Manteca
General Plan Update

Existing Conditions Report

October 2017

City of Manteca
1001 W. Center Street
Manteca, CA 95337

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

CITY OF MANTECA GENERAL PLAN EXISTING CONDITIONS REPORT

Section **Page Number**

Introduction ..... **i**

1.0 Land Use and Socioeconomics **1-1**

1.1 Land Use 1-1

1.2 Population and Housing 1-17

1.3 Economic and Fiscal Background Analysis 1-22

2.0 Circulation **2-1**

3.0 Utilities and Community Services **3-1**

3.1 Utilities 3-1

3.1.1 Water 3-1

3.1.2 Wastewater 3-10

3.1.3 Stormwater and Drainage 3-16

3.1.4 Solid Waste 3-22

3.1.5 Electricity and Natural Gas 3-30

3.2 Public Safety 3-33

3.2.1 Fire Protection 3-33

3.2.2 Law Enforcement 3-36

3.2.3 Miscellaneous Public Safety 3-38

3.3 Parks and Recreation 3-40

3.4 Schools, Libraries, and Other Public Facilities 3-44

4.0 Hazards, Safety, and Noise **4-1**

4.1 Hazards and Hazardous Materials 4-1

4.2 Air Traffic 4-13

4.3 Fire Hazards 4-17

4.4 Flooding 4-21

4.5 Noise 4-30

5.0 Conservation and Natural Resources **5-1**

5.1 Cultural and Historic Resources 5-1

5.2 Biological Resources 5-15

5.3 Air Quality 5-35
5.4 Greenhouse Gases and Climate Change 5-51
5.5 Geology, Soils and Seismicity 5-67
5.6 Mineral and Energy Resources 5-79
5.7 Hydrology and Water Quality 5-82
5.8 Scenic Resources 5-92
5.9 Agricultural Resources 5-95

Table **Page Number**

Table 1.1-1: City of Manteca Land Use Designations in City Limits, SOI, and Planning Area 1-4
Table 1.1-2: San Joaquin County Land Use Designations in SOI 1-9
Table 1.1-3: Asses Land Uses – City of Manteca 1-10
Table 1.1-4: Approved and Pending Residential Development Projects 1-13
Table 1.1-5: Approved and Pending Non-Residential Development Projects 1-14
Table 1.2-1: Regional Housing Needs Allocation 1-17
Table 1.2-2: Population and Household Growth 1-19
Table 1.2-3: Housing Units 1-20
Table 1.3-1: Jobs, Population, and Employment 1-22
Table 1.3-2: Labor Force vs. Jobs by Industry (2015) 1-23
Table 1.3-3: Employment by Occupation 1-24
Table 1.3-4: Taxable Sales 1-25
Table 1.3-5: Taxable Sales Detail - 2014 1-26
Table 1.3-6: Retail Leakage and Surplus 1-27
Table 2.0-1: Demographic and Journey to Work Data 2-6
Table 2.0-2: City of Manteca Vehicle Miles Traveled (VMT) – Existing Conditions 2-8
Table 2.0-3: Roadway Segment Level of Service Criteria 2-13
Table 2.0-4: Segment Level of Service Thresholds 2-15
Table 2.0-5: Summary of Existing Segment Levels of Service 2-16
Table 3.1-1: City of Manteca Water Supplies and Demands (AFY) 3-7
Table 3.1-2: Solid Waste Generation Rates 3-28
Table 3.1-3: City of Manteca Waste Disposal Rate Targets (Pounds/Day) 3-28
Table 3.1-4: City of Manteca Landfill Summary 3-29
Table 3.2-1: Manteca Police Department Crime Statistics (2013-2015) 3-37
Table 3.3-1: Summary of Parks and Recreation Facilities 3-42
Table 3.4-1: Public Schools Serving Manteca 3-47

Table 3.4-2: Enrollment by Grade MUSD (2015-2016) 3-47
Table 4.1-1: Manteca Site Cleanup and Hazardous Facilities List (Envirostor) 4-6
Table 4.1-2: Manteca LUST Cleanup Sites 4-8
Table 4.1-3: Manteca Permitted UST Sites 4-10
Table 4.1-4: Manteca Water Board Cleanup Sites 4-10
Table 4.1-5: CIWMB Closed Facilities/Sites 4-11
Table 4.5-1: Typical Noise Levels 4-32
Table 4.5-2: City of Manteca Maximum Allowable Noise Exposure – Mobile Noise Sources 4-35
Table 4.5-3: City of Manteca Performance Standards for Stationary Noise Sources of Projects Affected by Stationary Noise Sources 4-35
Table 4.5-4: Predicted Existing Traffic Noise Levels 4-38
Table 4.5-5: Railroad Noise Measurement Results 4-40
Table 4.5-6: Approximate Distances to the Railroad Noise Contours 4-41
Table 4.5-7: Typical Stationary Source Noise Levels 4-42
Table 4.5-8: Existing Continuous 24-Hour Ambient Noise Monitoring Results 4-43
Table 4.5-9: Existing Short-Term Community Noise Monitoring Results 4-43
Table 5.1-1: Resources Listed with the Central California Information Center File Directory 5-8
Table 5.1-2: Buildings Listed on the San Joaquin County Historic Property Data File Directory 5-12
Table 5.2-1: Cover Types - California Wildlife Habitat Relationship System 5-25
Table 5.2-2: Special Status Plants Present or Potentially Present (One Mile) 5-30
Table 5.2-3: Special Status Plants Present or Potentially Present (10 Mile) 5-30
Table 5.2-4: Special Status Animals Present or Potentially Present (One Mile) 5-31
Table 5.2-5: Special Status Animals Present or Potentially Present (10 Mile) 5-31
Table 5.2-6: Special Status Invertebrate Animals Present or Potentially Present (10 Mile) 5-32
Table 5.3-1: Federal and State Ambient Air Quality Standards 5-47
Table 5.3-2: State and National Attainment Status 5-48
Table 5.3-3: SJVAB Ambient Air Quality Monitoring Data Summary - Ozone 5-49
Table 5.3-4: SJVAB Ambient Air Quality Monitoring Data Summary - $PM_{2.5}$ 5-49
Table 5.3-5: SJVAB Ambient Air Quality Monitoring Data Summary - PM_{10} 5-49
Table 5.3-6: Ambient Air Quality Monitoring Data (Stockton – Hazelton Street) 5-50
Table 5.3-7: Ambient Air Quality Monitoring Data Date (Tracy – Airport) 5-50
Table 5.4-1: City of Manteca Government Operations Greenhouse Gas Emissions Inventory 5-63
Table 5.4-2: City of Manteca Community Baseline and Future Year Inventories 5-64
Table 5.4-3: City of Manteca 2020 Target Emissions Inventory 5-64
Table 5.5-1: Planning Area Soils 5-71

Table 5.5-2: Fault Activity Rating 5-73
Table 5.5-3: Richter Magnitudes and Effects 5-73
Table 5.5-4: Modified Mercalli Intensity Scale for Earthquakes 5-74
Table 5.5-5: Significant Earthquakes in the Region 5-74
Table 5.6-1: Mineral Resources Classification System 5-81
Table 5.7-1: State of California Watershed Hierarchy Naming Convention 5-87
Table 5.9-1: Summary Comparisons of Crop Values 5-99
Table 5.9-2: Soil Capability Classification 5-100
Table 5.9-3: Soil Classification 5-100
Table 5.9-4: Farmland Classification 5-101
Table 5.9-5: San Joaquin County Farmlands Summary and Change by Land Use Category 5-103
Table 5.9-6: Summary of Williamson Act Contracts 5-104

Chart — Page Number

Chart 1.2-1: City of Manteca and San Joaquin County Population Trends (1980-2017) 1-19
Chart 1.2-2: Housing Units by Type (2017) 1-21
Chart 1.3-1: Leakage/Surplus Factor by Industry Subsector 1-24
Chart 1.3-2: Average Annual Housing Spending 1-27
Chart 1.3-3: Leakage/Surplus Factor by Retail Industry Subsector 1-29
Chart 1.3-4: Leakage/Surplus Factor by Industry Group 1-30
Chart 1.3-5: Total General Fund Expenditures, FY 2009/2010 – FY 2016/2017 1-31
Chart 1.3-6: General Fund Revenue Sources, FY 2016/2017 1-32
Chart 1.3-7: General Fund Expenditures, FY 2016/2017 1-34
Chart 1.3-8: City of Manteca Employment Trends by Department, 2006 to 2015 1-35

Figure

Note: Figures are located at the end of chapter sections.

Figure 1.1-1 General Plan Land Use Map
Figure 1.1-2 San Joaquin County General Plan 2035 Land Use Designations
Figure 1.1-3 Assessed Land Uses
Figure 1.1-4 Development Trends – Residential Uses
Figure 1.3-1 Manteca Tax Rates
Figure 2.0-1 Functional Classification – Existing Conditions
Figure 2.0-2 Number of Lanes – Existing Conditions
Figure 2.0-3 Manteca Transit System Map

Figure 2.0-4 Existing and Proposed Bicycle Route System 2003 Manteca Bicycle Master Plan
Figure 2.0-5 Average Daily Traffic (ADT) – Existing Conditions
Figure 3.1-1 Existing Water System Facilities
Figure 3.1-2 Existing Sewer Collection System Facilities
Figure 3.1-3 Existing Stormwater System Facilities
Figure 3.2-1 Fire and Police Stations
Figure 3.3-1 Parks
Figure 4.4-1 FEMA Flood Zone Designations
Figure 4.4-2 200-Year Floodplain
Figure 4.4-3 Dam Inundation Areas
Figure 4.5-1 Existing Transportation Noise Contours
Figure 4.5-2 Noise Measurement Locations
Figure 5.2-1 Land Cover Types
Figure 5.2-2 California Natural Diversity Database 9-Quad Search
Figure 5.2-3 California Natural Diversity Database 1-Mile Radius Search
Figure 5.5-1 USGS Topographic Map
Figure 5.5-2 Soils Map
Figure 5.5-3 Earthquake Faults and Alquist-Priolo Zones
Figure 5.5-4 Shrink-Swell Potential of Soils
Figure 5.6-1 Mineral Resources Zones
Figure 5.7-1 Watershed Map
Figure 5.9-1 Important Farmlands
Figure 5.9-2 Williamson Act Lands

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1.0 LAND USE AND SOCIOECONOMICS

This chapter examines the land use and development patterns in Manteca, the City's demographics and housing profile, economic characteristics, and fiscal conditions. The information and analysis is intended to inform the General Plan Update process by providing both historical context and a baseline of existing land use, demographic, and housing development information. This chapter includes the following sections:

- 1.1 Land Use
- 1.2 Population and Housing
- 1.3 Economic and Fiscal Background Analysis

1.1 LAND USE

This section describes land use and development patterns in Manteca and identifies the regulatory framework associated with land use. Existing land use conditions, including land uses by General Plan designation and assessed land uses, are described. This chapter provides an overview of existing land use patterns, types and location of development in the city, and approved and pending projects.

KEY TERMS

City Limits: The city limits include the area within the City's corporate boundary, over which the City exercises land use authority and provides public services.

Sphere of Influence: A Sphere of Influence (SOI) is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCO). An SOI includes both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services.

Planning Area: For the purposes of the Manteca General Plan Update, the Planning Area is defined as all lands within the city limits and Manteca SOI.

Figure 1.1-1 shows the Manteca City Limits, the adopted SOI, and the General Plan Planning Area.

REGULATORY FRAMEWORK

The regulatory framework discussion describes laws and regulations that guide land use decisions. Adopted plans that pertain to the City are also described.

STATE

California General Plan Law

Government Code Section 65300 requires that each county and city adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning."

The General Plan is a comprehensive long-term plan for the physical development of the county or city and is considered a "blueprint" for development. The General Plan provides a statement of the community's development, economic, circulation, and environmental goals and includes diagrams and text setting forth objectives, standards, policies, and programs. The General Plan must contain seven

State-mandated elements: Land Use, Open Space, Conservation, Housing, Circulation, Noise, and Safety. It may also contain any other elements that the City wishes to include. The land use element designates the general location and intensity of designated land uses to accommodate housing, business, industry, open space, education, public buildings and grounds, recreation areas, and other land uses.

The 2003 General Plan Guidelines, established by the Governor's Office of Planning and Research (OPR) to assist local agencies in the preparation of their general plans, further describe the mandatory land use element as a guide to planners, the general public, and decision makers prescribing the ultimate pattern of development for the city.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) was developed to protect the quality of the environment and the health and safety of persons from adverse environmental effects. Discretionary projects are required to be reviewed consistent with the requirements of CEQA to determine if there is potential for the project to cause a significant adverse effect on the environment. Depending on the type of project and its potential effects, technical traffic, noise, air quality, biological resources, and geotechnical reports may be needed. If potential adverse effects can be mitigated, a mitigated negative declaration is required. If potentially adverse effects cannot be mitigated, an environmental impact report is required. These documents have mandated content requirements and public review times. Preparation of CEQA documents can be costly and, despite maximum time limits set forth in the Public Resources Code, can extend the processing time of a project by a year or longer.

LOCAL

City of Manteca General Plan

The City's current General Plan was last comprehensively updated in 2003, an update to the Housing Element was completed in 2010, and an update to the Circulation Element was completed in 2011. Land uses in Manteca have been developed based on the Land Use Map, goals, and policies established by the City's General Plan. The City's General Plan includes broad goals that guide land use and planning decisions within the city. The goals most related to the topic of land use include:

Land Use Element

GOAL LU-1: To provide for orderly, well-planned, and balanced growth consistent with the limits imposed by the city's infrastructure and the city's ability to assimilate new development.

GOAL LU-2: To provide adequate land in a range of densities to meet the housing needs of all income groups expected to reside in Manteca, and to regulate residential growth consistent with the capacities of City facilities and services and the ability of the community to assimilate new development.

GOAL LU-3: Provide adequate land for the development of commercial uses that provide goods and services to Manteca residents and Manteca's market area.

GOAL LU-4: Provide for land uses that expand employment, education, recreation and cultural opportunities for residents and enhance Manteca as the commercial and service center for southern San Joaquin County.

GOAL LU-5: To provide adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.

GOAL LU-6: Provide open space as a framework for the city, and meet the active and passive recreational needs of the community.

GOAL LU-7: Reinforce land use and development patterns that encourage walking and the use of public transit within the community.

GOAL LU-8: To reinforce strong urban design, quality development and a compact city form.

Community Design Element
GOAL CD-1: Retain the compact and cohesive community form of the City.

GOAL CD-2: Maintain a memorable City identity characterized by distinctive, high quality buildings and streetscapes.

GOAL CD-3: Establish distinct, attractive identities for neighborhoods, gateways and commercial areas.

GOAL CD-10: Establish a pedestrian and bicycle friendly environment in neighborhoods and commercial and office land use areas.

Economic Development Element
GOAL ED-1: Provide for adequate land for a wide range of commercial activities. Industrial, office and retail land should be designated in an appropriate mix to provide a full range of employment and opportunities that match the skills of Manteca residents as well as shopping to meet the needs of residents.

GOAL ED-2: Locate commercially designated land in the appropriate places to maximize job creation, local capture of commercial sales, regional and interregional competitiveness and to minimize residential/commercial conflicts.

These guiding goals are reinforced by the City's General Plan Land Use Map through the designation of commercial, mixed use, and office uses along primary transportation corridors; residential development that is proximate to existing and/or planned services, parkland, and other amenities; and permanent open space and agricultural conservation areas that buffer the community and limit the extent of growth.

Land Use Designations

Table 1.1-1 summarizes the City's General Plan land use designations for areas within the City limits, Sphere of Influence, and Planning Area by acreage and parcels. In some cases, a single parcel will have multiple land use designations, so the number of parcels listed for each designation exceeds the total number of parcels as counted by the County Assessor. Land use designations on the adopted General Plan Land Use Map, as amended through November 2015, are shown on Figure 1.1-1.

A brief description of each of the adopted General Plan land use designations is provided below.

TABLE 1.1-1: CITY OF MANTECA LAND USE DESIGNATIONS IN CITY LIMITS, SOI, AND PLANNING AREA

LAND USE	*CITY LIMITS*		*SOI*		*PLANNING AREA*	
	PARCELS	*ACREAGE*	*PARCELS*	*ACREAGE*	*PARCELS*	*ACREAGE*
Very Low Density Residential	65	163.79	218	903.32	283	1,067.11
Low Density Residential	19,656	5,182.70	1,215	2,055.60	20,871	7,238.30
Medium Density Residential	1,053	316.64	18	35.43	1,071	352.07
High Density Residential	620	392.77	3	19.26	623	412.03
Commercial Mixed Use	504	611.32	10	20.54	514	631.87
General Commercial	326	840.62	31	84.72	357	925.35
Neighborhood-Commercial	194	162.55	11	12.66	205	175.21
Business Industrial Park	53	268.98	0	0	53	268.98
Business-Professional	11	14.14	0	0	11	14.14
Light Industrial	161	648.75	50	383.29	211	1,032.04
Heavy Industrial	94	536.60	6	152.49	100	689.08
Open Space	48	367.09	1	84.23	49	451.32
Agriculture	0	0	316	3,932.54	316	3,932.54
Park	122	514.59	23	73.75	145	588.34
Public/Quasi-Public	147	938.54	11	214.14	158	1,152.68
Urban Reserve	0	0	34	954.11	34	954.11
Urban Reserve-Agriculture	0	0	154	1,733.88	154	1,733.88
Urban Reserve-Comm. Mixed Use	0	0	96	157.10	96	157.10
Urban Reserve-General Comm.	0	0	8	43.47	8	43.47
Urban Reserve-Very Low Density Res.	1	9.39	61	477.94	62	487.33
Urban Reserve-Low Density Res.	0	0	134	1,307.44	134	1,307.44
Urban Reserve-Medium Density Res.	0	0	1	19.74	1	19.74
Urban Reserve-Business Ind. Park	1	70.00	17	341.82	18	411.82
Urban Reserve-Light Ind.	0	0	1	36.11	1	36.11
Urban Reserve-Park	0	0	17	67.52	17	67.52
Urban Reserve-Public/Quasi-Public	0	0	1	11.65	1	11.65
Total	**23,077**	**11,112.69**	**2,438**	**13,122.76**	**25,515**	**24,235.46**

**TOTAL DOES NOT ADD UP DUE TO PARCEL SPLIT WITH MULTIPLE DESIGNATIONS*
SOURCES: SAN JOAQUIN COUNTY, 2016; DE NOVO PLANNING GROUP, 2016.

Very Low Density Residential (VLDR) - The VLDR designation is intended to provide for residences on larger lots and small, quasi-agricultural activities, including raising and boarding livestock. Residential units are permitted to deviate from standard lot dimensions within agricultural areas in order to cluster dwellings together and thereby allow for continued agricultural use, subject to an easement dedicated to the City allowing continued agricultural use and prohibiting further non-agricultural related development. The permitted density range is less than 2.0 units per gross acre.

Low Density Residential (LDR) - The LDR designation provides for a mix of dwelling unit types and character determined by the individual site and market conditions. The density range allows substantial flexibility in selecting dwelling unit types and parcel configurations to suit particular site conditions and housing needs. The type of dwelling units anticipated in this density range include small lots and clustered lots as well as conventional large lot detached residences. The permitted density range is 2.1 to 8.0 units per gross acre.

Medium Density Residential (MDR) - The MDR designation includes single family homes and smaller scale multi-family developments, including garden apartments, townhouses, and cluster housing. The density range accommodates small-lot single family homes that will typically be smaller in size and more affordable to residents. The permitted density range is 8.1 to 15.0 units per gross acre.

High Density Residential (HDR) - The HDR designation includes multi-family apartment style housing. 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. Most sites are near a neighborhood park and a neighborhood commercial center or larger commercial facility. The permitted density range is 15.1 to 25.0 units per gross acre.

Commercial Mixed Use (CMU) - The CMU designation accommodates a variety of purposes including high density residential, employment centers, retail commercial, and professional offices. The mixed use concept is intended to integrate a mix of compatible uses on a single site that include sales, services, and activities which residents may need on a daily basis. With pedestrian access, these sites will enable residents to walk or bike for many local trips, instead of driving for convenience trips. The sites may be integrated vertically with mixed uses above one another, such as residential or office uses over a commercial use. Sites may also be mixed horizontally with the uses side-by-side, but linked together through common walkways, plazas and parking areas. In-fill sites in the existing urban area, particularly along the Main Street, Airport Way and Yosemite Avenue corridors may be developed entirely as multi-family residential projects. Sites developed primarily as residential may also include office and retail components. The Commercial Mixed-Use designation may also be applied to smaller parcels within neighborhoods. These small parcels accommodate a variety of uses, but on a smaller, less intense scale that is compatible with the adjacent residential uses.

Business Industrial Park (BIP) - The BIP designation is intended to provide sites for large uses in an office park environment that would include multi-tenant buildings. Business parks of this nature are well suited for research and development facilities and also provide an attractive business environment for unrelated businesses. Examples of uses include administrative and general office, corporate, or regional headquarters, research and development facilities, medical offices, professional services, and light industrial.

Business-Professional (BP) - The BP designation is intended primarily for office and related uses in a landscaped site. The BP category is specifically intended for the frontage along SR 120, and along other major roads and in the Central Business District to provide an attractive, landscaped setting for one, two, and three story office buildings. This designation provides for professional and administrative offices, medical and dental clinics, laboratories, financial institutions, public and quasi-public uses, and similar and compatible uses.

General Commercial (GC) - The GC designation provides for wholesale, warehousing, and heavy commercial uses, highway oriented commercial retail, public and quasi-public uses, and similar and compatible uses. The designation is also intended to accommodate visitor commercial, lodging, commercial recreation, and public gathering facilities, such as amphitheaters, or public gardens.

Light Industrial (LI) - The LI designation provides for industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses, and similar and compatible uses.

Heavy Industrial (HI) - The HI designation provides for manufacturing, processing, assembling, research, wholesale, and storage uses, trucking terminals, railroad and freight stations, and similar activities that

require separation from residential uses due to noise, vibration or other characteristics incompatible with residential use.

Agriculture (AG) - The AG designation encompasses habitat, open space, natural areas, lands of special status species, wetlands and riparian areas. These areas are set aside as permanent open space preserves to protect environmentally sensitive areas.

Park (P) - The P designation provides for neighborhood, community and regional parks, golf courses, and other outdoor recreational facilities within urban development. Specific uses include public recreation sites, including ball fields, tot lots and play apparatus, adult softball and soccer playing fields, swimming pools, community center buildings, meeting facilities, libraries, art centers, after school care facilities, art in public places, facilities for night-time recreation, trails benches, interpretive markers, picnic areas, barbecue facilities, landscaping, irrigation, city wells, trees and natural habitat areas.

Public/Quasi-Public (P/QP) - The P/QP designation provides for government owned facilities, public and private schools, institutions, civic uses and public utilities, and quasi-public uses such as hospitals and churches.

Urban Reserve (UR) - The UR designation is applied to many properties around the perimeter of the City. In most instances the Urban Reserve designation overlies another designation. In these instances, the underlying designation is the intended use when the land is ultimately annexed to the City. Urban Reserve with no underlying designation indicates that the City intends to expand in the time horizon beyond the current General Plan and that it is premature to indicate a specific future land use designation in this area. Urban Reserve is shown on the Land Use Map to the north and east of the proposed growth areas.

City of Manteca Zoning Ordinance

Title 17 of the Manteca Municipal Code is the City's Zoning Ordinance. The Zoning Ordinance carries out the policies of the General Plan by classifying and regulating the uses of land and structures within the City, consistent with the General Plan. The Zoning Ordinance is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses. More specifically, the purpose of the Zoning Ordinance is to achieve the following objectives:

1. To provide a precise guide for the physical development of the City in such a manner as to progressively achieve the arrangement of land uses depicted in the Manteca General Plan consistent with the goals and policies of the General Plan;
2. To facilitate prompt review of development proposals and provide for public information, review, and comment on development proposals;
3. To foster a harmonious, convenient, and workable relationship among land uses to help ensure the provision of adequate water, sewer, transportation, off-street parking and off-street loading facilities, drainage, parks, open space, and other public and community facilities and institutions;
4. To promote the stability of existing land uses that conform with the General Plan and to protect them from inharmonious influences and harmful intrusions;
5. To ensure that public and private lands are ultimately used for the purposes which are most appropriate and most beneficial from the standpoint of the City as a whole;
6. To protect and enhance real property values;
7. To ensure compatibility between residential and nonresidential development and land uses;
8. To conserve and protect the City's natural resources and features, such as creeks, significant trees, and historic and environmental resources; and

9. To safeguard and enhance the appearance of the City and its established character and the social and economic stability of agricultural, residential, commercial, industrial, and other types of improved areas.

Article II of the Zoning Ordinance includes the City's Zoning Map and provides direction for the interpretation of the Zoning Map. Articles III through V define allowable land uses within each zoning district, provide development standards for each zoning district and, where applicable, provide performance standards and identify design criteria.

Downtown Design Improvement Plan and Streetscape Improvements Project

The Downtown Design Improvement Plan and Streetscape Improvements Project applies to development within the Project area, located in downtown Manteca. The Downtown Improvement Plan covers an area of 9.1 acres, incorporating 25 city blocks. The Plan focuses on the traditional core downtown of properties along the east-west streets of Yosemite Avenue, Center Street, Mikesell Street, and Moffat Boulevard. In the north-south direction, the Plan area includes land east of the Union Pacific Railroad (UPRR) tracks at Elm Avenue, the streets of Poplar Avenue, Manteca Avenue, Sycamore Avenue, Maple Avenue, Main Street, Grant Avenue, and Lincoln Avenue. The Plan area also incorporates several blocks immediately south of the UPRR tracks.

The intent of the design guidelines for downtown Manteca is:

- To promote the continuing development and revitalization of the downtown;
- To act as a continuation and amplification of the goals and objectives for the downtown as outlined in "Vision 2020, Manteca California";
- To complement the existing and proposed land uses that are part of the overall Downtown Improvement Plan; and
- To help property owners and developers design desired improvements in a manner that will insure a positive impact on the collective character and quality of downtown and create a more secure climate for other property owners to make comparable new investments.

The Downtown Manteca Design Guidelines identify a specific set of criteria for site planning, building design, and public places (i.e., sidewalks, landscaping, parking, etc.). The Downtown Manteca Design Guidelines contain guidelines for new development on lots smaller than 9,999 square feet, new development on lots larger than 10,000 square feet, and renovations of existing buildings.

Local Agency Formation Commission of San Joaquin County

In 1963, the State Legislature created a LAFCO for each county, with the authority to regulate local agency boundary changes. Subsequently, the State has expanded the authority of a LAFCO. The goals of a LAFCO include preserving agricultural and open space land resources and providing for efficient delivery of services. The San Joaquin LAFCO has authority over land use decisions in San Joaquin County affecting local agency boundaries. Its authority extends to the incorporated cities, including annexation of County lands into a city, and special districts within the County. LAFCO has the authority to review and approve or disapprove the following:

- Annexations to or detachments from cities or districts;
- Formation or dissolution of districts;
- Incorporation or disincorporation of cities;
- Consolidation or reorganization of cities or districts;

- Extensions of service beyond an agency's jurisdictional boundaries;
- Development of, and amendments to, Spheres of Influence (SOI). The SOI is the probable physical boundary and service area of each local government agency. This may extend beyond the current service area of the agency; and
- Provision of new or different services by districts.

In addition, LAFCO conducts Municipal Service Reviews (MSRs) for services within its jurisdiction. A MSR typically includes a review of existing municipal services provided by a local agency and its infrastructure needs and deficiencies. It also evaluates financing constraints and opportunities, management efficiencies, opportunities for rate restructuring and shared facilities, local accountability and governance, and other issues.

Legislation, including Assembly Bill 1555 and Senate Bill 244, has been enacted to encourage the identification and annexation of islands, which are unincorporated areas substantially surrounded by a city or cities.

San Joaquin County's Aviation System Airport Land Use Compatibility Plan

In July 2009, the San Joaquin County's Aviation System Airport Land Use Commission adopted the Airport Land Use Compatibility Plan (ALUCP), which sets forth the "referral area boundaries" around each airport in the County and the limits on land use, building height, and population density in those areas. The ALUCP regulates land use in three major areas: safety zones, noise zones, and height restrictions. It provides land use compatibility guidelines for lands near the airport, to avert potential safety problems and to ensure unhampered airport operations. The ALUCP establishes two compatibility areas: safety and noise.

Under California Government Code Section 65302.3(a), general plans must be consistent with any airport land use plan adopted pursuant to Public Utilities Code Section 21675. The Stockton Metropolitan Airport is the closest airport to Manteca. The northernmost portion of the City of Manteca and the City's SOI are located the airport influence area for the Stockton Metropolitan Airport identified in the ALUCP. The majority of this land within the airport influence area is zoned for agricultural uses by the City's municipal code. Other land uses within the airport influence area include park, industrial, commercial, public, low density residential, and medium density residential.

The lands within the City that are located in the airport influence area for the Stockton Metropolitan Airport are not within the Airport's noise exposure contours. However, the lands within the City that are located in the airport influence area are within two of the Airport's Safety Zones: Traffic Pattern Zone 7b and Zone 8. Lands within Traffic Pattern Zone 7b cannot be developed with non-residential intensities greater than 450 persons per acre and must have open land over 10% of the site. Additionally, uses within Traffic Pattern Zone 7b cannot be hazardous to flight, and outdoor stadiums are prohibited. Non-residential development on land within Traffic Pattern Zone 8 is not subject to a maximum intensity or open space requirement. Airspace review is required for development greater than 100 feet tall on lands within Zone 7b or Zone 8. Similarly, new dumps or landfills within Zone 7b or Zone 8 are subject to the Federal Aviation Administration (FAA) notification and review and are further subject to restrictions and conditions outlined by the FAA.

San Joaquin County General Plan

San Joaquin County adopted its General Plan in December 2016. The County's General Plan provides a comprehensive set of goals, policies, and implementing actions to guide the County's growth through the year 2035. The County's General Plan includes the following Elements:

- Community Development
- Public Facilities and Services
- Public Health and Safety
- Natural and Cultural Resources

The County's General Plan establishes allowed land uses for lands within the City's SOI. While the City of Manteca General Plan Land Use Map identifies planned land uses within the SOI, San Joaquin County has ultimate land use planning and project approval authority within the SOI unless the lands are annexed to the City. The County's land use designations for areas within the SOI are summarized in Table 1.1-2 and the County's land use designations for the unincorporated area around the City are shown on Figure 1.1-2.

TABLE 1.1-2: SAN JOAQUIN COUNTY LAND USE DESIGNATIONS IN SOI

LAND USE	*PARCELS*	*ACREAGE*
Agriculture/General	466	6,137.45
Agriculture/Limited	47	138.73
Agriculture/Urban Reserve	414	3,995.05
Commercial/Freeway Service	8	21.52
Commercial/General	16	41.68
Commercial/Neighborhood	2	11.45
Commercial/Recreation	8	109.16
Industrial/General	1	2.43
Industrial/Limited	111	162.84
Open Space/Parks & Recreation	1	6.63
Open Space/Resource Conservation	31	116.59
Public	1	16.97
Residential/Low Density	1,128	1,301.26
Residential/Medium Density	7	39.67
Residential/Very Low Density	242	1,020.66
TOTAL	**2,483**	**13,122.10**

NOTE: PARCEL COUNT INCLUDES SPLIT PARCELS.
SOURCE: SAN JOAQUIN COUNTY, 2017; DE NOVO PLANNING GROUP, 2017.

EXISTING SETTING

Land Use Patterns

When discussing land use, it is important to distinguish between planned land uses and existing land uses. The General Plan land use designations identify the long-term planned use of land but do not present a complete picture of existing land uses. The San Joaquin County Assessor's office maintains a database of existing land uses on individual parcels, including the number of dwelling units and related improvements such as non-residential building square footage. This information is used as the basis for property tax assessments and is summarized in Table 1.1-3 and depicted on Figure 1.1-3.

TABLE 1.1-3: ASSESSED LAND USES – CITY OF MANTECA

LAND USE CODE	*# OF PARCELS*	*TOTAL ACRES*	*% OF TOTAL ACRES*
Single Family Residential	22,055	6,517.63	26.90%
Multifamily Residential	1,069	329.73	1.36%
Commercial	612	1,132.24	4.67%
Industrial Manufacturing	225	468.31	1.93%
Industrial Non-Manufacturing	138	404.56	1.67%
Institutional	447	1,986.07	8.20%
Office	129	58.69	0.24%
Open Space	3	176.14	0.73%
Parks and Recreation Facilities	47	219.18	0.90%
Agricultural	544	12,861.20	53.08%
Communication/Utilities	23	21.85	0.09%
Non-Taxable	38	23.65	0.10%
No Use Code	179	32.03	0.13%
Total	25,509	24,231.27	100.00%

SOURCE: SAN JOAQUIN COUNTY ASSESSOR'S OFFICE, 2016; DE NOVO PLANNING GROUP, 2016.

Existing land uses refer to the existing built environment, which may be different from the land use or zoning designations applied to land for planning purposes. Existing land uses are based on data provided by the County Assessor and are described below.

RESIDENTIAL

Residential uses in Manteca include single-family houses and multi-family developments.

Single family residential is the dominant developed land use type in the city, accounting for 26.9% of the city's land area. Single family residential land uses are generally located throughout the city, as shown on Figure 1.1-3. There are approximately 22,055 single family residential parcels in the city, located on 6,517.63 acres. The majority of single family residential units (20,274 parcels) are typical single family residences, with one residence located on one parcel. Rural residential uses with one residence on-site are the second most common type of single family residential use, accounting for 432 parcels on 946.77 acres.

Multifamily residential refers to parcels that contain more than one housing unit, including duplexes, triplexes, fourplexes, condominiums, townhomes, and apartment buildings. Multifamily residential accounts for 1.36% of the city's land area. The predominate type of multifamily development are duplexes and condominiums, which account for another 490 parcels on 52.9 acres. Duets or halfplexes with a shared wall account for 270 parcels located on 23.74 acres. An additional 132 parcels of fourplexes, triplexes, and apartments with three units in two or more structures are located on 35.87 acres. Multifamily uses are generally located near services, including retail and commercial uses, and are located in and around the Downtown area, along Yosemite Avenue, Main Street, and Union Road, as shown on Figure 1.1-3.

COMMERCIAL

Commercial uses, as identified by the County Assessor, are varied. The predominant type of commercial land use, based on the percent of total acres, is vacant and undeveloped commercial land, which accounts for 78 parcels, totaling 350.27 acres. Auto-related businesses (55 parcels on 99.11 acres), medical and

dental offices (47 parcels on 25.72 acres), and shopping centers (103 parcels on 195.41 acres) also represent a large portion of the city's commercial uses. The motels, hotels, and mobile home parks category totals 18 parcels of developed commercial uses on 84.59 acres. Other commercial uses include convenience stores, bowling alleys, financial buildings, theaters, drive-thru restaurants, restaurants, auto agencies, and miscellaneous. As shown on Figure 1.1-3, many of the city's commercial uses are located in and around the Downtown area, and along SR 120, Yosemite Avenue, and Main Street.

INDUSTRIAL

Industrial uses (manufacturing and non-manufacturing) make up 363 parcels of development on 872.87 acres. Manufacturing industrial uses include cold storage or refrigerated warehouses (six parcels on 38.17 acres), meat products processing (three parcels on 24.42 acres), heavy industrial (two parcels on 3.38 acres), and other food processing (one parcel on 12.51 acres). Non-manufacturing industrial uses include light industrial warehousing (43 parcels on 104.22 acres), active warehouses (29 parcels on 161.74 acres), light manufacturing and light industrial uses (23 parcels on 36.10 acres), and other light industrial warehouses with multiple tenants (17 parcels on 45.05 acres). Industrial uses are located along the Union Pacific Railroad line, SR 99, and SR 120.

INSTITUTIONAL

Institutional uses include government facilities, schools and colleges, churches, cemeteries/mortuaries, service organizations and group homes, and residential care facilities. The majority of non-residential development in the city is institutional, which includes 447 parcels on 1,986.07 acres. Institutional uses represent the second largest category of development, after single family residential.

School district properties represent the most development in the institutional category with 46 parcels on 604.00 acres. The category with the second highest amount of development is miscellaneous City and district property, which include 136 parcels on 396.99 acres. Institutional uses are located throughout the city as shown on Figure 1.1-3.

OFFICE

The office category includes office buildings, multiple combination buildings of offices and shops, and office buildings with residential units. The city contains 129 parcels of office uses on 58.69 acres. Office uses are located throughout the city as shown on Figure 1.1-3.

PARKS, RECREATION FACILITIES, AND OPEN SPACE

Parks, recreation facilities, and open space make up 47 parcels on 219.18 acres. City parks and other recreational facilities represent the highest amount of the park, recreation facilities, and open space category with 41 parcels on 195.16 acres. Parks, recreation facilities, and open space uses are located throughout the city as shown on Figure 1.1-3.

AGRICULTURAL LAND

The agriculture and land category includes agricultural lands with one residence, orchards and crops, dry-farming and grazing land, and agricultural preserves. Most of this land is not developed with built structures. The irrigated fruit orchard categories (with and without a residence) have the highest land area, with 7,386.11 acres of irrigated fruit orchard on 312 parcels. The irrigated field crops categories (with and without a residence) have the second highest land area, with 3,068.26 acres of irrigated field crops on 109 parcels. Additionally, the irrigated vineyard categories (with and without a residence) have

the third highest land area, with 1,738.85 acres of irrigated vineyard on 84 parcels. Agricultural uses are located along the borders of the city, as shown on Figure 1.1-3.

NON-TAXABLE

The non-taxable category includes non-taxable public-owned land, roads, and street. The city contains 38 parcels of non-taxable uses on 23.65 acres.

NO USE CODE

The no use code category identifies land without a use code assigned. The city contains 179 parcels without a use code assignment on 32.03 acres.

Development Trends

Development began in Manteca between 1914 and 1920. Residential neighborhoods were beginning to fill in by 1918. The City of Manteca was incorporated on May 28, 1918. During the 1950's, the City grew as inexpensive housing drew workers from the Sharpe Army Depot in Lathrop and industrial plants in south San Joaquin County.

