona Street and S Airport Way. The proposed project will also increase City residential unit stock by 44 units.

- 4. The amendment has been processed in accordance with the applicable provisions of the California Government Code, the California Environmental Quality Act (CEQA), and the City's Municipal Code.**

Analysis: An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the proposed project (SCH #2025100770). It was found that although the proposed project could have a significant adverse effect on the environment, with the required mitigation measures and conditions implemented for the project, the impacts can be reduced to a less than significant level.

Additionally, the City Council must find that the purpose of the proposed amendment meets the letter and intent of the General Plan goals and policies. The development of the multi-family residential project meets the General Plan's goals and policies directly and indirectly through the implementation of the following:

- 1. Goal 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.**

Analysis: The application proposes the construction of a single multifamily residential structure containing 44 units, all of which are intended to be market-rate. As such, this project will contribute to the City's Moderate and Above Moderate Income RHNA requirement of 4,651 total units for the 6th Cycle.:

- 2. Goal 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.**

Analysis: This project site is ideally located for easy access to high-quality mass transit and one of the largest commercial centers in Manteca. City of Manteca Transit Bus Route #4 passes directly in front of the project site, with the nearest bus stop (#105) located approximately 0.22 miles to the southwest along S. Airport Way. Bus route #1 is available nearby on either S. Airport Way or Fishback Road, with the nearest stop (#37) located only 0.16 miles to the east near the intersection of Fishback Road and Rail Street. Brock Elliot Elementary School is 0.8 miles to the southeast, and Sierra High School is 0.4 miles to the east. Stadium Center shopping area is located 0.36 miles to the southwest at the intersection of Daniels Street and S. Airport Way.

- 3. Goal 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.

Analysis: The proposed project is a high-density residential four-story vertical development not adjacent to any intensive use. The site’s immediate access to public transportation will enable the creation of high transit use corridor. As discussed in the previous item, the site is ideally located for easy access to high-quality mass transit and one of the largest commercial centers in Manteca.

4. **Goal 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.**

Analysis: As a standalone project, the traffic analysis indicates that this development would negatively impact the intersection of S. Airport Way and Wawona Street. However these impacts are directly and preemptively mitigated by another project recently constructed at this intersection. The Rotten Robbie fueling station (SPC-19-109) was conditioned to install a traffic signal at this intersection. The signal is now operational, and has improved traffic there from LOS D/E to an LOS B/A. See Figure 6: LOS Analysis – Existing Plus Project.

#	Intersection	Control Type ¹	LOS Criteria	Peak Hour	Existing		Existing Plus Project		Existing Plus Project With Signal	
					Delay (sec/veh) ²	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Airport Way & Wawona Street	TWSC/Signal	D	AM	28.3	D	30.5	D	10.6	B
				PM	45.4	E	49.3	E	8.5	A

*Notes: **Bold** values indicate unacceptable LOS.
¹ TWSC = Two-Way Stop-Controlled
² For TWSC, the worst approach/movement delay and LOS is reported. For signals, average delay and LOS are reported.*

Figure 1.2: LOS Analysis – Existing Plus Project

5. **Goal 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.**

Analysis: Parking requirements are determined largely by MMC Table 17.52.050-1. As is indicated in the following table, the provided parking meets the minimum requirements.

<u>Use Type</u>	<u>Parking Ratio</u> (<u>MMC Table 17.52.050-1</u>)	<u>Parking Required</u>	<u>Parking Provided</u>

Multifamily Residential (HDR)	1 space/dwelling unit + 0.25 space/studio, 0.5 space/one bedroom, and 1 space per 2 or more bedrooms.	<ul style="list-style-type: none"> ▪ Covered spaces for 44 total apartment units ▪ 20 one-bed units = additional 0.5 space/ unit ▪ 24 two-bed units = additional 1.0 space/ unit 	<p>44 spaces</p> <p>10 spaces</p> <p>24 spaces</p>
Office (Leasing)	4/1,000 sf gfa	304 sq ft office = 2 spaces	2
		Minimum Required Parking	80 spaces
		Total Provided Parking	80 spaces

Figure 1.3: Parking Analysis

6. Goal 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).

Analysis: The project is conditioned to provide full frontage improvements along Wawona Street, including 5' wide sidewalks and an 8' road shoulder to accommodate a Class III bike path (see illustration below).

