



## City of Manteca Planning Commission **AGENDA REPORT**

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**MEETING DATE:** January 15, 2026

**APPLICATION NUMBERS:** GPC 26-01

**LOCATION:** Vino Street and Hewins Street, between Spumante Lane and Frizzante Lane

**RECOMMENDATION:**

Staff recommends the Planning Commission make a General Plan Conformance determination regarding a proposed right of way vacation consistent with California Streets and Highways Code Section 8313 and California Government Code Section 65402(a), for portions of Vino Street and Hewins Street, between Spumante Lane and Frizzante Lane and finding this action exempt from further environmental review pursuant to Section 15061(b)(3) of the CEQA Guideline.

PROJECT INFORMATION	
<b>APPLICANT:</b>	City of Manteca
<b>PROPERTY OWNER:</b>	City of Manteca
<b>GENERAL PLAN DESIGNATION:</b>	Low-Density Residential (LDR)
<b>ZONING:</b>	One-Family Dwelling Zoning District (R1)
<b>EXISTING USE:</b>	Undeveloped
<b>PROPOSED USE:</b>	Pedestrian access corridor

### APPLICABLE CODES AND PROCEDURES

2043 Manteca General Plan  
MMC 17.22.020 – Allowed Uses and Required Entitlements  
CA Government Code § 65402  
CA Streets and Highways Code Section 8300 et seq.  
CEQA Guidelines, 14 Cal. Code Regs. § 15061(b)(3)

#### Procedures

California Government Code Section 65402(a) requires that the Planning Agency (Planning Commission) ensure consistency with the adopted General Plan before any of the following actions occur:

- Acquisition of real property for public purposes such as streets, parks, squares, or other facilities;
- Disposal of public real property;
- Vacation or abandonment of a street; or
- Construction or authorization of a public building or structure.

The Planning Commission must determine whether the location, purpose, and extent of the proposed action conforms to the adopted General Plan. The Planning Commission must issue its conformity report within 40 days of receiving the request.

## Appeals

This action is not subject to an appeal process.

## PROJECT LOCATION & DESCRIPTION

The project site is located in northwestern Manteca within the Villa Ticino West neighborhood. It encompasses the narrow dedicated right-of-ways of Vino Street and Hewins Street, between Spumante Lane to Frizzante Lane. This right-of-way forms a corridor between the subdivision's Units 4 and 8 and directly fronts three currently undeveloped residential lots. The area is surrounded by newly constructed single-family residential development. See Figure 1 for reference.



Figure 1

## PROJECT BACKGROUND

The Villa Ticino West final subdivision map, phases (Units) 4 and 8, reflected a pedestrian access corridor (Corridor) between the two Units (see Figure 2). The respective Final Maps provided for the dedication of right of way for the Corridor to the City, rather than providing an easement to the City. Through the subsequent construction of the subdivisions, staff identified an access issue for the three lots that front along the Corridor. Upon further review, staff confirmed the Corridor right-of-way belonged to the City and would be problematic for the City to retain it.

In order to rectify the situation, staff have determined the solution is to vacate this City right of way pursuant to Section 8300 et seq. of the California Streets and Highways Code (CSHC) and retain easement rights for City emergency vehicle access, pedestrian access

and ongoing maintenance of the Corridor including landscaping and underground utilities, and cross access easement for the middle residential lot. The three fronting lots (the homes have not yet been constructed) will be extended through the corridor and will have an underlying fee title, which will provide access to the lots.

Pursuant to CSHC Section 8341, the City is reserving a twenty-foot (20') wide emergency vehicle access easement over and along the south side and a thirty-foot (30') public utility/public access/landscape easement over and along the north side of the quitclaimed portion of Vino Street/Hewins Street right-of-way.

Upon the Planning Commission's General Plan Conformance determination, the City Council will be able to accept the proposed easements, granting the respective rights of way to the fronting lots, approving the cross access agreement for lot 553, and approving the Quitclaim Deed of that portion of Vino Street and Hewins Street.