Figure 1.1-4 shows the residential development trends within the City. As shown in the figure, residential development constructed before 1940 until 1959 is generally located near Downtown Manteca. Scattered rural residences constructed in the same time period are also located in the periphery of the City. From 1960 to 1999, residential development was generally constructed south of Lathrop Road, west of Austin Road, north of SR 120, and east of Airport Way. Residential construction south of SR 120 and north of Lathrop Road generally occurred between 2000 to 2016.

While agriculture still plays an important role in the local economy, the economic base has become more diversified with the development of industries and the influx of Bay Area workers seeking affordable housing. The community has grown with the addition of new neighborhoods, primarily to the north and west of the historic geographic core.

Manteca has grown outward from the geographic center at Yosemite Avenue and Main Street. Commercial development along Yosemite Avenue and Main Street is flanked by residential neighborhoods. In the early years, the community grew close to the historic center in a concentric pattern. In the decades of the 1970's through 1990's the community grew away from the center toward the north and west.

In the latter 1990's, following the approval of the South Area Plan, Manteca began to grow south of SR 120. Large scale residential development south of SR 120 began in 2003. Additionally, residential development north of Lathrop Road began in late 2006.

Pending and Approved Projects

Table 1.1-4 lists recently approved and pending residential projects and Table 1.1-5 lists recently approved and pending commercial projects in the city.

TABLE 1.1-4: APPROVED AND PENDING RESIDENTIAL DEVELOPMENT PROJECTS

PROJECT NAME	*NUMBER OF LOTS / UNITS*
FINISHED LOTS (APPROVED FINAL MAP, READY TO BUILD)	
Atherton Homes at Woodward Park I Unit No. 1	62
Blossom Grove (Silva Estates)	38
Dutra Estates Unit No. 5	5
Evans Estates Unit No. 2	80
Evans Estates Unit No. 3	156
Milner Terrace Unit No. 2	49
Monte Bello Estates Unit No. 2	107
Oleander Estates Unit No. 1	2
Oleander Estates Unit No. 3	61
Pillsbury Estates Unit No. 1	3
Union Ranch Units No. 1-3(Pulte)	15
Union Ranch Unit No. 8 (Pulte)	55
Union Ranch Unit No. 9 (Pulte)	140
Woodward Estates	72
Subtotal	*845*
FINISHED APARTMENT UNITS (APPROVED SITE PLAN, READY TO BUILD)	
Alma Apts	184
Senior Housing Apt.	48
Terra Ranch Apts	200
Tesoro Apts.	148
Woodbridge Apts	172
Subtotal	*752*
ENTITLED LOTS (APPROVED TENTATIVE MAP, PENDING FINAL MAP)	
Atherton Homes at Woodward Park I	71
Atherton Homes at Woodward Park II	185
Crivello Estates Unit 2	33
DeJong Estates	352
Dolcinea	41
Evans Estates	299
Lundbom	18
Oakwood Trails	676
Oleander Estates	186
Shadowbrook	492
Sundance	514
Terra Ranch	212
Trails of Manteca	1,163
Villa Ticino West	760
Subtotal	*5,002*

PROJECT NAME	*NUMBER OF LOTS / UNITS*
SUBDIVISION PROJECTS UNDER APPLICATION	
Cerri	645
Denali	315
Hat Ranch	800
Griffin Park Master Plan	1,592
Subtotal	*3,352*
APARTMENTS UNDER APPLICATION	
Marini Complex	6
Subtotal	***6***
Total Pending Lots and Units	***1,766***
Total Finished + Entitled Single Family Lots	***5,847***
Total Under Application Single Family Lots	***3,352***
Total Finished + Under Application Apt. Units	***758***
GRAND TOTAL OF ALL UNITS / LOTS	***9,957***

SOURCE: CITY OF MANTECA, 2016.

TABLE 1.1-5: APPROVED AND PENDING NON-RESIDENTIAL DEVELOPMENT PROJECTS

PROJECT NAME	*DESCRIPTION*	*STATUS*
ABF Freight Systems	Expansion of existing trailer parking area and addition of an employee parking lot.	Under Review
Upper Parcel Commercial/Retail	860 square foot commercial/retail building for a quick serve restaurant or coffee shop.	Under Review
Islamic Center Wash Room	Add 230 square foot wash room to existing building	Under Review
Exeter 2301 Louise, LLC	Construct a fence to enclose POD units.	Under Review
North Main Street Commons	SPC, SDN, MSP, & IS for 3 commercial buildings totaling 43,157 square feet developed on 5.05 acres. Project will consist of site improvements of parking lot, lighting, infrastructure, and landscaping.	Under Review
El Huracan	Nightclub, Live music, and entertainment	Under Review
530 Commerce Ct	21,450 square foot concrete tilt-up building for 2 future tenants.	Under Review
Pro Touch Auto Repair	The repair shop will have a store front with retail in the lobby.	Under Review
Chevron Commercial Center	Increase square footage of previously approved building #1 from 3,700 square feet to 4,200 square feet and add 5 additional parking spaces.	Under Review
Binford Cycle Brokers	Change in use for cycle modification.	Under Review
530 Commerce Ct MPM	Phase II - 21,450 square foot concrete tilt-up building at 530 Commerce Ct.	Under Review
Panera Bread	4,200 square foot restaurant, 42 parking spaces drive-thru, 34% landscape, 102 seats.	Approved
Fiore Development TPM	7.8 acres to be divided into 5 parcels to remain General Commercial.	Approved
Fez	Hotel, waterpark, convention facility, outdoor sports zone, retail, dining.	Approved
Taco Bell	New Taco Bell restaurant with drive-thru.	Approved

PROJECT NAME	*DESCRIPTION*	*STATUS*
Villa Capri Apartments	10 new apartment units and demolition of 3 existing.	Approved
Manteca Chevron	Demo. & rebuild new w/ retail store.	Approved
Doctors Hospital Central Utility Plant	Construct new two-story 2,500 square foot central utility plant that will provide utilization to the existing hospital.	Approved
Seventh Day Adventist Expansion	Expansion of existing use - Place of Worship.	Approved
Hope Shelter Storage	Building a 600- square foot storage shed with wood frame.	Approved
Liberty Park	Establish design and layout, including active and passive Features of the private 8.9 acre park maintained by the Woodbridge HOA.	Approved
1340 Dupont Court	285,614 square feet speculative industrial building and associated site work.	Approved
In-Shape Manteca	Exterior façade renovation; adjustment to accessible parking; conversion of portion of rear of building to outdoor pool and spa.	Approved
Sizzler Restaurant	New 8,500 square foot sit down restaurant	Approved
Best Western	Construct a breakfast sitting area and wash area adjacent to the lobby. Two parking spaces will be removed and the existing office will be converted to a wash area.	Approved
Manteca Chevron/Circle K Gas Station	3,000 square foot convenience store, and 2,340 square foot canopy with 4 fuel pumps/8 fueling positions.	Approved
Manteca Self Storage	Renovate existing vacant 79,319 square foot, 2 story main bldg. and a 1,800 square foot accessory bldg. on 6.09 acre parcel.	Approved
2325 West Louise	MPM to alter existing MPM for new 850,000 square foot industrial cross dock facility.	Approved
Certified Collision Center	New 1.5-acre development for automotive repair - 5,500 square foot offices, 2,000 square foot storage, & 12,750 square foot repair area. 2 buildings totaling 20,250 square foot with parking, circulation, & landscaping.	Approved
B.R. Funsten Warehouse Addition	Add 68,202 square foot warehouse addition and related site work.	Approved
In-Shape Overflow Parking	Improve health club's overflow parking area.	Approved
CenterPoint Building	Construct approx. 1,199,130 square foot facility and associated site improvements on existing vacant parcel, in two phases.	Approved
Home Depot Security Fencing	Install security fencing for materials at two locations in the rear of the facility.	Approved
PG&E Corp Yard Facility	Install a compressed natural gas fueling facility for private fleet use.	Approved
Burger King Facade Remodel	Remodel of the exterior façade of an existing Burger King restaurant.	Approved
Stadium Square Food and Gas	New 3,000 square foot ARCO am/pm convenience store with 1,000 square foot car wash building, 8 island fueling area with canopy. Also includes vacuum islands, air/water, bike racks, and alternative fueling vehicle parking.	Approved

PROJECT NAME	*DESCRIPTION*	*STATUS*
Project Gamma - CenterPoint	Develop 404,657 square foot concrete tilt up warehouse. Primarily will be used for warehousing and distribution with 15,000-20,000 square foot of offices and a smaller section for custom embroidery. Refer to PST-16-81.	Approved

SOURCE: CITY OF MANTECA, 2016.

REFERENCES

City of Manteca. 2016. Manteca Municipal Code. Current through Ordinance 1590 and the June 2016 code supplement.

City of Manteca. Adopted October 6, 2003. City of Manteca General Plan 2023.

City of Manteca, 1998. Manteca Downtown Improvement Plan & Streetscape Improvements Program.

City of Manteca, 2016. Non-Residential Project Planning List: Approved, Under Review. December 2016.

City of Manteca, 2017. Project Status Report. June 6, 2017.

San Joaquin Council of Governments. May 2016. Airport Land Use Compatibility Plan Update for Stockton Metropolitan Airport.

San Joaquin Council of Governments. July 2009. Airport Land Use Compatibility Plan Update – San Joaquin County Aviation System, San Joaquin County, California.

San Joaquin County. 2016. San Joaquin County General Plan. December 2016.

San Joaquin County. 2016. Parcel Data provided by the County Assessor's Office. October 2016.

1.2 POPULATION AND HOUSING

This section summarizes the city's demographics and housing profile. More detailed information regarding population and housing, including population and household characteristics and a housing needs assessment, is provided in the City's Housing Element.

REGULATORY FRAMEWORK

The regulatory framework discussion describes laws and regulations that guide land use decisions. Adopted plans that pertain to the City are also described.

STATE

California General Plan Law

Government Code Section 65300 requires that each county and city adopt a General Plan, as described in Section 1.1.

Housing element law (Government Code Sections 65580 through 65589.8) requires local governments to adopt a Housing Element that addresses existing and projected housing needs, including their share of the regional housing need. A Housing Element must include an analysis of existing and projected housing needs, identification of governmental and non-governmental constraints to the provision of housing, an inventory of sites appropriate to accommodate the City's housing needs, identification of resources available to assist with meeting housing needs, a review of the effectiveness of the previous Housing Element, and a plan to address the identified housing needs and constraints.

LOCAL AND REGIONAL

Regional Housing Needs Plan

California General Plan law requires each city and county to have land zoned to accommodate a fair share of the regional housing need. The share is known as the Regional Housing Needs Allocation (RHNA) and is based on a Regional Housing Needs Plan (RHNP) developed by councils of government. The San Joaquin Council of Governments (SJCOG) is the lead agency for developing the RHNP for the San Joaquin County area that includes the Cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy. Manteca's fair share of the adopted RHNA for 2014-2023 is summarized in Table 1.2-1.

The City is not required to ensure that adequate development to accommodate the RHNA occurs; however, the City must facilitate housing production by ensuring that land is available and that unnecessary development constraints have been removed. The City's Housing Element, adopted in 2010, provides for the accommodation of the 2014-2023 RHNA that has been assigned to the City of Manteca.

TABLE 1.2-1: REGIONAL HOUSING NEEDS ALLOCATION

EXTREMELY LOW INCOME	*VERY LOW INCOME*	*LOW INCOME*	*MODERATE INCOME*	*ABOVE MODERATE INCOME*	*TOTAL*
2014 - 2023					
459	466	693	825	1,958	4,401

SOURCE: SJCOG,2014-2023 REGIONAL HOUSING NEEDS PLAN (RHNP), AUGUST 2014.

City of Manteca General Plan

The City's Housing Element, one of the seven mandated General Plan elements, was adopted January 19, 2016. The Housing Element establishes the following eight goals related to the development of housing in Manteca:

1. To promote the development of affordable housing in the city of Manteca.
2. To promote mixed-use, infill, and downtown development in the city of Manteca.
3. To provide a range of housing types, densities, and designs, and meet existing and projected housing needs for all economic segments of the community.
4. To encourage the maintenance and continued improvement of the existing housing stock and residential neighborhoods.
5. To provide adequate housing opportunities for persons with special needs, including seniors, persons with disabilities, single parents, large families, persons lacking permanent shelter, and residents with extremely low incomes.
6. To promote equal opportunity to secure safe, sanitary, and affordable housing for everyone in the community regardless of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or disability.
7. To encourage energy efficient residential and neighborhood designs that reduce total housing costs by lowering ongoing operation and maintenance costs.
8. To ensure that Housing Element programs are implemented on a timely basis and the progress of each program is monitored and evaluated annually.

The Land Use Element identifies four land use categories for residential use: Very Low Density Residential, Low Density Residential, Medium Density Residential, and High Density Residential. The Commercial Mixed Use category also allows residential uses. The Land Use Element and land use designations are described in detail in Section 1.1, Land Use.

Community Growth Management Program

The City's Community Growth Management Program is summarized in Chapter 18.04 of the City's Municipal Code. The Community Growth Management Program applies to all development project(s) within the city and those development projects outside the city seeking sewer capacity that the city council, by special agreement ratified by a city council resolution securing an approving vote of the majority of the entire city council, determines appropriate, except as otherwise provided in Chapter 18.04. No development project building permits shall be issued by the city unless and until a project allocation has been obtained by the development project in accordance with this chapter, except as otherwise provided in Chapter 18.04. The Community Growth Management Program requires projects to secure a project allocation before a building permit for such development can be issued. The allocation process involves both:

A. The sewer allocation system (as set forth in Chapter 18.04 and in subsequent city council action) which shall determine the amount of phase three sewage capacity available to each type of development; and

B. The point rating system, to be established by subsequent city council action, which shall establish a mechanism by which to evaluate specific development project proposals competing for such available sewage capacity.

EXISTING SETTING

Population and Households

Historical population growth trends in Manteca are depicted in Chart 1.2-1. Table 1.2-2 summarizes the population and household data for Manteca and San Joaquin County from 1980 through 2017.

CHART 1.2-1: CITY OF MANTECA AND SAN JOAQUIN COUNTY POPULATION TRENDS (1980-2017)

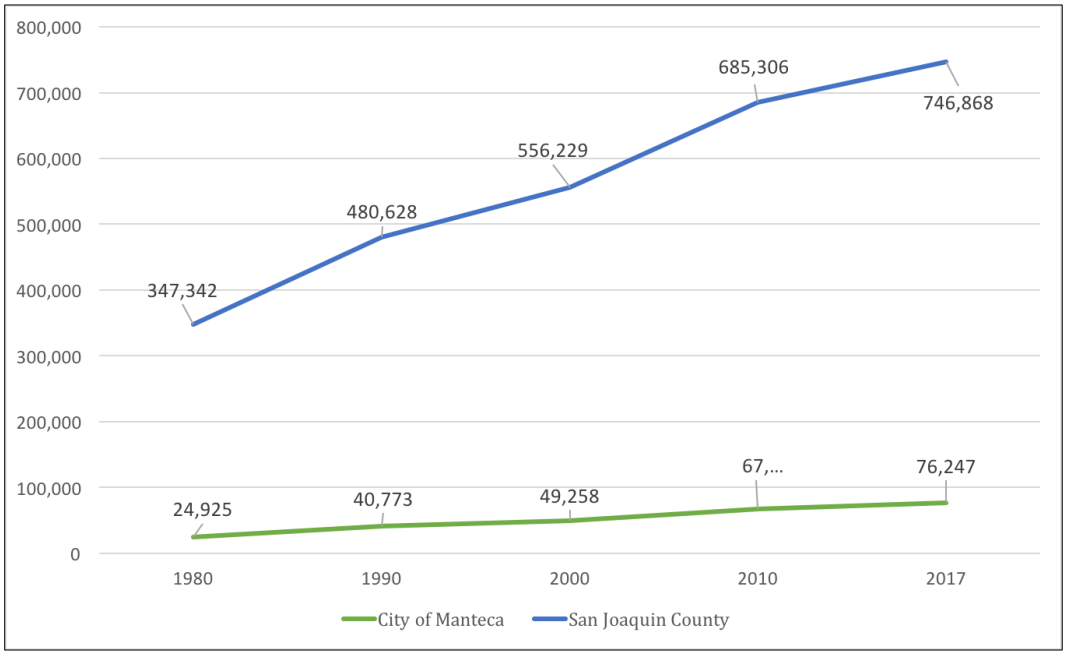


TABLE 1.2-2: POPULATION AND HOUSEHOLD GROWTH

	1980	*1990*	*2000*	*2010*	*2017*	*1980-2000 CHANGE*	*2000-2017 CHANGE*	*AVG. ANNUAL CHANGE*
MANTECA								
Population	24,925	40,773	49,258	67,096	76,247	98%	55%	5.6%
Households	8,592	13,981	16,937	21,794	22,639	97%	34%	4.4%
Persons per household	2.87	3.02	2.98	3.08	3.15	3.8%	5.7%	0.3%
SAN JOAQUIN COUNTY								
Population	347,342	480,628	556,229	685,306	746,868	60%	34%	3.1%
Households	124,626	166,274	189,160	212,339	219,073	52%	16%	2.0%
Persons per household	2.71	2.94	3.00	3.12	3.17	%	5.7%	0.5%

SOURCE: U.S. CENSUS, 1980, 1990, 2015; MANTECA HOUSING ELEMENT, 2016, 2010; CALIFORNIA DEPARTMENT OF FINANCE, 2010, 2015.

Manteca incorporated in 1918 and by 1920, the US Census Bureau recorded the population at 1,286. After a dramatic population increase in 1917 from post-WWI prosperity, population growth was slow and

steady until 1934 when economic implications from the Great Depression reached Manteca and caused farm foreclosures and increased unemployment that kept the population under 2,000. The 1940s WW2 economy brought new industry and population inflow to Manteca. Between 1940 and 1980, Manteca's agricultural and industrial-based economy continued to grow and by 1980, the population had reached 24,925.

From 1980 to 2000, the city's population increased by 98% from 24,925 to 49,258 persons. During the 2000s and 2010s, Manteca experienced population growth increasing by approximately 32% from 49,258 to 76,247 between 2000 and 2017. Similarly, San Joaquin County's total population increased by approximately 31% during the 2000s and 2010s. Between 1980 and 2017, Manteca's population growth rate averages 5.6% per year, while that of San Joaquin County is an average of 3.1% per year. As of January 2017, Manteca's population was estimated to be 76,247, an increase of 55% from the 2000 population of 49,258.

Households have increased at a rate generally proportional to Manteca's population, with both households and populations increasing by similar percentages from 1980 to 2000 and 2010 to 2017. Over the years, the average household size has fluctuated slightly with a high of 3.15 in 2017 and a low of 2.87 in 1980. In recent years, household size has remained at relatively similar levels with an average of 3.08 persons per household in 2010 and 3.15 persons per household in 2017.

Housing Units

As shown in Table 1.2-3, the number of housing units in Manteca has increased at rates similar to the population with significant increases since 1980. In 2017, there were 25,765 housing units in the city. From 1980 to 2000, housing units increased from 9,165 to 16,368, a 79% increase.

TABLE 1.2-3: HOUSING UNITS

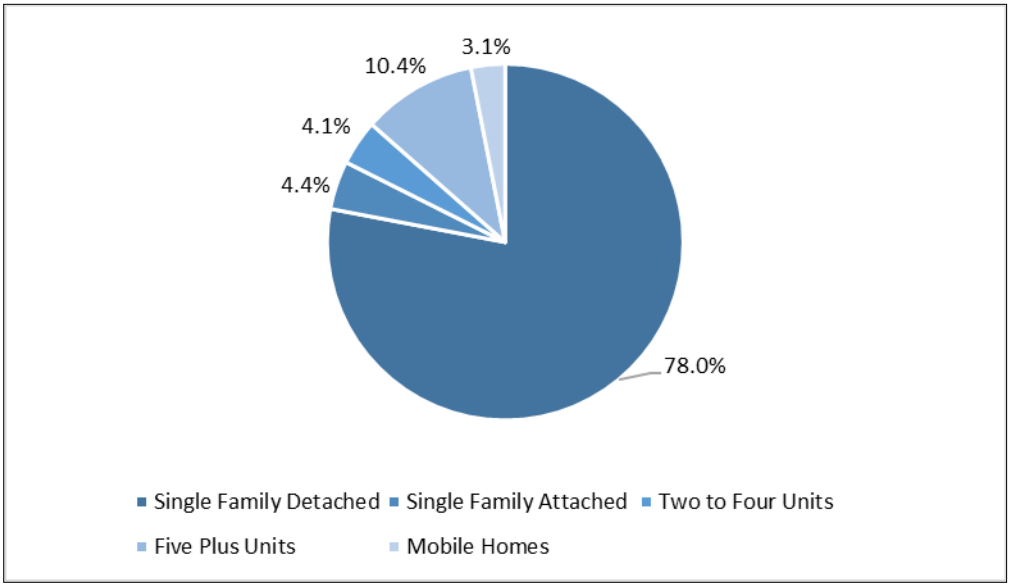
	1980	*1990*	*2000*	*2010*	*2017*	*1980-2000 CHANGE*	*2000-2017 CHANGE*
Manteca	9,165	13,466	16,368	21,618	25,765	79%	57%
San Joaquin County	136,001	158,659	181,629	215,007	241,021	34%	33%

SOURCE: U.S. CENSUS, 1990; MANTECA HOUSING ELEMENT, 2016, 2010.

As shown in Chart 1.2-2, the majority of the housing are single family detached, which account for 78.0% of housing units. The remaining housing types include single family attached (4.4%), multi-family duplexes through fourplexes (4.1%), multi-family apartments with five or more units (10.4%), and mobile homes (3.1%).

In San Joaquin County, housing units have increased at a much slower pace, with a 34% increase from 1980 to 2000. The average annual increase in housing units since 1980 in Manteca is 4.9%, compared with a 2.1% annual average increase in San Joaquin County. Due to the recent economic incline, growth in both the population and housing stock over the next few years is anticipated to remain relatively high, compared to historic averages.

CHART 1.2-2: HOUSING UNITS BY TYPE (2017)



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1.3 ECONOMIC AND FISCAL BACKGROUND ANALYSIS

This section contains information about employment characteristics, sales and spending, and the existing fiscal conditions in the City of Manteca, including General Fund operating revenue sources and operating expenditures.

The objective is to provide General Plan update participants, including the public, the consultant team, City staff, and City policymakers with a common understanding of how the City of Manteca spends its General Fund monies at present, how those monies are generated, and the implications for planning for development in the City of Manteca over the next 20 to 25 years. Considering these factors as part of the General Plan Update process will help to ensure that the City maintains a fiscally sustainable budget in addition to high quality services for residents and businesses as the community grows. This section focuses on the revenues and expenditures that comprise the City's General Fund, as this is the part of the overall City Budget that receives the City's most important discretionary revenues, and which funds critical public services, such as public safety, parks, and community services.

The following fiscal background information was compiled before the 2017/2018 budget was available; thus, the discussion reflects information available in the 2016/2017 budget and earlier budget documents.

REGULATORY FRAMEWORK

LOCAL

Municipal Budget

The City adopts a Municipal Budget for each fiscal year. The Municipal Budget is the annual spending plan which serves as the legal authority for City divisions to commit and spend financial resources. The Budget also represents the implementation plan for executing the City Council's goals, policies, and objectives for the upcoming year.

EMPLOYMENT CHARACTERISTICS

Labor Force

Table 1.3-1 summarizes population, job, and employment data from 2010 to 2015. The City's labor force decreased from 33,527 residents in the labor force in 2010 to 29,162 in 2015. In 2010, there were 19,700 jobs in Manteca. During the period from 2010 to 2015, the number of jobs in the City has increased to approximately 20,278. While the increase in jobs is moderate (2.9%), it is at a lesser rate than the City's overall growth in total population (7.7%). The City's unemployment rate decreased from 15.1% in 2010 to 8.9% in 2015.

TABLE 1.3-1: JOBS, POPULATION, AND EMPLOYMENT

YEAR	*POPULATION*	*EMPLOYMENT STATISTICS*				
		JOBS	*LABOR FORCE*	*EMPLOYED*	*JOBS / LABOR FORCE*	*UN-EMPLOYMENT RATE*
2010	67,096	19,700	33,527	29,660	0.59	15.1%
2015	72,251	20,278	29,162	29,872	0.70	8.9%
Change	*7.7%*	*2.9%*	*-13.0%*	*0.7%*	*18.6%*	*-6.2%*

SOURCE: US CENSUS, 2000; ACS, 2015.

The ratio of employment opportunities in Manteca to the local labor force was 0.70:1 in 2015, an increase from 0.59:1 in 2010. A jobs-to-persons in labor-force ratio that is less than 1:1 means that a percentage

of local residents must travel outside of Manteca for employment, as there are not enough jobs available locally.

Industry and Occupation

Manteca's labor force is employed in a broad range of industries, including white collar, services, and blue collar. The services category, which includes a broad range of service industries, comprises 19 percent of jobs. The white collar category, which includes management, business, science, arts, sales, office, and other occupations, comprises 50 percent of jobs. The blue collar category, which includes natural resources, construction, maintenance, production, transportation, material moving, and other occupations, comprises 32 percent of jobs. The significant increase in Manteca's population and labor force has resulted in increased employment in many industries. The industries that have seen the largest growth in employment from 2010 to 2015 include the natural resources, construction and maintenance sector. Other industries experienced more modest growth; however, the management, business, science, and arts group remained relatively static.

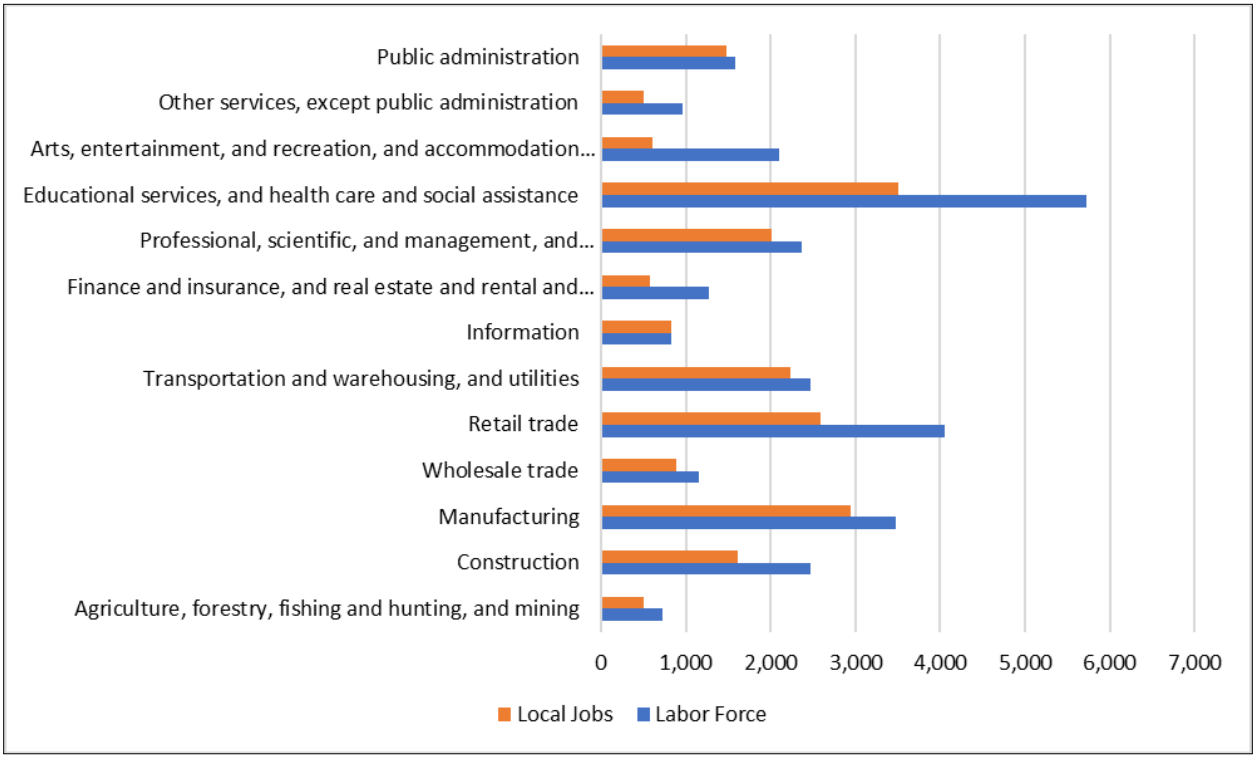
Table 1.3-2 provides a comparison of Manteca's labor force (Manteca residents over 16 who have or want a job) to the jobs that are available in the city. Since Manteca's labor force significantly exceeds the local jobs pool, it is not surprising that there are gaps in most industry categories. Overall, there are 8,884 more people in the city's labor force than there are jobs in Manteca. The industry sectors with the largest gaps include educational services, and health care and social assistance, which has a gap of approximately 2,219 jobs, the arts, entertainment, and recreation, and accommodation and food services sector, which has a gap of 1,496 jobs, and the retail trade sector, which has a gap of 1,456 jobs. The only industry which has more jobs than persons in the local labor force is the agriculture, forestry, fishing and hunting, and mining sector, which has a surplus of 2172 jobs. Chart 1.3-1 compares the employment of Manteca's residents by overall industry (labor force) to the local jobs associated with each industry.

TABLE 1.3-2: LABOR FORCE VS. JOBS BY INDUSTRY (2015)

INDUSTRY	*LABOR FORCE*	*LOCAL JOBS*	*GAP*
Agriculture, forestry, fishing and hunting, and mining	721	504	217
Construction	2,475	1,612	-863
Manufacturing	3,473	2,940	-533
Wholesale trade	1,149	895	-254
Retail trade	4,047	2,591	-1,456
Transportation and warehousing, and utilities	2,463	2,238	-225
Information	823	823	0
Finance and insurance, and real estate and rental and leasing	1,274	579	-695
Professional, scientific, and management, and administrative and waste management services	2,365	2,005	-360
Educational services, and health care and social assistance	5,721	3,502	-2,219
Arts, entertainment, and recreation, and accommodation and food services	2,101	605	-1,496
Other services, except public administration	962	508	-454
Public administration	1,588	1,476	-112
TOTAL	**29,162**	**20,278**	**-8,884**

SOURCE: ACS, 2015.

CHART 1.3-1: LEAKAGE/SURPLUS FACTOR BY INDUSTRY SUBSECTOR



SOURCE: ESRI RETAIL MARKETPLACE PROFILE, MANTECA CITY, CA; DE NOVO PLANNING GROUP, 2017

While industry represents the overall sector in which an individual is employed, occupation represents a person's position at their place of employment. Occupations can be generally divided into white collar, services, and blue collar; in Manteca, the majority of the city's residents are employed in white collar occupations, with sales and office occupations as the largest subset. Over the past decade, the percentage of white collar workers has decreased, while the services and blue collar categories have increased. Table 1.3-3 summarizes employment by occupation in 2010 and 2015.

TABLE 1.3-3: EMPLOYMENT BY OCCUPATION

OCCUPATION	*2010*		*2015*		*CHANGE*
	NUMBER	*PERCENT*	*NUMBER*	*PERCENT*	
White Collar	17,766	60%	14,471	50%	-10%
Management, Business, Science, and Arts	*7,185*	*24%*	*6,885*	*24%*	*0%*
Sales and Office	*10,581*	*36%*	*7,586*	*26%*	*-10%*
Services	4,020	14%	5,453	19%	5%
Blue Collar	7,874	27%	9,238	32%	5%
Natural Resources, Construction, and Maintenance	*2,654*	*9%*	*4,716*	*16%*	*7%*
Production, Transportation, and Material Moving	*5,220*	*18%*	*4,522*	*16%*	*-2%*
Total	29,660	100%	29,162	100%	-

SOURCE: ACS, 2010 AND 2015.

SALES AND SPENDING

Taxable Sales

Taxable sales indicate the value of all transactions subject to sales tax. The California Board of Equalization (BOE) publishes quarterly data regarding retail sales, total taxable sales, and the number of businesses with a sales tax permit. Total taxable sales do not reflect the gross sales since some transactions are not subject to sales tax.

Table 1.3-4 identifies taxable sales by category for the city bi-annually from 2004 through 2014. During this time, the total amount of annual taxable transactions increased by over $200 million (31%), from $693.1 million in 2004 to $907.8 million in 2014. During this same time period, the total number of businesses increased by 0.2% from 1,148 in 2004 to 1,150 in 2014. The increase in taxable sales was primarily in the retail and food services category, which represented $141.8 million of the $214.7 million increase in taxable sales. Similarly, the majority of the increase in sales tax permits was in the retail and food services category, which increased by 31% during the 2004-2014 time period, from 627 to 820 permits. This represents a significant shift from 2004, when the number of non-retail/food services permits (521) was similar to the number of retail and food services permits (627). By 2014, there were more than twice as many retail and food services permits (820) than non-retail/food services permits (330). The increased proportion of retail and food services taxable sales also reflects the growth in the retail and food services industries in Manteca.

TABLE 1.3-4: TAXABLE SALES

YEAR	RETAIL AND FOOD SERVICES		NON-RETAIL/ FOOD SERVICES		TOTAL OUTLETS	
	SALES TAX PERMITS	TAXABLE TRANSACTIONS IN THOUSANDS	SALES TAX PERMITS	TAXABLE TRANSACTIONS IN THOUSANDS	SALES TAX PERMITS	TAXABLE TRANSACTIONS IN THOUSANDS
2014	820	$738,631	330	$169,204	1,150	$907,835
2012	771	$672,597	355	$138,234	1,126	$810,831
2010	756	$600,902	346	$128,530	1,102	$729,432
2008	660	$568,558	517	$127,255	1,177	$695,813
2006	636	$642,049	505	$114,714	1,141	$756,763
2004	627	$596,869	521	$96,269	1,148	$693,138
Change 2004-2014	*193*	*$141,762*	*(191)*	*$72,935*	*2*	*$214,697*
Percent Change 2004-2014	*31%*	*24%*	*(37%)*	*76%*	*0.2%*	*31%*
Countywide Change 2004-2014	2,287	$672,849	(1,547)	$655,755	(732)	$1,328,604
Countywide % Change 2004-2014	35%	11%	(28%)	41%	(5%)	15%

SOURCE: BOE, 2004; BOE, 2006; BOE, 2008; BOE, 2010; BOE, 2012; BOE, 2014.

While Manteca experienced a decline in only the number of non-retail/food services sales tax permits, in San Joaquin County there was a decline in total sales tax permits and in non-retail/food service sales tax permits. Even though Manteca and the County of San Joaquin experienced decreases in sales tax permits, both had increases in the taxable transactions in every category. While there was growth in the County's retail and food services taxable sales, the growth was at a much lesser rate, with an 11% increase

compared to Manteca's 24% increase. The growth in the County's overall taxable transactions of 15% was also much lower than Manteca's 31% increase from 2004 to 2014.

As shown in Table 1.3-5, in 2014, Manteca's retail and food service sales types that represented the largest proportions of the taxable sales are general merchandise sales (21%), motor vehicle and parts sales (13%), and sales at food and drinking establishments (11%). Compared to San Joaquin County as a whole, Manteca's general merchandise sales accounted for 10% more of total taxable transactions. Total retail and food service percent of taxable transactions was higher for Manteca (at 81%) than San Joaquin County (at 68%).

TABLE 1.3-5: TAXABLE SALES DETAIL - 2014

	MANTECA			*SAN JOAQUIN COUNTY*		
	SALES TAX PERMITS	*TAXABLE TRANSACTIONS IN THOUSANDS*	*TRANSACTIONS AS % OF TOTAL*	*SALES TAX PERMITS*	*TAXABLE TRANSACTIONS IN THOUSANDS*	*TRANSACTIONS AS % OF TOTAL*
RETAIL STORES AND FOOD SERVICES						
Motor Vehicle and Parts Dealers	60	120,765	13%	640	1,254,964	13%
Furniture and Home Furnishings Stores	42	19,732	2%	188	178,654	2%
Building Material, Garden Equipment and Supplies	20	49,147	5%	249	580,912	6%
Food and Beverage Stores	60	36,951	4%	632	396,822	4%
Gasoline Stations	27	90,656	10%	210	1,255,157	13%
Clothing and Clothing Accessories	41	36,188	4%	593	297,425	3%
General Merchandise	21	191,642	21%	198	1,132,756	11%
Food Service and Drinking Establishments	152	100,348	11%	1,438	763,258	8%
Electronics and Appliance Stores	--	--	0%	238	160,971	2%
Sporting Goods, Hobby, Book, and Music Stores	--	--	0%	259	156,637	2%
Health and Personal Care Stores	--	--	0%	262	137,488	1%
Nonstore Retailers	--	--	0%	2,714	99,311	1%
Miscellaneous Store Retailers	397	93,202	10%	1,279	365,807	4%
Retail and Food Service Totals	820	738,631	81%	8,900	6,780,160	68%
All Other Outlets (Non-retail and food service)	330	169,204	19%	3,965	3,251,685	32%
TOTALS	**1,150**	**907,835**	**100%**	**128,65**	**10,031,845**	**100%**

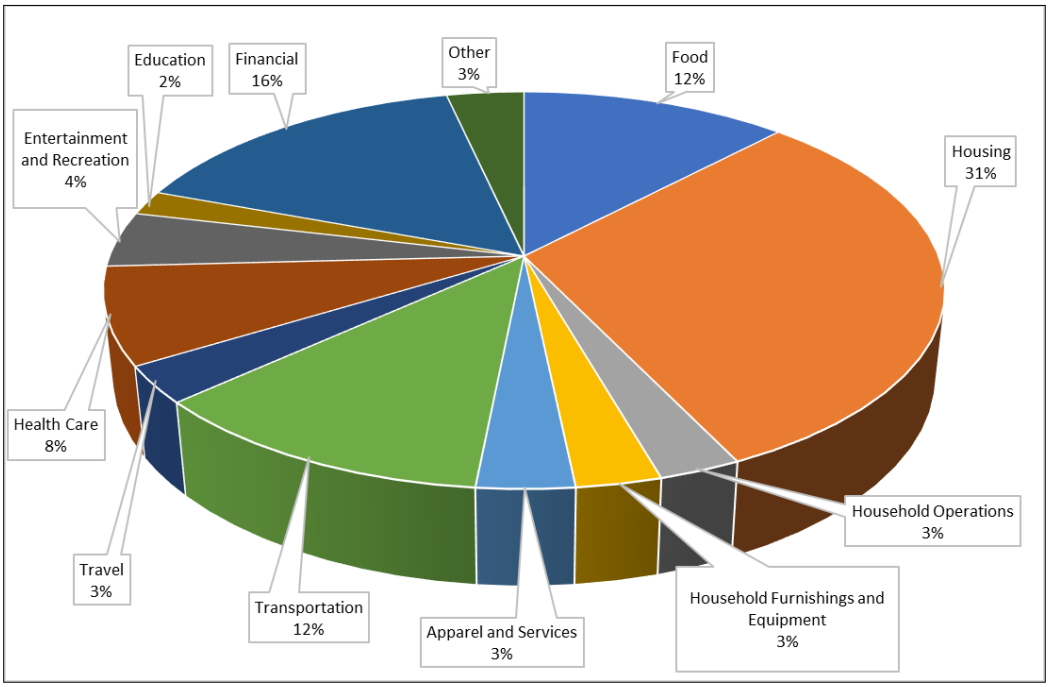
* *TAXABLE TRANSACTIONS IN THOUSANDS OF DOLLARS*
SOURCE: BOE, 2014

Consumer Spending

Chart 1.3-2 depicts annual household spending by category for Manteca in 2017. Consumer spending data is from the ESRI Market Profile and represents the amount spent by households on a variety of goods and services. Expenditures are shown by broad budget categories that are not mutually exclusive. ESRI

notes that consumer spending does not equal business revenue. Categories with the highest annual spending are housing (31%), followed by financial (16%), food (12%), transportation (12%), and health care (8%).