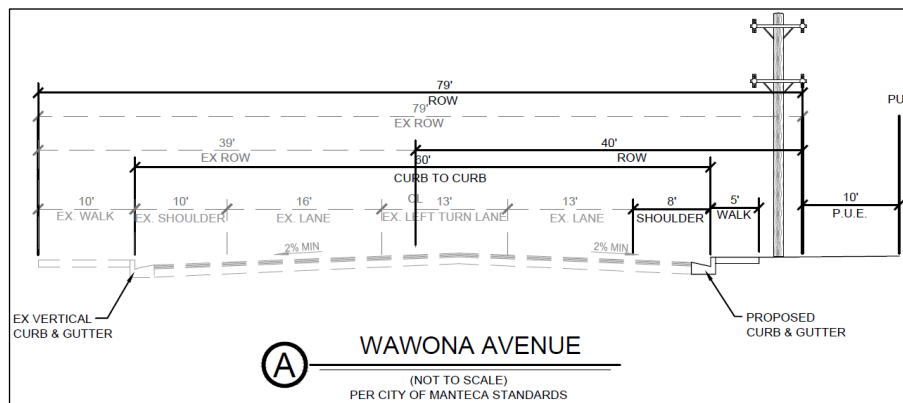


Figure 1.4: Wawona Right Of Way Cross Section

7. Goal 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 two proposed structures utilize similar architecture to create a solid sense of connectivity site wide. The primary apartment structure features a clean, contemporary design with a mix of light-colored cladding panels, warm wood-like siding, and dark gray accents. The facade is organized with a symmetrical grid of windows and private balconies, while vertical and horizontal elements break up the massing to create visual interest. A rooftop terrace with glass railings adds a communal outdoor space, and the flat roof and overhangs emphasize the building's streamlined profile. Overall, the

architecture blends functionality with a balanced, modern aesthetic. Through intentional design, no two facades are identical, but all are firmly connected visually.

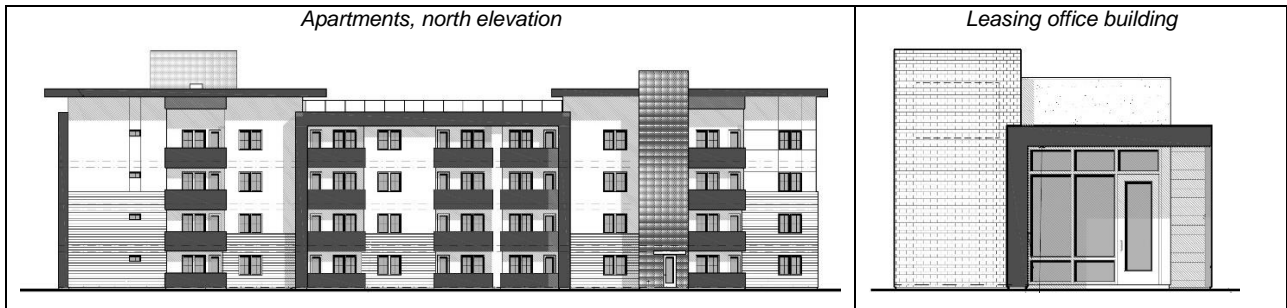


Figure 1.5: Architecture

2. ZONING ORDINANCE CONFORMANCE

ZONING

The current zoning for the site (Residential Estate R-E) does not allow the proposed use. The proposed rezone to the Multiple-Family Dwelling R-3 is in consistency with the requested HDR being proposed as part of the General Plan Amendment. The current R-E zoning limits the development of the site to a maximum of 2 units per acre. At 1.67 acres, the maximum potential unit count for this site under current zoning is three units. Rezoning to R-3 opens the site to much broader development options, and the possibility of bringing the City overall into a greater conformance with State of California housing goals.

The R-3 Zoning District allows for high-density residential uses including multi-family apartment-style housing. The multi-family dwelling sites are typically located with direct access to arterial streets, bicycle paths, and other transit options. The proposed use is a four-story multifamily residential structure, which is allowed by-right within the R-3 zoning district. The applicant is requesting a Lot Line Adjustment to merge three contiguous parcels, creating a single 1.67-acre site to facilitate the construction of the proposed residential structure. Also requested is a Minor Zone Modification for a 10% reduction in the required perimeter landscaping buffer to allow for the required parking. The perimeter landscaping buffer is a requirement between multi-family and single-family uses, pursuant to MMC 17.48.050.I.