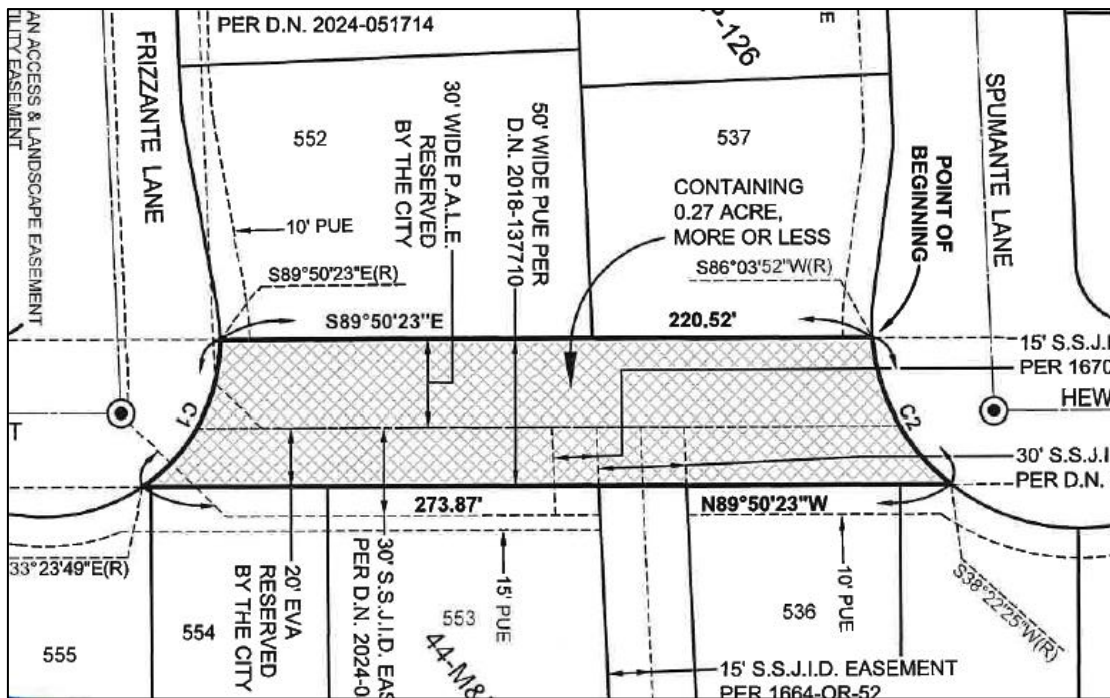


Figure 2

## GENERAL PLAN CONFORMANCE

The analysis below demonstrates that the proposed right-of-way vacation is consistent with the applicable goals, policies, and implementation programs of the Manteca 2043 General Plan. These action maintain neighborhood connectivity, ensure adequate emergency response access, support coordinated parcel access, and minimize unnecessary right-of-way width and future City maintenance obligations.

Accordingly, this analysis provides the basis for the required determination of General Plan Conformance pursuant to Government Code Section 65402(a) for the proposed right-of-way vacation for the easement reservations, and cross-access agreement associated with the access corridor on VINO Street and Hewins Street.



**Figure 3 – General Plan Map**

## Goals

Goal CD – 5: Enhance the corridors, pathways, and edges that form physical boundaries and provide transitions and connections that reduce barriers throughout the community.

*Analysis: The project maintains long-term pedestrian and emergency-access connectivity by reserving public pedestrian and emergency vehicle access easements across the former Corridor area. Although the underlying fee ownership will revert to adjoining lots, the easements ensure continued functional connectivity consistent with the General Plan's intent to preserve and strengthen pathways between neighborhoods.*

## Policies

Policy C – 2.8: Provide access for bicycles and pedestrians at the ends of cul-de-sacs, where right-of-way is available, to provide convenient access within and between neighborhoods and to encourage walking and bicycling to neighborhood destinations.

