

Adjacent Uses:	N: SR 120 E: Existing HDR and LDR W: Chevron and vacant CG S: Vacant CMU & existing LDR
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PROJECT LOCATION

The properties in question are located near the northeast corner of South Main Street and East Atherton Drive at 144, 292, 301 and 490 E Quintal Rd: APN Nos. 224-040-52, 06, 07 and 11 (See Figure 1).



Figure 1: Project Site Location

PROJECT DESCRIPTION

The project consists of a General Plan Amendment, Rezone, Tentative Subdivision Map, and a Site Plan Review on four adjacent parcels. Proposed is an 818-unit residential development, consisting of 672 multifamily units, 48 duet homes, 98 single-family homes, and 1.93 acres of public open space.

The General Plan Amendment (GPA) request is to amend the City General Plan Land Use Map designation on all properties in the project to match the proposed land uses. The Rezone (REZ) serves to bring the zoning into consistency with the proposed land use designation changes. The Site Plan Review (SPC) provides architectural exhibits and design concepts for the different housing typologies. The Tentative Subdivision Map



Figure 2: Site Plan

The Tentative Subdivision Map

(SDJ) will divide the property at 144 E Quintal in two where it is bisected by Atherton Drive and subdivide the rest of the site into 122 parcels for the proposed duet and single-family housing types shown in the Figure 2 diagram below. Buena Vista Drive will be extended north through the development, and a traffic signal will be required at the intersection of Buena Vista and Atherton as part of the project. An existing 2.89± acre detention basin south of Atherton Drive will provide stormwater management for the project. The basin was assessed for capacity by a third-party engineering consultant. The report (Exhibit I) determined that the basin does have sufficient capacity to support the 144-490 Quintal Road project.

PROJECT BACKGROUND

There is no known formal action or entitlement previously approved in favor of the project site.

ANALYSIS

The proposed entitlements are analyzed with respect to conformance with the following:

1. 2043 Manteca General Plan
 - a. Land Use Element
 - b. Housing Element
 - c. Circulation Element
 - d. Resource Conservation
2. Manteca Municipal Code including the Zoning and Subdivision ordinances
 - a. MMC 16.03 Maps Required
 - b. MMC 16.09 Tentative Subdivision Maps
 - c. MMC 17.08 General Application Processing Procedures
 - d. MMC 17.10 Entitlements
 - e. MMC 17.22 Allowed Land Uses and Requirements
 - f. MMC 17.26 Development Standards by Zoning District
 - g. MMC 17.44 Yard Measurements and Projections
 - h. MMC 17.48 Landscaping
 - i. MMC 17.50 Lighting
 - j. MMC 17.52 Parking
 - k. MMC 17.58 Performance Standards
3. Manteca Climate Action Plan
4. California Environmental Quality Act (CEQA), Section 15064

GENERAL PLAN CONFORMANCE

The General Plan Amendment (GPA) is required to implement the requested entitlements. As shown below on the proposed General Plan Land Use Map Re-Designation Exhibit (Figure 3), the portion of the project site on the south side of Atherton Drive was recently designated in the 2043 General Plan Update from Commercial Mixed Use (CMU) to Medium-Density Residential (MDR). The requested amendment will change this portion and another portion north of Atherton Drive (totaling 23.70± acres) to Low-Density Residential

(LDR). This designation provides for a mix of single-family housing, including small lots, clustered lots, attached homes, and conventional large lot detached residences. The rest of the project site (40.41± acres) will be re-designated to High-Density Residential (HDR), allowing for multi-family townhome, condominium, and apartment style housing and mobile home parks.