CHART 1.3-2: AVERAGE ANNUAL HOUSING SPENDING



SOURCE: ESRI RETAIL MARKETPLACE PROFILE, MANTECA CITY, CA; DE NOVO PLANNING GROUP, 2017.

Leakage/Surplus

A leakage/surplus analysis presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand, based on the per capita sales and sales tax deviation associated with retail categories. A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The retail gap represents the difference between retail potential and retail sales.

Table 1.3-6 summarizes surplus and leakage by retail category. Charts 1.3-3 and 1.3-4 show the leakage/surplus by industry subsector and industry group, respectively.

TABLE 1.3-6: RETAIL LEAKAGE AND SURPLUS

INDUSTRY GROUP	*DEMAND (RETAIL POTENTIAL)*	*SUPPLY (RETAIL SALES)*	*RETAIL GAP*	*LEAKAGE / SURPLUS FACTOR*	*NUMBER OF BUSINESSES*
Motor Vehicle & Parts Dealers	$173,455,682	$121,249,586	$52,206,096	17.7	33
Automobile Dealers	$137,556,891	$58,616,789	$78,940,102	40.2	13
Other Motor Vehicle Dealers	$21,208,650	$47,688,583	-$26,479,933	-38.4	2
Auto Parts, Accessories & Tire Stores	$14,690,141	$14,944,214	-$254,073	-0.9	18
Furniture & Home Furnishings Stores	$30,905,050	$10,539,760	$20,365,290	49.1	16
Furniture Stores	$16,043,454	$7,347,060	$8,696,394	37.2	11
Home Furnishings Stores	$14,861,596	$3,192,700	$11,668,896	64.6	5

INDUSTRY GROUP	*DEMAND (RETAIL POTENTIAL)*	*SUPPLY (RETAIL SALES)*	*RETAIL GAP*	*LEAKAGE / SURPLUS FACTOR*	*NUMBER OF BUSINESSES*
Electronics & Appliance Stores	$30,213,591	$21,995,435	$8,218,156	15.7	14
Bldg Materials, Garden Equip. & Supply Stores	$51,224,751	$63,862,565	-$12,637,814	-11.0	56
Bldg Material & Supplies Dealers	$47,863,436	$61,936,251	-$14,072,815	-12.8	52
Lawn & Garden Equip & Supply Stores	$3,361,315	$1,926,314	$1,435,001	27.1	4
Food & Beverage Stores	$131,016,723	$138,266,381	-$7,249,658	-2.7	43
Grocery Stores	$112,118,143	$126,262,914	-$14,144,771	-5.9	26
Specialty Food Stores	$9,279,730	$6,178,124	$3,101,606	20.1	11
Beer, Wine & Liquor Stores	$9,618,850	$5,825,343	$3,793,507	24.6	6
Health & Personal Care Stores	$56,290,903	$37,645,458	$18,645,445	19.8	22
Gasoline Stations	$73,427,674	$51,839,978	$21,587,696	17.2	16
Clothing & Clothing Accessories Stores	$57,772,950	$32,716,680	$25,056,270	27.7	21
Clothing Stores	$41,281,059	$26,224,287	$15,056,772	22.3	15
Shoe Stores	$7,301,502	$5,453,161	$1,848,341	14.5	5
Jewelry, Luggage & Leather Goods Stores	$9,190,389	$1,039,232	$8,151,157	79.7	1
Sporting Goods, Hobby, Book & Music Stores	$25,863,982	$50,384,991	-$24,521,009	-32.2	17
Sporting Goods/Hobby/Musical Instr Stores	$22,393,233	$49,311,415	-$26,918,182	-37.5	15
Book, Periodical & Music Stores	$3,470,749	$1,073,576	$2,397,173	52.8	2
General Merchandise Stores	$136,268,855	$332,428,936	-$196,160,081	-41.9	21
Department Stores Excluding Leased Depts.	$81,297,338	$161,322,651	-$80,025,313	-33.0	10
Other General Merchandise Stores	$54,971,517	$171,106,285	-$116,134,768	-51.4	11
Miscellaneous Store Retailers	$30,572,211	$30,296,420	$275,791	0.5	48
Florists	$1,398,412	$692,062	$706,350	33.8	4
Office Supplies, Stationery & Gift Stores	$7,008,616	$4,383,233	$2,625,383	23.0	10
Used Merchandise Stores	$3,211,321	$11,926,527	-$8,715,206	-57.6	12
Other Miscellaneous Store Retailers	$18,953,862	$13,294,598	$5,659,264	17.5	22
Nonstore Retailers	$23,481,008	$0	$23,481,008	100.0	0
Electronic Shopping & Mail-Order Houses	$20,651,121	$0	$20,651,121	100.0	0
Vending Machine Operators	$364,041	$0	$364,041	100.0	0
Direct Selling Establishments	$2,465,846	$0	$2,465,846	100.0	0
Food Services & Drinking Places	$88,842,747	$87,433,172	$1,409,575	0.8	138
Special Food Services	$1,825,705	$211,578	$1,614,127	79.2	3
Drinking Places - Alcoholic Beverages	$1,862,183	$1,272,754	$589,429	18.8	6
Restaurants/Other Eating Places	$85,154,859	$85,948,840	-$793,981	-0.5	129

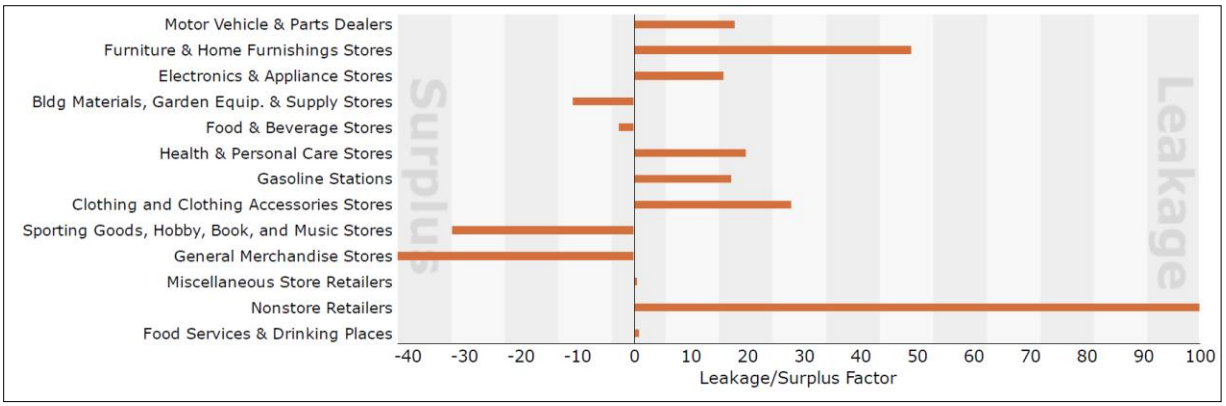
INDUSTRY GROUP	DEMAND (RETAIL POTENTIAL)	SUPPLY (RETAIL SALES)	RETAIL GAP	LEAKAGE / SURPLUS FACTOR	NUMBER OF BUSINESSES
Total Retail Trade and Food and Drink	***$909,336,127***	***$978,659,362***	***-$69,323,235***	***-3.7***	***445***
Total Retail Trade	**$820,493,380**	**$891,226,190**	**-$70,732,810**	**-4.1**	**307**
Total Food and Drink	**$88,842,747**	**$87,433,172**	**$1,409,575**	**0.8**	**138**

NOTE: SUPPLY (RETAIL SALES) ESTIMATES SALES TO CONSUMERS BY ESTABLISHMENTS. SALES TO BUSINESSES ARE EXCLUDED. DEMAND (RETAIL POTENTIAL) ESTIMATES THE EXPECTED AMOUNT SPENT BY CONSUMERS AT RETAIL ESTABLISHMENTS. SUPPLY AND DEMAND ESTIMATES ARE IN CURRENT DOLLARS. THE LEAKAGE/SURPLUS FACTOR PRESENTS A SNAPSHOT OF RETAIL OPPORTUNITY. THIS IS A MEASURE OF THE RELATIONSHIP BETWEEN SUPPLY AND DEMAND THAT RANGES FROM +100 (TOTAL LEAKAGE) TO -100 (TOTAL SURPLUS). A POSITIVE VALUE REPRESENTS 'LEAKAGE' OF RETAIL OPPORTUNITY OUTSIDE THE TRADE AREA. A NEGATIVE VALUE REPRESENTS A SURPLUS OF RETAIL SALES, A MARKET WHERE CUSTOMERS ARE DRAWN IN FROM OUTSIDE THE TRADE AREA. THE RETAIL GAP REPRESENTS THE DIFFERENCE BETWEEN RETAIL POTENTIAL AND RETAIL SALES. ESRI USES THE NORTH AMERICAN INDUSTRY CLASSIFICATION SYSTEM (NAICS) TO CLASSIFY BUSINESSES BY THEIR PRIMARY TYPE OF ECONOMIC ACTIVITY. RETAIL ESTABLISHMENTS ARE CLASSIFIED INTO 27 INDUSTRY GROUPS IN THE RETAIL TRADE SECTOR, AS WELL AS FOUR INDUSTRY GROUPS WITHIN THE FOOD SERVICES & DRINKING ESTABLISHMENTS SUBSECTOR.

SOURCE: ESRI RETAIL MARKETPLACE PROFILE, MANTECA CITY, CA; DE NOVO PLANNING GROUP, 2017.

The retail categories with the highest surplus sales include general merchandise stores, and sporting goods, hobby, book, and music stores. The retail categories with the most leakage include nonstore retailers, followed by furniture and home furnishing stores, and clothing and accessories stores. Motor vehicle and parts dealers, electronic and appliance stores, health and personal care stores, and gasoline stations also experience some leakage.

CHART 1.3-3: LEAKAGE/SURPLUS FACTOR BY RETAIL INDUSTRY SUBSECTOR



SOURCE: ESRI RETAIL MARKETPLACE PROFILE, MANTECA CITY, CA; DE NOVO PLANNING GROUP, 2017.

As shown in Chart 1.3-4, the industry groups with the highest surplus include used merchandise stores, other general merchandise stores, other motor vehicle dealers, and department stores. The industry groups with the highest leakage include electronic shopping and mail-order houses, vending machine operators, direct sales establishments, special food services, and jewelry, luggage, and leather goods stores.

CHART 1.3-4: LEAKAGE/SURPLUS FACTOR BY INDUSTRY GROUP

SOURCE: ESRI RETAIL MARKETPLACE PROFILE, MANTECA CITY, CA; DE NOVO PLANNING GROUP, 2017.

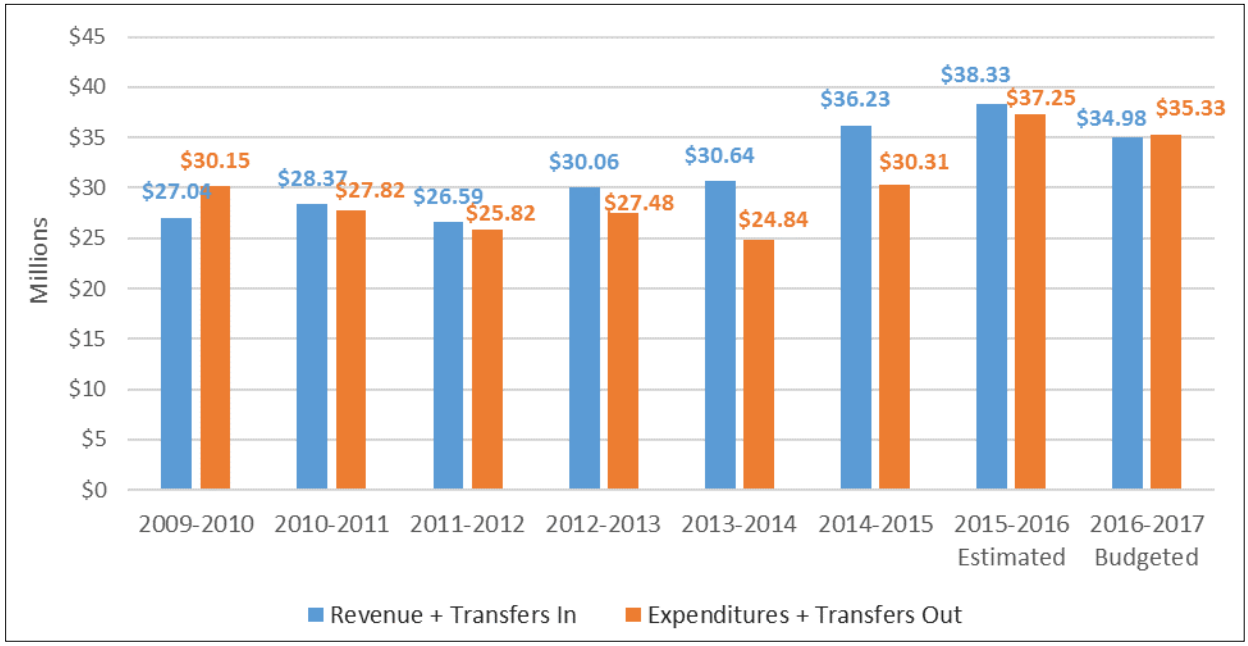
EXISTING FINANCIAL SETTING

General Fund Trends

As shown in Chart 1.3-5, City of Manteca General Fund revenues have steadily improved since fiscal year (FY) 2009/10, having been severely impacted by the national recession. In FY 2009/10, revenues plus transfers in equaled approximately $27.04 million, while General Fund expenditures plus transfers out exceeded revenues, amounting to $30.15 million. Beginning in FY 2010/11, the City of Manteca implemented broad reductions in staffing, reducing the total city employee positions from 418 to 360, representing a 13.9 percent decrease in total staffing. As a result of the staffing reduction, General Fund expenditures decreased by roughly 7.7 percent, to $27.82 million. During the same year, General Fund revenues increased year-over-year, indicating that revenues exceeded expenditures, a trend the budget continued as the economic recovery persisted.

According to recent City budgets, General Fund revenues exceeded expenditures by nearly $6 million in the finalized budgets for FY 2013/14 and 2014/15. While not finalized, the budget for FY 2015/16 showed a notable increase in expenditures and transfers to other departments, while the FY 2016/17 proposed budget included a significant increase in General Fund expenditures, with a reduction in transfers to other departments. More specifically, the FY 2015/16 expenditures plus transfers out, shown below in Chart 1.3-5, total roughly $37.3 million, of which $5.7 million consisted of transfers to other departments and $31.5 million was General Fund expenditures. The budget for FY 2016/17 projected a total of $35.3 million in expenditures and transfers out, of which $34.8 million was estimated as General Fund expenditures, suggesting the total transfers out would decrease to just $550,000 over the fiscal year.

CHART 1.3-5: TOTAL GENERAL FUND EXPENDITURES, FY 2009/2010 - FY 2016/2017



SOURCE: BAE, 2017.

Current General Fund Revenues

The City of Manteca relies on various ongoing revenue sources to balance its General Fund budget. As shown below in Chart 1.3-6, the most significant of these revenue sources, based on the proportion of the total budgeted revenues, are as follows:

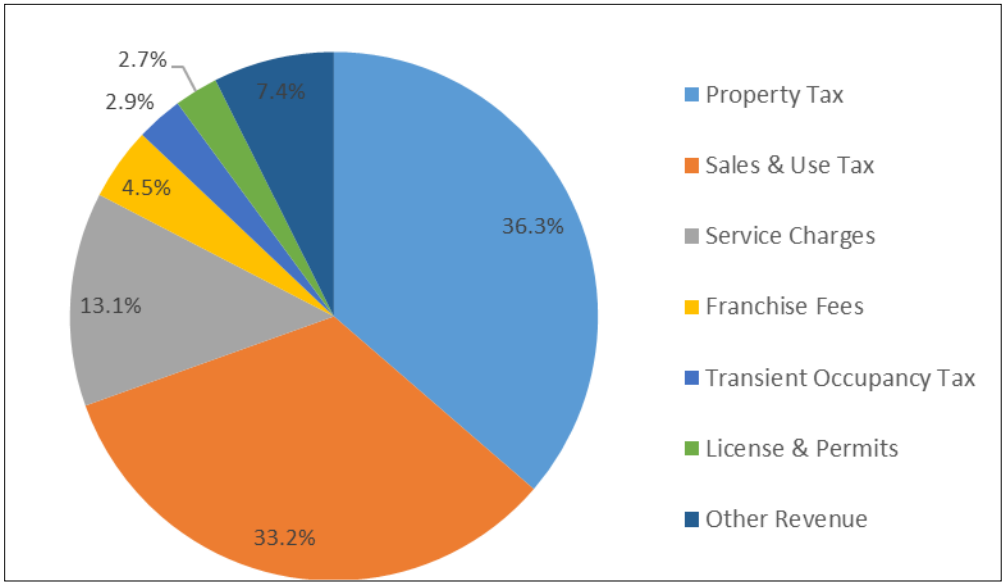
1) Property Tax
2) Sales & Use Tax
3) Service Charges
4) Franchise Fees
5) Transient Occupancy Tax
6) License & Permits

Together, these revenues account for approximately $32,387,000, or 92.6 percent, of the total General Fund revenue budgeted in FY 2016/17.

PROPERTY TAX

Property tax revenue is the General Fund's largest individual revenue source, amounting to $12.7 million, or 36.3, percent of the FY 2016/17 General Fund budget. Since FY 2009/2010, property tax revenues have steadily increased as the Manteca economy and housing market recovers from the recent Recession. For example, in FY 2009/10 the City of Manteca received roughly $9.25 million in property tax revenues. The FY 2016/17 budget revenues represented a 37.3 percent increase in anticipated property tax revenue. The general trend of increasing property tax revenues reflects continuing improvement in the state and national economies and increases in local property values.

CHART 1.3-6: GENERAL FUND REVENUE SOURCES, FY 2016/2017



SOURCE: BAE, 2017.

SALES AND USE TAX

Sales and use tax revenue comprised the second largest General Fund revenue source, accounting for 33.2 percent of the FY 2016/17 General Fund budget. The City of Manteca received $11.6 million in sales and use tax, equal to an approximately one percent share of all taxable sales generated within its borders, which includes final sales to consumers as well as taxable business-to-business sales. In addition to the one percent share, the City residents approved an additional 0.5 percent sales tax (Measure M) designated for public safety improvements. Additionally, though not allocated to the General Fund, San Joaquin County voters approved an additional 0.5 percent sales tax designated for transportation projects countywide. In summary, the City's fiscal health is highly related to the health of the retail activity and business-to-business taxable sales activity.

Overall, the City's sales tax revenues have increased by 51.8 percent over the FY 2009/10 sales tax revenues. This is likely due to a variety of circumstances, the most predominant of which was the national recession, which began in late-2007 and continued through the early 2010s. As the economic conditions continue to improve nationally, as well as locally in the City of Manteca, resident expenditures have increased, likely contributing to the increase in sales tax revenues received by the City. In addition to improving conditions, leading up to the recession, as well as during the recession, the City was able to attract several large retailers, including Costco and various businesses in the Promenade Shops at Orchard Valley, including Bass Pro Shops, JC Penney, AMC Theater, and Banana Republic, among others.

SERVICES CHARGES

Another major source of General Fund revenue is charges for services. While this category encompasses various charges for service, including small amounts for police service, fire service, parks and recreation, and public works, the majority of the revenue comes from general government support services. According to the City's Finance Department, support service revenues are characterized as general government overhead, in which the City collects revenue from other departments for providing general services. Interestingly, the support service revenue source has decreased substantially since FY 2009/10, likely correlated to the decreasing number of City employees. Whereas general government support service revenue was projected at roughly $3.47 million for FY 2016/17, actual realized revenue from the

same category in FY 2009/10 was $4.94 million, indicating these revenues decreased approximately 30 percent over the 8-year time period.

FRANCHISE FEES

The City charges franchise fees to local wireless, cable, telephone, electric, and natural gas utilities for their use of City-owned streets and right-of-way's. As the City has grown, and the demand for enhanced utility services has increased, the City has seen a modest growth in franchise fee revenue. Unlike previously noted revenue sources, franchise fees are fairly stable through varying economic climates; thus, franchise fee revenues have steadily improved, at an annual rate of roughly 3.5 percent per year since FY 2009/10.

TRANSIENT OCCUPANCY TAX

The City of Manteca levies a 9.0 percent Transient Occupancy Tax (TOT), which is added on to any short-term lodging rental, principally hotel rooms. According to the 2016/17 budget, the City anticipated receiving almost $1 million in TOT revenue. This represents a relatively significant increase over FY 2009/10, when the City received $344,000, and even more recently, when the City received roughly $675,000 in FY 2013/14. Also noted in the 2016/17 budget was the ongoing negotiations between the City and McWhinney Real Estate Services regarding a potential resort and conference center. Regarding potential TOT revenue generated by the resort and conference center, initial estimates state that the project may generate as much as $2.8 million in the first year of operation, though the ongoing negotiations will likely result in a portion of the realized TOT revenue to be allocated towards financing the project.

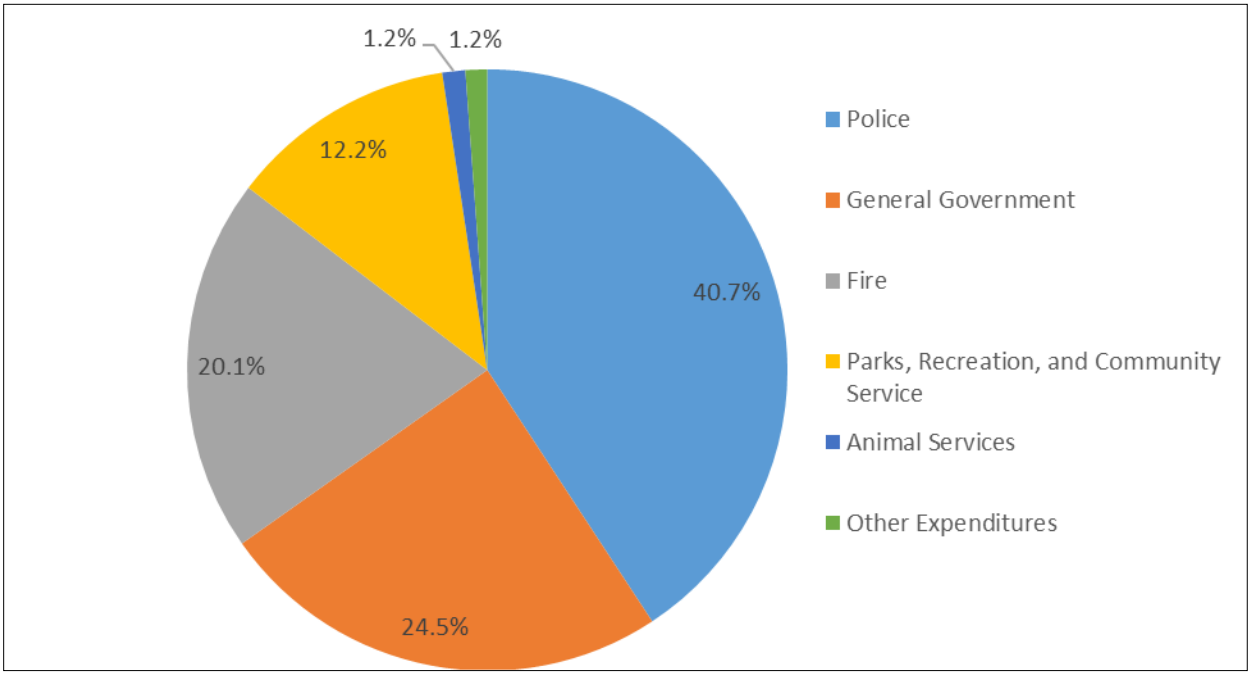
LICENSE AND PERMITS

License and permit fees consist of two major sources, including business licenses and animal licenses. In total, license and permit fees were projected to contribute roughly $935,000 to the General Fund in FY 2016/17. Business Licenses account for approximately 70 percent or the total revenue, or roughly $655,000, while animal licenses account for 29.7 percent, or $278,000, with the remaining revenue coming from other sources. Revenues from license and permits decreased quite substantially between FY 2009/10 and FY 2011/12, when the City experienced a 12.2 percent reduction in total revenue from license and permits. More recent revenue estimates indicate an increase in total license and permit revenue, with estimated FY 2016/17 revenues representing a 43.2 percent increase over FY 2011/12.

Current General Fund Expenditures

In FY 2016/17, the City's baseline General Fund expenditures were set to total $34,786,915. As shown in Chart 1.3-7, below, the most significant expenditure was to fund the Police Department, whose budget amounted to $14.17 million, or 40.7 percent of all General Fund expenditures. The General Government budgeted expenditures totaled $8.5 million, or 24.5 percent, while the Fire Department budget totaled $7.0 million, or 20.1 percent. The Parks, Recreation, and Community Service department budget accounted for an additional $4.26 million, or 12.2 percent, while the remaining 2.4 percent of expenditures were split evenly between Animal Services and Other expenditures. It should be noted that all departments receive additional program funds from non-General Fund sources. Overall, personnel expenses comprise the majority of General Fund appropriations, representing over 75 percent of General Fund operating expenses.

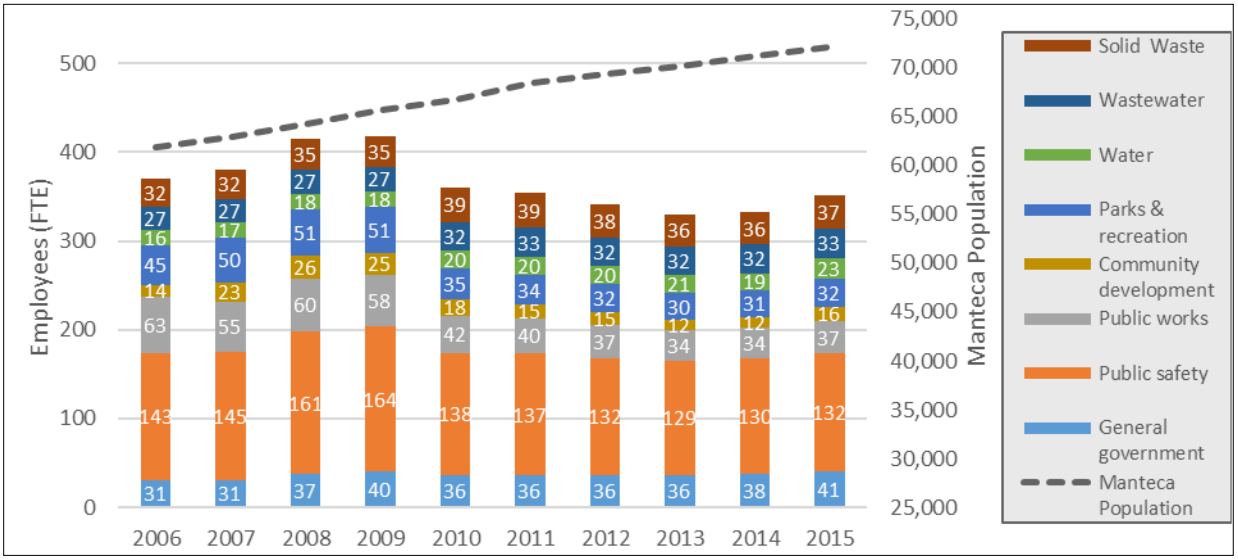
CHART 1.3-7: GENERAL FUND EXPENDITURES, FY 2016/17



SOURCE: CITY OF MANTECA, FINANCE DEPARTMENT, FY 2016/17 BUDGET, 2016; BAE, 2016.

As seen in Chart 1.3-8, as of 2015, the City of Manteca had yet to return to pre-recession staffing levels, despite the increase in population since 2006. According to the City's Comprehensive Annual Financial Report, which includes the staffing level breakdowns seen in the chart below, the City reached its lowest level of staffing in 2013, with a total of 330 full-time equivalent (FTE) staff members. Between 2013 and 2015, the City's staff count increased to 351, though still well below the pre-recession peak level of 418 FTE employees. The increase in City staffing between 2013 and 2015 corresponded to an increase in personnel expenditures from $19 million to $26 million. According to the City's Finance Department, this significant increase in expenditures also includes increases in payouts and health benefits for retirees, in addition to a new Memorandum of Understanding (MOU) which corresponded to increases in salary and benefits for employees. With respect to increasing staffing levels moving forward, the Finance Department noted that staffing needs are typically analyzed each year by individual departments in conjunction with the ability to maintain fiscal stability. Given that the City is still well below the pre-recession employment levels, it will be important to ensure that staffing levels are sufficient to meet future needs while continuing to budget for staffing within the City's available and anticipated fiscal resources.

CHART 1.3-8: CITY OF MANTECA EMPLOYMENT TRENDS BY DEPARTMENT, 2006 TO 2015



SOURCE: CITY OF MANTECA, FINANCE DEPARTMENT, FY 2014/15 COMPREHENSIVE ANNUAL FINANCIAL REPORT, 2016; BAE, 2016.

GENERAL PLAN UPDATE FISCAL CONSIDERATIONS

Existing General Plan Service Standards for General Fund Functions

This section identifies key published service standards and objectives for key General Fund functions. Existing standards may be revisited as part of the General Plan Update process.

POLICE

According to the City of Manteca Municipal Service Review (MSR), published in 2015, the City had 63 sworn police officers, equaling roughly 0.86 officers per 1,000 residents. The 2016/17 budget allocated funding to increase the number of officers to 66, which would increase the number of officers per 1,000 residents to 0.89. While the General Plan does not designate the targeted number of officers, Policy PF-P-39 states the City shall maintain the minimum feasible response times, though no explicit response time target is noted. With regard to anticipated growth, the General Plan mandates that the City will provide police service to the existing and projected population.

FIRE

The Manteca Fire Department maintains four permanent fire stations. Station 242, located at 1154 S. Union Road, serves as the Fire Department headquarters. Each station has at least one fire engine and is staffed by firefighters 24 hours a day, 7 days a week. An additional ladder truck is based at Station 242. According to the City's MSR, the Fire Department maintains a goal of at least three firefighters to arrive on the scene within five minutes on 90 percent of the calls from the dispatch center. The 2014 Annual Fire Department report suggests the department maintained an average response time of 4 minutes and 10 seconds, though was on the scene within five minutes 77 percent of the time, missing the stated response time goal. In order to achieve the stated goal, an additional station located in southeast Manteca is planned. The FY 2014/15 budget allocated funding for the design component of the new station, with the intent of beginning construction in 2017. The design of the fire station is currently underway.

Other General Plan policies relating to fire service include Policy PF-P-42, which states the City shall endeavor to maintain an overall fire insurance (ISO) rating of 4 or better. An ISO rating measures fire protection agencies against a Fire Suppression Rating Schedule, consisting of various criteria, with scoring ranging from 1 to 10, with 1 representing the highest level of protection. The ISO ratings help determine fire insurance premiums. The City of Manteca currently contains a rating of 3, exceeding the General Plan policy, and believes with the addition of the Station 5, that rating will remain or possibly improve.

PARKS

The City's key recreational infrastructure includes 49 neighborhood parks, totaling roughly 213 acres, six community parks, totaling approximately 78 acres, plus another 10 special use parks/facilities totaling roughly 91 acres. In addition to the various park facilities, the City also maintains a 3.5-mile multi-use recreational trail. Excluding the recreation trail, the City maintains roughly 5.18 acres of parks per 1,000 residents. According to General Plan policy PF-P-49, the City aims to provide five acres of developed neighborhood and community parkland per 1,000 residents, suggesting the City currently surpasses its goal.

Additionally, the City is in the process of adopting an updated Parks and Recreation Master Plan, which according to the General Plan, will guide the future of Manteca parks and recreation. According to a publicly available draft version of the Plan, the City indicates a number of existing facility needs, as well as future needs to accommodate growth. Aside from maintaining the five acres per 1,000 residents service standard, the Parks and Recreation Master Plan highlights the need for three soccer fields, one swimming facility, and two indoor basketball courts in the immediate future, with various other sports and recreation facilities needed to meet demand moving forward.

LIBRARY

The Manteca Branch Library, located at 320 W. Center Street, is part of the Stockton-San Joaquin County Public Library system. According to the City's Finance Department, library personnel are funded by the County through an ongoing contract between the City and County, though Manteca does contribute General Fund monies for materials and supplies. This is also evident from the FY 2016/17 budget, in which the City budgeted roughly $130,000 for materials and supplies, with no commitment for personnel or other services. Also noted in the FY 2016/17 budget is a deferred library expansion, cited as a $33 million project. This Capital Improvement Project has been placed in the deferred projects list within the Capital Improvement Plan section of the City's budget since the last publicly available budget from FY 2012/13.

GENERAL PLAN UPDATE SERVICE COST IMPLICATIONS

The preceding discussion indicates that future General Fund service cost increases could come from a combination of expenditures to address existing service deficiencies, and expenditures to address increased service demands from new development. The General Fund expenditure distribution shows that public safety expenditures (i.e., police and fire) make up about 60 percent of the City's General Fund expenditures; thus, it will be important for the City and local stakeholders to consider opportunities to direct new development to locations where public safety services either have existing capacity to serve additional development, or can be expanded in a cost-effective manner. For example, if the City is already targeting the southeast area for Fire Department expansion, this may be a logical area to consider accommodating new development, to ensure that the new fire station would be well-utilized. Given the high cost to construct and operate additional fire stations, the City should try to direct growth away from areas that would trigger the need for additional fire stations in order to maintain targeted response times.

GENERAL PLAN UPDATE REVENUE IMPLICATIONS

In addition to service cost considerations, the other half of the fiscal sustainability equation is new General Fund revenue generation. The General Plan Update process can consider the opportunity for new development to help diversify the City's tax base, and consider the placement of new development to optimize revenue generating potential. Regarding the former, the City and local stakeholders can consider a General Plan Update that targets growth in a range of different land use categories, which will help to diversify the different types of revenues generated. Regarding the latter, the City and local stakeholders can consider a General Plan Update strategically allocates land for specific land uses that supports revenue generation. For example, communities often reserve sites with good freeway visibility and access for regional retail and lodging development, while sites located off of busy travel corridors may be targeted for residential development, neighborhood parks, and other uses that do not require similar visibility and access. Several key revenue sources that are sensitive to land use decisions are discussed below, highlighting considerations that may be relevant to the City's long-term fiscal sustainability as the City grows.

PROPERTY TAXES

Property Tax revenues are the most important source of revenue for Manteca's General Fund, accounting for $12,707,100 in FY 2016/17. The City's property tax revenues increase as property values rise and new development activity continues. In most areas, the City receives a roughly 14 percent share of the 1.0 percent ad-valorem property tax collected by the County within the City limits. An important exception is the areas in which the property tax is allocated to the former Redevelopment Areas (RDAs), as discussed below. Within the past 12 months, new homes in Manteca sold for prices within a range of $205,550 to $620,000, or roughly $195 per square foot, while apartment properties sold within the last three years yielded $78,000 to $124,375 per unit. Should the residential real estate market continue to operate with these price ranges, the City of Manteca would receive between about $290 and $875 in annual General Fund property tax revenues for each new single-family home constructed in areas outside of former Redevelopment Areas. The lower end of the recent apartment sales prices is well below the development cost of new apartments. It is likely that new apartment construction projects would generate new property tax revenues closer to $175 or more per unit, per year, for units constructed outside of former Redevelopment Areas.

These figures are approximate, since the City's exact share of the property tax generated on a particular parcel is determined by the Tax Rate Area (TRA) within which the parcel is located. Figure 1.3-1 maps the TRAs, with the yellow shaded areas signaling that a lower proportion of property tax revenues are remitted to the City and the red shaded areas indicating a higher proportion of the revenues. As is evident from the figure, as the City undergoes its General Plan Update, the geographic distribution of growth will affect the City's portion of future property tax revenues.

Also shown in the figure, there are various TRAs in which the current property tax is allocated entirely to the former RDAs. According to the Manteca Finance Department, any property tax generated by new development within the RDAs will be allocated to the former RDAs to pay off existing obligations. Depending on the outstanding obligations of the RDAs, new development in the former RDAs may not immediately yield new property taxes for the City. Given this, the City should continue to monitor the obligations of each unique former RDA and consider the impacts on the flow of property taxes from new development over time.

Per the 2014 Master Tax Sharing Agreement currently in place between the City and San Joaquin County, should the City of Manteca in the future annex any currently unincorporated areas, the future property

taxes generated by these areas would be shared between the two jurisdictions. In general, upon annexation, the property taxes associated with any previously unincorporated parcel would be divided, with 20 percent of property tax revenues going to the City's General Fund and the remainder going to the County. This agreement is well represented in Figure 1.3-1 in that the City General Fund receives noticeably lower allocations of property taxes in recently annexed areas, primarily located in the southeast and southwest of the City, compared to other locations throughout the City. The property tax sharing agreement will have similar implications for future development in these areas, and in other areas that may be annexed to the City in the future.