EXISTING: Residential Estate (R-E)	REQUESTED: R-3 Multiple-Family Dwelling
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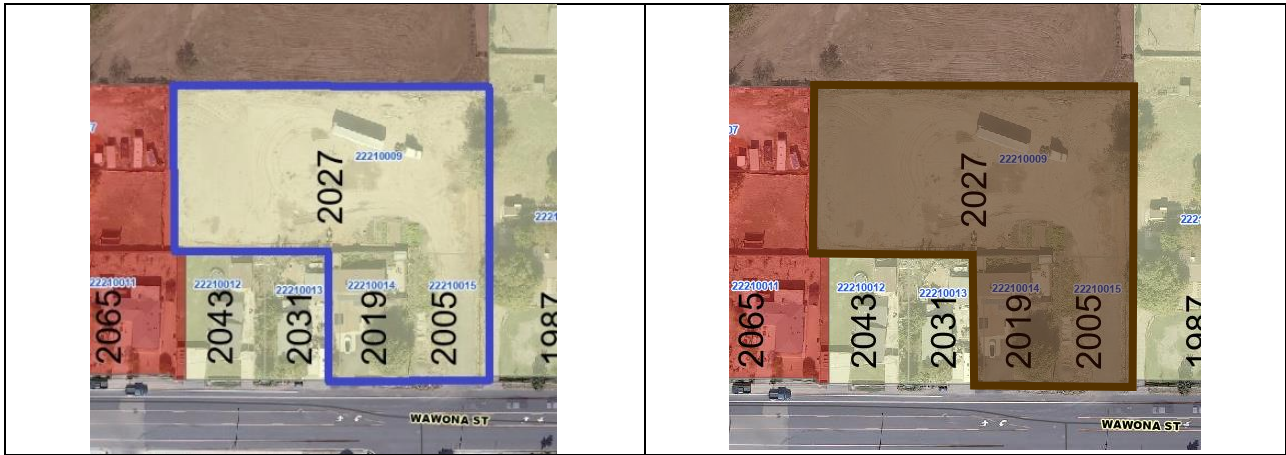


Figure 2.1: Zoning

REZONE REZ-24-77

Purpose

The Zoning Ordinance establishes procedures for Rezones. This Rezone is intended to allow for modifications to a parcel(s) zoning designation (or “District”) through the amendment of the Zoning Map necessary to ensure consistency with the General Plan as mandated by Section 65860 of the California Government Code.

Considerations

The property in question is contiguous to commercially zoned properties to the west. It is also within 300 feet of a major north-south arterial roadway intersection. Conversely, the properties located to the north and east are zoned for residential uses. The rezone of the property to R-3 allows for the construction of residential apartments, which function as a transitional use and buffer between the future commercial uses on the lands to the west on the arterial intersection and the residential uses to the east. Additionally, Wawona Street has evolved over time to be a significant east/west collector roadway. Recently, a fueling station was approved and constructed at the Wawona/S. Airport Way intersection, and a car wash facility was constructed just to the south of the fueling station on S. Airport Way. These two businesses bring more traffic to the area, which facilitated a traffic signal at the Wawona/S. Airport intersection.

RE zoned properties are intended to contain quasi-agricultural uses and are generally located along the periphery of the City on quieter roadways. The increased traffic volume and nearby commercial uses are not compatible with the intent of the R-E zoning district. R-3 zoning is a denser, heavier designation overall, and is much more compatible with the commercial uses and increased traffic patterns currently around the site.

It should also be noted that this site is located less than ¼ mile from two City bus stops, allowing for easy access for the residents to mass-transit. The 44 proposed residential units for the project yields up to 140 potential new riders, versus residential uses within the current R-E zoning that could yield maximum of 10 riders. This dramatic increase in potential ridership aides the City in reducing traffic congestion, and meeting State mandated Greenhouse Gas emissions reduction goals.