*Analysis: The project preserves a pedestrian access route through the reservation of a public pedestrian access easement. This maintains the intended non-vehicular neighborhood connection originally envisioned at map approval.*

Policy C – 2.13 Require new development to establish joint-use driveways and/or cross access easements to provide access when feasible "...".

*Analysis: The project establishes a cross-access easement for Lot 553, ensuring continued legal and functional access once the City right-of-way is vacated and incorporated into the*



*residential parcels. This fulfills the policy requirement for coordinated vehicular access between adjoining lots.*

Policy CF – 3.4: Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.

*Analysis: The proposed 20-foot Emergency Vehicle Access (EVA) easement ensures emergency access is retained through the Corridor, consistent with City standards and the General Plan's public-safety objectives.*

### Implementation Programs

Implementation Program C – 2n: Through the development review process, require joint use access, cross access easements, emergency access, and access prohibitions wherever traffic patterns and physical features make it possible and ensure that proposed street networks are designed to balance local access needs with street capacity.

*Analysis: The project directly implements this program by:*

- *Reserving a 20-foot EVA easement;*
- *Reserving a 30-foot public utility / public access/landscape easement; and*
- *Establishing a cross-access easement for Lot 553.*

*This action preserves operational and emergency connectivity while correcting the mapping issue.*

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

*Analysis: Vacating the oversized dedicated right-of-way and replacing it with pedestrian access and emergency-only access easements supports Program C-2h by:*

- *Eliminating an unnecessary City-maintained roadway segment;*
- *Reducing future roadway maintenance obligations;*
- *Maintaining access via a streamlined, narrow, multimodal-oriented corridor rather than a full-width vehicular street; and*
- *Supporting active transportation by preserving pedestrian connectivity without constructing a standard vehicular roadway.*

*This approach aligns with the General Plan's emphasis on minimizing VMT and maintenance costs while still meeting emergency-access and safety requirements.*

## **ENVIRONMENTAL DETERMINATION**

The proposed request is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061(b)(3), the "Common Sense" Exemption. This exemption applies to projects where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

In this case, the action involves administrative adjustments to property rights, including vacating an unused right-of-way, reserving emergency, pedestrian, utility, and maintenance easements, and clarifying access rights for adjoining parcels. No construction, ground disturbance, or alteration of existing environmental conditions is proposed or authorized as part of this action. All existing access, utility, and emergency services will be maintained through the reserved easements, and no change in land use or development intensity will occur.

For these reasons, it can be stated with certainty that there is no possibility that the activity may result in a significant effect on the environment, and the project is therefore exempt from further environmental review under CEQA Guidelines Section 15061(b)(3).

## **STAFF CONCLUSION**

As discussed above, the proposed right-of-way vacation, easement reservations, and cross-access actions provide the City with a significant opportunity to:

- Resolve an identified access constraint created by an inadvertent mapping error, ensuring that all three fronting lots receive legally sufficient and functional access.
- Maintain essential public services and connectivity by reserving emergency vehicle, pedestrian, utility, and maintenance easements that preserve corridor function without the need for City ownership of the underlying land.
- Reduce long-term City maintenance responsibilities and unnecessary right-of-way width, consistent with the General Plan's emphasis on minimizing VMT, reducing roadway infrastructure burdens, and encouraging active transportation.
- Improve coordinated parcel design and circulation through the establishment of a cross-access easement, aligning adjacent-lot access with General Plan design and circulation objectives.

All of which, cumulatively, support and conform to the General Plan's applicable goals, policies, and implementation programs, providing the basis for the required General Plan Conformance determination pursuant to Government Code Section 65402(a).

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**Report prepared by:** Jesus R. Orozco, Deputy Director – Planning

**Attachments:**

Attachment 2 – Planning Commission Resolution

Attachment 3 – Exhibit 'A' – Legal Descriptions

Attachment 4 – Aerial Exhibits

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**Reviewed and Approved by:**

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Brad Wungluck, Development Services Director

Date