SALES TAXES

After property tax revenues, sales tax revenues are the General Fund's largest individual revenue source, accounting for $11,610,000 in FY 2016/17, or approximately $157 per capita. The City of Manteca receives a share equal to one percent of all taxable sales generated within its borders, which includes final sales to consumers as well as business to business sales. In addition to this one percent share, the City receives an additional 0.5 percent Measure M sales tax. Projecting an increase in local sales taxes attributable to new development can be difficult, due the complex interactions between shopper demand and retail supply. Ultimately, overall sales tax generation is a function of the amount of taxable goods purchased within the City. This is a finite amount, which is driven by household demand for taxable goods, but constrained by the limits of personal income and the availability of goods to purchase and also affected by competition for expenditures from shoppers from within a larger trade area.

The General Plan Update may influence the City of Manteca's sales tax revenues in several ways. First, a plan change that increases the projected resident population will tend to increase the captive base of retail demand within the City. Some, but not all, of the new residents' taxable expenditures will be made in stores located in Manteca, generating new local sales taxes. Second, a plan change that increases the supply of retail space (stores or restaurants) within the City will create the potential to increase the capture of expenditures and sales taxes from local residents as well as from shoppers who may be attracted from other communities to take advantage of the expanded local retail offerings. Thirdly, an alternative that attracts visitors to Manteca who would not otherwise visit may induce those visitors to also do some shopping in the City as an indirect effect of them being attracted to Manteca for their primary activity. Finally, if General Plan modifications help Manteca to be successful in attracting industrial or office users who sell taxable products to end-users (e.g., business to business sales) to locate in the City, the City may realize new sales tax revenues.

City budget documents have referenced past sales tax sharing agreements with major retailers, including Costco and Orchard Valley Shopping Center. To the extent that the City engages in sales tax sharing agreements with other retailers in the future, this will tend to constrain the revenue benefits to the City from attracting new sales tax generators.

TRANSIT OCCUPANCY TAX

The City of Manteca has a TOT Rate of nine percent. In FY 2016/17, the City expected to receive $999,000 in General Fund revenue from the hotels located within the City. As noted above, ongoing negotiations to attract a resort and conference center to the western portion of the City could potentially increase the realized TOT revenues significantly, though early indications suggest a portion of the TOT revenues may be dedicated to help finance the project.

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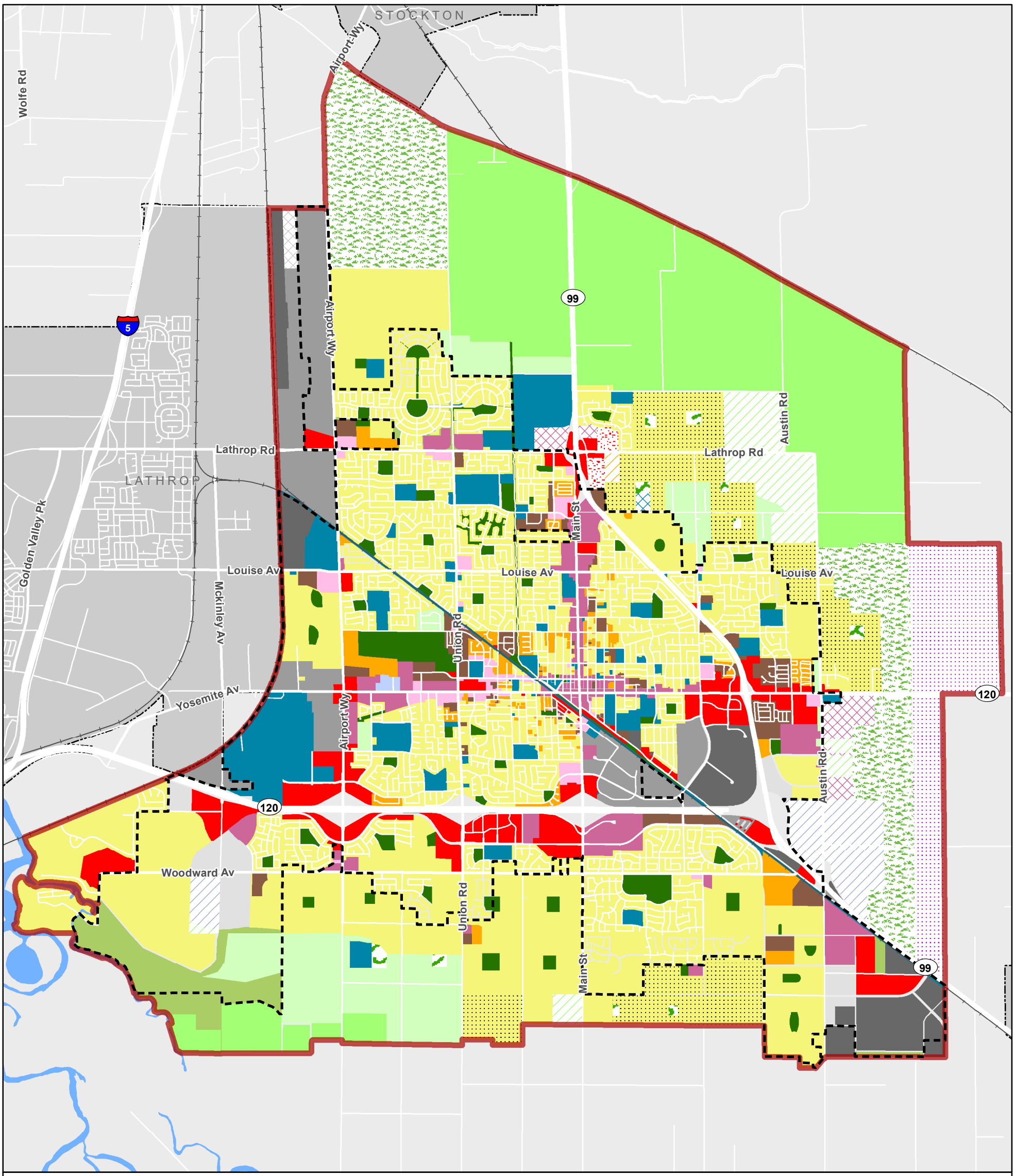

General Plan Designations

- AG - Agriculture
- NC - Neighborhood Commercial
- CMU - Commercial Mixed Use
- GC - General Commercial
- VLDR - Very Low Density Residential
- LDR - Low Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential
- BIP - Business Industrial Park
- BP - Business Professional
- LI - Light Industrial
- HI - Heavy Industrial
- OS - Open Space
- P - Park
- PQP - Public/Quasi-Public
- UR - Urban Reserve
- UR-AG - Urban Reserve-Agriculture
- UR-CMU - Urban Reserve-Commercial Mixed Use
- UR-GC - Urban Reserve-General Commercial
- UR-VLDR - Urban Reserve Very Low Density Residential
- UR-LDR - Urban Reserve Low Density Residential
- UR-MDR - Urban Reserve Medium Density Residential
- UR-BIP - Urban Reserve-Business Industrial Park
- UR-LI - Urban Reserve-Light Industrial
- UR-P - Urban Reserve-Park
- UR-PQP - Urban Reserve-Public/Quasi-Public

Planning Area

- Manteca City Limits
- Manteca Sphere of Influence

Source: City of Manteca GIS. Map date: October 5, 2016.

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 1.1-1: General Plan Land Use Map

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Miles

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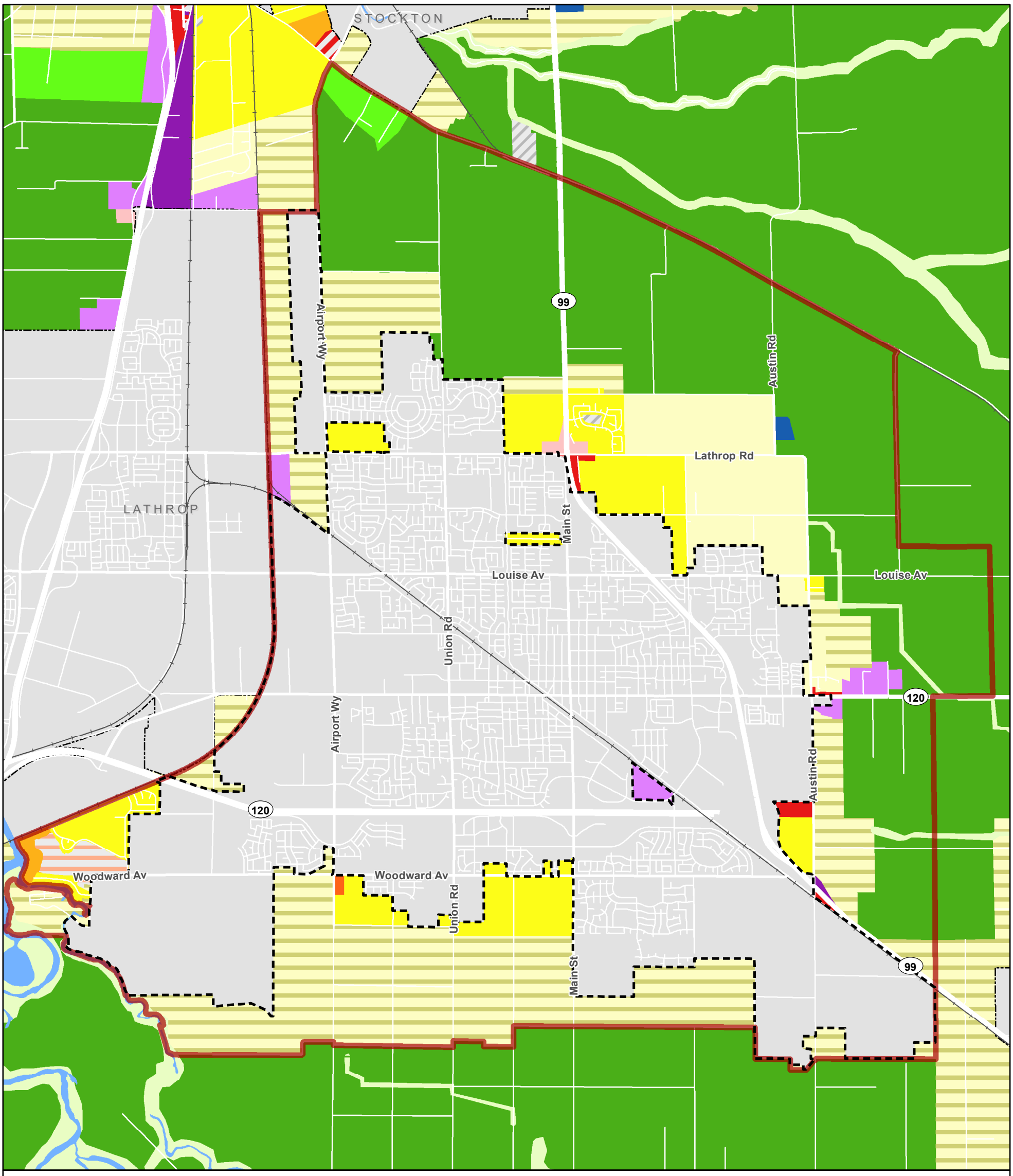
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



CITY OF MANTECA GENERAL PLAN UPDATE

San Joaquin County General Plan 2035 Designations

- Residential/Very Low Density
- Residential/Low Density
- Residential/Medium Density
- Agriculture/Limited
- Agriculture/General
- Agriculture/Urban Reserve
- Open Space / Other
- Open Space/Resource Conservation
- Open Space/Parks & Recreation
- Commercial/General
- Commercial/Neighborhood
- Commercial/Community
- Commercial/Freeway Service
- Commercial/Recreation
- Industrial/Limited
- Industrial/General
- Public
- City

Planning Area

- Manteca City Limits
- Manteca Sphere of Influence

Figure 1.1-2: San Joaquin County General Plan 2035 Land Use Designations

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Source: San Joaquin County GIS, General Plan 2035; City of Manteca; San Joaquin County. Map date: May 11, 2017.

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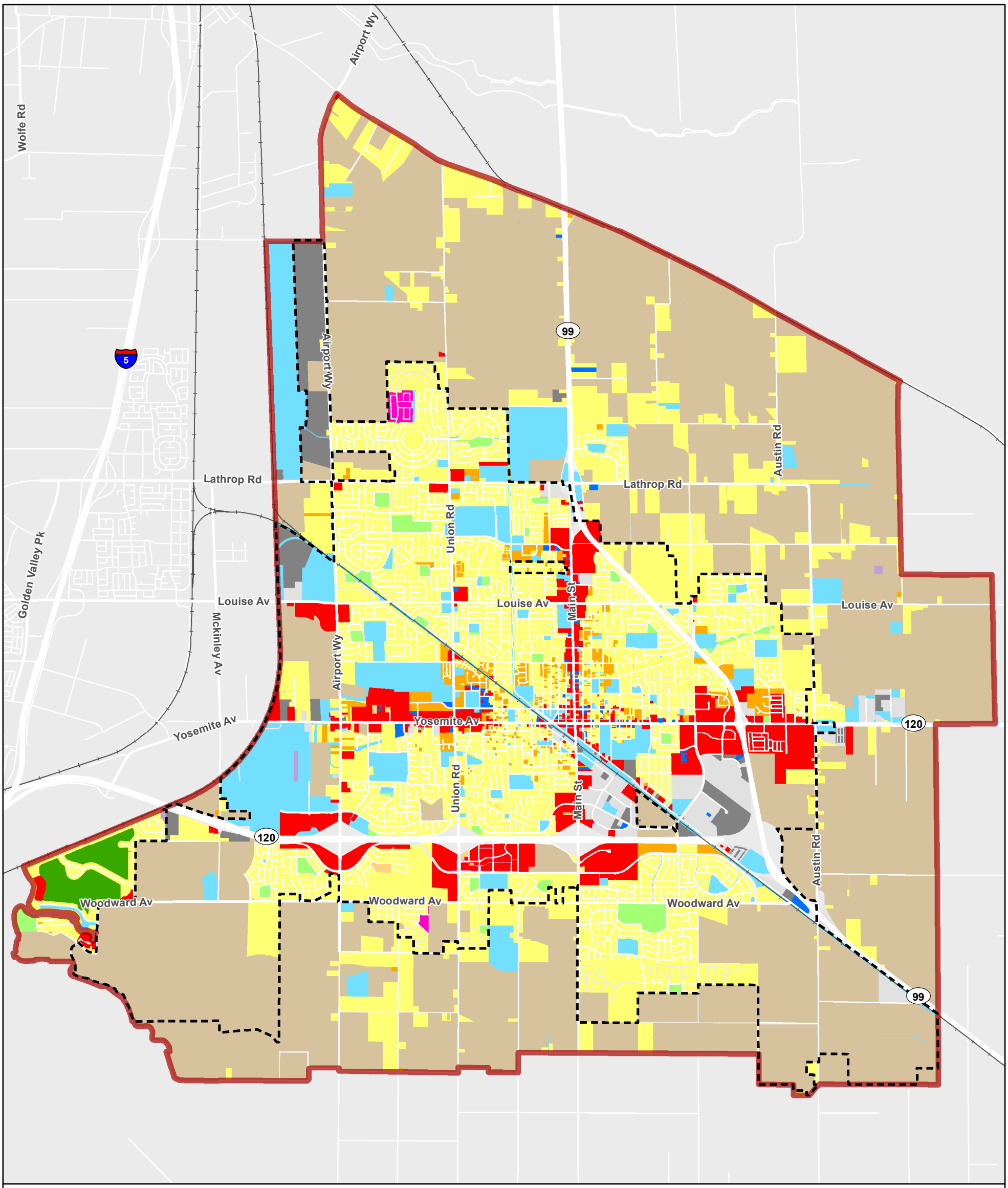

Assessor Land Use Categories

- Agricultural
- Single Family Residential
- Multifamily Residential
- Commercial
- Communication/Utilities
- Industrial Non-Manufacturing
- Industrial Manufacturing
- Institutional
- Office
- Parks and Recreation Facilities
- Open Space
- Non-Taxable
- No Use Code Assigned

Planning Areas

- Manteca City Limits
- Manteca Sphere of Influence

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 1.1-3: Assessed Land Uses

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Source: City of Manteca GIS; San Joaquin County Assessor's Office. Map date: October 19, 2016.

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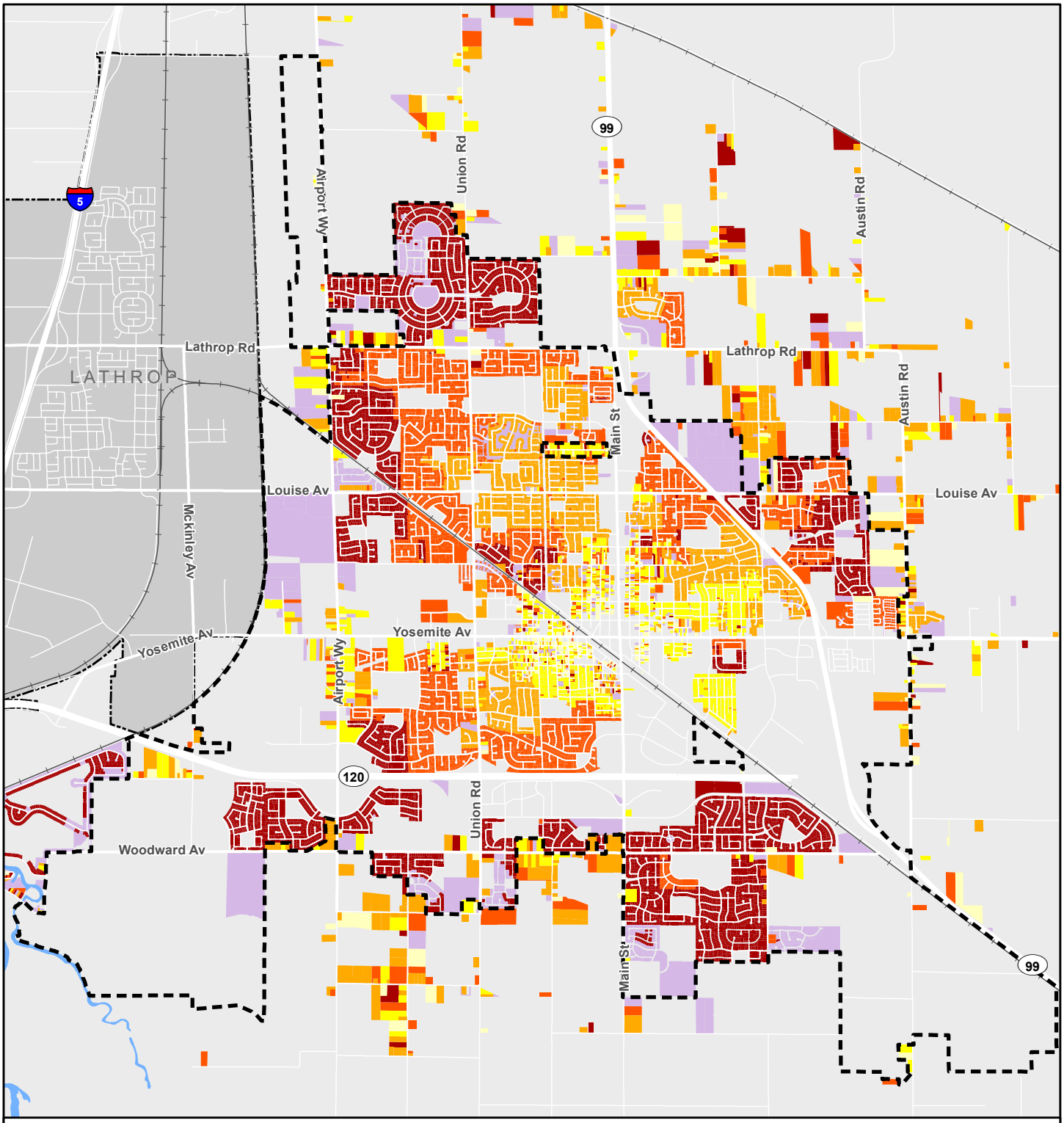

Development Periods

- Pre-1940
- 1940-1959
- 1960-1979
- 1980-1999
- 2000-2016
- No Year Given
- Manteca City Limits

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Source: City of Manteca GIS; San Joaquin County.
Map date: August 16, 2017.

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 1.1-4: Development Trends - Residential Uses

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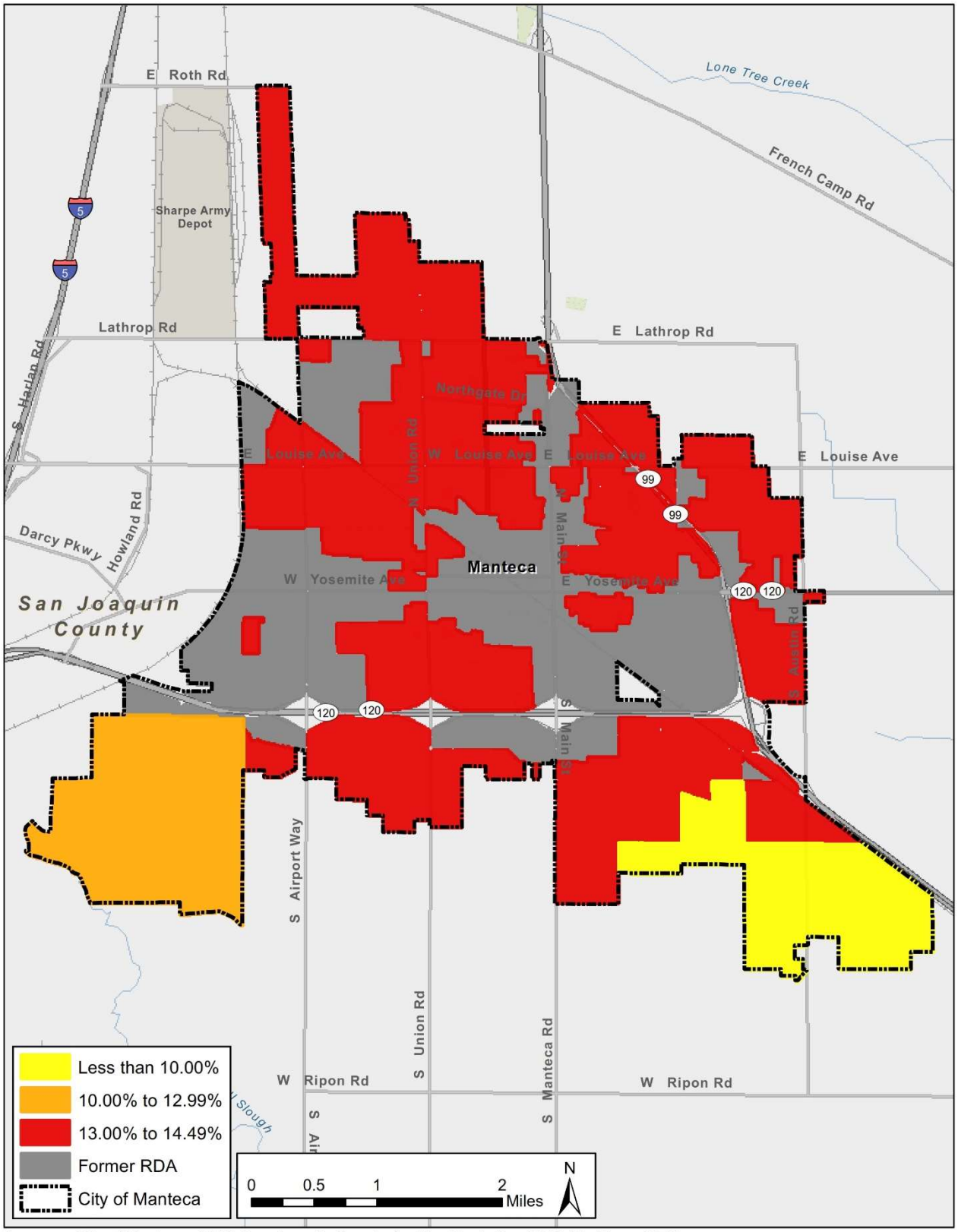


Sources: City of Manteca, 2016; San Joaquin County, Auditor-Controller, 2016; De Novo, 2016.

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 1.3-1: Manteca Tax Rates

2.0 CIRCULATION

The following section describes the existing regulatory, physical, and operational characteristics affecting the City of Manteca's transportation system. An overview of the regulatory framework is presented first, followed by an overview of the circulation network's setting, descriptions of each transportation mode, and an analysis of existing segment level of service.

REGULATORY FRAMEWORK

The City of Manteca General Plan, along with a variety of regional, state and federal plans, legislation, and policy directives, provide guidelines for the safe operation of streets and transportation facilities in Manteca. While the City of Manteca has primary responsibility for the maintenance and operation of transportation facilities within the City, Manteca staff works on a continual basis with responsible regional, state, and federal agencies including the County of San Joaquin, the San Joaquin Council of Governments (SJCOG), the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and others, to maintain, improve, and balance the competing transportation needs of the community and the region.

STATE

Assembly Bill 1358: State of California Complete Streets Act

On September 30, 2008, Governor Schwarzenegger signed Assembly Bill (AB) 1358, the California Complete Streets Act of 2008, into law. AB 1358 requires any substantive revision of the circulation element of a city or county's general plan to identify how they will safely accommodate the circulation of all users of the roadway including pedestrians, bicyclists, children, seniors, individuals with disabilities, and transit riders, as well as motorists.

Caltrans Deputy Directive 64-R1: Complete Streets – Integrating the Transportation System

In 2001, Caltrans adopted Deputy Directive (DD) 64, a policy directive related to non-motorized travel throughout the state. In October 2008, DD 64 was strengthened to reflect changing priorities and challenges. DD 64-R1 states:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

Complete Street
A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.

Providing safe mobility for all users, including motorists, bicyclists, pedestrians and transit riders, contributes to the Department's vision: "Improving Mobility Across California."

Successful long-term implementation of this policy is intended to result in more options for people to go from one place to another, less traffic congestion and greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

Economically, complete streets can help revitalize communities, and they can give families the option to lower transportation costs by using transit, walking or bicycling rather than driving to reach their destinations. The Department is actively engaged in implementing its complete streets policy in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.

Caltrans Director's Policy 22 (DP-22), "Director's Policy on Context Sensitive Solutions"

Director's Policy 22, a policy regarding the use of "Context Sensitive Solutions" on all state highways, was adopted by Caltrans in November of 2001. The policy reads:

> *The Department uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.*
>
> *The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.*

The policy recognizes that "in towns and cities across California, the State highway may be the only through street or may function as a local street," that "these communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods," and that "communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality." The policy acknowledges that addressing these needs will assure that transportation solutions meet more than just traffic and operational objectives.

Senate Bill 743: Environmental Quality: Transit Oriented Infill Projects And Judicial Review Streamlining for Environmental Leadership Development Projects

On September 27, 2013, California Governor Jerry Brown signed Senate Bill (SB) 743 into law. SB 743 will change transportation impact analysis as part of CEQA compliance when the rulemaking process is complete. These changes will include elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many or all parts of California. The draft CEQA guidelines developed by the Governor's Office of Planning and Research utilize VMT as the primary means of measuring transportation impacts. Furthermore, parking impacts will not be considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service. According to the legislative intent

contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

LOCAL

San Joaquin Council of Governments

REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITY STRATEGY

The current Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) produced by SJCOG was adopted in 2014. The RTP/SCS sets forth regional transportation policy and provides capital program planning for all regional, state, and federally funded projects. The RTP/SCS also demonstrates how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. The RTP can be considered the San Joaquin region's "statement of priorities" for the future transportation system. The RTP/SCS states that its policies, supportive strategies, and performance indicators are all designed to articulate what the region wants the future transportation system to look like, what types of decisions will help the region attain its vision, and the performance measures or indicators by which the region can assess its progress.

MEASURE K: SAN JOAQUIN COUNTY LOCAL TRANSPORTATION IMPROVEMENT PLAN

Measure K, the San Joaquin County Local Transportation Improvement Plan, was passed by San Joaquin County voters in November 1990 and renewed in November 2006. Measure K assesses a half-cent sales tax on purchases made throughout the County to provide direct funding for local transportation projects. The funds are dedicated to the specific programs and projects specified in the Measure K expenditure plan, including improved highways and local streets, new passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings. The renewal of Measure K is estimated to generate $2.552 billion for these transportation programs. Funding from Measure K has been used to help widen SR 99 through Manteca to six lanes and for pavement maintenance on local Manteca streets, among other projects.

City of Manteca General Plan

The Manteca General Plan is a long-range comprehensive planning document required by state law to set policy and guide future growth, development and conservation of resources. The Plan was adopted by the City in 2003 and amended most recently in 2016. The following goals are relevant to circulation in Manteca.

Circulation Element

GOAL C-1. Provide for a circulation system that allows for the efficient movement of people, goods, and services within and through Manteca while minimizing public costs to build and maintain the system.

GOAL C-2. Provide complete streets designed to serve a broad spectrum of travel modes, including automobiles, public transit, walking, and bicycling.

GOAL C-3. Develop attractive streetscapes that include landscaping, street trees, planted berms, and landscaped medians.

GOAL C-4. Support the development of a Downtown area that is highly accessible to all modes of travel, focusing primarily on pedestrians, bicyclists, and transit riders.

GOAL C-5. Balance the level of service for all modes so that residents and visitors have a variety of transportation choices.

GOAL C-6. Maintain a safe transportation system for all modes.

GOAL C-7. Accommodate truck and freight movements by developing city-wide truck routes and encouraging the development of freight and warehousing centers near existing rail lines and spurs.

GOAL C-8. Establish reasonable parking requirements (minimum and maximum rates for uses) that limit parking encroachment while minimizing the amount of land consumed by parking lots.

GOAL C-9. Provide a safe, secure, and convenient bicycle route system that connects to retail, employment centers, public facilities, and parks.

GOAL C-10. Provide for safe and convenient pedestrian circulation.

GOAL C-11. Maintain a coordinated, efficient bus service that provides both an effective alternative to automobile use and serves members of the community that cannot drive.

GOAL C-12. Support and encourage regional transit connections that link Manteca to other cities.

Policies in the Circulation Element are organized by topic. Policies for each topic most relevant to this report are summarized below.

Level of Service: Policies C-P-1 through CP-3 promote balanced LOS across all modes and vehicular LOS of D or better, except in downtown and certain other locations where other goals predominate.

Street System: Policies C-P-8 through C-P-11 and C-P-17 promote access and connectivity for all modes. Policy C-P-12 promotes use of roundabouts.

Transportation Safety: Policies C-P-20 through C-P-22 promote hazard reduction, maintenance of sight distances, and development of landscape separated sidewalks, respectively.

Parking: Policy C-P-23 notes that future growth in traffic volumes may require removal of on-street parking.

Bikeways and Pedestrian Facilities: Policies C-P-29 through C-P-40 promote development of safe and complete bicycle and pedestrian networks across the city.

Public Transportation: Policies C-P-41 through C-P-43 promote interregional bus and rail connections. Policy C-P-44 promotes intermodal connectivity. Policy C-P-45 and C-P-46 promote ridesharing. Policy C-P-48 promotes inclusion of transit on future roadways.

Goods Movement: Policies C-P-50 and C-P-52 promote truck access where appropriate. Policy C-P-51 promotes rail access within the City.

Transportation Demand Management: Policies C-P-53 through C-P-56 support programs which encourage alternatives to reduce the number and length of automobile trips.

Manteca Public Facilities Implementation Plan

The Manteca Public Facilities Implementation Plan (PFIP) is the implementing program for public infrastructure policies identified in the City's General Plan Policy Document. The purpose of the PFIP is to ensure that water, wastewater, storm drainage, and transportation facilities within the City are sufficient to support the City's growth in accordance with its General Plan. The PFIP also helps ensure that infrastructure is constructed in a timely manner and financed equitably, in proportion to the demands placed on the new facilities. In most cases, developers pay their proportionate share to reimburse the City for the cost to finance and construct the infrastructure.

The 2013 PFIP addressed water, storm drainage, and sewer collection facilities. An update addressing the transportation system was developed in 2015 and is being updated in early 2017 for adoption by the City Council.

Manteca Bicycle Master Plan

The 2003 Manteca Bicycle Master Plan was developed as a blueprint for a system of bikeways within the City of Manteca. The envisioned system builds upon existing on-street and off-street bicycle facilities throughout the City with enhancements to overall connectivity, support facilities, safety and education programs. The Plan establishes bicycle goals, objectives, and policies; identifies future bicycle infrastructure projects; and promotes support facilities and educational programs. The following seven goals are established by the Plan.

> *Goal 1: To expand transportation alternatives within the City of Manteca, establish a comprehensive, convenient, and safe bikeway system for travel within the City and connection to the rest of the region.*
>
> *Goal 2: Include bikeway facilities in all new development projects within the City of Manteca to facilitate on-site circulation for bicycle travel, on-site bicycle planning, and connections to the proposed bikeway system.*
>
> *Goal 3: Develop a bikeway system that enhances connections to employment, schools, shopping and other centers of activity within the City of Manteca.*
>
> *Goal 4: Develop a bikeway system that is safe and comfortable for a wide range of users to improve personal physical fitness, health, and enjoyment for all residents and visitors of the City of Manteca.*
>
> *Goal 5: Improve bicycling conditions in the City of Manteca by implementing safe bikeways and providing educational resources to facilitate their use.*
>
> *Goal 6: Avoid adverse environmental impacts associated with implementation of the proposed system.*
>
> *Goal 7: Acquire sufficient funding to construct the proposed bikeway system within the next 20 years.*

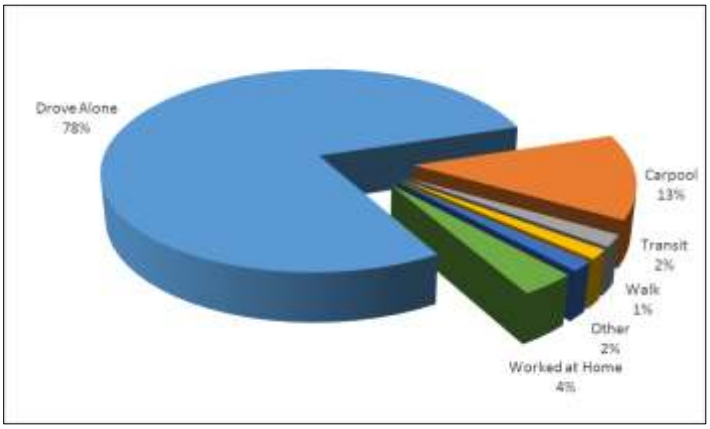
EXISTING SETTING

Urban Context

The City of Manteca is located within California's Central Valley in the southern portion of San Joaquin County. State Route (SR) 99 connects Manteca to Stockton and Sacramento to the north and Modesto and Fresno to the south. SR 120 connects Manteca to Interstate 5 (I-5), I-205, Tracy, and the Bay Area to the west and foothill communities and Yosemite National Park to the east. I-5 also provides access to Stockton and Sacramento to the north.

Travel Characteristics

CENSUS JOURNEY TO WORK



Data from the 2016 California Department of Finance (DOF) Population and Housing Estimate Report and 2011-2015 American Community Survey (ACS) were utilized to illustrate journey to work (JTW) statistics for Manteca. According to the DOF, Manteca's population was 73,841 people in 2016. The ACS reports Manteca had 29,043 employed residents 16 years of age or older. The ACS also reports that the majority of workers living in Manteca, 78.5 percent, drove to work alone, whereas alternative modes of transportation accounted for approximately 18 percent of commute trips, with 13.2 percent of workers in carpools, 1.8 percent using public transit systems, 1.5 percent of commuters walking to work, 0.3 percent bicycling to work, and 3.5 percent of workers working at home. Table 2.0-1 provides an overview of Manteca's JTW mode split data compared to countywide statistics for San Joaquin County and the State of California.

TABLE 2.0-1: DEMOGRAPHIC AND JOURNEY TO WORK DATA

	MANTECA		*SAN JOAQUIN COUNTY*		*CALIFORNIA*	
Population[1]	73,841		733,383		39,255,883	
Employed persons[2]	29,043		271,491		16,869,052	
MODE SPLIT	*NUMBER*	*PERCENTAGE*	*NUMBER*	*PERCENTAGE*	*NUMBER*	*PERCENTAGE*
Drove Alone	22,792	78.5%	207,891	76.6%	12,380,153	73.4%
Bike	83	0.3%	1,437	0.5%	188,736	1.1%
Walk	423	1.5%	5,069	1.9%	458,523	2.7%
Public Transit	528	1.8%	4,010	1.5%	881,550	5.2%
Carpool	3,827	13.2%	40,122	14.8%	1,823,481	10.8%
Motorcycle	106	0.4%	664	0.2%	59,537	0.4%
Other	265	0.9%	2,235	0.8%	176,744	1.0%
Worked at Home	1,019	3.5%	10,063	3.7%	900,328	5.3%

[1]POPULATION DATA OBTAINED FROM 2016 CALIFORNIA DEPARTMENT OF FINANCE POPULATION AND HOUSING ESTIMATE REPORT.
[2] EMPLOYMENT AND MODAL CHOICE DATA OBTAINED FROM 2011-2015 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES.
SOURCE: FEHR & PEERS, 2017.

POPULATION AND EMPLOYMENT

The ACS also reports characteristics of Manteca's employed residents 16 years of age or older. Of these workers, 27.8 percent work within Manteca, 39.0 percent work within San Joaquin County but outside of Manteca, and 32.9 percent work in other California counties. The mean travel time to work is 33.9 minutes, and 21.4 percent of residents have a travel time of 60 minutes or longer.

The US Census OnTheMap reported 14,312 jobs within Manteca in 2014. Combining OnTheMap data with ACS data, about 8,074 of these jobs were staffed by people living within Manteca, and 6,238 were staffed by people living outside of Manteca.

Additionally, Manteca had 23,470 occupied households with an average of 3.13 persons per household, according to the 2016 California DOF Population and Housing Estimate Report.

Vehicle Miles Traveled

A common indicator used to quantify the amount of motor vehicle use in a specified area is Vehicle Miles Traveled (VMT). One VMT is defined as any type of motor vehicle being driven one mile. VMT is typically reported for an average weekday. Many factors affect VMT including the average distance residents commute to work, school, and shopping, as well as the proportion of trips that are made by non-automobile modes. Areas that have a diverse land use mix and ample facilities for non-automobile modes, including transit, tend to generate lower VMT than auto-oriented suburban areas more distant from metropolitan centers.