Findings

Based on all the foregoing information, the findings to approve the Rezone can be made as follows:

- 1. The proposed Zoning Amendment (text or map) is consistent with the General Plan and any applicable Specific Plan goals, policies, and implementation programs;**

Analysis: As discussed in the General Plan Conformance section of this report, the applicant proposes to Amend the General Plan Designation for this site from its current VLDR to HDR to allow for the proposed multifamily residential project. Current zoning and General Plan Designation do not allow for the proposed use, height, or unit density. The requested Rezone serves to bring the zoning into compliance with the requested designation change. The multifamily district and use also brings the site into compliance with the preferred uses listed in General Plan Goal LU-8.4 Policy Area 2. Additionally, changing the zoning to higher density residential allows the City to better fulfill the RHNA requirement spelled out in the General Plan Housing Element.

- 2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City;**

Analysis: Currently there is no sidewalk on the northern side of this block of Wawona Street. As stated in the previous section of this report, the project will increase safety in this section of the City by providing complete frontage improvements including curb, gutter and sidewalk and a Class III bike path from the project site to the current curb return at the NE corner of the intersection of Wawona Street and S Airport Way. The proposed project will also increase City residential unit stock by 44 units.

- 3. The amendment has been reviewed in compliance with the provisions of the California Environmental Quality Act (CEQA);**

*Analysis: An Initial Study / Mitigated Negative Declaration was prepared for the project, pursuant to CEQA Sections 15063 and 15070. The IS/MND document determined that the construction of the proposed project with the suggested mitigations will result in a **less than significant** environmental impact in all categories. To ensure compliance, the proposed mitigations have been included in the project's Conditions of Approval.*

- 4. If a map amendment, the site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provisions of utilities) for the requested zoning designations and anticipated land uses/development; and**

Analysis: The applicant requests to rezone the site to ensure consistency with the requested GPA, changing it from its current R-E zoning to R-3. The Lot Line Adjustment to merge all three lots will eliminate any physical constraints that otherwise would limit the site's development. The existing single-family home at 2019 Wawona will be demolished. Some of the surrounding properties are commercially zoned with legally

nonconforming residential uses. Further, via a Minor Zone Modification the project will provide required parking by allowing a reduction in open space.

5. If a text amendment, the amendment is internally consistent with other applicable provisions of this Zoning Code.

Analysis: A text amendment is not requested or proposed with this application.

SITE PLAN AND DESIGN REVIEW (SPA 24-79)

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

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. These 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.

Wawona Street is a collector street that intersects with South Airport Way, a major north-south arterial, approximately 450 feet east of the project site. The proposed project will provide street frontage improvements including curb, gutter and sidewalk, and per the 2043 General Plan and the 2020 Active Transportation Plan, will widen Wawona Street to accommodate a Class III bike way. City of Manteca Transit Bus Route #4 passes directly in front of the project site, with the nearest bus stop (#105) located 0.22± miles to the southwest along S. Airport Way. Bus route #1 is available nearby on either S. Airport Way or Fishback Road, with the nearest stop (#37) located 0.16 miles to the east near the intersection of Fishback Road and Rail Street. Gonsalves Park is located 0.39 miles to the north, and Roberts Estates Park is located 0.26 miles to the southeast. And finally, Stadium Center shopping area is located 0.36 miles to the southwest at the intersection of Daniels Street and S. Airport Way.

The structure will include private open space for each unit and project open space for the larger site, in consistency with MMC requirements. This buffer is reduced to 9' depth via a Minor Zone Modification.

South of the residential structure and closer to the right-of-way, the project also proposes a 304 square foot leasing office building and one of two community open spaces with a trellis. Site access is via a bi-directional north-south driveway. The frontage will be improved with curb, gutter, sidewalk and Class III bike path. The existing utility pole and power lines will be undergrounded as well.