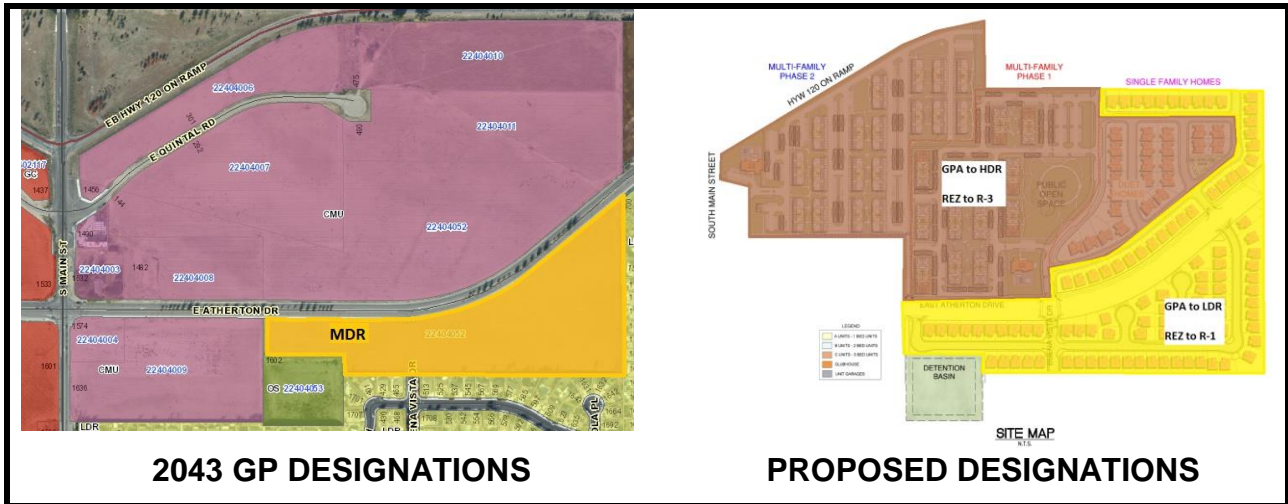


Figure 3: General Plan Re-Designation

The requested General Plan Amendment is consistent with the Manteca 2043 General Plan in that this specific development and the housing units proposed are listed in Table 4-3 “Proposed Projects” of the Housing Element (see figure 4). Therefore, the potential impacts of this development are accounted for in the [certified EIR for the General Plan](#). Despite the change to a lower-density housing designation, the number of proposed units does not change. The project remains consistent with the numbers represented in the Housing Element.

Project/Location	Description	Status	Remaining Entitlement(s)/ Timing	VL	L	M	AM
4-C Ranch	81 units zoned R-1.	In application/under review.	Tentative Subdivision Map/Improvement Plans. Final Map. Building Permits.	0	0	0	81
Airport Apartments	24 multifamily units on 3.4 acres zoned R-3.	In application/under review.	Site Plan Review/Improvement Plans. Building Permits.	0	0	2	22
Joshua Street Apartments	245 multifamily units on 11.2 acres zoned R-3.	In application/under review.	Site Plan Review/Improvement Plans. Building Permits.	0	0	25	221
LMC 490 Quintal Road 224-040-110	96 single family units, 48 duets, and 672 multifamily units on 62.1 acres zoned CMU.	In application/under review.	Tentative Subdivision Map/Improvement Plans. Final Map. Building Permits. Affordability is based on site size and density appropriate to accommodate very low/low income development.	43	28	77	691

Figure 4: General Plan Housing Element Table 4-3

Additionally, the requested GPA is consistent with the following General Plan goals and policies as follows:

Goal LU-1.5: For contiguous properties that are included in a single development application, flexibility may be allowed in the location of the designated uses within the subject site. The acreage of each land use designation shall be maintained, but the designated uses may be relocated within the site provided the relocation would not result in incompatibilities with adjacent or nearby land uses or designations. This policy also applies to a single property with multiple land use designations.

Analysis: The project consists of four contiguous properties, with a range of housing typologies including single-family homes, duets, and apartments. The adjacent uses are all residential, except for the existing fueling station at the southeast corner of the intersection of Quintal Road and S. Main Street. Flexibility is provided in two ways. Firstly, project density conformance is assessed as an aggregate. The minimum number of units required for the entire project based on a parcel-by-parcel assessment would be 795. The project proposes 818 total units, thereby making the project consistent. Secondly, the duplex parcels and a select number of single-family parcels are allowed to utilize small-lot subdivision development standards due to their lot size. This will be discussed further in the Zoning Code Conformance section.

Policy LU-3.2: Require the design of new residential development to be consistent with any applicable design guidelines, including complete streets standards, to ensure harmony with Manteca's unique character and compatibility with existing surrounding land uses.

Analysis: In addition to the City of Manteca General Plan Community Design requirements and City of Manteca Zoning Ordinance requirements, all proposed streets and Rights Of Way have been assessed by the Engineering Department for consistency with City standards through a comprehensive bi-weekly review with the developer team of the Vesting Tentative Map. Although the applicant is no longer seeking a vesting map, the close analysis of the map by City Engineers through the vesting process has resulted in a thoroughly consistent tentative map. Neighboring uses are nearly all single-family homes, which is what is proposed along the eastern and southern boundaries of the site.