The travel demand model developed by SJCOG will be adapted during the General Plan Update to estimate the changes in VMT resulting from buildout of the Plan. . Since it is not known at this time exactly how VMT will be used to measure the efficiency of the City's assumed land use growth and circulation network, a broad array of potential VMT metrics are presented in Table 2.0-2. By one of these measures, the model's "base condition" scenario, which relies on existing travel characteristics and the built environment (such as land use quantities and patterns), estimates that approximately 2,781,582 vehicle miles of travel are generated daily within the City of Manteca. This estimate reflects trips beginning or ending within the City of Manteca and does not include regional traffic passing through the area (such as traffic on SR 99 or SR 120).

It is customary for city or regional-wide studies to include the ratio values shown in rows 7 and 8 of Table 2.0-2, which represent all travel generated by Manteca land uses on a per capita or employee basis. However, the VMT values are most meaningful when compared to the City's future year model or regional conditions (regional VMT is not yet readily available). Row 9 is a more meaningful statistic because it combines both trip generators in the denominator of the equation.

TABLE 2.0-2: CITY OF MANTECA VEHICLE MILES TRAVELED (VMT) – EXISTING CONDITIONS

ROW	CATEGORY	AMOUNT	NOTE
1	Total VMT Within Manteca City Limits	1,186,971	Includes all vehicle travel within City Limits regardless of trip origin/destination (including all travel on SR 99 and SR 120 within the City Limits)
2	Total VMT Generated by Manteca Land Uses	2,781,582	VMT for all vehicle trips with an origin and/or destination within the City of Manteca. For Manteca trips that leave the City, portion of trip beyond City Limits also included.
3	Total Home-Based VMT for Manteca Households	1,777,267	All home-based production trips including any portion of trip beyond City Limits
4	City of Manteca Residents	73,841	Source: 2016 California Department of Finance Population and Housing Estimate Report
5	Estimated Employment Within City of Manteca	14,831	Source: Travel Demand Model
6	Service Population	88,672	Residents plus employees
7	VMT per Capita (Resident)	37.7	Citywide ratio: row 2 divided by row 3
8	VMT per Employee	187.6	Citywide ratio: row 2 divided by row 4
9	VMT per Service Population	31.4	Citywide ratio: row 2 divided by row 5
10	Home-based VMT per Household	1,777,267 / 22,955 = 77.4	All home-based production trips including any portion of trip beyond City Limits
11	Home-based VMT per Capita	1,777,267 / 73,841 = 24.1	All home-based production trips including any portion of trip beyond City Limits

SOURCE: FEHR & PEERS, 2017.

ROADWAY SYSTEM

This section describes the physical characteristics of Manteca's roadway network. Figure 2.0-1 shows the roadway classification system in Manteca. Figure 2.0-2 shows the number of lanes on arterials and collectors.

State Highways

Two highways operated and maintained by Caltrans pass through Manteca, SR 99 and SR 120.

SR 99 is a six-lane freeway running through the eastern portion of the City. SR 99 is a primary route, along with I-5, connecting the City of Manteca with Stockton and Sacramento to the north. SR 99 is the primary route connecting the City of Manteca to Modesto and Fresno to the south. SR 99 has interchanges at the following City streets:

- Lathrop Road
- Yosemite Avenue
- Austin Road

SR 120 is a four-lane freeway running through the southern portion of the City. It is coincident with SR 99 from the western city limit to Yosemite Avenue, where it continues as an arterial east of SR 99 and as an expressway east of the city limit. SR 120 connects with I-5 in Lathrop at its west terminus approximately 1.5 miles west of the city limit, and to the east SR 120 connects to Yosemite National Park and the Sierra. SR 120 has interchanges at the following City streets:

- Airport Way
- Union Road
- Main Street

Arterials

Arterial streets are designed to serve through traffic and major local traffic generators such as residential, commercial, industrial, and institutional uses. (Traffic volumes provided for each segment below are based on counts collected by National Data and Surveying Services on October 25 and 26 or November 9 and 10, 2016.)

Manteca's north-south arterials described below generally connect from Stockton to the north to rural San Joaquin County to the south:

Airport Way is primarily a two-lane road within the City. Outside Manteca, the facility operates as a two-lane rural highway, passing primarily through rural residential and agricultural uses. North of SR 120, Airport Way carries approximately 17,300 vehicles per day.

Union Road is primarily a four-lane street within the City. Outside Manteca, the facility operates as a two-lane rural highway, passing primarily through rural residential and agricultural uses. North of SR 120, Union Road carries approximately 20,000 vehicles per day.

Main Street begins at Lathrop Road and continues south through the City into rural San Joaquin County. Main Street is primarily a four-lane street within the City, with sections of two-lane street near Lathrop Road, downtown, and SR 120. Outside Manteca, the facility operates as a two-lane rural highway, passing primarily through rural residential and agricultural uses. North of SR 120, Main Street carries approximately 26,600 vehicles per day.

Spreckels Avenue begins at Lathrop Road and continues south through the City until it becomes Industrial Park Drive at the intersection of Moffat Boulevard. Spreckels Avenue is a four-lane street north of Yosemite Avenue and a two-lane street south of Yosemite Avenue. Between Yosemite Avenue and Moffat Boulevard, Spreckels Avenue carries approximately 15,300 vehicles per day.

Van Ryn Avenue begins at Industrial Park Drive and continues south until it terminates at Woodward Avenue. The street has two lanes and carries approximately 7,700 vehicles per day.

Austin Road is primarily a two-lane road within the City. Outside Manteca, the facility operates as a two-lane rural highway, passing primarily through rural residential and agricultural uses. South of Yosemite Avenue, Austin Road carries approximately 3,900 vehicles per day.

Manteca's east-west arterials described below generally connect from Lathrop to the west to rural San Joaquin County to the east:

Lathrop Road is primarily a two-lane street, with sections of four-lane street west of Union Road and near Main Street. West of Union Road, Lathrop Road carries approximately 19,300 vehicles per day.

Louise Avenue is primarily a four-lane street, with some sections of two-lane street east of Main Street and other short sections throughout. Between Union Road and Main Street, Louise Avenue carries approximately 17,300 vehicles per day.

Yosemite Avenue is primarily a four-lane street, with some sections of two lanes near downtown and five lanes (three westbound and two eastbound) near SR 99. Between Airport Way and Union Road, Yosemite Avenue carries approximately 20,000 vehicles per day.

In addition to these arterials, Daniels Street, Atherton Drive, and Woodward Avenue are collectors which provide significant east-west links in the City.

Truck Route

One local Surface Transportation Assistance Act (STAA) truck route exists within Manteca. STAA routes have specific signage and are designed with street widths, curb return radii, and other features to accommodate STAA trucks, which have longer wheel bases than other trucks. The Manteca STAA route starts on Main Street at SR 120, continues onto Industrial Park Drive then Spreckels Avenue, then continues on Yosemite Avenue until it rejoins SR 120 at the SR 99 interchange.

At-Grade Railroad Crossings

At-grade railroad crossings exist on the following streets.

1. Airport Way south of Northgate Drive
2. Louise Avenue at west city limit
3. Yosemite Avenue at west city limit
4. Louise Avenue west of Philips Drive
5. Union Road south of Alameda Street
6. Walnut Avenue south of Jackolyn Drive
7. Center Street west of Elm Avenue
8. Yosemite Avenue at Manteca Avenue
9. Main Street south of Moffat Boulevard
10. Spreckels Avenue south of Moffat Boulevard
11. Moffat Boulevard east of Spreckels Avenue
12. Woodward Avenue west of Moffat Boulevard
13. Austin Road south of Moffat Boulevard

All of the aforementioned crossings include advanced signage, flashing signals, and crossing arms.

Traffic Volume Patterns

As in many communities, vehicular traffic volumes in Manteca tend to peak during weekday commute periods. Twenty-four-hour traffic volume counts on arterials and collectors collected for this report reveal these trends. On these streets, the peak hour typically occurs in the afternoon and represents 9 percent of daily traffic. Arterials and collectors have similar daily trends, and nearly all arterials and collectors have a peak hour volume representing between 8 percent and 10 percent of daily traffic. The volume trends are included in Appendix A at the end of this section.

PUBLIC TRANSPORTATION SYSTEM

Bus Transit Operations

Manteca Transit provides most bus service within the City. The San Joaquin Regional Transit District also provides connections from Manteca to Stockton and Ripon.

MANTECA TRANSIT

Manteca Transit is the primary transit provider in the City; it provides regularly-scheduled fixed-route service to major activity centers and transit hubs within the City limits. Three routes provide hourly service weekdays from 6 AM to 7 PM. An exhibit showing bus routes is provided in Figure 2.0-3.

Route 1 is primarily an east-west route traveling along Yosemite Avenue. Stops include Stadium Center, Kaiser Permanente Hospital, SaveMart, City Hall, the Senior Center, Manteca High School, Doctors Hospital, Target, and the Laurel Glen Apartments.

Route 2 and **Route 3** both serve a large loop around the City, with Route 2 operating in a clockwise direction and Route 3 operating in a counterclockwise direction. Stops include City Hall, the Senior Center, Walmart, the Promenade Shops at Orchard Falls, Stadium Center, Sierra High School, East Union High School, and Kmart.

Front loading bicycle racks, which typically accommodate two bicycles, are provided on all fixed route transit buses. Bicycle rack spaces are available on a first come, first served basis.

The City has a multimodal transit center near downtown Manteca at the corner of Main Street and Moffat Boulevard. All Manteca Transit routes serve this center, which also connects to the Tidewater Bike Path. The transit center could also serve future passenger rail service along the adjacent Union Pacific Railroad corridor, if such service is developed.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT

Route 91 connects Manteca to Stockton and Ripon with service weekdays between 6 AM and 9 PM. Stops are provided at Main Street and Industrial Park Drive, the Manteca Transit Center, Main Street, and Northgate Drive.

The San Joaquin Regional Transit District has mounted exterior bicycle racks on all fixed route interregional buses.

PARATRANSIT

Manteca Transit provides paratransit, also known as dial-a-ride or door-to-door service, for people who are unable to independently use the transit system due to a physical or mental disability. Manteca paratransit service also provides service to the general public on Saturdays when fixed-route service is not available. Except on Saturdays, individuals must be registered and certified as ADA eligible before using the service. Paratransit operators are required by the ADA to service areas within three-quarters of a mile of their respective, public fixed-route service. Service hours are Monday through Friday from 6 AM to 7 PM and Saturday from 9 AM to 4 PM. Ride reservations can be scheduled daily.

Taxi Services

Taxi service in Manteca is provided by private operators that serve the City and the greater San Joaquin County area. Taxi service is available 24 hours a day, seven days a week by calling in a service request.

Ride Sharing Services

Lyft and Uber provide connections to local and regional destinations. Availability varies depending on driver availability, and service may not be available at all times. Service is requested by smartphone applications for each provider.

Altamont Corridor Express Rail Transit

The Altamont Corridor Express (ACE) rail service connects Manteca to San Jose and the Bay Area and also connects Stockton to Manteca. During weekdays, four westbound trains serve Manteca between 4:39 AM and 7:24 AM and four eastbound trains serve Manteca between 5:23 PM and 8:26 PM. The Lathrop/Manteca station is located just off Yosemite Avenue, west of the city limit. ACE trains allow bicycles on designated passenger train cars.

BICYCLE AND PEDESTRIAN SYSTEM

The following section describes the bicycle and pedestrian network in Manteca.

Bicycle Facilities

Bicycle circulation in Manteca is supported by an existing network of multi-use off-street (Class I) paths, on-street (Class II) bike lanes, and bicycle routes (Class III). The most notable City bicycle facility is the Tidewater Bike Path, which serves as the backbone of Manteca's bicycle network. The Tidewater Bike Path (Class I) begins north of Lathrop Road and continues south to the Union Pacific Railroad corridor, where it turns southeast and continues to Spreckels Avenue where it meets the Spreckels Bike Path (Class I). The Spreckels Bike Path connects from Yosemite Avenue south to Atherton Drive where it ends at the Atherton Bike Path. Additional multi-use paths, bike lanes, and bike routes connect to destinations around the City.

The City's Bicycle Master Plan, shown in Figure 2.0-4, expands upon the existing bicycle network to create a robust bicycle circulation system. The Plan includes important bicycle facility improvements such as extension of the Atherton Bike Path from the west city limit to the east city limit, connections across SR 99 and SR 120, and Class II bike lanes and Class III bike routes on other major connector roads in the City.

In general, most Manteca schools, parks, and public buildings are equipped with bike racks for short-term bicycle parking. Section 17.15.110 of the Manteca Municipal Code specifies bicycle parking requirements, including number of spaces and locations.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal infrastructure, curb ramps, and streetscape amenities. Most developed arterial streets in Manteca provide sidewalk coverage, accessible curb ramps, and marked crosswalks.

Sidewalks and a variety of pedestrian amenities are provided throughout the downtown including accessible pedestrian ramps, decorative paving and crosswalk treatments, curb extensions, benches, and street trees. Sidewalks are also provided in most of Manteca's single-family residential neighborhoods, in multi-family residential developments, and in commercial developments.

While the pedestrian network is generally well developed in Manteca, there are some locations where gaps in the sidewalk network can be found. In general, facilities along developing arterials vary depending on the level of development along the street. In some locations where adjacent parcels have not been developed, the street is not fully built-out and hence sidewalks have not been constructed.

ROADWAY SEGMENT LEVEL OF SERVICE

Level of Service (LOS) is used to describe traffic operations on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions. The various levels of service and their corresponding operating descriptions are described in Table 2.0-3.

TABLE 2.0-3: ROADWAY SEGMENT LEVEL OF SERVICE CRITERIA

LOS	*DESCRIPTION*	*TRAVEL SPEED AS A PERCENTAGE OF BASE FREE-FLOW SPEED*
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal.	>85
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant.	>67-85
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds.	>50-67
D	A less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections.	>40-50
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections.	>30-40
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing.	≤30

SOURCE: HIGHWAY CAPACITY MANUAL, TRANSPORTATION RESEARCH BOARD, 2010

As discussed in the Regulatory Framework section, SB 743 is changing how traffic impacts of development are being analyzed in California. In the past, CEQA impact analysis focused on intersection LOS during peak hours. Under rules being developed for SB 743, intersection LOS will no longer be required by CEQA. However, this does not preclude cities from continuing to adopt peak hour intersection LOS policies in their general plans. Rather, it places a greater emphasis on ensuring that travel demand models are able to accurately estimate VMT. Because VMT is the number of vehicle miles driven per day, the focus of traffic impacts is on daily conditions, including daily roadway segment operations and VMT.

Study Segments

The following 44 study segments were identified as those most critical to Manteca's local circulation system and its connectivity to the regional transportation network. The locations of the study roadways are shown in Figure 2.0-5.

1. Airport Way north of Daniels Street
2. Union Road south of Mission Ridge Drive
3. Main Street north of SR 120 westbound (WB) ramps
4. Moffat Boulevard east of Powers Avenue
5. Spreckels Avenue south of Phoenix Drive
6. Austin Road south of Yosemite Avenue

7. Airport Way north of Crom Street
8. Union Road north of Crom Street
9. Main Street south of Alameda Street
10. Cottage Avenue south of Aldwina Lane
11. Airport Way south of Northgate Drive
12. Union Road south of Northgate Drive
13. Main Street north of Northgate Drive
14. Airport Way north of Daisywood Drive
15. Union Road north of Del Webb Boulevard
16. Airport Way south of SR 120 eastbound (EB) ramps
17. Union Road south of SR 120 EB ramps
18. Main Street south of Quintal Road
19. Austin Road south of Moffat Boulevard
20. Moffat Boulevard north of Woodward Avenue
21. Woodward Avenue west of Laurie Avenue
22. Yosemite Avenue west of Airport Way
23. Yosemite Avenue west of Pacific Road
24. Yosemite Avenue west of Almond Avenue
25. Yosemite Avenue west of Washington Avenue
26. Yosemite Avenue east of Cottage Avenue
27. Yosemite Avenue west of El Rancho Drive
28. Louise Avenue west of Airport Way
29. Louise Avenue east of Marguerite Avenue
30. Louise Avenue west of Yvonne Avenue
31. Louise Avenue east of Tulip Place
32. Louise Avenue west of Cottage Avenue
33. Lathrop Avenue west of Airport Way
34. Lathrop Avenue west of Madison Grove Drive
35. Lathrop Avenue west of Sherwood Avenue
36. Daniels Street west of Airport Way
37. Woodward Avenue west of Airport Way
38. Union Road south of Woodward Avenue
39. Atherton Drive east of Union Road
40. Main Street (Manteca Rd) north of Sedan Avenue
41. Atherton Drive east of Main Street
42. Woodward Avenue west of Moffat Boulevard
43. Louise Avenue west of Austin Road
44. Van Ryn Avenue north of Atherton Drive

Count data for each segment was collected on October 25 and 26 or November 9 and 10, 2016, while schools were in session. No unusual traffic conditions were observed, and weather conditions were generally dry.

The existing average daily traffic (ADT) volumes are shown in Figure 2.0-5. The mean ADT for all segments was 12,360. During peak hours, the mean directionality (D, the share of traffic in the predominate travel direction) was 0.58. The mean peak factor (K, the share of daily traffic during the highest peak hour) was 0.09.

Vehicle classification counts were collected on segments 3, 5, 7, 22, 26, 27, 28, and 33 listed above to estimate the proportion of the traffic flow that consisted of heavy vehicles (i.e., defined as three-axle or greater vehicles). Daily estimated heavy duty vehicle share ranged from 2 percent to 5 percent, with a mean of 3 percent.

Level of Service Methodology

LOS thresholds were developed for each segment based on Highway Capacity Manual (Transportation Research Board, 2010) methodologies and are presented in Table 2.0-3. These thresholds considered K-factor, D-factor, speed limit, number of lanes, and presence or absence of a median. Typical assumptions for signal spacing, access points, signal timing, and other factors were made as described on page 16-27 of the Highway Capacity Manual. Presence of either a raised median or two-way left-turn lane (TWLTL) increase capacity (versus undivided streets) based on reduced lane blockages due to turning vehicles.

Table 2.0-4 shows that a four-lane arterial with a median and a posted speed limit of 40 mph would operate at LOS C with a maximum volume of 18,000 ADT. Operations would remain at LOS D until the volume exceeds 35,300 ADT. The practical operating capacity of this road would be reached when the volume reaches 37,900 ADT. A similar road with a slightly higher speed would enable slightly greater LOS C and D volumes, but would not change the street's capacity.

TABLE 2.0-4: SEGMENT LEVEL OF SERVICE THRESHOLDS

NUMBER OF LANES	*TWO-WAY LEFT-TURN LANE OR RESTRICTED MEDIAN PRESENT*	*POSTED SPEED LIMIT*	*MAXIMUM ADT AT LOS LEVEL*		
			C	*D*	*E*
2	Yes	25	4,400	14,300	19,900
		30	5,900	15,400	19,900
		35	7,400	16,500	19,900
		40	8,800	17,500	19,900
		45	10,300	18,600	19,900
		55	13,200	19,600	19,900
	No	25	4,200	13,600	18,900
		30	5,600	14,600	18,900
		35	7,000	15,700	18,900
		40	8,400	16,600	18,900
		45	9,800	17,700	18,900
		55	12,500	18,600	18,900
4	Yes	30	11,300	31,400	37,900
		35	14,700	33,300	37,900
		40	18,000	35,300	37,900
		45	21,400	37,200	37,900
	No	30	10,700	29,800	36,000
		35	14,000	31,600	36,000
		40	17,100	33,500	36,000
		45	20,300	35,300	36,000
6	Yes	30	16,300	46,400	54,300
		35	21,500	48,900	54,300
		40	26,700	51,500	54,300
		45	31,900	54,000	54,300

NOTES: ADT = AVERAGE DAILY TRAFFIC; LOS = LEVEL OF SERVICE
SOURCE: FEHR & PEERS, 2017

Level of Service Standards

Policy C-P-2 of the Manteca General Plan states:

> *To the extent feasible, the City shall strive for a vehicular LOS of D or better at all streets and intersections, except in the Downtown area where right-of-way is limited, pedestrian, bicycle, and transit mobility are most important and vehicular LOS is not a consideration….*

Policy C-P-3 states:

> *At the discretion of City staff, certain locations may be allowed to fall below the City's LOS standard under the following circumstances:*
>
> *a. Where constructing facilities with enough capacity to provide LOS D is found to be unreasonably expensive….*
> *b. Where it is difficult or impossible to maintain LOS D because surrounding facilities in other jurisdictions operate at LOS E or worse.*
> *c. Where maintaining LOS D will be a disincentive to use of existing alternative modes or to the implementation of new transportation modes that would reduce vehicle travel. Examples include roadway or intersection widening in areas with substantial pedestrian activity or near major transit centers.*
> *d. In the Downtown area the City cannot maintain the vehicular LOS D standard because of the historic nature of development and limited street right-of-way….*

Level of Service Analysis

Currently, 43 of the 44 study segments are operating acceptably. The two-lane arterial segment with a two-way left-turn median at Lathrop Avenue west of Sherwood Avenue is operating unacceptably at LOS E, with an ADT of 19,300 above the maximum LOS D threshold of 18,600. Some downtown segments also operate at LOS E, but this is acceptable according to General Plan Policy C-P-2, which allows LOS E in downtown. Table 2.0-5 and Figure 2.0-5 present ADT and LOS for each study segment.

TABLE 2.0-5: SUMMARY OF EXISTING SEGMENT LEVELS OF SERVICE

SEGMENT	*NUMBER OF LANES*	*ADT (X 1,000)*	*LOS*
1. Airport Way north of Daniels Street	2	17.3	D
2. Union Road south of Mission Ridge Drive	4	20.0	D
3. Main Street north of SR 120 WB ramps	4	26.6	D
4. Moffat Boulevard east of Powers Avenue	2	6.1	C
5. Spreckels Avenue south of Phoenix Drive	4	15.3	C
6. Austin Road south of Yosemite Avenue	2	3.9	C
7. Airport Way north of Crom Street	2	14.3	D
8. Union Road north of Crom Street	4	17.5	C
9. Main Street south of Alameda Street	2	16.2	E[1]
10. Cottage Avenue south of Aldwina Lane	2	11.4	D
11. Airport Way south of Northgate Drive	2	10.0	D
12. Union Road south of Northgate Drive	4	14.7	C
13. Main Street north of Northgate Drive	4	11.2	C
14. Airport Way north of Daisywood Drive	2	7.2	C
15. Union Road north of Del Webb Boulevard	4	6.8	C
16. Airport Way south of SR 120 EB ramps	2	15.6	D
17. Union Road south of SR 120 EB ramps	2	13.9	D

SEGMENT	*NUMBER OF LANES*	*ADT (X 1,000)*	*LOS*
18. Main Street south of Quintal Road	2	15.0	D
19. Austin Road south of Moffat Boulevard	2	3.4	C
20. Moffat Boulevard north of Woodward Avenue	2	5.8	C
21. Woodward Avenue west of Laurie Avenue	2	4.4	C
22. Yosemite Avenue west of Airport Way	4	11.6	C
23. Yosemite Avenue west of Pacific Road	4	20.0	C
24. Yosemite Avenue west of Almond Avenue	2	14.1	D
25. Yosemite Avenue west of Washington Avenue	2	15.9	E[1]
26. Yosemite Avenue east of Cottage Avenue	5	25.2	D
27. Yosemite Avenue west of El Rancho Drive	5	25.4	D
28. Louise Avenue west of Airport Way	2	12.7	D
29. Louise Avenue east of Marguerite Avenue	4	13.2	C
30. Louise Avenue west of Yvonne Avenue	4	17.3	C
31. Louise Avenue east of Tulip Place	4	13.3	C
32. Louise Avenue west of Cottage Avenue	4	12.4	C
33. Lathrop Avenue west of Airport Way	2	12.2	D
34. Lathrop Avenue west of Madison Grove Drive	4	16.1	C
35. Lathrop Avenue west of Sherwood Avenue	2	**19.3**	**E**
36. Daniels Street west of Airport Way	4	18.1	D
37. Woodward Avenue west of Airport Way	2	4.2	C
38. Union Road south of Woodward Avenue	2	4.8	C
39. Atherton Drive east of Union Road	4	7.0	C
40. Main Street (Manteca Rd) north of Sedan Avenue	2	2.6	C
41. Atherton Drive east of Main Street	4	4.6	C
42. Woodward Avenue west of Moffat Boulevard	2	5.6	C
43. Louise Avenue west of Austin Road	4	4.0	C
44. Van Ryn Avenue north of Atherton Drive	2	7.7	D

NOTES: *[1]LOS E ACCEPTABLE IN DOWNTOWN ACCORDING TO GENERAL PLAN POLICY C-P-2*
***BOLD** = UNACCEPTABLE OPERATION ACCORDING TO GENERAL PLAN POLICY C-P-2*
ADT = AVERAGE DAILY TRAFFIC; LOS = LEVEL OF SERVICE

SOURCE: *FEHR & PEERS, 2017*

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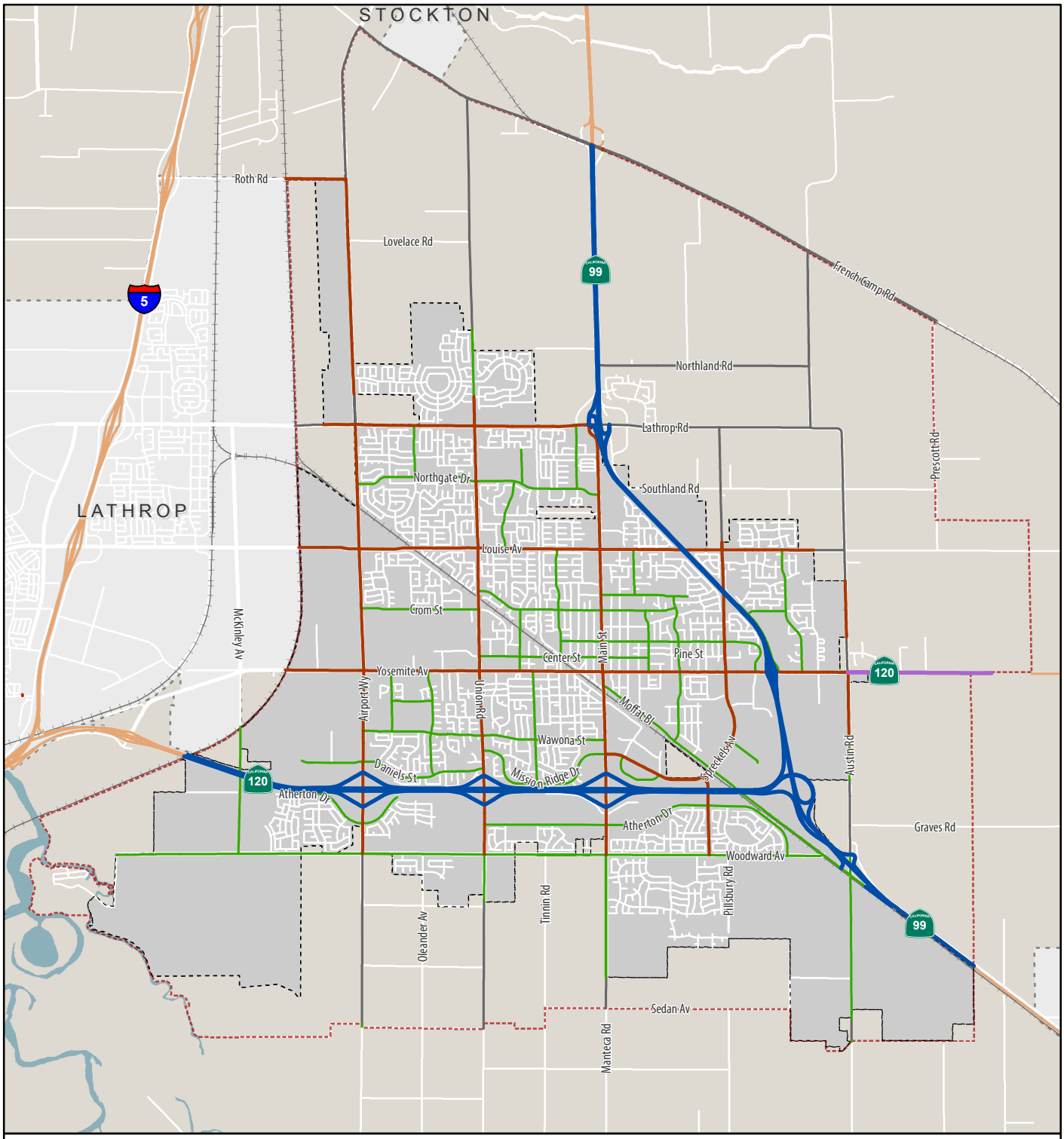

Functional Classification

- Freeway/Ramps
- Expressway
- Arterial
- Collector
- Rural Road
- Manteca City Limits
- Manteca Sphere of Influence

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 2.0-1: Functional Classification - Existing Conditions

N

0 ½ 1

Miles

1:75,000

Sources: City of Manteca; San Joaquin County
Map date: 3/21/2017

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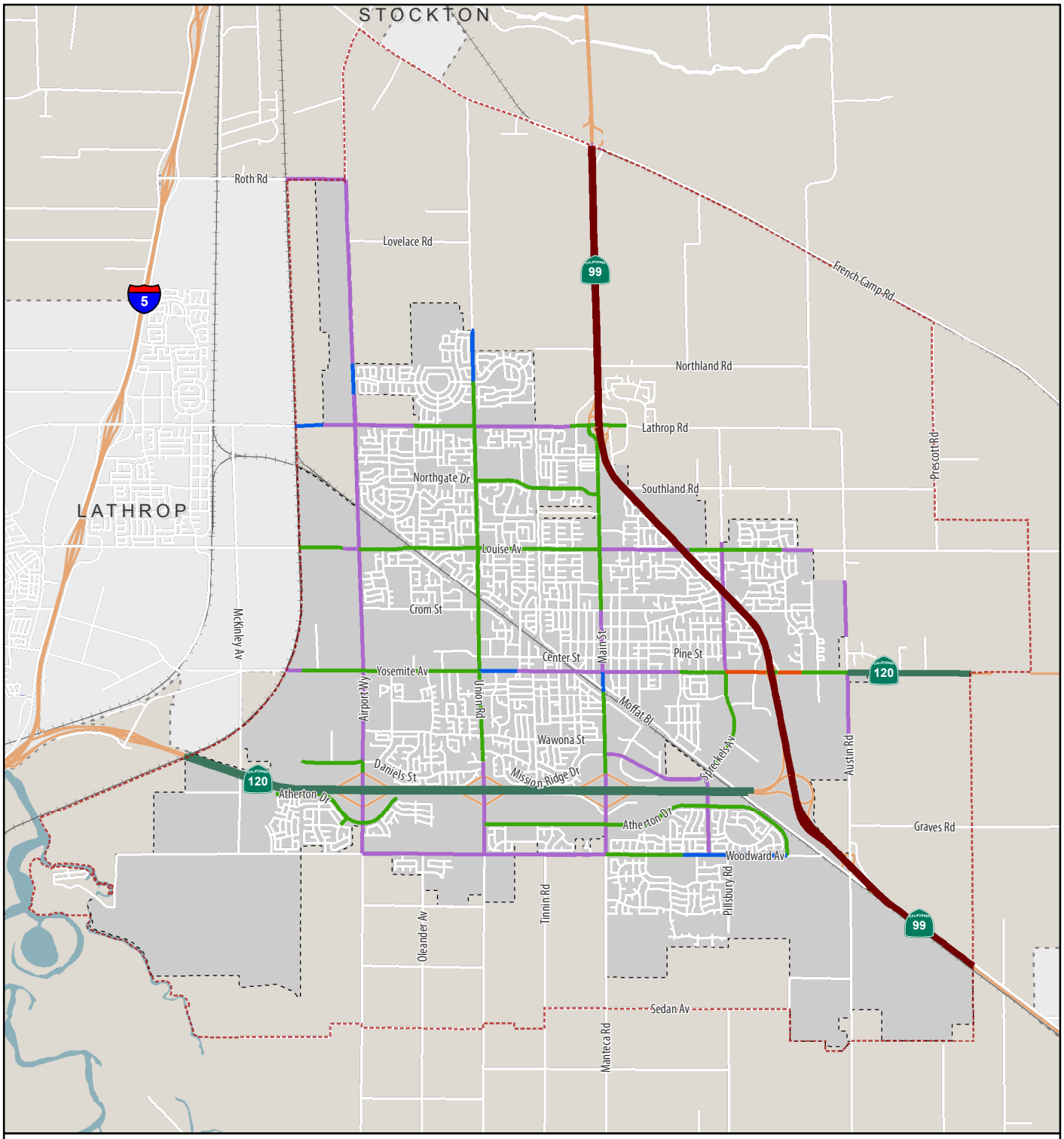

Number of Lanes

- 2
- 3
- 4
- 5
- 4-lane Freeway/Expressway
- 6-lane Freeway

- Manteca City Limits
- Manteca Sphere of Influence

Note: Streets shown in white primarily residential.