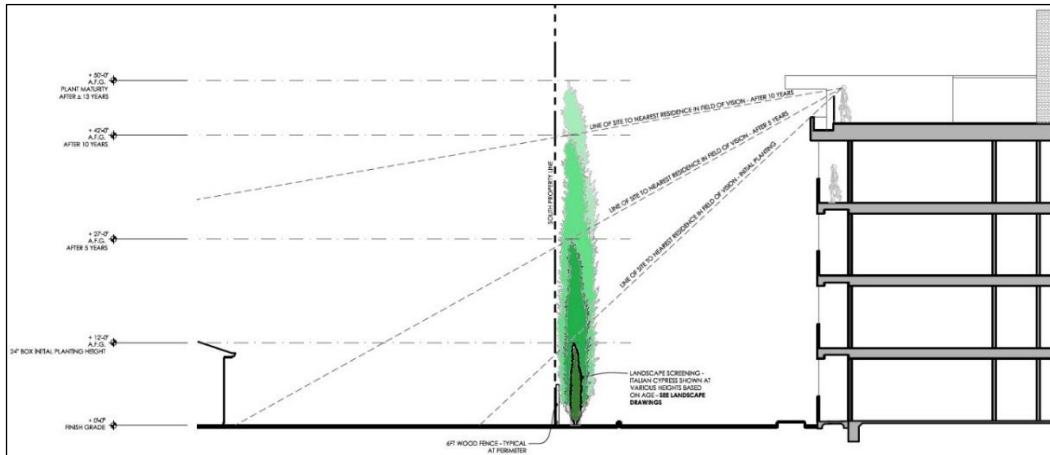


Figure 2.1: Line Of Sight Exhibit

Through the review process, special consideration of the building's height, orientation, parking, and landscaping requirements were evaluated with relation to the adequacy and compatibility with the surrounding zoning and uses. The Project site's overall design has been adapted to the irregular flag lot configuration. The portion closest to the Wawona St. has a narrow frontage that serves as the only access to the site. The building was strategically located on the center of the wider-rear section of the parcel. The outcome of this design allowed the site to meet the necessary parking requirements and part of the open space requirements. With a constraining parcel configuration, the apartment complex has been design to 50' feet, which is an allowed height in the R3 zone district.

A concern was raised regarding the proximity of the apartment building to the surrounding single-family residential uses. Though the 50-foot-tall building height is allowed in the R-3 zone district, the rooftop recreational deck area serving towards the required open space requirement may potentially create a privacy concern for residential uses located on the adjoining western - southern property line of the project. Staff requested line-of-sight exhibits to demonstrate the potential impact of this rooftop area and the upper floor patios on those adjacent homes (see Figure 10). As a mitigation to potential visual trespass and in response to MMC 17.48.050.I, the project is conditioned to provide substantial vertical landscaping along the southern and western property lines. At full maturity, this buffer will provide some screening for uses on both sides of the property lines, however as seen in the demonstrated in the exhibit, effective screening will not be obtained for at least 10 years. Until that time, it is anticipated that there will be essentially no effective screening for at least five years.

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 development will provide a 44-unit market-rate multifamily residential structure with associated landscaping, lighting, parking and open space. As

previously discussed, this design is consistent with numerous Goals and Policies of the General Plan. It is also consistent with the proposed R-3 Zoning District, pursuant to the additional requirements and parameters of a Minor Zone Modification. The project will be conditioned to comply with all other applicable improvement and operational standards and City regulations.

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

Analysis: The proposed project has been reviewed for appropriate ingress and egress for vehicular, bicycle, and pedestrian access to ensure that there are no conflicts between movements of the new user and existing surrounding uses on Wawona Street. The project is conditioned to provide full frontage improvements along Wawona Street, including 5' wide sidewalks and an 8' road shoulder to accommodate a Class III bike path.

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 proposed project was reviewed to ensure compatibility with the character, scale, and quality of the existing development in this district area of the City. The surrounding environment is comprised entirely of residential uses. Adjoining properties to the west are zoned CG with legally nonconforming uses, and the properties to the north are zoned R-3, which is the same as the requested rezone. East and south are Residential Estate (R-E) properties and uses. The structure will also include a rooftop open space area for the residents. The residential building will be located toward the rear (north) of the property, with drive aisles and parking encircling it. Forty-four of the 80 parking stalls will be covered with car ports, which will include solar panels. The western and southwestern property lines are required to include a minimum 10' deep landscaping buffer to help screen multifamily uses from adjacent single-family uses.

Due to the proximity of this vertical development to the adjacent single-family homes, the landscaping along the western and southwestern property lines are conditioned to be much more robust and tall, allowing for maximum privacy for all (see Figure 10). As with all commercial developments, a photo metric plan was provided and assessed for compliance with Manteca Municipal Code General Lighting Standards.

As discussed in the Site Plan Review Considerations of this report, the height of the proposed structure has caused some concern, as it pertains to its proximity to the existing adjacent single-family homes. The current zoning does not allow for structures taller than 30' in height and does not allow for multifamily uses at all. The proposed multifamily structure is 50' tall at the roofline, which facilitates the need for rezone. With the rezoning of the property to the R-3 district, consistent with the requested GPA, the site will be zoned and designated appropriately for the proposed use.