Policy 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: Phase One of the proposed development consists of 672 multi-family units. This phase is located at the northwest corner of the site, closer in proximity to the intersection of E. Atherton Drive and S. Main Street. The southwest corner of this same intersection has an approved entitlement for a commercial shopping center, and the Mission Ridge shopping center is just across SR120 to the north. More commercial is proposed for the property directly across S. Main Street to the west. A new City transit stop is proposed on the north side of E. Atherton Drive just to the west of the intersection with the new extension of Buena Vista Drive. Walter J. Woodward Elementary School is located less than ½ mile to the south,

and a Class 1 multi-use pathway will be added to the entirety of the project frontage along the northern side of E. Atherton Drive.

Policy LU-10.1: Promote the provision of both public and private open space within Manteca to provide visual contrast with the built-environment and to increase recreational opportunities for Manteca residents. Private open space shall not be considered for public use, other than as visual open space, and shall not be constrained from other uses as identified in the General Plan, unless as provided for by agreement with the landowner.

Analysis: Phase 1 proposes a 1.93-acre public open space along the western side of the extension of Buena Vista Drive. This space features a cricket pitch, a children's play space and a flex court. The family picnic area and winding paths throughout the space offer relaxation and recreational opportunities for all ages. Within the multi-family component, the plan provides pocket sitting areas and pedestrian "mews" between the buildings as a complement to the tuck-under parking configuration. The multi-family component offers a swimming pool and club house for each of the two phases, and heavily landscaped walking paths throughout.

Policy LU-10.6: Site new park and recreation facilities where they will be accessible by the City's pedestrian and bicycle network and in close proximity to medium and higher density residential uses, where appropriate.

Analysis: As stated previously, Phase 1 proposes a 1.93-acre public open space along the western side of the extension of Buena Vista Drive. This space features a cricket pitch, a children's play space and a flex court. The family picnic area and winding paths throughout the space offer relaxation and recreational opportunities for all ages. This park will be accessible from the high-density Phase 1 apartments through a pedestrian gate. The medium-density Phase 2 duets are located immediately across Buena Vista Drive from the park, and the rest of the project has unrestricted access via the new sidewalks connecting to E Atherton Drive.

Policy C-1.1: Strive to balance levels of service (LOS) for all modes (vehicle, transit, bicycle, and pedestrian) to maintain a high level of access and mobility, while developing a safe, complete, and efficient circulation system. The impact of new development and land use proposals on VMT, LOS, and accessibility for all modes should be considered in the review process.

Analysis: In September of 2022, the City of Manteca adopted an SB743 Implementation Policy, which focuses project traffic assessment on potential VMT impacts rather than the previously used LOS assessment. That being said, a new City transit stop is proposed on the north side of E. Atherton Drive just to the west of the intersection with the new extension of Buena Vista Drive (Bus Route 2). A Class 1 multi-use pathway will be added to the entirety of the project frontage along the northern side of E. Atherton Drive to connect the site with existing Class 1 to the east, and the Atherton/Main intersection to the west. This fills in one of a handful of gaps in this pathway. Ultimately this Class 1 path will follow the length of

Atherton Drive from Woodward Avenue across town to McKinley Avenue. The project also includes a substantial network of internal streets, providing multiple points of connectivity to all phases of the site, and two access points to the vacant parcel north of the project site. These elements, combined with the approved and proposed commercial uses directly across the street facilitate a cumulative reduced VMT for the area.

Policy 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 mentioned previously, the combination of Class 1 bikeway, City bus stop and approved and proposed adjacent commercial facilitate a cumulative reduced VMT for the area.

RC-4.6 Require all new public and privately constructed buildings to exceed, where feasible, and comply with construction and design standards that promote energy conservation, including the most current “green” development standards in the California Green Building Standards Code.

Analysis: In the “Emblem Manteca Decarbonization Memo,” dated August 31, 2023, the developer states that the project as a whole aims to exceed State of California standards for carbon reduction. Specifically:

- *100% of all units in all phases will be completely electric. No natural gas.*
- *Energy calculations aimed to beat Title 24 standards by 10%.*
- *LEED for Homes certification targeted for entire project.*
- *All structures will have PV on rooftops, accounting for 72.4% of daily energy load.*
- *40% of all off-street parking spaces will have EV chargers or be pre-wired for them.*

RC-4.7 Require expanded innovative and green building best practices, where feasible, including, but not limited to, LEED certification for all new development and retrofitting existing uses, and encourage public and private projects to exceed the most current “green” development standards in the California Green Building Standards Code.