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 2.0-2: Number of Lanes - Existing Conditions

N

0 ½ 1

Miles

1:75,000

Sources: City of Manteca; San Joaquin County
Map date: 3/17/2017

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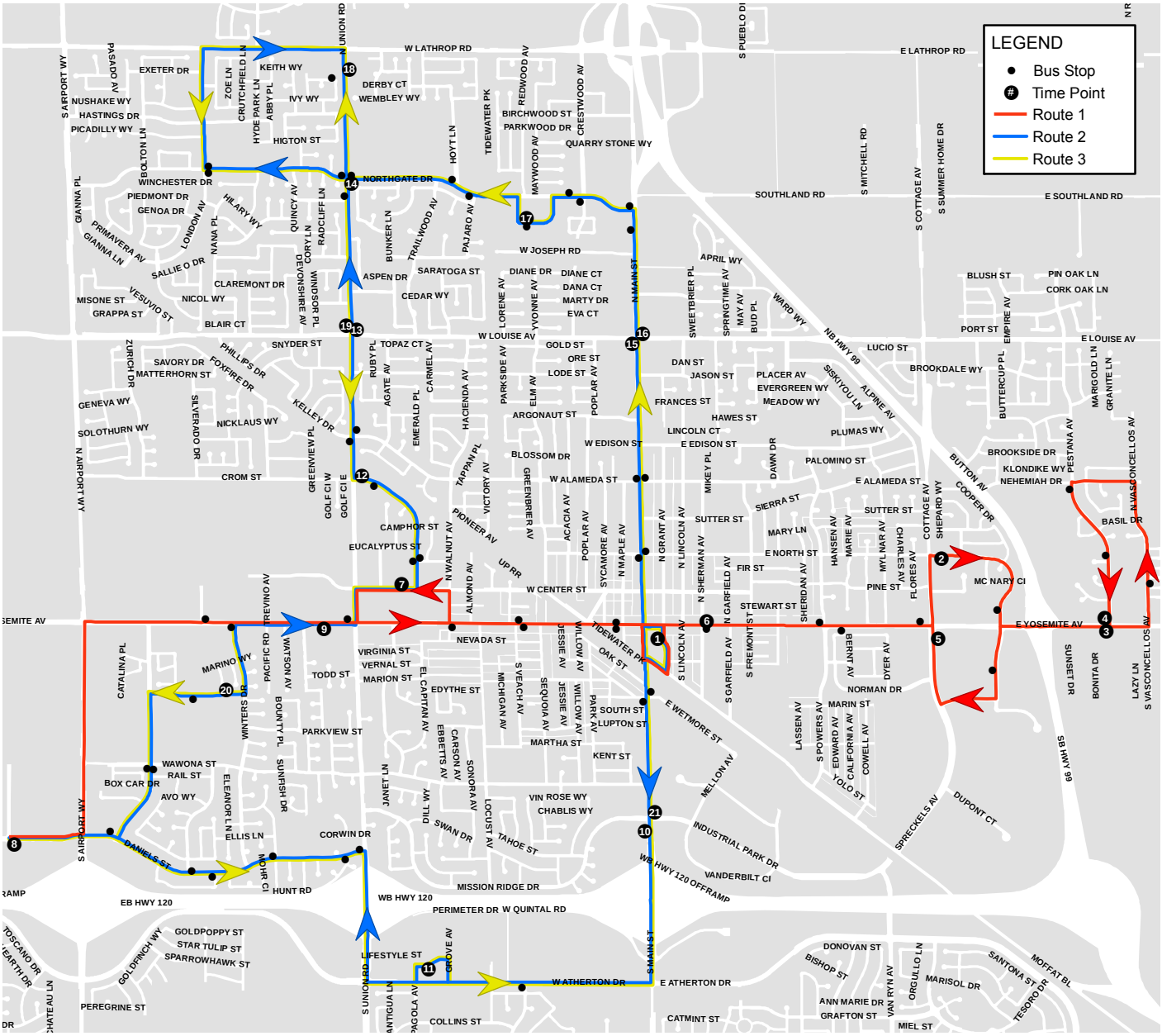

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 2.0-3: Manteca Transit System Map

Sources: City of Manteca; San Joaquin County
Map date: 2/2/2017

De Novo Planning Group
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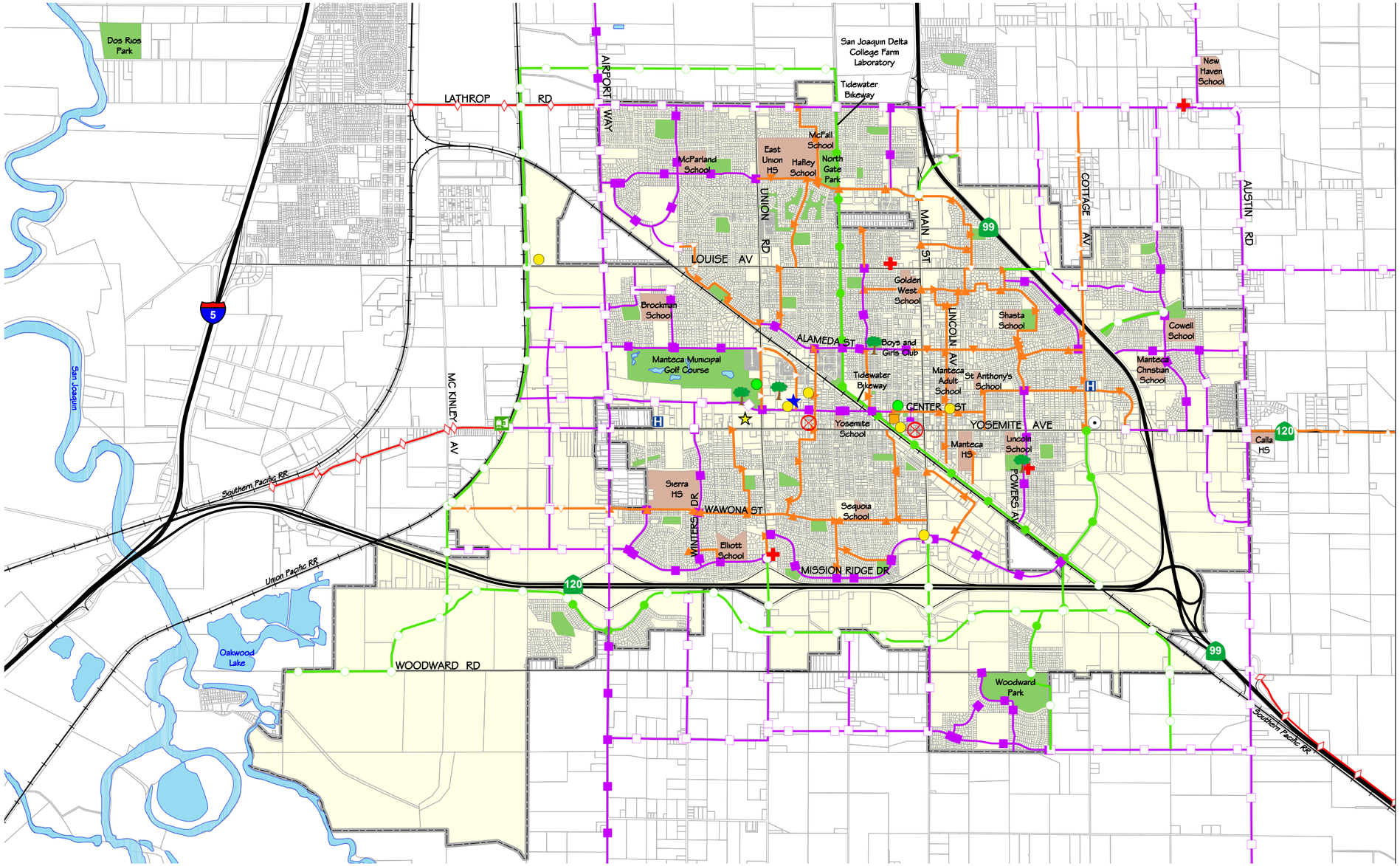

Legend

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Proposed Class I Bike Path
- Proposed Class II Bike Lane
- Proposed Class III Bike Route
- Suggested Regional Route

Community Services

- Bowling Alley
- Tennis Courts
- Cinema
- Fire Department
- Police Department
- Post Office
- Library
- Hospital
- Municipal Office
- Recreational
- Train Station
- Bike shop
- Park
- School

Miles
0 0.5 1

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 2.0-4: Existing and Proposed Bicycle Route System
2003 Manteca Bicycle Master Plan

Sources: City of Manteca; San Joaquin County, Manteca Bicycle Route Master Plan, 2003
Map date: 2/2/2017

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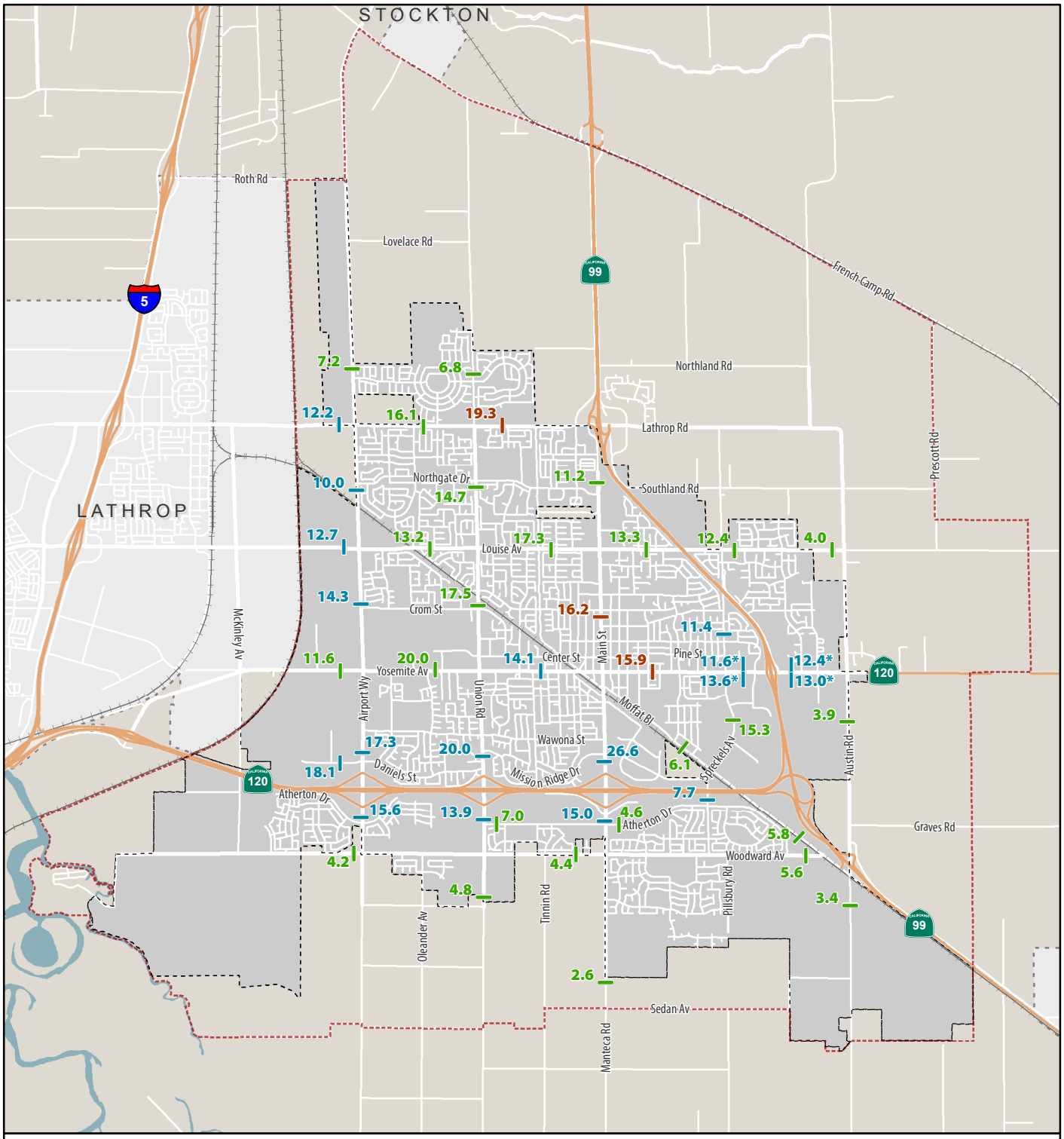


Level of Service LOS

- C
- D
- E

X.X Average Daily Traffic Volume (x 1,000) Rounded to nearest 100

* Volumes for 3 eastbound lanes and 2 westbound lanes provided separately.

Manteca City Limits

Manteca Sphere of Influence

Note: Counts conducted on October 25th and 26th, 2016.

Sources: City of Manteca; San Joaquin County
Map date: 3/17/2017

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 2.0-5: Average Daily Traffic (ADT) - Existing Conditions

N

0 ½ 1

Miles

1:75,000

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

APPENDIX A: SUMMARY OF EXISTING PEAK FACTORS

SEGMENT	ADT (X 1,000)	PEAK FACTOR
1. Airport Way north of Daniels Street	17.3	8.0%
2. Union Road south of Mission Ridge Drive	20.0	8.4%
3. Main Street north of SR 120 WB ramps	26.6	7.7%
4. Moffat Boulevard east of Powers Avenue	6.1	10.3%
5. Spreckels Avenue south of Phoenix Drive	15.3	8.8%
6. Austin Road south of Yosemite Avenue	3.9	12.6%
7. Airport Way north of Crom Street	14.3	8.6%
8. Union Road north of Crom Street	17.5	8.6%
9. Main Street south of Alameda Street	16.2	8.0%
10. Cottage Avenue south of Aldwina Lane	11.4	8.3%
11. Airport Way south of Northgate Drive	10.0	9.1%
12. Union Road south of Northgate Drive	14.7	8.7%
13. Main Street north of Northgate Drive	11.2	8.6%
14. Airport Way north of Daisywood Drive	7.2	10.4%
15. Union Road north of Del Webb Boulevard	6.8	9.2%
16. Airport Way south of SR 120 EB ramps	15.6	9.1%
17. Union Road south of SR 120 EB ramps	13.9	10.4%
18. Main Street south of Quintal Road	15.0	8.9%
19. Austin Road south of Moffat Boulevard	3.4	11.1%
20. Moffat Boulevard north of Woodward Avenue	5.8	8.1%
21. Woodward Avenue west of Laurie Avenue	4.4	11.2%
22. Yosemite Avenue west of Airport Way	11.6	9.1%
23. Yosemite Avenue west of Pacific Road	20.0	8.8%
24. Yosemite Avenue west of Almond Avenue	14.1	8.4%
25. Yosemite Avenue west of Washington Avenue	15.9	8.1%
26. Yosemite Avenue east of Cottage Avenue	25.2	7.9%
27. Yosemite Avenue west of El Rancho Drive	25.4	8.7%
28. Louise Avenue west of Airport Way	12.7	8.1%
29. Louise Avenue east of Marguerite Avenue	13.2	8.2%
30. Louise Avenue west of Yvonne Avenue	17.3	8.6%
31. Louise Avenue east of Tulip Place	13.3	9.1%
32. Louise Avenue west of Cottage Avenue	12.4	9.0%
33. Lathrop Avenue west of Airport Way	12.2	9.2%
34. Lathrop Avenue west of Madison Grove Drive	16.1	8.3%
35. Lathrop Avenue west of Sherwood Avenue	**19.3**	8.2%
36. Daniels Street west of Airport Way	18.1	9.2%
37. Woodward Avenue west of Airport Way	4.2	9.2%
38. Union Road south of Woodward Avenue	4.8	12.3%
39. Atherton Drive east of Union Road	7.0	10.9%
40. Main Street (Manteca Rd) north of Sedan Avenue	2.6	12.2%
41. Atherton Drive east of Main Street	4.6	8.6%
42. Woodward Avenue west of Moffat Boulevard	5.6	9.9%
43. Louise Avenue west of Austin Road	4.0	10.3%
44. Van Ryn Avenue north of Atherton Drive	7.7	9.8%

NOTES: ADT= AVERAGE DAILY TRAFFIC; PEAK FACTOR (K) = PEAK HOUR VOLUME / ADT;
SOURCE: FEHR & PEERS, 2017

3.0 UTILITIES AND COMMUNITY SERVICES

This chapter addresses utilities, public services, and community services within the City of Manteca. Public services include the provision of utilities including water services, wastewater (sewer) services, stormwater, solid waste disposal, electricity, and natural gas. Community services include fire protection, law enforcement, parks and recreation, schools, libraries, and other public facilities.

This chapter is divided into the following sections:

- 3.1 Utilities
    - 3.1.1 Water
    - 3.1.2 Wastewater
    - 3.1.3 Stormwater and Drainage
    - 3.1.4 Solid Waste
    - 3.1.5 Electricity and Natural Gas
- 3.2 Public Safety
    - 3.2.1 Fire Protection
    - 3.2.2 Law Enforcement
    - 3.2.3 Miscellaneous Public Safety
- 3.3 Parks and Recreation
- 3.4 Schools, Libraries, and Other Public Facilities

3.1 UTILITIES

This section addresses the provision of utilities in the City of Manteca, including water, wastewater (sewer), stormwater, solid waste, electricity, and natural gas.

3.1.1 WATER SERVICES

This section describes the City of Manteca's water demands, water supplies, water distribution system, and water quality.

KEY TERMS

Acre feet: The volume of one acre of water to a depth of one foot. Each acre-foot of water is equal to 325,851.4 gallons.

BGS: Below ground surface.

GPD: Gallons per day.

GPM: Gallons per minute.

Groundwater: Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth's surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called "aquifers" and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which

pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

MG: Million gallons.

MGD: Million gallons per day.

Surface water: Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is replenished naturally through precipitation, but is lost naturally through evaporation and seepage into soil.

REGULATORY FRAMEWORK

STATE

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund ("SRF") and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for MTBE and other oxygenates.

Consumer Confidence Report Requirements

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

Urban Water Management Planning Act

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required to prepare and adopt an urban water management plan. An "urban water supplier" is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually. The plan must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier's water demand management measures. The urban water supplier should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Department of Water Resources must receive a copy of an adopted urban water management plan.

Senate Bill (SB) 610 and Assembly Bill (AB) 901

The State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act.

SB 610 requires additional information in an urban water management plan if groundwater is identified as a source of water available to an urban water supplier. It also requires that the plan include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts. AB 901 requires an urban water management plan to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. The bill requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

Senate Bill (SB) 221

SB 221 adds Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by the city or county. It also adds Government Code Section 66473.7, establishing detailed requirements for establishing whether a "sufficient water supply" exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, the city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.

LOCAL

City of Manteca Urban Water Management Plan (2015)

The purpose of the 2015 Urban Water Management Plan is to ensure efficient use of urban water supplies in the City of Manteca and promote conservation. The UWMP discusses not only the availability of water but also water use, reclamation, and water conservation activities. The UWMP complies with the Urban Water Management Planning Act (UWMP Act) (California Water Code [CWC] Section 10610 et seq.).

City of Manteca Water Master Plan (2005)

The City's 2005 Water Master Plan includes a summary of the City's system-wide water demands, the planning criteria used to determine water system demands, the City's water distribution system model, an analysis of the City's water system, and a summary of existing and future water system facilities.

City of Manteca General Plan

The existing City of Manteca General Plan Public Facilities and Services Element, and Resource Conservation Element identifies the following goals and policies related to water services, supply, and conservation:

Public Facilities and Services Element

GOAL PF-7. Maintain an adequate level of service in the City's water system to meet the needs of existing and projected development.

POLICY PF-P-4. Secure sufficient sources of water to meet the needs of the existing community and planned residential and commercial growth.

POLICY PF-P-5. City will continue to rely principally on groundwater resources for its municipal water in the near term, will participate in the regional improvements to deliver surface water to augment the City's groundwater supply.

POLICY PF-P-6. The City shall develop new water sources as necessary to serve new development.

POLICY PF-P-7. The City shall develop new water storage facilities and major distribution lines as necessary to serve new development.

POLICY PF-P-8. The City will provide water for future development to maintain a balance of jobs and housing.

POLICY PF-P-9. City water services shall not be extended to unincorporated areas except in extraordinary circumstances. Existing commitments for City water service outside the City limits shall continue to be honored.

POLICY PF-P-10. Development of private water wells within the City limits shall be allowed only where the City makes a finding that it cannot feasibly provide water service. Such systems shall only be allowed to be used until such time as City water service becomes available.

POLICY PF-P-11. The City will develop and implement water conservation measures as necessary elements of the water system.

POLICY PF-P-12. The City shall continue to assess a water development fee on all new commercial, industrial, and residential development sufficient to fund systemwide capacity improvements. The water development fee schedule shall be periodically reviewed and revised as necessary.

POLICY PF-P-13. Ensure that all new development provides for and funds a fair share of the costs for adequate water distribution, including line extensions, easements, and plant expansions.

POLICY PF-P-14. The City shall continuously monitor water flows through the City's water system to identify areas of potential water loss and cases of under billing for water service and shall make improvements in the systems as necessary.

POLICY PF-P-15. The City shall monitor water quality regularly and take necessary measures to prevent contamination.

POLICY PF-P-16. The City of Manteca shall include a groundwater analysis as a technical analysis of water system capacity in the update of the Public Facilities Implementation Plan (PFIP), and shall prepare an environmental analysis in the PFIP that addresses the quality and availability of groundwater.

POLICY PF-P-17. The City of Manteca shall consider incremental increases in the demands on groundwater supply and water quality when reviewing development applications.

Resource Conservation Element - Water Conservation

GOAL RC-2. Maximize the beneficial uses of water by recycling water for irrigation and other non-potable uses.

POLICY RC-P-1. The City shall continue to implement water conservation standards for all commercial and industrial development, and for all existing and new residential development.

POLICY RC-P-2. The City shall explore potential uses of treated wastewater when such opportunities become available.

POLICY RC-P-3. The City shall protect the quantity of Manteca's groundwater.

POLICY RC-P-4. The City shall require water conservation in both City operations and private development to minimize the need for the development of new water sources.

POLICY RC-P-5. Development of private water wells within the city limits shall be allowed only where the City makes a finding that municipal water service is not readily and feasibly available, and such private well systems shall only be allowed to be used until such time as City water service becomes available.

POTABLE WATER SYSTEM

The City's water service area is contiguous with City limits. In 2015, the City served approximately 21,400 connections, and the City's annual potable water use was 11,235 acre-feet/ year (AFY), which equates to an average daily use of 10 million gallons per day (mgd) (Kennedy/Jenks Consultants, 2016).

The City's potable water distribution water system is shown on Figure 3.1-1. The City' distribution system is supplied by surface water from South San Joaquin Irrigation District's (SSJID's) South County Water Supply Program (SCWSP) and groundwater wells. Four turnouts deliver surface water from SSJID to the City system, designated M1, M2, M3 and M4. Fifteen potable groundwater wells supply the distribution system, and 32 irrigation wells provide non-potable irrigation supply to parks and other irrigated areas (Manteca, 2017). The system has a single pressure zone with approximately 250 miles of water system pipeline. There are three groundlevel storage tanks: the tank at the SSJID M2 turnout on Lathrop Road (1 MG), the tank at the SSJID M3 turnout on West Yosemite Avenue (1 MG), and the Atherton Drive water storage tank (3.7 MG). The M2 and M3 tanks are used to balance the difference between SSJID deliveries and City use, while the Atherton Drive tank balances the difference between City supply and demand.

WATER SYSTEM SUPPLIES

As noted above, the City's two primary supply sources are surface water, purchased from the SSSJID's SCWSP, and local groundwater. The City also uses recycled water for irrigation, and dust control. On an annual basis, the City's goal is to provide 53 percent of the City potable water supply from surface water and 47 percent from groundwater (Kennedy/Jenks Consultants, 2016).

Surface Water Supply

In 2005, the SSJID commissioned the Nick C. DeGroot Water Treatment Plant (WTP) for the SCWSP to provide treated surface water from the Stanislaus River to several cities in South San Joaquin County. The cities of Manteca, Lathrop, Escalon, and Tracy have agreements to purchase treated surface water from the SCWSP, but only Manteca, Lathrop and Tracy currently receive treated surface water (Provost & Pritchard Consulting Group, 2016). In 2015, the City purchased 5,596 acre-feet (AF) of supply from SSJID (Kennedy/Jenks Consultants, 2016).

The City of Manteca has a current Phase 1 allotment of 11,500 AFY, but has not historically used its full allotment of surface water, due to system constraints and, more recently, State and SSJID supply limits in response to the drought. Future expansion of the SCWSP will increase the City's maximum Phase 2 allotment to 18,500 AFY, but there are currently no plans to bring additional capacity online

(Kennedy/Jenks Consultants, 2016). The City does not anticipate using the full amount of its SCWSP allotment until 2025 (City of Manteca, 2016).

The SCWSP provides treated surface water from the Stanislaus River under a 300,000 AFY entitlement. However, the entitlement is dependent on New Melones Reservoir inflow and is subject to curtailment in dry years. Normal water deliveries are provided when the New Melones inflows exceed 600,000 AFY. When inflows are less than 600,000 AFY, the supply is shared equally between SSJID and Oakdale Irrigation District, which also holds a 300,000 AFY entitlement. The SCWSP participants' agreement with SSJID requires that municipal and agricultural users share surface water reductions equally.

An examination of estimated New Melones Inflow from 1885 to 2010, included in SSJID's 2015 Urban Water Management Plan, indicates the full entitlement to SSJID has been available about 80 percent of the time. The average reduction in dry years between 1885 and 2010 was 11 percent. The lowest supply on record was 225,000 AF in both 2014 and 2015 (Provost & Pritchard Consulting Group, 2016).

Groundwater Supply

The City owns and operates 15 potable groundwater wells and 32 irrigation wells. The wells range in depth from 190 feet to 400 feet (Kennedy/Jenks Consultants, 2016). Shallower wells have more nitrogen contamination and are thus typically used for irrigation. The City currently plans to construct two additional potable water wells, Wells 28 and 29 (City of Manteca, 2016).

The City's annual potable groundwater production increased with demand until 2005, reaching a peak of 14,900 AFY in 2004. Commissioning of the WTP in 2005 decreased groundwater use considerably. In addition, the City has shifted from potable water use to irrigation water use wherever possible, to reduce potable water demand and groundwater treatment costs. In 2015, the City's annual groundwater production was 7,249 AFY, of which 5,639 AFY was for potable use and 1,610 AFY for irrigation use (Kennedy/Jenks Consultants, 2016).

Wells currently in operation within the City service area, but not owned by the City, include private domestic wells, agricultural wells, wells for school irrigation owned by the Manteca Unified School District and irrigation wells owned by SSJID, among others. California Department of Water Resources (DWR) well completion reports cited in the City's 2015 UWMP indicate that approximately 1,000 water wells have been constructed within the General Plan area since recordkeeping began in the 1960's, but it is not clear whether these continue to be in service (Kennedy/Jenks Consultants, 2016).

Groundwater within the City's service area is supplied from the Eastern San Joaquin County Groundwater Sub-basin (ESJCGB) of the San Joaquin Valley Groundwater Basin. According to DWR, the groundwater basin is in overdraft, with historical declines averaging 1.7 feet per year. Past estimates of safe groundwater yield from the basin have indicated that pumping at or below one acre-foot per acre per year (AF/AC/YR) of City land is sustainable. The City targets this sustainable yield, but it is important to note that the total groundwater pumping occurring within City boundaries includes City-owned municipal wells, City-owned park irrigation wells, and irrigation and domestic wells owned and operated by others. While all of the City's municipal wells have historically been metered, the irrigation wells were not all metered until 2015 and groundwater pumping data for other wells is incomplete. Therefore, the estimated safe yield for the City's wells includes some uncertainty. With the introduction of surface water supplies, as discussed above, and conservation measures, withdrawals have declined, stabilizing groundwater levels in the Manteca area (Kennedy/Jenks Consultants, 2016).

The 2014 Sustainable Groundwater Management Act (SGMA) enacted groundwater legislation in California that requires the formation of Groundwater Sustainability Agencies who will be responsible for developing Groundwater Sustainability Plans to manage groundwater basins. The City plans to play an active role in local GSA formation (Kennedy/Jenks Consultants, 2016).

Recycled Water

Recycled water is produced at the City of Manteca's Wastewater Quality Control Facility (WQCF). The WQCF is a tertiary treatment facility. The City has historically used secondary treated, undisinfected recycled water to irrigate fodder crops on City-owned and leased lands. Annual crop usage has averaged about 1,000 AFY, but usage is expected to decrease over time as land is developed. Since 2015, the City has used tertiary treated recycled water at fill stations for dust control at construction sites. By 2020, construction water usage is expected to be about 30 AFY (Kennedy/Jenks Consultants, 2016).

The City is currently developing a Reclaimed Water Facilities Master Plan, that will identify plans for the phased development and use of tertiary treated recycled water over the next 20 to 25 years. The draft plan evaluated the use of recycled wastewater for irrigation of City parks, public areas, other open spaces and a golf course to offset current potable water and irrigation well use. The estimated potential for recycled water use for landscape irrigation is just under 2,200 AFY by 2040 (Kennedy/Jenks Consultants, 2016).

CURRENT AND PROJECTED WATER DEMANDS AND SUPPLIES

The City's 2015 UWMP documents 2015 and projected future water demands and supplies through 2040, as shown in Table 3.1-1 (Kennedy/Jenks Consultants, 2016).

TABLE 3.1-1: CITY OF MANTECA WATER SUPPLIES AND DEMANDS (AFY)

WATER SUPPLY SOURCE [a]	*2015* [b]	*2020*	*2025*	*2030*	*2035*	*2040*
Purchase from SSJID	5,596	11,500	18,500	18,500	18,500	18,500
City Produced Groundwater	7,249	10,060	10,060	10,060	10,060	10,060
Recycled Water	1,463	900	480	290	740	2,240
Total Available Supply	14,308	22,460	29,040	28,850	29,300	30,800
CURRENT & PROJECTED DEMANDS [c]						
Potable & Raw Water	12,844	19,350	21,480	23,880	25,960	27,530
Recycled Water	1,463	900	480	290	740	2,240
Total Projected Demand	14,307	20,250	21,960	24,170	26,700	29,770
Surplus or Shortfall	**--**	**2,210**	**7,080**	**4,680**	**2,600**	**1,030**

(A) PROJECTED SUPPLIES FROM 2015 UWMP, TABLE 6-11.

(B) ACTUAL 2015 WATER SUPPLIES FROM 2015 UWMP, TABLE 6-9.

(C) CURRENT AND PROJECTED DEMANDS ARE FROM 2015 UWMP, TABLE 4-3.

SOURCES: 2015 URBAN WATER MANAGEMENT PLAN; WEST YOST ASSOCIATES TECHNICAL MEMORANDUM JULY 17, 2017

Water demand projections were developed assuming a 2.3 percent per year population growth rate, with water use projected from a 2013 baseline, the most recent year of normal water use prior to the drought. Projections factor in water use reductions mandated by California's 2009 Water Conservation Act (SBX7-7), which require that the City's per capita water use not exceed 179 gallons per capita per day (GPCD) by 2020. The City's 2013 per capita water use was just under 200 GPCD, while the City's 2015 per capita water use was 137 GPCD, due to water conservation regulations in effect during the 2014-2015 drought (Kennedy/Jenks Consultants, 2016).

The City's UWMP used population estimates from the State of California Department of Finance, which indicates that the population of the City was just over 72,000 people in 2015. The population relying on the City's supply was projected to increase to over 127,700 people by 2040, with a corresponding estimated water use of 29,770 AFY.

Water supplies to meet future demands include surface water purchased from SSJID, City produced groundwater and recycled water. The City's water supply is projected to increase by about 37 percent from 2015 to 2040, primarily due to implementation of Phase 2 of the SCWSP. Future City groundwater pumping is estimated based on the safe yield for all groundwater pumping within the City's planning area, less estimated groundwater pumping by other users. Recycled water demand projections assumed decreased use over time of water for crop irrigation, and implementation of a tertiary-treated irrigation supply by 2040.

In May 2016, Governor Edmund G. Brown, Junior, signed Executive Order B-37-16 (Executive Order), Making Water Conservation a California Way of Life. The Executive Order directed DWR to work with the State Water Resources Control Board (State Water Board) to develop new water use targets as part of a permanent conservation framework for urban water agencies. The targets will build upon requirements established in the 2009 Water Conservation Act, but will strengthen standards for indoor residential per capita water use, outdoor irrigation, commercial, industrial and institutional (CII) water use, and water lost through leaks. DWR will be establishing interim water use targets by 2018, with final standards to be published by 2021. Agencies will need to demonstrate progress towards achieving final compliance in 2025 (DWR, 2017).

While the 2015 UWMP water use projections are the best available currently, water use projections will be re-evaluated in future UWMP updates, based on the new regulations. If the City's growth projections and/or allocation of land use are updated based on the current General Plan update, then the ability to serve new growth may need to be re-evaluated.

WATER SYSTEM INFRASTRUCTURE PHOTOGRAPHS

Photographs of the following key water system facilities are included below:

- Atherton Drive Storage Tank and Booster Pump Station
- Wells 13, 19 and 21
- Well 24
- Tesoro Park Irrigation Well (non-potable)

Atherton Drive Storage Tank and Booster Pump Station. Five variable frequency pumps, onsite treatment, and a 3.7 million gallon tank serve peak water demands. The facility was completed in 2014.

Wells 13, 19, and 21 have local treatment facilities for arsenic removal, but nitrate, manganese, and TCP 123 are treated at a central treatment facility, shown above, where blending with surface water is performed.

Well 24, off of Van Ryn Avenue, is one of several City wells with onsite manganese green sand filtration to remove arsenic, which is a problem at deeper levels of the aquifer.

An irrigation well and stormwater pump station are both located at Tesoro Park on Tesoro Drive

3.1.2 WASTEWATER

This section describes the City of Manteca's wastewater infrastructure, wastewater flows, treatment plant permit requirements, and previous infrastructure planning. Wastewater service is provided by the City of Manteca via their network of collection infrastructure and the Wastewater Quality Control Facility (WQCF), which is located at 2450 West Yosemite Avenue. The WQCF provides services to the City of Manteca, City of Lathrop, and Raymus Village in San Joaquin County.

KEY TERMS

Effluent: In the context of wastewater treatment plants, effluent is wastewater that has been through a treatment process to remove pollution and undesirable constituents from the water.

NPDES: Water pollution degrades surface waters making them unsafe for drinking, fishing, swimming, and other activities. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

WWTP: Wastewater treatment plant. Treatment of wastewater may include the following processes: screening to remove large waste items; grit removal to allow sand, gravel, and sediment to settle out; primary sedimentation where sludge can settle out of the wastewater; secondary treatment to substantially degrade the biological content of the sewage; tertiary treatment to raise the quality of the effluent before it is discharged; and, discharge.

REGULATORY FRAMEWORK

FEDERAL

Clean Water Act (CWA) / National Pollutant Discharge Elimination System (NPDES) Permits

The CWA is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. Section 402 of the Act creates the NPDES regulatory program which makes it illegal to discharge pollutants from a point source to the waters of the United States without a permit. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

Permit requirements for treatment are expressed as end-of-pipe conditions. This set of numbers reflects levels of three key parameters: (1) biochemical oxygen demand (BOD), (2) total suspended solids (TSS),

and (3) pH acid/base balance. These levels can be achieved by well-operated sewage plants employing "secondary" treatment. Primary treatment involves screening and settling, while secondary treatment uses biological treatment in the form of "activated sludge."

All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Although not regulated under NPDES, "indirect" discharges are covered by another CWA program called pretreatment. "Indirect" dischargers send their wastewater into a city sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering surface water.

STATE

State Water Resources Control Board/Regional Water Quality Control Board

In California, all wastewater treatment and disposal systems fall under the overall regulatory authority of the State Water Resources Control Board (SWRCB) and the nine California Regional Water Quality Control Boards (RWQCBs), who are charged with the responsibility of protecting beneficial uses of State waters (ground and surface) from a variety of waste discharges, including wastewater from individual and municipal systems. The City of Manteca falls within the jurisdiction of the Central Valley RWQCB.

The RWQCB's regulatory role often involves the formation and implementation of basic water protection policies. These are reflected in the individual RWQCB's Basin Plan, generally in the form of guidelines, criteria and/or prohibitions related to the siting, design, construction, and maintenance of on-site sewage disposal systems. The SWRCB's role has historically been one of providing overall policy direction, organizational and technical assistance, and a communications link to the State legislature.

The RWQCBs may waive or delegate regulatory authority for on-site sewage disposal systems to counties, cities or special districts. Although not mandatory, it is commonly done and has proven to be administratively efficient. In some cases, this is accomplished through a Memorandum of Understanding (MOU), whereby the local agency commits to enforcing the Basin Plan requirements or other specified standards that may be more restrictive. The RWQCBs generally elect to retain permitting authority over large and/or commercial or industrial on-site sewage disposal systems, depending on the volume and character of the wastewater.

The City's current NPDES Permit, which regulates the wastewater effluent quantity and quality upon discharge, was issued by the Central Valley Regional Water Quality Control Board and is Order R5-2006-0094 and Order 5-01-251.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act is California's statutory authority for the protection of water quality. Under the Porter-Cologne Act, the State is required to adopt policies, plans, and objectives that will protect the State's waters for the use by and enjoyment of Californians. In California, the State Water Resources Control Board (SWRCB) has the authority and responsibility for establishing policy related to the State's water quality. Regional authority is delegated by the SWRCB to a Regional Water Quality Control Board (RWQCB). The Porter-Cologne Act authorizes the SWRCB and RWQCB to issue NPDES permits.

Under the Central Valley Regional Water Quality Control Board (CVRWQCB) NPDES permit system, all existing and future municipal and industrial discharges to surface water within the city would be subject to regulation. NPDES permits are required for operators of municipal separate storm sewer systems,

construction projects, and industrial facilities. These permits contain limits on the amount of pollutants that can be contained in each facility's discharge.

LOCAL

City of Manteca Municipal Code

The City of Manteca Municipal Code, Title 13 (Public Services) Chapter 13.12 (Sewer Connection Charges), Chapter 13.14 (Sewer Capacity Charges), and Chapter 13.16 (Sewer Service Charges) contain regulations associated with sewer management.

Title 13 (Public Services), Chapter 13.38 (Public Facilities Implementation Program Fees), Section 13.38.050 (Establishment of a Sewer Fee) requires developers of property to pay a sewer facility development fee.

Utility Master Plans

The City of Manteca maintains a variety of Master Plan documents that guide the design, development, and maintenance of the utilities within the city limits. These include: *Wastewater Collection System Master Plan* (2012), *Wastewater Quality Control Facility Master Plan Update* (2006), and a *Sewer Rate Study* (2008).

City of Manteca General Plan

The existing City of Manteca General Plan Public Facilities Element identifies the following goals and policies related to wastewater services:

Public Facilities and Services Element - Sewer

GOAL PF-8. Maintain an adequate level of service in the City's sewage collection and disposal system to meet the needs of existing and projected development.

POLICY PF-P-18. Ensure wastewater collection and treatment for all development in the City and the safe disposal of wastes.

POLICY PF-P-19. The City will maintain capacity to process combined residential, commercial, and industrial flow.

POLICY PF-P-20. The City shall develop new sewage treatment and trunk line capacity as necessary to serve new development.

POLICY PF-P-21. City sewer services will not be extended to unincorporated areas, except in extraordinary circumstances. Existing commitments for sewer service outside the city limits shall continue to be honored.

POLICY PF-P-22. Development of individual septic systems may be allowed only where the City makes a finding that it cannot feasibly provide public sewer service, and such systems shall only be used until such time as City sewer service becomes available. Such systems shall meet the minimum standards of the San Joaquin County Health Department.

POLICY PF-P-23. The City shall establish and maintain a growth management plan to ensure the development of a balanced mix of residential, commercial, industrial, and public land uses.

POLICY PF-P-24. Ensure that all new development provides for and funds a fair share of the costs for adequate sewer distribution, including line extensions, easements, and plant expansions.

POLICY PF-P-25. The City will maintain the ability to handle peak discharge flow while meeting State Regional Water Quality Control Board Standards as established in the current NPDES Permit.

WASTEWATER SYSTEM

The City's sewer service area is contiguous with City limits, and is divided into north, south and central sewer sheds. The municipal wastewater collection system includes 242 miles of sewer mains and 19 pump stations (City of Manteca, 2017). The collection system includes gravity flow pipes ranging from 6-inch to 60-inch diameter, and force mains from 6-inch to 24-inch diameter (EDAW, 2007).

The existing collection system generally serves the developed portions of the City, with major trunk sewers located in the core of the City (the central sewer shed), approximately bounded by State Route 120 to the south, Austin Road to the east, Lathrop Road to the north, and Airport Way to the west. The City's sewer system is shown on Figure 3.1-2.

WASTEWATER QUALITY CONTROL FACILITY

Municipal wastewater is treated at the City's Wastewater Quality Control Facility (WQCF), which treats municipal sanitary sewage from the City of Manteca, portions of Lathrop, and Raymus Village, just northeast of Manteca.

The WQCF is located southwest of downtown Manteca on 22 acres owned by the City. The WQCF treats municipal wastewater from the City of Manteca and the City of Lathrop, and seasonally accepts industrial food processing waste effluent from Eckert Cold Storage (Nolte, 2007). Per contractual agreement, 8.42 mgd of plant capacity is allocated to the City of Manteca and 1.45 mgd is allocated to the City of Lathrop (EDAW, 2007). The WQCF treats an average dry weather flow (ADWF) of about 6 mgd and has an average dry weather design capacity of 9.87 mgd. The facility's current NPDES permit is currently shared between the City and Dutra Farms, Inc. and is effective until May 2020 (CA RWQCB, 2015). The anticipated buildout ADWF within areas served by the WQCF is 27 mgd (EDAW, 2007).

The WQCF is an activated sludge tertiary treatment plant. The facility includes an influent pump station, and primary, secondary and tertiary treatment facilities. Primary treatment at the WQCF consists of aerated grit removal and primary sedimentation. Secondary treatment at the facility consists of nitrification and denitrification in activated sludge aeration basins and subsequent secondary sedimentation. Undisinfected secondary effluent is either stored for agricultural use in a 15-milliongallon pond or blended with food processing waste and applied directly on the agricultural fields owned by the City (190 acres) and Dutra Farms, Inc. (70 acres) (CA RWQCB, 2015).

Secondary effluent not used for crop demands undergoes tertiary treatment, including rapid mixing, flocculation, cloth media filtration, and ultraviolet light (UV) disinfection. Treated tertiary effluent is either pumped to a truck fill station for construction vehicles to receive recycled water for construction purposes or discharged year-round through a 36-inch diameter pipe into the San Joaquin River (CA RWQCB, 2015). As the practice of discharging to fields is gradually phased out due to land development, effluent will increasingly be diverted to the River (City of Manteca, 2016).

The City is planning to expand the facility from the currently permitted 9.87 mgd to 27 mgd by buildout. The various WQCF facilities are designed to be expanded in phases, based on future growth. Proposed treatment improvements identified in the 2007 WQCF Master Plan include expansion of the primary, secondary and tertiary treatment facilities, expansion of the solids handling systems and expansion of the co-generation system to generate electricity from methane produced during the treatment process (EDAW, 2007).