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: As discussed previously in this report, the two proposed structures utilize similar architecture to create a solid sense of connectivity site wide. The primary apartment structure features a clean, contemporary design with a mix of light-colored cladding panels, warm wood-like siding, and dark gray accents. The facade is organized with a symmetrical grid of windows and private balconies, while vertical and horizontal elements break up the massing to create visual interest. A rooftop terrace with glass railings adds a communal outdoor space, and the flat roof and overhangs emphasize the building's streamlined profile. Overall, the architecture blends functionality with a balanced, modern aesthetic. Through intentional design, no two facades are identical but all are firmly connected visually.



Figure 2.2: Apartment Elevations

MINOR ZONE MODIFICATION (MZM-25-01)

Purpose

Minor Zone Modifications (MZM) provide limited relief from the strict application of development requirements specified by Title 17 in order to promote uniform development or relieve an unreasonable hardship.

Considerations

MMC 17.48.050.I requires a minimum 10' wide landscaping buffer between multifamily and single-family uses. As previously discussed, the subject site is currently bordered by single-family uses on all sides. Those uses on the west and southwest are considered "legally nonconforming" in that they are occurring on commercially zoned land. In this case, the MZM is requested to allow for a reduction in the depth of the required perimeter landscaping buffer from the minimum ten feet to nine feet on the western and southwestern property lines to accommodate the required off-street parking. As discussed previously in this report, the project is conditioned to provide greater than normal vertical landscaping along the southern and western property lines as a means of preserving privacy for residents on both sides of the property lines. With the successful implementation and ongoing maintenance of the perimeter landscaping buffer, the health, safety and general welfare of the persons residing in the adjacent homes will be preserved and protected.

Findings

1. The modification does not exceed the limits specified in this section.

Analysis: Per MMC 17.26.030 Additional Standards for Multi-Family Zoning Districts, a minimum of 30 percent of the total project lot area shall be provided as improved and/or

landscaped open space for general use for multi-family projects. MMC 17.100.060 Universal Definitions defines Project Open Space as:

“The minimum useable Open Space within the area of a building site designed and reserved for outdoor living, indoor or outdoor recreation opportunities (i.e., pools, fitness center, etc.), pedestrian access and landscaping accessible by all occupants of the development. The calculation of Project Open Space shall be made by deducting from the total area of the building site:

- *Maximum lot coverage.*
- *Paved parking areas, driveways and maneuvering areas.*
- *Areas having a slope in excess of 20 percent.*
- *Any Open Space less than 10 feet in its smallest dimension.*

“To this remainder should be added any indoor recreation opportunities and any rooftop or outside deck space more than 7 feet in its smallest dimension which is directly accessible, and safely useable, by all occupants of the development.”

The site in question is 72,745.2 sq ft in size (1.67 gross acres), meaning the project is required to provide a minimum of 21,823.56 sq ft of community open space. The requested Minor Zone Modification allows for a maximum 10% waiver of Open Space requirements. This would reduce the minimum required Project Open Space to 19,641.2 sq ft. The project as proposed presents the following:

<i>Landscaping</i>	<i>15,019 sq ft</i>
<i>General Open Space</i>	<i>2,396 sq ft</i>
<i>Roof Top Deck</i>	<i>4,426 sq ft</i>
<i>TOTAL PROJECT O.S.</i>	<i>21,841 sq ft. → 2,199.8 sq ft over MZM minimum.</i>

As such, the proposed landscaping and open space plan meets the requirements of the requested Minor Zone Modification.

- 2. The granting of the modification will not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing in the neighborhood.**

Analysis: MMC 17.48.050.1 requires a minimum 10' wide landscaping buffer between multifamily and single family uses. The proposed MZM will allow for a 10% reduction of the required ten-foot landscape buffer to a nine-foot landscape buffer. To ensure the one-foot minor adjustment is not a detriment to the health, safety, or general welfare of those residing in the project's immediate vicinity, the project has been conditioned to install vertical trees and landscaping to provide the necessary light and privacy screening between the multi-family use and the non-conforming residential uses. It anticipated that within a ten-year timeframe, landscaping will mature to a height sufficient to provide adequate screening between properties. Further, if/when the non-confirming residential uses cease, the vertical trees and landscaping will screen the multi-family residential use from possibly more intensive commercial uses.