Analysis: As discussed previously, through carefully considered design that includes Energy Star Homes, LEED, and the elimination of natural gas, this project aims to reduce its operational carbon. Additionally, the homes will be more durable, comfortable, and consume less water. The project will also be installing large quantities of photovoltaics which reduces carbon emissions associated with offsite electrical generation and transmissions losses for the electricity that is pulled from the grid. The PV is expected to account for roughly 72.4% (2966 MW generated / 4094 MW consumed) of the power consumed by the homes.

GENERAL PLAN AND ZONING CODE CONFORMANCE

Findings for General Plan Amendment (Text or Map). In the event that a General Plan Amendment is requested by a property owner, the applicant shall demonstrate to the City Council that there is a substantial benefit to be derived from such an amendment. Additionally, the City Council must find that the proposed amendment meets the letter and intent of the General Plan goals and policies.

Analysis: There are several benefits for the City derived from the project as proposed. One notable benefit is detailed in the traffic analysis. The anticipated cumulative impact on vehicle Miles Traveled (VMT) is determined to be “less than significant”. This is based on the buildout of this project, in conjunction with the already approved commercial to the southwest and anticipated commercial to the west. Additionally, various design features that help reduce VMT are included as part of the Project, such as the following:

- *Improved Street Connectivity*
- *Improved Pedestrian Network*
- *Construct or Improve Bike Facility*
- *Expand Bikeway Network (Class 1 bikeway on Atherton Drive)*
- *Implement Transit-Supportive Roadway Treatments*
- *New City Bus Stop on Route #2*

The City will also receive a new traffic signal at the intersection of Atherton Drive and Buena Vista Drive, and a comprehensive and complete roadway system throughout Phase 2 and Phase 3 of the project.

The project as proposed is consistent with the following General Plan goals and policies: Goal LU-1.5, Policy LU-3.2, Policy LU-3.4, Policy LU-10.1, Policy LU-10.6, Policy C-1.1, Policy C-1.2, Policy RC-4.6 and Policy RC-4.7 in that the proposed project is compatible with adjacent uses, it balances residential and commercial growth, it prioritizes in-fill development, concentrates growth in an area with existing services, it has an overall positive impact on the area, it increases non-vehicular connectivity, it provides increased public open space, it facilitates a cumulative reduction in VMT, it promotes energy conservation and it exceeds State standard for energy efficiency.

As discussed previously, the 48 duplex parcels qualify to utilize Small Lot Single-Family Development Standards due to their lot size. This allows the developer greater flexibility in housing product placement and helps facilitate a visually interesting and diverse streetscape. The duplex product will be zero lot line at their common wall, which is allowed in the Small Lot Development Standards. Nearly all the duplex lots are well under 6,000 sq ft in size, but four are over. This is due solely to required roadway alignments and traffic-calming bulb-outs. Small Lot Standards will apply to all duplex lots. Similarly, Small Lot Standards will be applied to 38 qualifying single-family lots and one oversized lot due to a significant reduction in the buildable area as a result of a required grade differential at the

public right of way. All oversized lots subject to Small Lot Standards will be specified in the Conditions of Approval.

Findings for Zoning Amendment (Text or Map). Zoning Amendments shall be granted only when the City Council makes the following findings:

- 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 previously, the project is consistent with the Manteca 2043 General Plan in that this specific development and the housing units proposed are listed in Table 4-3 "Proposed Projects" of the draft Housing Element (see figure 4). Therefore, the potential impacts of this development are accounted for in the Tiered IS/MND prepared for the project. Despite the change to a lower-density housing designation, the number of proposed units does not change. The project remains consistent with the numbers represented in the draft Housing Element.

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

Analysis: The housing units in the proposed project and their potential impacts on the City with regard to traffic, greenhouse gas, noise, vibration, light and more has been assessed and accounted for in the Tiered IS/MND prepared for the project.