The WQCF is currently undergoing expansions to the solids handling streams to provide increased capacity to meet permitted requirements and new State regulations. Improvements include new facilities for receiving Fats, Oils, and Greases (FOGs), and receiving food waste separated from the solid waste streams. The separation of these materials is required by State regulations and is anticipated to provide additional energy generation in the form of biogas from the WQCF (City of Manteca, 2016).

CURRENT AND PROJECTED WASTEWATER FLOWS

Historically, wastewater flows to the Manteca WQCF have increased as the population and commercial and industrial activity has grown. ADWF was 4 mgd in 1991, 5.81 mgd in 2003, and 6 mgd in December 2005 (EDAW, 2007). Since 2007, average daily influent flow to the WQCF has remained relatively constant, ranging from a low of 6.1 mgd (2008) to a high of 6.3 mgd (2011) (City of Manteca, 2017b). The highest daily discharge reported between June 2010 and April 2014 was 10.5 mgd (CA RWQCB, 2015).1

No recent flow projections were available for this Background Report. The 2007 WQCF Master Plan reported wastewater flow projections for the City of Manteca of 19.5 mgd by 2023 and 23 mgd by buildout (Nolte Associates, 2007). Projections were based on wastewater generation factors developed from historical studies, and developed based on different household densities for different residential land use categories. Assuming a similar level of development as anticipated in the 2007 WQCF Master Plan, future wastewater projections are anticipated to be lower than those estimated in the 2007 WQCF Master Plan because of existing and pending water use efficiency regulations that will reduce indoor water use and wastewater flows.

SEWER COLLECTION SYSTEM AND WQCF FACILITY PHOTOGRAPHS

Photographs of the City's sewer lift station at Woodward Park and facilities at the WQCF are provided below.

The sewer lift station at Woodward Park, along Buena Vista Drive, will be replaced in the near future when a new gravity line servicing the area is installed.

Wastewater Quality Control Facility ultraviolet contact chamber, during servicing of the ultraviolet bulbs.

Recycled water is diverted for construction dust control at the Wastewater Quality Control Facility.

3.1.3 STORMWATER AND DRAINAGE

Provided below is a discussion of the creeks and stormwater/flood control systems that serve the city of Manteca.

REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The Clean Water Act (CWA) regulates the water quality of all discharges into waters of the United States including wetlands, perennial and intermittent stream channels. Section 401, Title 33, Section 1341 of the CWA sets forth water quality certification requirements for "any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters." Section 404, Title 33, Section 1344 of the CWA in part authorizes the U.S. Army Corps of Engineers to:

- Set requirements and standards pertaining to such discharges: subparagraph (e); Issue permits "for the discharge of dredged or fill material into the navigable waters at specified disposal sites": subparagraph (a);
- Specify the disposal sites for such permits: subparagraph (b);
- Deny or restrict the use of specified disposal sites if "the discharge of such materials into such area will have an unacceptable adverse effect on municipal water supplies and fishery areas": subparagraph (c);
- Specify type of and conditions for non-prohibited discharges: subparagraph (f);
- Provide for individual State or interstate compact administration of general permit programs: subparagraphs (g), (h), and (j);
- Withdraw approval of such State or interstate permit programs: subparagraph (i);
- Ensure public availability of permits and permit applications: subparagraph (o);
- Exempt certain Federal or State projects from regulation under this Section: subparagraph (r); and,
- Determine conditions and penalties for violation of permit conditions or limitations: subparagraph (s).
- Section 401 certification is required prior to final issuance of Section 404 permits from the U.S. Army Corps of Engineers.

The California State Water Resources Control Board and RWQCBs enforce State of California statutes that are equivalent to or more stringent than the Federal statutes. RWQCBs are responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters including the San Joaquin River, and other waters in the Manteca Planning Area. In the Manteca Planning Area the RWQCB is responsible for protecting surface and groundwater from both point and non-point sources of pollution. Water quality objectives for all of the water bodies within the Manteca Planning Area were established by the RWQCB and are listed in its Basin Plan.

Federal Emergency Management Agency (FEMA)

San Joaquin County is a participant in the National Flood Insurance Program (NFIP), a Federal program administered by FEMA. Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years, although such a flood may occur in any given year. Communities are occasionally audited by the Department of Water Resources to insure the proper implementation of FEMA floodplain management regulations.

National Pollutant Discharge Elimination System (NPDES)

National Pollutant Discharge Elimination System (NPDES) permits are required for discharges of pollutants to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, the ocean, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.)

The RWQCB issues these permits in lieu of direct issuance by the Environmental Protection Agency, subject to review and approval by the Environmental Protection Agency Regional Administrator. The terms of these NPDES permits implement pertinent provisions of the Federal Clean Water Act and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti- degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the Clean Water Act's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and are therefore to be updated regularly. The rapid and dramatic population and urban growth in the Central Valley Region has caused a significant increase in NPDES permit applications for new waste discharges. To expedite the permit issuance process, the SWRCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB has issued general permits for stormwater runoff from industrial and construction sites statewide. Stormwater discharges from industrial and construction activities in the Central Valley Region can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

A new Phase II Small Municipal Separate Storm Sewer (MS4) General Permit was adopted by the State Water Resources Control Board on February 5, 2013 became effective July 1, 2013. The Permit has numerous new components and the City is required to implement these components in stages over the five-year period of the Permit.

STATE

Department of Water Resources

The Department of Water Resources' (DWR) major responsibilities include preparing and updating the California Water Plan to guide development and management of the State's water resources, planning, designing, constructing, operating, and maintaining the State Water Resources Development System, protecting and restoring the Sacramento-San Joaquin Delta, regulating dams, providing flood protection,

assisting in emergency management to safeguard life and property, educating the public, and serving local water needs by providing technical assistance. In addition, the DWR cooperates with local agencies on water resources investigations; supports watershed and river restoration programs; encourages water conservation; explores conjunctive use of ground and surface water; facilitates voluntary water transfers; and, when needed, operates a State drought water bank.

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resource Control Board (SWRCB) and each of the RWQCBs power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region the regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

The Water Code Section 13260 requires all dischargers of waste that may affect water quality in waters of the state to prepare and provide a water quality discharge report to the RWQCB. Section 13260a-c is as follows:

> (a) Each of the following persons shall file with the appropriate regional board a report of the discharge, containing the information that may be required by the regional board:
>
> > (1) A person discharging waste, or proposing to discharge waste, within any region that could affect the quality of the waters of the state, other than into a community sewer system.
> >
> > (2) A person who is a citizen, domiciliary, or political agency or entity of this state discharging waste, or proposing to discharge waste, outside the boundaries of the state in a manner that could affect the quality of the waters of the state within any region.
> >
> > (3) A person operating, or proposing to construct, an injection well.
>
> (b) No report of waste discharge need be filed pursuant to subdivision (a) if the requirement is waived pursuant to Section 13269.
>
> (c) Each person subject to subdivision (a) shall file with the appropriate regional board a report of waste discharge relative to any material change or proposed change in the character, location, or volume of the discharge.

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the ground and surface waters of the

region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards.

The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where they are known. For water bodies with quality below the levels necessary to allow all the beneficial uses of the water to be met, plans for improving water quality are included. The Basin Plan reflects, incorporates, and implements applicable portions of a number of national and statewide water quality plans and policies, including the California Water Code and the Clean Water Act.

LOCAL

City of Manteca Municipal Code

TITLE 13 CHAPTER 13.28 STORM WATER MANAGEMENT DISCHARGES

The purpose of this chapter is to establish minimum storm water management requirements and controls to protect and safeguard the general health, safety and welfare of the public residing in watersheds within the city of Manteca. This chapter seeks to meet that purpose through the following objectives:

A. Minimize increases in storm water runoff from any development in order to reduce flooding, siltation and stream bank erosion and maintain the integrity of drainage channels;

B. Minimize increases in non-point source pollution caused by storm water runoff from development that would otherwise degrade local water quality;

C. Minimize the total annual volume of surface water runoff that flows from any specific site during and following development to not exceed the pre-development hydrologic regime to the maximum extent practicable; and

D. Reduce storm water runoff rates and volumes, soil erosion and non-point source pollution wherever possible, through storm water management controls and to ensure that these management controls are properly maintained and pose no threat to public safety. (Ord. 1253 § 1, 2004)

TITLE 13 CHAPTER 13.28 SECTION 13.28.060 DISCHARGES IN VIOLATION OF INDUSTRIAL OR CONSTRUCTION ACTIVITY NPDES STORM WATER DISCHARGE PERMIT.

A. Any person subject to an industrial NPDES storm water discharge permit shall comply with all provisions of such permit. Proof of compliance with said permit may be required in a form acceptable to the director upon inspection of the facility, during any enforcement proceeding or action or for any other reasonable cause.

B. Any person subject to a construction activity NPDES storm water discharge permit shall comply with all provisions of such permit. Proof of compliance with said permit may be required in a form acceptable to the director prior to or as a condition of a subdivision map, site plan, building permit or development or improvement plan; upon inspection of the facility; during any enforcement proceeding or action; or for any other reasonable cause. Prior to issuance of a construction permit a copy of the Notice of Intent (NOI) and the Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the city. (Ord. 1253 § 1, 2004).

Utility Master Plans

The City of Manteca maintains a variety of Master Plan documents that guide the design, development, and maintenance of the utilities within the city limits. This includes the City's *Storm Drain Master Plan* (2013).

City of Manteca General Plan

The existing City of Manteca General Plan Public Facilities Element identifies the following policies related to stormwater and drainage (for additional policies and information specifically related to flooding see Section 4.4 Flooding):

Public Facilities and Services Element - Major Drainage

GOAL PF-9. Maintain an adequate level of service in the City's drainage system to accommodate runoff from existing and projected development and to prevent property damage due to flooding.

POLICY PF-P-26. The City shall continue to complete gaps in the drainage system in areas of existing development.

POLICY PF-P-27. The City shall require the dedication and improvement of drainage detention basins as a condition of development approval according to the standards of the Drainage Master Plan. The responsibility for the dedication and improvement of detention basins shall be based on the prorated share of storm water runoff resulting from each development.

POLICY PF-P-28. Storm drainage systems within new development areas shall include open drainage corridors where feasible to supplement or replace an underground piped drainage system. The drainage systems would provide for short-term storm water detention, storm water conveyance for storm waters exceeding a 10-year event, storm water quality treatment, bike and pedestrian paths, and visual open space within neighborhoods. The width and length of the corridors would be determined by the storm water management requirements. The drainage systems would provide a pedestrian connection between parks and access to open space from residential neighborhoods. The neighborhoods would be designed with homes oriented to, rather than backing on the open space corridor.

STORMWATER AND FLOOD CONTROL

The City of Manteca operates and maintains a storm drain system to control stormwater and protect residents and business from flooding. The City system includes approximately 150 miles of pipelines, 52 pump stations and 54 detention basins (City of Manteca, 2017). SSJID owns a complex network of irrigation laterals and drains that run within the City limits to which the City pumps stormwater, which is conveyed to the San Joaquin River either directly or via the French Camp Outlet Canal. Figure 3.1-3 shows the City and SSJID systems.

An agreement between the City and SSJID requires that the City monitor stormwater discharges to SSJID facilities to make sure that facilities capacities are not exceeded. The City is also required to control stormwater quality to meet applicable regulations. The agreement has been in place since 1975, and was most recently amended in 2006 (City of Manteca, 2013).

The detention basins are used to detain stormwater to attenuate peak flows before pumping drainage flows into SSJID facilities. Where required, to meet NPDES permit requirements, stormwater is treated prior to release to natural water bodies within the area. Treatment is provided at detention basin sites, or by on-site source control. Most of the City's pump stations pump from detention basins into the SSJID

laterals and drains. The City system also includes 10 water level monitoring stations that are used to obtain real-time water level measurements at critical low points in the system, to prevent flooding. The storm drain system is monitored and controlled remotely through SCADA (City of Manteca, 2013).

The City's stormwater detention basins are designed based on a 10-year, 48-hour duration storm for urbanized areas and a 10-year, 24-hour duration storm for rural areas. Detention basins are required to be emptied over a 96-hour period (City of Manteca, 2013).

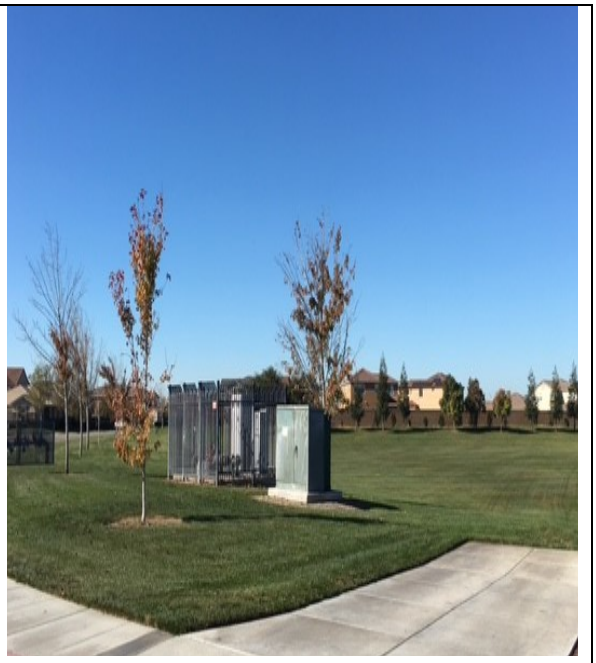
FLOODING AND FLOODPLAIN MAPPING

The Federal Emergency Management Agency (FEMA) identifies Special Flood Hazard Areas (SFHA). FEMA publishes Flood Insurance Rate Maps that depict the floodplains. Flooding and flood hazards are addressed in greater detail in Section 4.4. The FEMA 100-year flood plain is shown on Figure 4.4-1.

STORMWATER INFRASTRUCTURE PHOTOGRAPHS

Photographs of the Spreckles BMX Park and detention basin and the Tesoro Park detention basin and pump station are provided below.

Most detention basins in the City, such as this one at Spreckles BMX park, seek to utilize space in non-flood seasons for recreational purposes. Stormwater pumps at the Spreckles BMX Park detention basin are sized for 48-hour discharge of events less than a 10-year storm. The latest storm drain master plan increases the time limit for discharge of the 10-year event to 96-hours and newer basin designs hold water longer.



Above-ground stormwater pump stations like this one at Tesoro Park are gradually being replaced with below-grade submersible pumps.

3.1.4 SOLID WASTE

The City of Manteca Solid Waste Division (SWD) provides solid waste hauling service for the City of Manteca. SWD's services include residential and commercial trash pick-up, residential and commercial recycling pick-up, green waste pick-up, and hazardous waste collections. Solid waste from Manteca is primarily landfilled at the Forward Sanitary Landfill, located northeast of Manteca. Other landfills used include Foothill Sanitary and North County.

KEY TERMS

Class I landfill: A landfill that accepts for disposal 20 tons or more of municipal solid waste daily (based on an annual average); or one that does not qualify as a Class II or Class III municipal solid waste landfill.

Class II landfill: A landfill that (1) accepts less than 20 tons daily of municipal solid waste (based on an annual average); (2) is located on a site where there is no evidence of groundwater pollution caused or contributed by the landfill; (3) is not connected by road to a Class I municipal solid waste landfill, or, if connected by road, is located more than 50 miles from a Class I municipal solid waste landfill; and (4) serves a community that experiences (for at least three months each year) an interruption in access to surface transportation, preventing access to a Class I landfill, or a community with no practicable waste management alternative.

Class III landfill: A landfill that is not connected by road to a Class I landfill or a landfill that is located at least 50 miles from a Class I landfill. Class III landfills can accept no more than an average of one ton daily of ash from incinerated municipal solid waste or less than five tons daily of municipal solid waste.

Transfer station: A facility for the temporary deposition of some wastes. Transfer stations are often used as places where local waste collection vehicles will deposit their waste cargo prior to loading into larger vehicles. These larger vehicles will transport the waste to the end point of disposal or treatment.

REGULATORY FRAMEWORK

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. After several amendments, the current Act governs the management of solid and hazardous waste and underground storage tanks (USTs). RCRA was an amendment to the Solid Waste Disposal Act of 1965. RCRA has been amended several times, most significantly by the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA is a combination of the first solid waste statutes and all subsequent amendments. RCRA authorizes the Environmental Protection Agency (EPA) to regulate waste management activities. RCRA authorizes states to develop and enforce their own waste management programs, in lieu of the Federal program, if a state's waste management program is substantially equivalent to, consistent with, and no less stringent than the Federal program.

STATE

California Integrated Waste Management Act (AB 939 and SB 1322)

The California Integrated Waste Management Act of 1989 (AB 939 and SB 1322) requires every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan that identifies how each jurisdiction will meet the mandatory state waste diversion goals of 25% by

1995 and 50% by 2000. The purpose of AB 939 and SB 1322 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The Act has established a waste management hierarchy, as follows: Source Reduction; Recycling; Composting; Transformation; and Disposal.

AB 341 (75 Percent Solid Waste Diversion)

AB 341 requires CalRecycle to issue a report to the Legislature that includes strategies and recommendations that would enable the state to divert 75 percent of the solid waste generated in the state from disposal by January 1, 2020, requires businesses that meet specified thresholds in the bill to arrange for recycling services by January 1, 2012, and also streamlines various regulatory processes.

SB 1374 (Construction and Demolition Waste Materials Diversion)

Senate Bill 1374 (SB 1374), Construction and Demolition Waste Materials Diversion Requirements, requires that jurisdictions summarize their progress realized in diverting construction and demolition waste from the waste stream in their annual AB 939 reports. SB 1374 required the CIWMB to adopt a model construction and demolition ordinance for voluntary implementation by local jurisdictions.

AB 2176 (Montanez, Chapter 879, Statues of 2004)

This law requires the largest venue facilities and events (as defined) in each city and county to plan and implement solid waste diversion programs, and annually report the progress of those upon the request of their local government. In turn, local jurisdictions must report to the CIWMB waste diversion information for the top 10 percent of venues and events by waste generation.

A large event is defined as:

1. Serves an average of more than 2,000 individuals per day of operation (both people attending the event and those working at it—including volunteers—are included in this number); and

2. Charges an admission price or is run by a local agency.

The bill specifically includes public, nonprofit, or privately owned parks, parking lots, golf courses, street systems, or other open space when being used for an event, including, but not limited to, a sporting event or a flea market in addition to events that meet both of the above.

A large venue is defined as:

- A permanent facility that annually seats or serves an average of more than 2,000 individuals within the grounds of the facility per day of operation (both people attending the event and those working at it—including volunteers too—are included in this number).

Venues include, but are not limited to airports, amphitheaters, amusement parks, aquariums, arenas, conference or civic centers, fairgrounds, museums, halls, horse tracks, performing arts centers, racetracks, stadiums, theaters, zoos, and other public attraction facilities.

California Integrated Waste Management Board Model Ordinance

Subsequent to the Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access

Act of 1991 (§42900-42911 of the Public Resources Code) directs the California Integrated Waste Management Board (CIWMB) to draft a "model ordinance" relating to adequate areas for collecting and loading recyclable materials in development projects. The model ordinance requires that any new development project, for which an application is submitted on or after September 1, 1994, include "adequate, accessible, and convenient areas for collecting and loading recyclable materials." For subdivisions of single family detached homes, recycling areas are required to serve only the needs of the homes within that subdivision.

California Green Building Standards Code (CALGreen)

CALGreen requires the diversion of at least 50 percent of the construction waste generated during most new construction projects (CALGreen Sections 4.408 and 5.408) and some additions and alterations to nonresidential building projects.

LOCAL

City of Manteca Municipal Code, Chapter 8.12

Chapter 8.12 of the Municipal Code regulates the management of garbage, recyclables, and other wastes. Chapter 8.12 sets forth solid waste collection, disposal, and diversion requirements for residential, commercial, industrial, and other uses and addresses yard waste, hazardous materials, recyclables, and other forms of solid waste.

Manteca Municipal Code, Chapter 8.14.020: Mandatory Multifamily Recycling

Owners of multifamily complexes are obligated to utilize Manteca's recycling service and allow for the convenient location of recycling containers. The location of recycling containers must be approved by the Office of the Director of Public Works and the containers must remain in the agreed upon location excluding scheduled waste collection dates.

Manteca Municipal Code, Chapter 8.14.030: Commercial Business Recycling

Commercial businesses that produce two or more cubic yards of recyclable or green waste items per week must utilize Manteca's waste collection services. The placement of recycle and green waste containers require approval by the Office of the Director of Public Works.

Manteca Municipal Code, Chapter 8.14.050: Construction and Demolition Recycling

The Manteca Municipal Code Construction and Demolition Recycling Section applies to all contractors on all city construction and demolition projects. It mandates that all concrete, clean wood waste, brick, asphalt, and scrap metal be recycled when the total area of the project surpasses five thousand square feet. The recyclable items must be separated on site and stored in recycling containers to be retrieved by the City of Manteca Solid Waste Division or a permitted resource recovery collector. Construction recycling containers must only contain recyclable material. Failing to properly separate wastes at the source is unlawful and could result in a misdemeanor. All resource recovery collectors providing waste transfer services for construction or demolition related projects within Manteca must claim the types and quantity of materials transported to landfills or transfer stations as well as provide certified weigh-master receipts.

City of Manteca General Plan

The existing Manteca General Plan Public Facilities and Services Element includes the following goals and policies related to solid waste:

Public Facilities and Services Element - Solid Waste Management

GOAL PF-11: Solid Waste: Provide for the implementation and enforcement of the provisions for the Source Reduction and Recycling Element, as mandated by the state.

GOAL PF-12: Solid Waste: Maintain efficient, effective and economical solid waste services for the residents, businesses and visitors to Manteca

POLICY PF-P-31: The City will implement and enforce the provisions of its Source Reduction and Recycling Element.

POLICY PF-P-32: The City shall support the continued use of Lovelace Transfer Station on Lovelace Road, between Union Road and Airport Way, for the processing and shipping of solid waste materials.

WASTE COLLECTION SERVICES

The City of Manteca Public Works Department, Solid Waste Division provides solid waste collection services for the Manteca area. The Solid Waste Department works to meet commercial and residential demands in a low cost and environmentally conscious manor. The department's team of drivers, yard personnel, superintendent, and office staff helps residents and businesses reduce waste generation and utilize diversion techniques. Manteca provides the following solid waste services:

- Residential recycling picked up on a bi-weekly schedule
- Residential bi-weekly curbside pickup of compost materials
- Residential weekly curbside pickup of trash
- Leaf and Christmas tree pick up
- Oil collection containers picked up on a weekly basis
- Commercial recycling
- Household Hazardous Waste collection

Residential trash is collected every week, while recycle and yard waste are collected every other week on an alternating basis. Residential collection service fees depend on the garbage cart size and customers can choose from 32 gallon, 64 gallon, or 96 gallon carts. The City will collect up to three 32-gallon bags of extra garbage in addition to the refuse cart if each bag has an "extra refuse" sticker. These stickers are available at the City's Solid Waste Office and Finance Office. Special collection for large amounts of waste can be arranged through the Solid Waste Department. Fees for this service are determined on site. Non-scheduled pickup services are available for an additional charge.

Commercial-size and drop-box containers are available for rental by residents and businesses. Commercial containers range from two to six cubic yards and drop-box containers range from ten to forty cubic yards. These containers can be located on-property or curbside.

After the waste is collected, Lovelace Transfer Station is used to process and ship the material to its final destination. The Lovelace Transfer Station is owned and operated by San Joaquin County and also serves most of south San Joaquin County. Recyclables are transported to a small Transfer Station adjacent to Forward Landfill where they are loaded onto larger trucks and taken to Sacramento Recycling. The majority of Manteca's solid waste is landfilled at the Forward Sanitary Landfill, located north of French Camp Road. Foothill Sanitary Landfill and North County landfill are also employed, but to a much lesser degree.

As part of a food to energy project, Manteca's food waste will soon be transported to a biogas conversion facility. A "turbo separator" will be installed at the Lovelace Transfer station to mechanically separate food waste from municipal solid waste. Trucks will ship the separated food waste to the Wastewater Quality Control Facility where it will be conveyed to digesters. The food waste will then be composted and the natural gas from the decomposition process will be used to power Manteca's solid waste collection trucks. This project is still in the planning phase but once completed, it is expected to increase diversion rates, decrease Manteca's diesel usage, and keep long term municipal service rates low.

WASTE DISPOSAL FACILITIES

Forward Sanitary Landfill

Forward Sanitary Landfill, owned by Forward Incorporated/Allied Waste North America, is located on a 567-acre property off of Austin Road. The current Forward Landfill was created in 2002 by joining the former Forward, Inc. Class II landfill with the adjacent Austin Road Class III Sanitary Landfill previously owned by the City of Stockton. Combining the two landfills was accomplished by filling in the air space between the landfills, employing lower base grades, and expanding the hours of operation.

The current Forward Landfill site includes a materials recovery facility and transfer station. The materials recovery composts food waste and process wood waste for diversion purposes. The transfer station receives Manteca's recycling and loads it onto larger trucks to be transported to Sacramento Recycling. Forward, Inc. also operates a landfill gas-to-energy (LFGTE) plant on the northwest portion of the site to control air pollution and mitigate fire hazard from the methane gas released by anaerobic microorganisms during the decomposition process. PG&E purchases 760 kilowatts per hour of electrical power generated by Forward Landfill under a long term contract.

The support facilities at Forward Landfill include scale houses, water production wells, a groundwater extraction and treatment system, sedimentation and detention ponds, and leachate evaporation basins.

Forward landfill is the only Class II facility in San Joaquin County designed to accept both designated wastes such as contaminated soil as well as inert municipal solid waste. The facility is closed to the general public and all waste deliveries are scheduled in advance and pre-screened. Accepted wastes include green materials, sludge (biosolids), asbestos, tires, industrial, and mixed municipal.

Although the total acreage of the site is 567, the allotted disposal footprint is 355 acres to allow for a boundary between the facility and surrounding developments. The current constructed Waste Management Unit scope is 288 acres and the remaining allotted land is used for other landfill activities such as soil borrow and storage until it is converted to Waste Management Units. Natural land elevations at the site are 30 to 40 feet above mean sea level and the landfill is permitted reach heights up to 210 feet above mean sea level.

Forward landfill is projected to close in 2020 at current acceptance rates due to reaching its permitted size parameters. To increase the lifespan of the landfill, Forward, Inc. is planning to expand its disposal footprint from about 355 acres to 366 acres. This expansion would involve the relocation of 3,200 feet of the South Branch of the South Fork of Little Johns Creek and increasing the current landfill capacity from about 20 million CY (as of February 2014) to about 27.7 million CY.

Lovelace Materials Recovery Facility and Transfer Station

Lovelace Materials Recovery Facility and Transfer Station is a 15-acre site in Manteca that is owned and operated by San Joaquin County. The waste received by Lovelace is transported to Foothill Sanitary Landfill

on large trucks that can each hold up to 22 tons of material. Lovelace is permitted to receive 1300 tons of waste per day and have a traffic volume of 1280 vehicles per day but the average daily tonnage received is less than half of this amount.

This station accepts waste from the general public in the form of agricultural waste, cabover campers, camper shells, dismantled camper trailers less than 25 feet in length, commercial and household waste, construction/demolition waste, tires, and white goods such as refrigerators, freezers, and air conditioning units. The transfer station is not permitted to accept any liquid waste sludge, any waste requiring special handling, designated wastes, or hazardous wastes. These items must be taken to San Joaquin County Hazardous Waste Facility located at the Stockton Airport.

HAZARDOUS WASTE DISPOSAL

The San Joaquin County Hazardous Waste facility is located on a 2-acre site at 7850 R A Bridgeford Street in Stockton. The hazardous waste facility is available for public drop-off of hazardous wastes on Thursday through Sunday with the exception of conditionally exempt small quantity generators, which are accepted by appointment only. The facility is free of charge, however some conditions do apply. Hazardous wastes accepted by this facility include paint, oil, antifreeze, pool chemicals, fertilizers, batteries, cleaning products, medical sharps, and medicines.

In February 2006, it became illegal for residents and small businesses to dispose of universal waste in the trash due to a decision by the Department of Toxic Substance Control and the California Integrated Waste Management Control. Universal waste is a type of hazardous waste containing mercury or other heavy metals that can release neurotoxins into the environment if not disposed of properly. Almost any product with a circuit board is considered universal waste. Other universal waste items include batteries, motor oil, mercury thermostats, fluorescent lights, cathode ray tube devices (computer monitors, televisions), and mercury thermometers. These items are banned from landfills and require special handling. Most of these items are accepted at both Lovelace Transfer Station and the County Hazardous waste facility. E-waste not accepted by these two facilities consists of computers, TVs, and printers, which must be taken to the City Of Manteca Solid Waste Office.

California limits the transportation of hazardous wastes to 15 gallons or 125 pounds per vehicle but the number of trips made per day is not regulated. Single containers cannot be over 5 gallons. Manteca provides residents with free 5 quart motor oil collection containers upon request. They can be left out curbside next to trash carts on collection days to be picked up for no extra charge.

SOLID WASTE GENERATION RATES AND VOLUMES

The California Department of Resources Recycling and Recovery (CalRecycle) tracks and monitors solid waste generation rates on a per capita basis. Per capita solid waste generation rates and total annual solid waste disposal volumes for the City of Manteca between 2010 and 2014 are shown in Table 3.1-2 below.

TABLE 3.1-2: SOLID WASTE GENERATION RATES

YEAR	WASTE GENERATION RATE (LBS/PERSON/DAY)	POPULATION	TOTAL DISPOSAL TONNAGE (TONS/YEAR)
2010	4.9	66,749	59,206
2011	4.6	68,410	57,462
2012	4.5	69,815	57,467
2013	4.6	71,164	59,537
2014	4.7	72,880	61,696

SOURCE: CAL RECYCLE. ACCESSED AUGUST 2016.

As shown in the Table 3.1-2 above, the per capita waste generation rate decreased from 4.9 to 4.7 lbs/person/day over the 5 year (2010-2014) period, however, the total annual disposal tonnage in Manteca increased by 2,490 tons over the 2010 to 2014 time span. With the passage of SB 1016, per capita disposal rate is used to determine the diversion progress of a city and not the jurisdictional diversion rates. Therefore, a population increase resulting in the generation of more overall city waste does not affect the jurisdiction's ability to meet its waste goals. The City's waste disposal rate targets are shown in Table 3.1-3.

TABLE 3.1-3: CITY OF MANTECA WASTE DISPOSAL RATE TARGETS (POUNDS/DAY)

YEAR	POPULATION		EMPLOYMENT	
	Target	Annual	Target	Annual
2010	5.6	4.9	22.5	22.5
2011	5.6	4.6	21.1	20.6
2012	5.6	4.5	21.1	19.9
2013	5.6	4.6	21.1	19.6
2014	5.6	4.7	21.1	19.1

SOURCE: CAL RECYCLE. ACCESSED AUGUST 2016.

The City's target rate on the above table represents a 50% diversion rate. In accordance with AB 939, which required municipalities to aggressively pursue MSW source reduction and recycling, the City continues to meet and exceed all AB 939 goals. The various solid waste management actions adopted by the City include, but are not limited to, recycling and yard waste programs for residents and businesses, public education and public outreach awareness events, and school recycling and composting

LANDFILL CAPACITY

Forward Landfill is permitted to accept 46,080 tons of solid waste per week, not to exceed 8,668 tons per day. The average daily disposal is 620 tons per day. The allotted disposal area is 354.5 acres, and it is designed to hold 51,040,000 cubic yards of inert or designated wastes. The maximum depth of the landfill is 7 feet below mean sea level and the permitted height is no greater than 210 feet above mean sea level. The remaining capacity is 23.7 million cubic yards, which is expected to be filled by 2021. The City of Manteca landfills are summarized in Table 3.1-4.

Upon closure of Forward Landfill, Foothill and North County landfills cannot become the main location of Manteca's solid waste because their current allotted maximum daily throughput is significantly lower than the 620 tons that Forward landfill receives on a daily basis. The City of Manteca must secure another location of waste disposal in preparation of Forward Landfill's closure.

TABLE 3.1-4: CITY OF MANTECA LANDFILL SUMMARY

LANDFILL	*LOCATION*	*MAXIMUM DAILY THROUGHPUT (TONS/DAY)*	*REMAINING CAPACITY (CUBIC YARDS)*	*ANTICIPATED CLOSURE DATE*
Forward Sanitary	Manteca	8,668	23.7 Million	2021
Foothill Sanitary	Linden	1,500	125.0 Million	2054
North County	Victor	825	35.4 Million	2035

SOURCE: CAL RECYCLE. ACCESSED AUGUST 2016.

FUNDING

The City's solid waste collection services operate as an enterprise fund. An enterprise fund establishes a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. Under enterprise accounting, the revenues and expenditures of services are separated into funds with their own financial statements, rather than commingled with the revenues and expenses of all other government activities. The City's General Fund is not used for solid waste collection service costs. The revenues generated from service collection fees adequately fund the operation of the City's transfer station and Solid Waste Division operations, including solid waste collections. The General Plan contains policies requiring that new developments pay an equal proportion of municipal service costs so that the economic burden is not placed on existing residents.

3.1.5 ELECTRICITY AND NATURAL GAS

REGULATORY FRAMEWORK

STATE

Public Utilities Commission

The California Public Utilities Commission (PUC) is the primary State agency that regulates privately owned public utilities in California. These utilities include telecommunications, electricity, natural gas, water, railroad, rail transit, and passenger transportation companies. A primary role of the PUC is to authorize utility rate changes. It also establishes service standards and safety rules, monitors the safety of utility and transportation operations, prosecutes unlawful marketing and billing activities, and oversees the merger and restructure of utility corporations.

Bioenergy Action Plan – Executive Order #S-06-06

Executive Order #S-06-06 establishes targets for the use and production of biofuels and biopower, and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20% of its biofuels within California by 2010, 40% by 2020, and 75% by 2050. The executive order also calls for the State to meet a target for use of biomass electricity, including biomass cogeneration facilities.

Senate Bill 14 and Assembly Bill 64

Prior to the passage of SB 14 and AB 64 in 2009, California law required investor-owned utilities (IOUs) and energy service providers (ESPs) to increase their existing purchases of renewable energy by 1% of sales per year such that 20% of their retail sales, as measured by usage, are procured from eligible renewable resources (including biomass cogeneration) by December 31, 2010. This is known as the Renewable Portfolio Standard (RPS).

SB 14 and AB 64 require IOUs, POUs, and ESPs to increase their purchases of renewable energy such that at least 33% of retail sales are procured from renewable energy resources by December 31, 2020. For IOUs and ESPs, this is required only if the PUC determines that achieving these targets will result in just and reasonable rates.

Title 24

Title 24, Part 6, of the California Code of Regulations is also known as California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2008 Energy Efficiency Standards went into effect on January 1, 2010. Title 24, Part 11, of the California Code of Regulations establishes the California Green Building Standards Code (CalGreen). Initially, the code requirements were voluntary; however, CalGreen became mandatory in 2011. CalGreen addresses five areas of green building: 1) planning and design, 2) energy efficiency, 3) water efficiency and conservation, 4) material conservation and resources efficiency, and 5) environmental quality. The mandatory requirements are separated into non-residential and residential projects. CalGreen also includes two optional tiers: Tier 1 and Tier 2. The tiers employ higher thresholds that jurisdictions may adopt or that projects may meet voluntarily.

EXISTING SETTING

The Pacific Gas and Electric Company (PG&E) provides electrical and natural gas service to residences and businesses throughout the City of Manteca. As a privately owned public utility, PG&E has a service area that covers most of northern and central California. PG&E generates electric power from many sources, including hydroelectric powerhouses, Diablo Canyon Power Plant (active until 2025) and a few small fossil-fired power plants. PG&E also purchases power from independent power producers. Generation sources from these producers can range from large fossil power plants to smaller renewable and cogeneration plants. After the power is produced or bought, it goes into PG&E's electric transmission and distribution systems to get to the homes and businesses of PG&E's customers. PG&E's infrastructure is in place to distribute natural gas and electricity to Manteca and PG&E typically can accommodate new developments upon request.

The South San Joaquin Irrigation District (SSJID) is in the process of replacing PG&E as the electrical distribution authority in Manteca and other surrounding cities. The SSJID aims to provide retail electric service to southern San Joaquin County for a 15% lower service fee then PG&E. The SSJID claims that this change will also result in customers having democratic control and improved customer service. This shift has been approved by the Local Agency Formation Commission and the SSJID is currently working on purchasing PG&E's distribution system.

REFERENCES

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3.2 PUBLIC SAFETY

This section addresses the provision of public safety services in the City of Manteca, including fire protection, law enforcement, and other local safety provisions.

3.2.1 FIRE PROTECTION

The Manteca Fire Department is responsible for the primary provision of fire service and emergency medical response for the City of Manteca and its residents. The Manteca Fire Department serves approximately 71,164 residents throughout approximately 17.2 square miles within the City limits. The Manteca Fire Department operates out of four facilities that are strategically located in the City of Manteca. The Manteca Fire Department is headquartered in Station 242 located at 1154 S. Union Road. This building serves as the Fire Department headquarters and the Fire Prevention Bureau. Fire training and emergency medical services are managed out of Station 241. Apparatus includes four engines, four reserve engines, one ladder truck, one medium rescue unit, one USAR rescue trailer, eight staff vehicles, two pick-up trucks, and a public education trailer.

REGULATORY FRAMEWORK

STATE

California Occupational Safety and Health Administration

In accordance with California Code of Regulations Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment" the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

The State of California passed legislation authorizing the Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Emergency Response/Evacuation Plans

The State of California passed legislation authorizing the Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

California Fire Protection Code

The California Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions to protect and assist first responders, industrial processes, and many other general and specialized fire safety requirements for new existing buildings and premises.

UNIFORM FIRE CODE

The Uniform Fire Code with the State of California Amendments contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the California Fire Code include fire

department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The Fire Code contains specialized technical regulations related to fire and life safety.

CALIFORNIA HEALTH AND SAFETY CODE

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code. This includes regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

NFPA 1710

The NFPA 1710 Standards are applicable to urban areas and where staffing is comprised of career Firefighters. According to these guidelines, a career fire department needs to respond within six minutes, 90 percent of the time with a response time measured from the 911 call to the time of arrival of the first responder.