- 3. The modification, as described and conditionally approved, will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.**

Analysis: As conditioned, the project will increase overall connectivity, safety and visual appearance to the neighborhood. The one-foot reduction in the depth of the required landscaping buffer allows the site to fulfill its on-site parking requirements, reducing the potential for parking congestion issues on the public street, while still allowing for the increased vertical landscaping to required screening between uses.

4. The granting of the modification either would promote the uniformity in development on the lot or in the area or would alleviate an unreasonable hardship imposed by the strict application of the requirements of this Title.

Analysis: At 44-proposed units, the 1.67-acre project nets 26.35 du/ac, placing it at the higher end of the density allowance spectrum. Higher-density residential development is a goal of the General Plan, and one of the main goals of recent State of California laws designed to address the ongoing housing crisis. However, the combination of higher density and the proximity of the adjacent nonconforming single-family residential uses creates site constraints that might normally not be an issue at this site. The granting of the MZM allows a very small reduction in the required landscaping buffer, which in turn provides enough space for the required on-site parking. The net result of this will be a multi-family development with large setbacks that provides open space for its residents and privacy and increased safety for the adjacent residents.

3. SUBDIVISION ORDINANCE CONFORMANCE

LOT LINE ADJUSTMENT (LLA-24-78)

Purpose

The purpose of this chapter is to set forth the standards and procedures for lot line adjustments consistent with the provisions of the Subdivision Map Act.

Considerations

The Lot Line Adjustment to merge all three lots will eliminate any physical constraints that otherwise would limit the site's development. The existing single-family home at 2019 Wawona will be demolished. Some of the surrounding properties are commercially zoned with legally nonconforming residential uses. The resulting parcel will be 1.67± acres in size, with adequate access from the public right-of-way. The proposed parcel lines have been assessed for accuracy by City Engineering staff and are consistent with the requirements of the Subdivision Map Act.

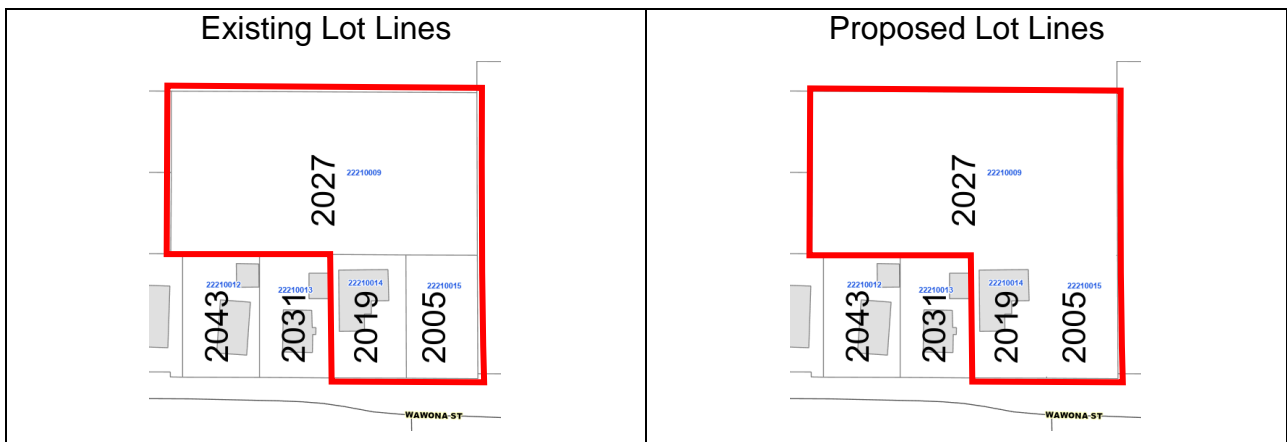


Figure 3.1: Proposed Lot Line Adjustment

Lot Line Adjustment Findings

- 1. The Community Development Director shall approve a lot line adjustment application if he or she finds:**
 - a. The parcels resulting from the lot line adjustment conform to the zoning ordinance and applicable building ordinances of the city.**

Analysis: The resulting parcel will be 1.67± acres in size, with adequate access from the public right-of-way. The proposed parcel lines have been assessed for accuracy by City Engineering staff and are consistent with the requirements of the Subdivision Map Act and Title 16 of the Manteca Municipal Code.