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

*Analysis: The requested rezone serves to bring the zoning into consistency with the proposed General Plan land use designation changes. Being that this specific project and the associated residential units are accounted for in the 2043 Manteca General Plan Update Housing Element and EIR (SCH #2020019010), it was determined via Tiered Initial Study that a Mitigated Negative Declaration was required to fulfill CEQA compliance. The MND document determined that the construction of the proposed project with the suggested mitigations would cause a **less than significant** environmental impact in all categories. The proposed project would also not result in potentially significant cumulative impacts that were not evaluated in the City's General Plan Update EIR.*

- 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 project site is well within City Limits, located at a signalized intersection, and has city water, storm drain and sewer directly available on its Atherton frontage. The site is readily accessible via two developed City roadways (Atherton Drive and the remnant of Quintal Road). There are no perceived constraints or access limitations, and

there are no compatibility issues with adjoining uses, as all existing surrounding uses are single-family residential.

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

Analysis: This entitlement request does not include a Zoning text amendment.

Site Plan Review Approval Findings. The designated Approving Authority shall make all the following findings to approve or conditionally approve a Site Plan and Design Review application:

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: As stated previously, the project as proposed is consistent with numerous policies and goals of the 2043 General Plan. The applicant requests a General Plan Amendment and Rezone to bring the land use designation and zoning into consistency with their intended development. Proposed densities are consistent with the requested land use designation and zoning, and the number of overall units is consistent with those accounted for in the 2043 General Plan Housing Element and EIR. The single-family development (SFD) component will be small-lot, and therefore subject to the Standards for Small-Lot Single-Family Development as detailed in MMC 17.26.040.

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

Analysis: A comprehensive analysis of the proposed project and site was conducted. This included a Traffic Impact Analysis, which assessed street connectivity, pedestrian network, bicycle facilities, roadway network, roadway treatments and traffic management methods. The study determined that the project would have a less-than-significant impact.

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; and

Analysis: The project design in general is intuitive and sensible. Landscaping is concentrated in public areas and along rights-of-way, and the whole site is connected by a robust pedestrian and street system, including an extension of the Atherton Drive Class 1 bikeway. The main residential area entrance is accentuated with an entry feature, and the project is compatible with the surrounding adjacent uses, which are all single-family residential. The photo metric plan provided with the formal submittal shows no areas of light trespass or excess illumination. A traffic signal will be installed at the intersection of E. Atherton Drive and Buena Vista Drive. At this intersection, the developers propose a

celebrated entry to the new community, with enhanced landscaping and a community identity sign.

- 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, the project design in general is intuitive and sensible. The housing typologies are massed together in distinct areas, yet all are connected by a strong vehicular and pedestrian network. Phase 1 of the development, the apartments, features clean, modern architectural styling. The façades utilize horizontal and vertical relief and varied materials and colors to bring a great deal of visual interest to the structures. Metal railings and awnings accent the balconies and stairwells. The apartments also offer both “Garden Walk-Up” and “Tuck-Under Walk-Up” types to provide even more visual variety. The clubhouse that accompanies the apartment complexes has a similar, complementary style.



Phase two of the project will be the duets. They will come in three styles: Craftsman, Hacienda and Mediterranean Revival, each with two possible color schemes. The structures are designed with variation of depth in the front elevation, articulated rooflines and prominent entries. Corner units will have further enhanced elevations. The duets will range in size from 2,100 sq ft to 2,400 sq ft and include three- and four-bedroom floorplans.



The third and final phase of the project will be the single-family residential. This consists of 96 units with four design types: Mediterranean Revival, Cottage, Ranch and Traditional. Each style will have a minimum of three potential color schemes. Units will range in size from 1,900 sq ft to 3,300 sq ft and include four or five bedrooms each.



Tentative Subdivision Map Findings. In addition to the requirements governing approval of the tentative map set forth in the Subdivision Map Act, the following considerations and findings shall be made:

- A. Subject to the provisions of the California Environmental Quality Act of 1970, the State CEQA Guidelines, the city council shall review and consider any applicable environmental documents.**

Analysis: Through the Tiered Initial Study conducted, it was determined that a Mitigated Negative Declaration was required to fulfill CEQA compliance. The MND document determined that the construction of the proposed project with the recommended mitigations would cause a less than significant environmental impact in all categories. The proposed project would also not result in potentially significant cumulative impacts that were not evaluated in the City's General Plan EIR.

- B. In reaching a decision upon the tentative subdivision map, the city council shall consider the effect of that decision on the housing needs of the region and**

balance these needs against the public service needs of its residences and available fiscal and environmental resources.

Analysis: The project as proposed includes a total of 818 residential units, broken up into low, medium and high-density sections. The bulk of the units will be contained within the 672-unit multifamily section. These are market-rate, for-rent apartments, 735 sf to 1,400 sq ft in size. The 48 duet homes are for-sale units, intended to provide a single-family product at a more attainable price point. Each unit will have its own driveway and two-car garage. The 98 single family homes are designed to allow the maximum home possible on a smaller lot. These will be market-rate, for sale units. The project site itself is centrally located, with all necessary City utilities readily available on Atherton Drive. A commercial center is approved for the vacant property to the southwest, and another is anticipated across Main St to the west. The anticipated cumulative effect of these projects is a reduced VMT in the area, and a less than significant impact on LOS.

- C. In reaching a decision upon the tentative subdivision map, the city council shall consider the design of the subdivision as it provides for future passive and natural heating or cooling opportunities in the subdivision, as required by Government Code Section 66473.1.**

Analysis: Generally speaking, the residential units in this development are oriented with east/west facing elevations, allowing for maximum shade at the pedestrian level in the longer summer daylight hours, but also allowing for passive warming of the residential units in the shorter winter daylight hours. This also allows for natural air flow between the structures while maintaining a higher unit density. The 672-unit multifamily component is heavily landscaped throughout, ensuring abundant shade for residents. The same is true for the adjacent 1.9-acre park and the public right of way along the extension of Buena Vista Drive.

- D. The tentative subdivision map may be approved or conditionally approved by the city council if it finds that the proposed land division, together with the provisions for its design and improvement, is consistent with the general plan, any applicable specific plan, and all applicable provisions of this code.**

Analysis: As discussed previously, the project as proposed is consistent with the following General Plan goals and policies: Goal LU-1.5, Policy LU-3.2, Policy LU-3.4, Policy LU-10.1, Policy LU-10.6, Policy C-1.1, Policy C-1.2 , Policy RC-4.6 and Policy RC-4.7 in that the proposed project is compatible with adjacent uses, it balances residential and commercial growth, it prioritizes in-fill development, concentrates growth in an area with existing services, it has an overall positive impact on the area, it increases non-vehicular connectivity, it provides increased public open space, it facilitates a cumulative reduction in VMT, it promotes energy conservation and it exceeds State standard for energy efficiency.

Additionally, the project is consistent with the Manteca 2043 General Plan in that this specific development and the housing units proposed are listed in Table 4-3 "Proposed

Projects” of the Housing Element (see figure 4). Therefore, the potential impacts of this development are accounted for in the certified EIR for the General Plan. Despite the change to a lower-density housing designation, the number of proposed units does not change. The project remains consistent with the numbers represented in the Housing Element.

CLIMATE ACTION PLAN CONFORMANCE

On October 15, 2013, the Manteca City Council approved and adopted the Air Quality Element Update and Climate Action Plan in response to the passing of Assembly Bill AB32. The intent of this plan is to reduce overall greenhouse gas emissions in both private and public sector development.

The proposed project, conforms to the following Climate Action Plan strategies:

CAP Strategies Pedestrian Oriented Development POD-2: The City shall require sidewalks and/or pedestrian paths in all residential projects. The sidewalks should be wide enough to allow side-by-side walking and room for passing to increase comfort and convenience for walkers (5 to 6 feet).

Analysis: The entire community will have minimum five-foot wide sidewalks which will connect to similar sidewalks along E Atherton Drive. These sidewalks will also connect the homes in this neighborhood to the pocket park open space area toward the western end of Conrad Court. The sidewalk segment along the western side of Buena Vista, from Atherton Drive to the new park will be eight feet wide, solidifying connectivity and functioning as a sort of unofficial extension of the Class 1 pathway on Atherton.

Municipal Strategies Urban Forestry UF-2: The City of Manteca will consider the following goals and actions when revising its urban forestry program:

- Increase public and private tree plantings citywide
- Use canopy trees along new major roadways and in new developments

Analysis: The public and private portions of this project will both receive substantial landscaping treatments. The apartments (Phase 1 of the project) offer green corridors with pedestrian “mews,” fruit tree plantings and pocket sitting areas to encourage walking and social interaction. The 1.9-acre park proposes dozens of new trees in addition to the grass open spaces. The new extension of Buena Vista Drive north of Atherton will be lined with trees on both sides, creating a substantial shade canopy. This entrance to this new roadway segment will be accentuated by enhanced landscaping, and an 8’ wide sidewalk to connect the Class 1 bike path to the new park (see figure 5 below). Medium-density and low-density housing will include more standard front-yard landscaping.