- b. No conditions or exactions are required to bring project into conformance with the zoning ordinance and applicable building ordinances of the city, or to facilitate the relocation of existing utilities, infrastructure or easements.**

Analysis: No conditions or exactions are required as a part of this entitlement request.

CLIMATE ACTION PLAN CONFORMANCE

On November 18, 2025, the Manteca City Council approved and adopted an update to the Climate Action Plan in response to the passing of Assembly Bill AB32, Senate Bill SB32, and Executive Order B-55-18. The intent of this plan is to reduce overall greenhouse gas emissions in both private and public sector development, in an effort to meet the State mandate for statewide carbon neutrality by the year 2045.

The project complies with the following Climate Action Plan strategies:

- 1. Action TR.1.2 Fulfill the Implementation Measures included in the City of Manteca Active Transportation Plan.**

Analysis: As discussed previously in this report, the project is conditioned to provide full frontage improvements along Wawona Street, including 5' wide sidewalks and an 8' road shoulder to accommodate a Class III bike path, in consistency with the Active Transportation Plan, Figure 15.

- 2. Action TR.3.3 Establish/enforce minimum standards for bicycle parking**

Analysis: The project is conditioned to provide bicycle parking for at least one bicycle per every two dwelling units, per CGBSC Section 4.106.9.2. This will net a minimum of 22 permanent on-site bicycle parking spaces.

- 3. Action EG.3.3 Implement applicable Design Review standards that include renewable energy standards.**

Analysis: This project and all Site Plan Reviews are assessed closely by Building Safety Division Plan Check staff for compliance with current California Building Code Title 24 requirements.

ENVIRONMENTAL DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the proposed project (SCH #2025100770). It was found that although the proposed project could have a significant adverse effect on the environment, with the required mitigation measures and conditions implemented for the project, the impacts can be reduced to a less than significant level.

The full IS/MND can be reviewed on the City's website at the following link:

https://www.manteca.gov/departments/development-services/planning/planning-division-documents/-folder-206#docfold_761_1772_216_206

CONCLUSION

Based on the facts and findings presented in this staff report, Planning Staff is recommending that the City of Manteca Planning Commission Conduct a public hearing for the Wawona Apartments project and by motion:

1. Adopt a resolution recommending City Council make the necessary findings and adopt an Initial Study (SCH #2025100770) and Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program prepared for GPA-24-76, REZ-24-77, LLA-24-78, SPA-24-79 and MZM-25-01, located at 2005, 2019 & 2027 Wawona St.; APN Nos. 222-100-15, -14 and -09; and
2. Adopt a resolution recommending City Council approve General Plan Amendment 24-76 changing the land use designation from Very Low Density Residential (VLDR) to High-Density Residential land use, located at 2005, 2019 & 2027 Wawona St.; APN Nos. 222-100-15, -14 and -09; and
3. Adopt a resolution recommending City Council approve i) Rezone 24-77, changing the zoning from the Residential Estate (R-E) to Multiple-Family Dwelling (R-3), ii) Lot Line Adjustment 24-78, merging three existing parcels into one 1.67± acre parcel, iii) approving Site Plan Review 24-79 for a multifamily residential development consisting of a single 44-unit residential structure, one leasing office building and two public open space trellis areas, and iv) Minor Zone Modification 25-01 to allow for a 10% reduction in the required open space; located at 2005, 2019 & 2027 Wawona St.; APN Nos. 222-100-15, -14 and -09.

ATTACHMENTS

- Attachment 2 – CEQA Resolution
- Attachment 3 – Exhibit 'A' – Mitigation Monitoring & Reporting Program
- Attachment 4 – General Plan Amendment Resolution
- Attachment 5 – Exhibit 'A' – General Plan Amendment Map
- Attachment 6 – Entitlements Resolution
- Attachment 7 – Exhibit 'A' – Ordinance and Rezone Map
- Attachment 8 – Exhibit 'B' – Conditions of Approval
- Attachment 9 – Project Plan Set dated December 2, 2025
- Attachment 10 – Lot Line Adjustment dated September 30, 2024
- Attachment 11 – Project Floor Plans and Elevations

Attachment 12 – Initial Study/Mitigated Negative Declaration dated October 2025
Attachment 13 – Project PowerPoint

Report Prepared by: Toben Barnum, Associate Planner

Reviewed by: Jesus R. Orozco, Deputy Director – Planning

Approved by: Brad Wungluck, Director of Development Services