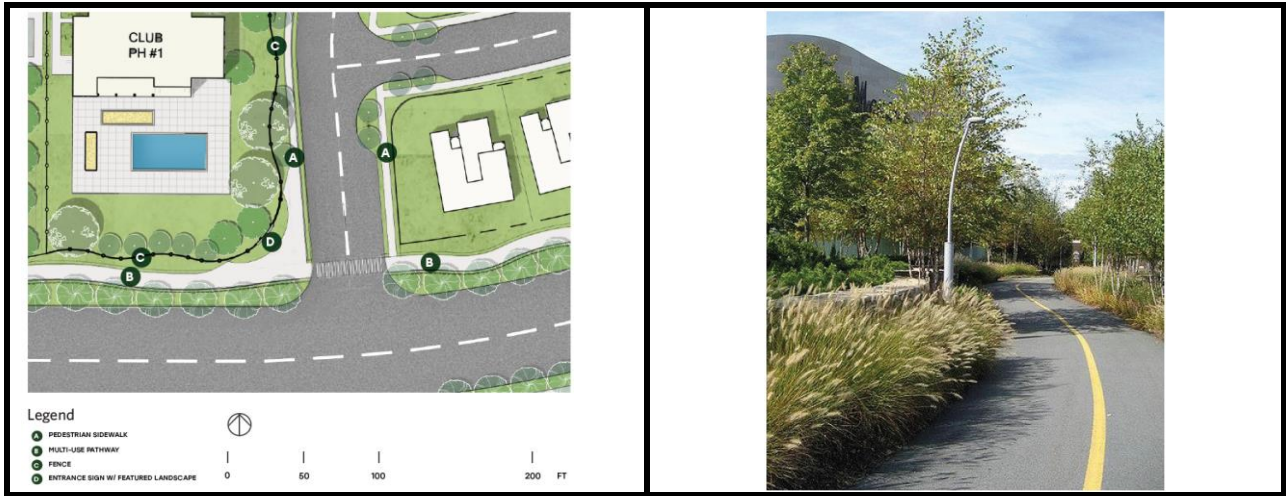


Figure 5: Landscaping, Community Entry and Enhanced Connectivity

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act (CEQA) a Tiered Initial Study/Mitigated Negative Declaration (Tiered IS/MND) was prepared for the proposed project. 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 Tiered IS/MND can be reviewed here:

<https://www.manteca.gov/departments/development-services/planning/planning-division-documents/-folder-299>

**Note: The Notice of Intent prepared for the Project states that the 30-day public review period would be extended for an additional two days, and thereby commencing on August 21, 2024 and ending on September 21, 2024 at 5:00 p.m., pursuant to Section 15073(b) of the CEQA Guidelines.*

Department and Agency Comments

After reviewing and considering the comments received during the public review period (see Attachment 6), the City of Manteca, as the lead agency has determined that none of the comments present new or substantial evidence of significant environmental impacts that were not previously considered in the IS/MND. The comments do not raise any new issues or increase the severity of previously identified impacts additionally, no new mitigation measures or project revision are necessary to reduce any impacts to a less-than- significant level. Therefore recirculation of the IS/MND is not warranted as required under Section 15073.5. To that end, the original MND remains adequate for the project.

Report prepared by: Toben Barnum, Associate Planner

Attachments:

1. CEQA Resolution
 - 1.a Exhibit A – MMRP
2. General Plan Amendment Resolution
 - 2.a. Exhibit A – GPA Redesignations
3. Entitlements Resolution
 - 3.a. Exhibit A – Development Plan Set
 - 3.b. Exhibit B – Tentative Map and Improvement Plans
 - 3.c. Exhibit C – Architectural Guidelines
 - 3.d. Exhibit D - Conditions Of Approval
4. Draft CC Ordinance
 - 4.a. Exhibit A – Zoning Ordinance
5. Detention Basin Capacity Review
6. Emblem Manteca Decarbonization Memo
7. CEQA Comments and Responses

Reviewed by:

Jesús Orozco, Deputy Development Services Dept. Dir.

Date

Barbara Harb, Interim Development Services Dept. Dir.

Date