The standards are divided as follows:

- Dispatch time of one minute or less for at least 90 percent of the alarms
- Turnout time of one minute or less for EMS calls (80 seconds for fire and special operations response)
- Fire response travel time of four minutes or less for the arrival of the first arriving engine company at a fire incident and eight minutes or less travel time for the deployment of an initial full alarm assignment at a fire incident
- Eight minutes or less travel time for the arrival of an advanced life support (ALS) (4 minutes or less if provided by the fire department

LOCAL

City of Manteca Municipal Code

The City of Manteca Municipal Code, Fee Schedule VI Development Fee includes development impact fees to fund public facilities, including the San Joaquin County Facilities Fee to fund police services.

City of Manteca General Plan

The existing City of Manteca General Plan has the following Policies related to Fire Protection:

Public Facilities and Services Element - Fire Protection

POLICY PF-P-42. The City shall endeavor to maintain an overall fire insurance (ISO) rating of 4 or better.

POLICY PF-P-43. The City shall endeavor through adequate staffing and station locations to maintain the minimum feasible response time for fire and emergency calls.

POLICY PF-P-44. The City shall provide fire services to serve the existing and projected population.

POLICY PF-P-45. The City will establish the criteria for determining the circumstances under which fire service will be enhanced.

FIRE PROTECTION SERVICES

Manteca Fire Department

The Manteca Fire Department is responsible for the primary provision of fire service and emergency medical response for the City of Manteca and its residents. The Manteca Fire Department serves approximately 72,000 residents throughout over 17 square miles within the City limits (see Figure 3.2-2). The Manteca Fire Department operates out of four facilities that are strategically located in the City of Manteca. The Manteca Fire Department is headquartered in Station 242 located at 1154 S. Union Road. This building serves as the Fire Department headquarters and the Fire Prevention Bureau. Fire training and emergency medical services are managed out of Station 241. Apparatus includes three engines, three reserve engines, one ladder truck, one medium rescue unit, one USAR rescue trailer, eight staff vehicles, two pick-up trucks, and a public education trailer.

The Manteca Fire Department maintains a goal for the initial company of three firefighters to arrive on scene for fire and emergency medical service (EMS) incidents within five minutes 90% of the time (Response Effectiveness). In 2014, the Department averaged a 4:18 response time City-wide and was on scene within five minutes 77% of the time. In 2015, the Department averaged a 4:40 response time City-wide. Additionally, in 2015, 6,615 calls were made to the Department, which is the greatest number of calls in the history of the Manteca Fire Department.[1]

The Department is not currently meeting the Response Effectiveness goal. In May of 2016, the Department arrived on-scene within 5 minutes approximately 66% of the time.2 The percentage continues to decline. The Department has recently seen increased calls and expanded areas of coverage. To combat the increased calls in the southern areas of Manteca, the Department has recently staffed a "Rescue" in District 2. The additional unit will help relieve the significant call volume in south Manteca.

On September 11, 2013, Fire Station No. 4 opened in northwest Manteca. Fire Station No. 4 was one factor that helped to improve both the average response time and the percent of response effectiveness in 2014.

The construction of Fire Station No. 5, which is planned in southeast Manteca, will have a similar impact on response times and response effectiveness. The construction and staffing of Fire Station No. 5 will allow the City the ability to achieve the full alarm standard outlined by NFPA 1710 for the first time in the City's History; this will directly affect the ISO rating, enhance service to the citizens of Manteca, and improve the department's ability to obtain grants.

ISO RATING

The Insurance Services Office (ISO) Public Protection Classification Program currently rates the Fire Department as THREE on a scale of 1 to 10, with 1 being the highest possible protection rating and 10 being the lowest. The ISO rating measures individual fire protection agencies against a Fire Suppression Rating Schedule, which includes such criteria as facilities and support for handling and dispatching fire alarms, first-alarm response and initial attack, and adequacy of local water supply for fire-suppression purposes. The recent construction and staffing of Fire Station No. 4 as well as the imminent construction

[1] City of Manteca Fire Department. 2015. City of Manteca Fire Department 2015 Annual Report.
[2] Personal Communication with Lantz Rey, City of Manteca Fire Department Fire Marshal. July 19, 2016.

and staffing of Fire Station No. 5 will have a positive impact on the City's ISO rating. The ISO ratings are used to establish fire insurance premiums. The City plans to apply for ISO re-classification when Fire Station No. 5 is complete in December of 2016. In addition, upon completion the Fire Department will apply for Accreditation through the Commission of Fire Accreditation International (CFAI).

FIRE STATIONS

The Manteca Fire Department currently operates four fire stations within its service area, as shown on Figure 3.2-1 and listed below.

- Station 241 - 290 S. Powers Ave. Manteca CA 95336 (operational)
- Station 242 - 1154 S. Union Road Manteca CA 95337 (operational)
- Station 243 - 399 W. Louise Ave. Manteca CA 95336 (operational)
- Station 244 - 1465 W. Lathrop Rd. Manteca CA 95336 (operational)
- Station 245, located in southwest Manteca at the intersection of Woodward Avenue and Atherton Drive (planned station)

Lathrop-Manteca Fire District

The Lathrop Manteca Fire District provides fire protection services to the City of Lathrop and the surrounding rural area, as well as most of Manteca's SOI (see Figure 3.2-2). The The Lathrop-Manteca Fire District staffs four fire stations with career personnel as well as volunteer firefighters. The district has developed into a proactive fire & emergency response organization that covers almost 100 square miles and over 30,000 residents.

Ripon Consolidated Fire Department

The Ripon Consolidated Fire District provides fire protection and emergency medical services to the City of Ripon and surrounding area. The Ripon Consolidated Fire Department's service area includes the most southeastern portion of the City of Manteca and the eastern portions of Manteca's Planning Area (see Figure 3.2-2).

3.2.2 LAW ENFORCEMENT

The Manteca Police Department (MPD) provides law enforcement and police protection services throughout the city.

REGULATORY FRAMEWORK

LOCAL

City of Manteca General Plan

The existing City of Manteca General Plan has the following Policies related to Police Protection:

Public Facilities and Services Element - Police Protection

POLICY PF-P-39. The City shall endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response times for police calls.

POLICY PF-P-40. The City shall provide police services to serve the existing and projected population.

POLICY PF-P-41. The City will establish the criteria for determining the circumstances under which police service will be enhanced.

POLICE PROTECTION SERVICES

Police protection services in the City of Manteca are provided by the Manteca Police Department (MPD). The MPD operates out of its headquarters located at 1001 W. Center Street**.** Currently the MPD has 63 sworn officers. The Manteca Police Department Facility Location is shown on Figure 3.2-1.

ORGANIZATION

The MPD is organized into two divisions: Operations and Services. Additionally, the MPD operates a Public Affairs Unit. For budgeting purposes, the MPD is organized into the following programs: administration, patrol, investigations, support services, dispatch, code enforcement, jail services, and animal services.

Operations Division

The Operations Division is the largest division of the Department. It includes all uniformed officers and their support teams. The units included in the Operations Division are patrol, traffic, community service officers, SWAT, crisis response team, mounted patrol, canine, and bomb squad.

Services Division

The Services Division includes all the teams and units that support the line police function of the MPD. These teams include Dispatch, Records, Property and Evidence, Crime Analysis, and Animal Services, as well as Detectives, School Resource Officers, Gang Unit, and Manteca's Street Crimes Unit (SCU), which is the department's proactive narcotic and street crime suppression unit.

The MPD also has several very active volunteer groups. The Police Explorers, Citizen's Police Academy graduates, Police Reserves, and the SHARPs allow members of the community of all ages and experience to give back to the community through volunteering.

Public Affairs Unit

The MPD's Public Affairs Officer (PAO) works directly with the Chief of Police on issues that affect the MPD and community. In addition to being a community liaison, the PAO works with the public in providing current information regarding issues effecting Manteca. This is done by working with local news media outlets, issuing information bulletins and conducting neighborhood meetings, and by using the local government channel for a program called StreetBeat. In addition to assisting the Chief of Police, the PAO also coordinates several crime prevention programs to include the Citizen Police Academy, Drug Awareness Education, and various workplace-training programs such as Workplace Violence Prevention. The PAO also coordinates with other city offices special projects and does site plan reviews for new commercial and residential projects using a process called CPTED (Crime Prevention through Environmental Design).

CRIMES BY CATEGORY IN MANTECA

Statistics on the number of crimes by category of crime in Manteca during each year from 2013 to 2015, as reported by the Federal Bureau of Investigation (FBI) Criminal Justice Information Services Division, are shown in Table 3.2-1 below.

TABLE 3.2 -1: MANTECA POLICE DEPARTMENT CRIME STATISTICS (2013-2015)

CATEGORY/CRIME	*2013*	*2014*	*2015*
Total Violent Crimes	**212**	**176**	**213**
Homicide	0	4	5
Rape	4	7	10
Robbery	79	73	82
Assault	129	92	116
Total Property Crimes	2,699	2,100	2,449
Burglary	489	314	420
Motor Vehicle Theft	327	346	405
Larceny	1,883	1,440	1,624
Arson	22	16	20

SOURCE: FBI CRIME STATISTICS; HTTPS://UCR.FBI.GOV/.

As shown in the table, the majority of crimes committed in Manteca consist of property crimes, primarily larceny. Additionally, in 2015, there were five homicides reported in Manteca.

POLICE RESPONSE TIMES

Response times are an important benchmark of police service. Response times can vary greatly depending on the size of the city and department, geographical location, and levels of crime. Smaller cities usually have faster response times, due simply to the geography. Calls for service are prioritized into three general categories.

The MPD classifies calls for service as priority 1, priority 2 or priority 3. Priority 1 calls are calls where a threat is posed to life or a crime of violence. Priority 2 calls are calls for service where there is an urgency or suspicious behavior. Priority 3 calls are for service where no emergency or serious problem is involved. The average response times by priority call for 2012 and 2013 are listed below.

- Priority 1 calls: 2012, 4 minutes and 16 seconds. 2013, 4 minutes and 46 seconds.
- Priority 2 calls: 2012, 18 minutes and 39 seconds. 2013, 17 minutes and 54 seconds.
- Priority 3 calls: 2012, 37 minutes and 17 seconds. 2013, 37 minutes and 49 seconds.

3.2.3 MISCELLANEOUS PUBLIC SAFETY

MULTI-JURISDICTIONAL LOCAL GOVERNMENT EMERGENCY RESPONSE

The San Joaquin County Office of Emergency Services (OES) is the single coordinating center for major emergency activities. In cooperation with others, OES maintains and oversees the Multi-Hazard Functional Plan, which is the Countywide disaster preparedness program. OES also provides training for first responders, businesses, and other governmental agencies.

COMMUNITY EMERGENCY RESPONSE TEAM (CERT)

The Community Emergency Response Team (CERT) Program educates people about disaster preparedness for hazards that may impact their area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. Using the training learned in the classroom and during exercises, CERT members can assist others in their neighborhood or workplace following an event when professional responders are not immediately available to help. CERT members

also are encouraged to support emergency response agencies by taking a more active role in emergency preparedness projects in their community.

The Manteca Fire Department offers CERT training for those community members interested in this type of community service. The training covers many topics of preparedness including:

- Disaster preparedness
- Disaster fire suppression
- Disaster medical operations
- Disaster psychology and team organization
- Disaster simulation

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Personal Communication with Lantz Rey, City of Manteca Fire Department Fire Marshal. July 19, 2016.

3.3 PARKS AND RECREATION

Parks, trails, and recreational facilities in the City of Manteca are managed and maintained by the Parks and Recreation Department.

REGULATORY FRAMEWORK

STATE

Quimby Act

The Quimby Act (California Government Code Section 66477) states that "the legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative or parcel map." Requirements of the Quimby Act apply only to the acquisition of new parkland and do not apply to the physical development of new park facilities or associated operations and maintenance costs. The Quimby Act seeks to preserve open space needed to develop parkland and recreational facilities; however, the actual development of parks and other recreational facilities is subject to discretionary approval and is evaluated on a case-by-case basis with new residential development. The City has adopted park fees as allowed by the Quimby Act, as described in greater detail below.

LOCAL

City of Manteca Municipal Code

The City of Manteca Municipal Code, Fee Schedule VI *Development Fee* includes development impact fees to fund public facilities, including parks.

Manteca Parks and Recreation Master Plan

The City of Manteca recently adopted a Parks and Recreation Master Plan. The Master Plan evaluates the parks and recreation needs of the community and develop strategies, policies, and actions that reflect those needs to create better places to recreate within Manteca. This document provides the City's Parks and Recreation Department with precise direction and be a realistic guide for the next ten to twenty years.

City of Manteca General Plan

The existing Manteca General Plan includes the following goals and policies related to parks and recreation:

Public Facilities and Services - Parks and Recreation

GOAL PF-14. Establish and maintain a park system and recreation facilities that support economic development and residential growth in the City.

GOAL PF-15. Establish and maintain a park system and recreation facilities that are suited to the needs of Manteca residents and visitors.

GOAL PF-16. Promote the provision of private recreational facilities and opportunities.

GOAL PF-17. Establish a recreation program that is suited to the needs and interests of all Manteca residents.

GOAL PF-18. Provide a network of pedestrian and bicycle routes connecting Manteca's major open space areas and destination points.

POLICY PF-P-46. The City shall expand the community and neighborhood park system with the goal of providing neighborhood park facilities within reasonable walking distance of all city residential areas.

POLICY PF-P-47. The City shall use joint development of park and drainage detention basins in the development of neighborhood parks.

POLICY PF-P-48. The City shall cooperate with the Manteca Unified School District in opportunities for joint-use of school and park and recreational facilities.

POLICY PF-P-49. City park acquisition and development efforts shall be based on a goal of 5 acres of developed neighborhood and community parkland per 1,000 residents within the city limits. The distribution of land between neighborhood and community parks shall be determined within the Parks and Recreation Master Plan.

POLICY PF-P-50. Neighborhood parks shall conform to the following general guidelines (specific details and standards to be determined within the Parks and Recreation Master Plan):

- The typical minimum size shall be set to support active and passive recreation activities.
- The typical service area for a neighborhood park is approximately ¼ mile walking distance.
- Neighborhood parks shall include a turf area above the basin flood line of sufficient area to be used for playgrounds, sports, picnic areas, and other recreational facilities.

POLICY PF-P-51. The City shall aggressively pursue State and County funding to supplement City revenues to the extent such funding is available.

POLICY PF-P-52. The City shall endeavor to identify, acquire, and develop one or more community parks as defined in the Parks and Recreation Master Plan.

POLICY PF-P-53. All new residential development will be required to pay a park acquisition and improvement fee, based on providing 5 acres per 1,000 residents, to fund system-wide improvements.

POLICY PF-P-54. The City shall require the provision of private open space and recreational facilities as part of new residential developments.

POLICY PF-P-55. The City shall not discourage the expansion of private commercial recreational facilities.

POLICY PF-P-56. The City shall develop a convenient system of pedestrian sidewalks and pathways linking City parks, major open space areas, and the downtown core.

POLICY PF-P-57. The City shall adopt a Bicycle Route Master Plan and develop a bicycle route system linking areas, schools, public facilities, the downtown core, and neighborhoods.

TYPES OF PARKS

Community parks: Community parks are generally 15 to 25 acres in size, and include areas for active sports as well as space for family and group activities, such as picnicking. Community parks are larger in size than neighborhood parks and serve to fulfill the active and passive recreational needs of multiple neighborhoods. The community park serves the needs of local neighborhoods by providing a close to home site for more active recreation that is not typically suitable or physically possible in a neighborhood

park (i.e. formal sports fields and courts with night lighting). Community parks and sports parks are where most organized activities provided by the Parks and Recreation Department and various league sports are intended to occur.

This City of Manteca has six developed Community Park sites, totaling approximately 78 acres.

Neighborhood parks: Neighborhood parks serve as the focal point of neighborhood communities, the hub for both physical and social activities in a recreational setting that should be primarily passive. Appropriately designed neighborhood parks act as "pulse points" within the city. They are spaces that develop a sense of place while at the same time evolve to reflect the neighborhood they represent. Neighborhood parks act as critical building blocks of the city's image and assist in developing an overall sense of community and security. They also serve as critical nodes and access points in the city-wide green space network. Neighborhood parks are generally 5 to 7 acres. Amenities at neighborhood parks may include ball fields, basketball, volleyball, bocce ball, and tennis courts, small picnic areas, playground equipment, restroom facilities, water play features, and barbeques.

This City of Manteca has 49 Neighborhood Parks, totaling approximately 213 acres.

Special use parks: The Special Use Parks allow for flexibility in providing recreational resources throughout the city-wide park space network. This classification is intended to accommodate special circumstances, unique site characteristics, etc. in park, trail, and recreation resources. These types of resources add diversity to the park network and accommodate a variety of non-traditional recreation amenities beyond the standard neighborhood, and community, park classifications.

The City of Manteca has 10 Special Use Parks/ Facilities totaling approximately 91 acres, including a major multi-use recreation trail that covers over 3.5 miles of terrain.

CITY PARKS

The City currently manages more than 483 acres of parks, facilities, trails and recreation lands, including 382 acres of community, neighborhood, and special use parks and the 101-acre Manteca Park Golf Course. The location of parks within the City is shown on Figure 3.3-1. Table 3.3-1 summarizes the City's park facilities by category.

TABLE 3.3-1: SUMMARY OF PARKS AND RECREATION FACILITIES

PARK TYPE	*NUMBER*	*ACREAGE*	*GOAL (ACRES PER 1,000 RESIDENTS)*	*CURRENT RATIO (ACRES PER 1,000 RESIDENTS)*
Neighborhood Parks	49 sites	212.73	3	2.79
Community Parks	6 sites	78.46	1	1.03
Special Use Facilities	10 sites	90.94	1	1.19
TOTAL	65 sites	382.13	5	5.01

SOURCE: CITY OF MANTECA PARKS AND RECREATION MASTER PLAN, 2016

When the acreage is broken down into functional categories, the City currently has 212.73 acres of Neighborhood Park land. The Parks and Recreation Master Plan identified a small current deficit of 5.67 acres in the Neighborhood Parks category. This is approximately the equivalent of one Neighborhood Park, and will be satisfied with the completion of Evans Estate Park. In the category of Community Park acreage, the current quantity of 78.46 acres exceeds the city's goal of one acre per 1,000 population. In the category of Special Use Facility/Parks, the City's 90.94 acres of park lands for special uses exceeds the City's goal of one acre per 1,000 population.

In addition, the City's Parks and Recreation Master Plan identified additional facility needs required by year 2035. A cumulative total of approximately 130 acres of Neighborhood Park land development would be required, as well as a total of approximately 38.5 acres of Community Park land, and 26 acres of Special Use Facility/Park lands. This amount is approximate and could be met by a combination of utilizing existing undeveloped parkland and acquiring new parkland to develop.

Parks and Recreation amenities include several baseball and softball diamonds, sports fields, picnic areas, barbecues, playgrounds and tot lots, over 3 miles of Class 1 bike and pedestrian path, lighted tennis courts, a BMX bicycle track, a skate park, an 18-hole municipal golf course, and a public swimming pool (with tot pool).

Existing rental facilities include:

- Northgate: Full Picnic Shelter; Half Picnic Shelter
- Lincoln Picnic Shelter
- Woodward: Full Picnic Shelter; Half Picnic Shelter
- Library Park Gazebo
- Lincoln Pool
- Sports Fields

On a regional scale, the City is located in the Sacramento-San Joaquin Delta (Delta), which contains several recreational areas and facilities, primarily for water-based recreation. Regional County parks near the City include the 9.85-acre Dos Reis Regional Park and the 3.7-acre Mossdale Crossing Regional Park, both located along the San Joaquin River. Mossdale Crossing Park is located on the west side of Interstate 5. Each of these parks includes boat launch ramps, picnic/barbeque areas, and children's play areas. Dos Reis Regional Park also has camping facilities. Also in the vicinity is the Haven Acres Marina, a private marina located on the San Joaquin River north of Dos Reis Regional Park. This facility provides river access to the San Joaquin River and includes parking areas, a boat ramp, and 10 boat berths.

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3.4 SCHOOLS, LIBRARIES, AND OTHER PUBLIC FACILITIES

REGULATORY FRAMEWORK

STATE

California Code of Regulations

The California Code of Regulations, Title 5 Education Code, governs all aspects of education within the State.

Leroy F. Greene School Facilities Act of 1998 (SB 50)

The "Leroy F. Greene School Facilities Act of 1998," also known as Senate Bill No. 50 or SB 50 (Chapter 407, Statutes of 1998), governs a school district's authority to levy school impact fees. This comprehensive legislation, together with the $9.2 billion education bond act approved by the voters in November 1998 known as "Proposition 1A," reformed methods of school construction financing in California. SB 50 instituted a new school facility program by which school districts can apply for State construction and modernization funds. It imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development and provided the authority for school districts to levy fees at three different levels:

- Level I fees are the current statutory fees allowed under Education Code 17620. This code section provides the basic authority for school districts to levy a fee against residential and commercial construction for the purpose of funding school construction or reconstruction of facilities. These fees vary by district for residential construction and commercial construction and are increased biannually.
- Level II fees are outlined in Government Code Section 65995.5, allowing school districts to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multi-track year-round scheduling, having an assumed debt equal to 15–30% of the district's bonding capacity (percentage is based on revenue sources for repayment), having at least 20% of the district's teaching stations housed in relocatable classrooms, and having placed a local bond on the ballot in the past four years which received at least 50% plus one of the votes cast. A Facility Needs Assessment must demonstrate the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next five years.
- Level III fees are outlined in Government Code Section 65995.7. If State funding becomes unavailable, this code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives State funding, this excess fee may be reimbursed to the developers or subtracted from the amount of State funding.

The Kindergarten-University Public Education Facilities Bond Act of 2002 (Prop 47)

This act was approved by California voters in November 2002 and provides for a bond issue of $13.05 billion to fund necessary education facilities to relieve overcrowding and to repair older schools. Funds will be targeted at areas of greatest need and must be spent according to strict accountability measures. Funds will also be used to upgrade and build new classrooms in the California Community Colleges, the California State University, and the University of California in order to provide adequate higher education facilities to accommodate growing student enrollment.

California Department of Education

The California Department of Education (CDE) School Facilities Planning Division (SFPD) prepared a School Site Selection and Approval Guide that provides criteria for locating appropriate school sites in the State of California. School site and size recommendations were changed by the CDE in 2000 to reflect various changes in educational conditions, such as lowering of class sizes and use of advanced technology. The expanded use of school buildings and grounds for community and agency joint use and concern for the safety of the students and staff members also influenced the modification of the CDE recommendations.

Specific recommendations for school size are provided in the School Site Analysis and Development Guide. This document suggests a ratio of 1:2 between buildings and land. CDE is aware that in a number of cases, primarily in urban settings, smaller sites cannot accommodate this ratio. In such cases, the SFPD may approve an amount of acreage less than the recommended gross site size and building-to-ground ratio.

Certain health and safety requirements for school site selection are governed by State regulations and the policies of the SFPD relating to:

- Proximity to airports, high-voltage power transmission lines, railroads, and major roadways;
- Presence of toxic and hazardous substances;
- Hazardous facilities and hazardous air emissions within one-quarter mile;
- Proximity to high-pressure natural gas lines, propane storage facilities, gasoline lines, pressurized sewer lines, or high-pressure water pipelines;
- Noise;
- Results of geological studies or soil analyses; and
- Traffic and school bus safety issues.

LOCAL

City of Manteca Municipal Code

The City of Manteca Municipal Code, Fee Schedule VI *Development Fee* includes development impact fees to fund public facilities, including the San Joaquin County Facilities Fee to fund police services.

City of Manteca General Plan

The existing Manteca General Plan includes the following goals and policies related to schools:

Public Facilities and Services Element – Education

GOAL PF-13. Maintain sufficient land inventory so that the Manteca Unified School District can provide for the educational needs of Manteca residents.

POLICY PF-P-33. The City shall cooperate with the Manteca Unified School District and others in locating and reserving appropriate sites for new neighborhood walking distance schools. Adequate facilities shall be planned to accommodate new residential development and endeavor to create neighborhood schools.

POLICY PF-P-34. The City shall cooperate with the Manteca Unified School District in their collection of school facility development fees from new development.

POLICY PF-P-35. Financing of new school facilities will be planned concurrent with new development.

POLICY PF-P-36. The City and Manteca Unified School District will work together to develop criteria for the designation of school sites and consider opportunities for reducing the cost of land for school facilities. The City will encourage the school district to comply with City standards in the design and landscaping of school facilities.

POLICY PF-P-37. The City will consider opportunities for joint-use of facilities with the school district. When feasible, a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.

POLICY PF-P-38. Schools must be located away from hazards of sensitive resource conservation areas, except where the proximity of resources may be of educational value and the protection of resources is reasonably assured.

SCHOOLS

The Manteca Unified School District (MUSD) provides school services for grades K through 12 within the communities of Manteca, Lathrop, Stockton, and French Camp. The District is approximately 113 square miles and serves more than 23,000 students. Within the City of Manteca, there are thirteen schools serving elementary age and middle school students (grades K-8), one K-6 school, four high schools (grades 9-12), one 7-12, and one vocational high school (grades 11-12). Table 3.4-1 lists MUSD schools in Manteca grades serves location and the most recent enrollment for each school.

As shown in Table 3.4-1, the schools in the City had a total enrollment of approximately 14,279 students, of which 9,416 were enrolled in elementary and middle school (grades K – 8) and 4,863 were enrolled in high school (grades 9 – 12).

Additionally, the MUSD currently operates three elementary schools and zero high schools within the area of Manteca south of State Route 120.[3] These three elementary schools have a combined permanent capacity of 2,560 students. During the 2015/2016 school year, the enrollment at these schools totaled 2,012 students, resulting in excess capacity of 548 future students. Further, excess capacity currently exists at the school facilities located north of State Route 120.

District-wide MUSD Schools has a total enrollment of 23,204 students for the 2015-2016 school year. Table 3.4-2 provides a summary of the public school enrolment by grade within Manteca.

[3] Breitenbucher, Jacqui. Senior Director of Business Services/Chief Business Officer, Manteca Unified School District. RE: Environmental Impact of Oakwood Landing – Cerri & Denali Subdivisions and recommended conditions of approval. September 12, 2016.

TABLE 3.4-1: PUBLIC SCHOOLS SERVING MANTECA

SCHOOL	*GRADES SERVED*	*ADDRESS*	*ENROLLMENT 2015-2016 SCHOOL YEAR*
ELEMENTARY AND MIDDLE SCHOOLS			
George McParland Elementary School	K-8	1601 Northgate Dr	1,054
Stella Brockman Elementary School	K-8	763 Silverado Dr	803
Brock Elliott Elementary School	K-8	1110 Stonum Ln	812
Golden West Elementary School	K-8	1031 North Main St	599
Joshua Cowell Elementary School	K-8	740 Pestana Ave	577
Lincoln Elementary School	K-8	750 E Yosemite Ave	589
Manteca Community Day	K-6	737 W Yosemite Ave	10
Neil Hafley Elementary School	K-8	849 Northgate Dr	779
New Haven Elementary School	K-8	14600 Austin Rd	594
Nile Garden Elementary School	K-8	5700 E Nile Rd	474
Sequoia Elementary School	K-8	710 Martha St	745
Shasta Elementary School	K-8	751 E Edison St	774
Veritas Elementary School	K-8	1600 Pagola Ave	726
Walter Woodward Elementary School	K-8	575 Tannehill Dr	880
Total			
HIGH SCHOOLS			
Calla High School	9-12	130 S Austin Rd	164
East Union High School	9-12	1700 N Union Rd	1,579
Manteca Community Day School	7-12	737 W Yosemite Ave	43
Manteca High School	9-12	450 E Yosemite Ave	1,511
Sierra High School	9-12	1700 Thomas St	1,358
Manteca Unified Vocational Academy (be.tech)	11-12	2271 W. Louise Ave	208

SOURCE: CALIFORNIA DEPARTMENT OF EDUCATION EDUCATIONAL DEMOGRAPHICS UNIT ENROLLMENT FOR 2015-16

TABLE 3.4-2: ENROLLMENT BY GRADE MUSD (2015-2016)

MANTECA UNIFIED	*GRADE LEVEL*													
	K	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*TOTAL 2015-2016*
Total	1,844	1,572	1,657	1,772	1,896	1,807	1,670	1,730	1,791	1,877	1,868	1,812	1,867	**23,204**

SOURCE: CALIFORNIA DEPARTMENT OF EDUCATION EDUCATIONAL DEMOGRAPHICS UNIT ENROLLMENT FOR 2015-16

MANTECA LIBRARY SERVICES

The Manteca Branch Library, a branch library of the Stockton - San Joaquin County Library system, is located at 320 West Center Street. The library offers a circulating collection of books, magazines, CDs, and DVDs in both English and Spanish, and carries a number of local regional and national newspapers.

Computer workstations are available for general and Internet use. Free Wi-Fi is also available for patrons with laptops and mobile devices. The library offers black & white and color printing, as well as a copy

machine and typewriter. A microfilm reader/printer is available, which includes an extensive collection of archives from the Manteca Bulletin. A non-circulating collection of reference materials is also available for help with research.

The Manteca Branch Library offers two weekly storytime programs beginning at 10:30 AM. On Tuesdays, a program geared for children aged 6 months-2 years and on Thursdays the library has preschool storytime, primarily for children aged 2-4 years.

MANTECA SENIOR CENTER

The Manteca Senior Center located at 295 Cherry Lane is a 10,000-plus square-foot, multi-purpose Senior Center serving and involving adults and seniors age 50 and above throughout the greater Manteca area. There are no membership fees to participate at the center; however, some classes and activities have nominal fees.

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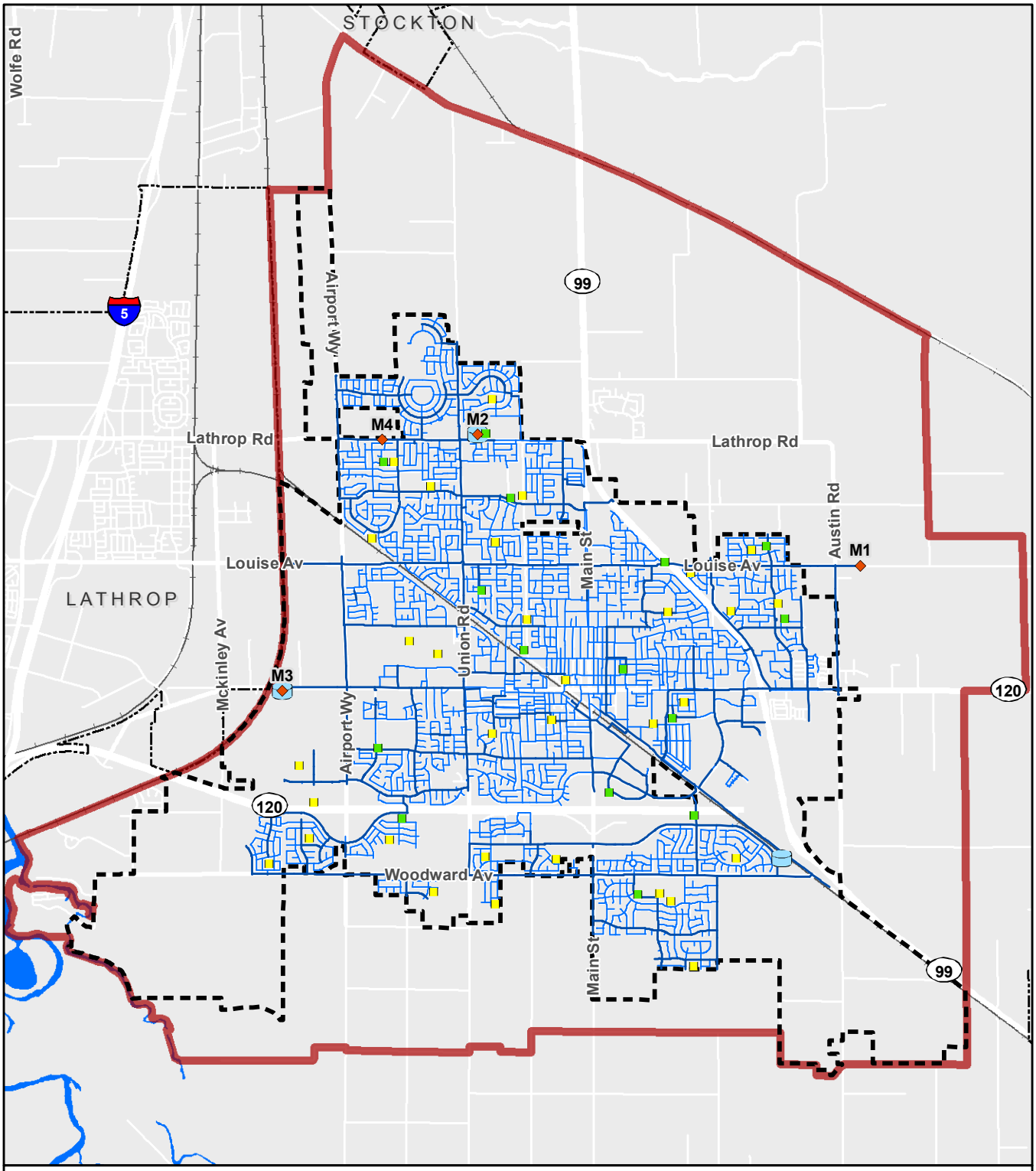
City of Manteca. Manteca General Plan 2023 Draft Environmental Impact Report. Manteca, CA. Certified October 6, 2003. Amended in 2016.

Personal Communication with Jacqui Breitenbucher, Senior Director of Business Services/Chief Business Office, MUSD. September 27, 2016.



Existing City Water Infrastructure

- Potable Water Well
- Irrigation Water Well
- Turnout
- Water Tank

Water Main

- 8-inch and Smaller
- 10-inch and Larger

Planning Area

- Manteca City Limits
- Manteca Sphere of Influence

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 3.1-1: Existing Water System Facilities

0 ½ 1
Miles
1:75,000

Source: City of Manteca GIS.
Notes: Turnout locations are approximate. Only active facilities are shown.
Map date: July 17, 2017.

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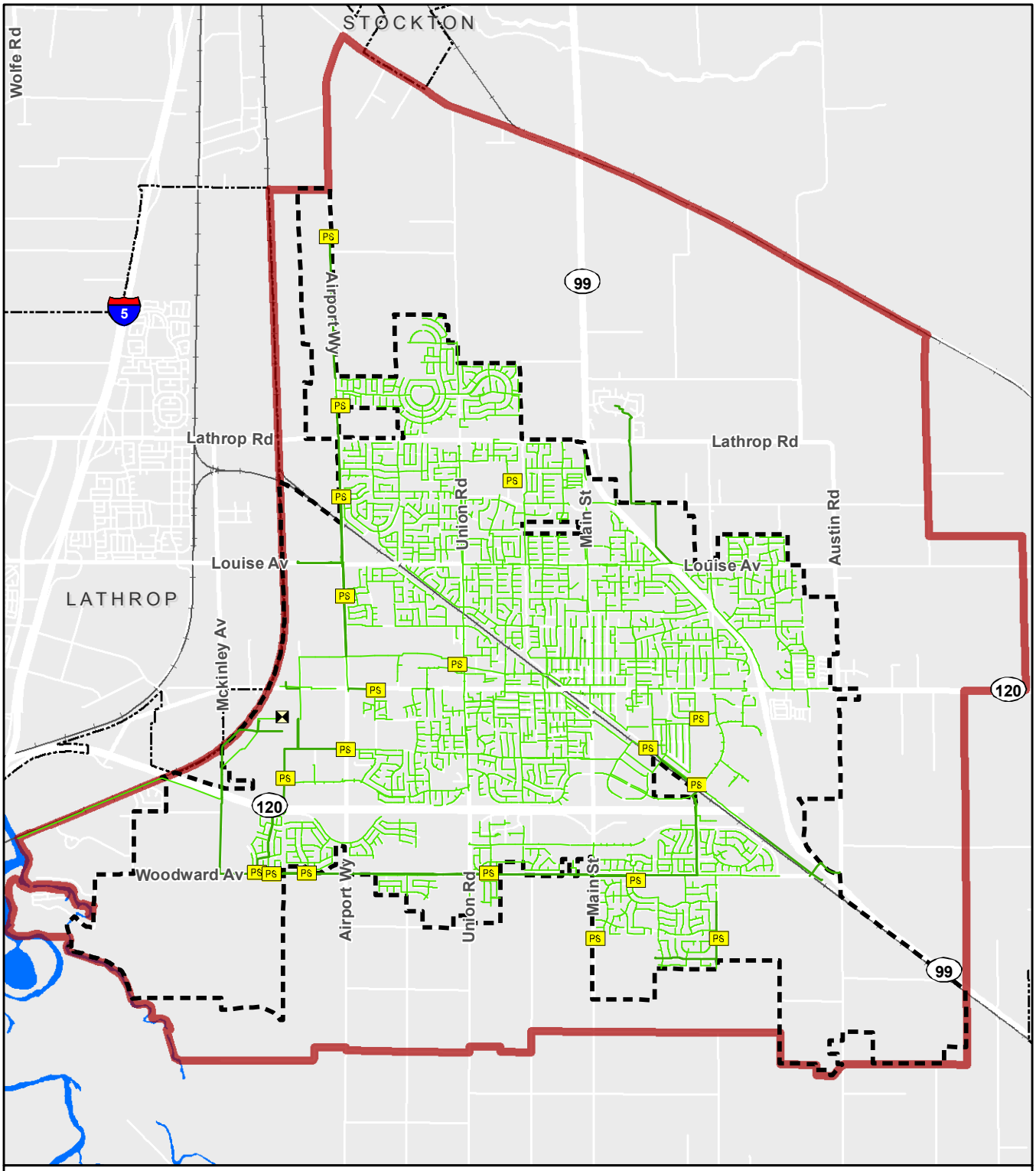

Existing Sewer Collection System Infrastructure

- Water Pollution Control Facility
- PS Pump Station
- Gravity Main
- Force Main

Planning Area

- Manteca City Limits
- Manteca Sphere of Influence

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 3.1-2: Existing Sewer Collection System Facilities

N

0 ½ 1

Miles

1:75,000

Source: City of Manteca GIS.
Map date: July 11, 2017.

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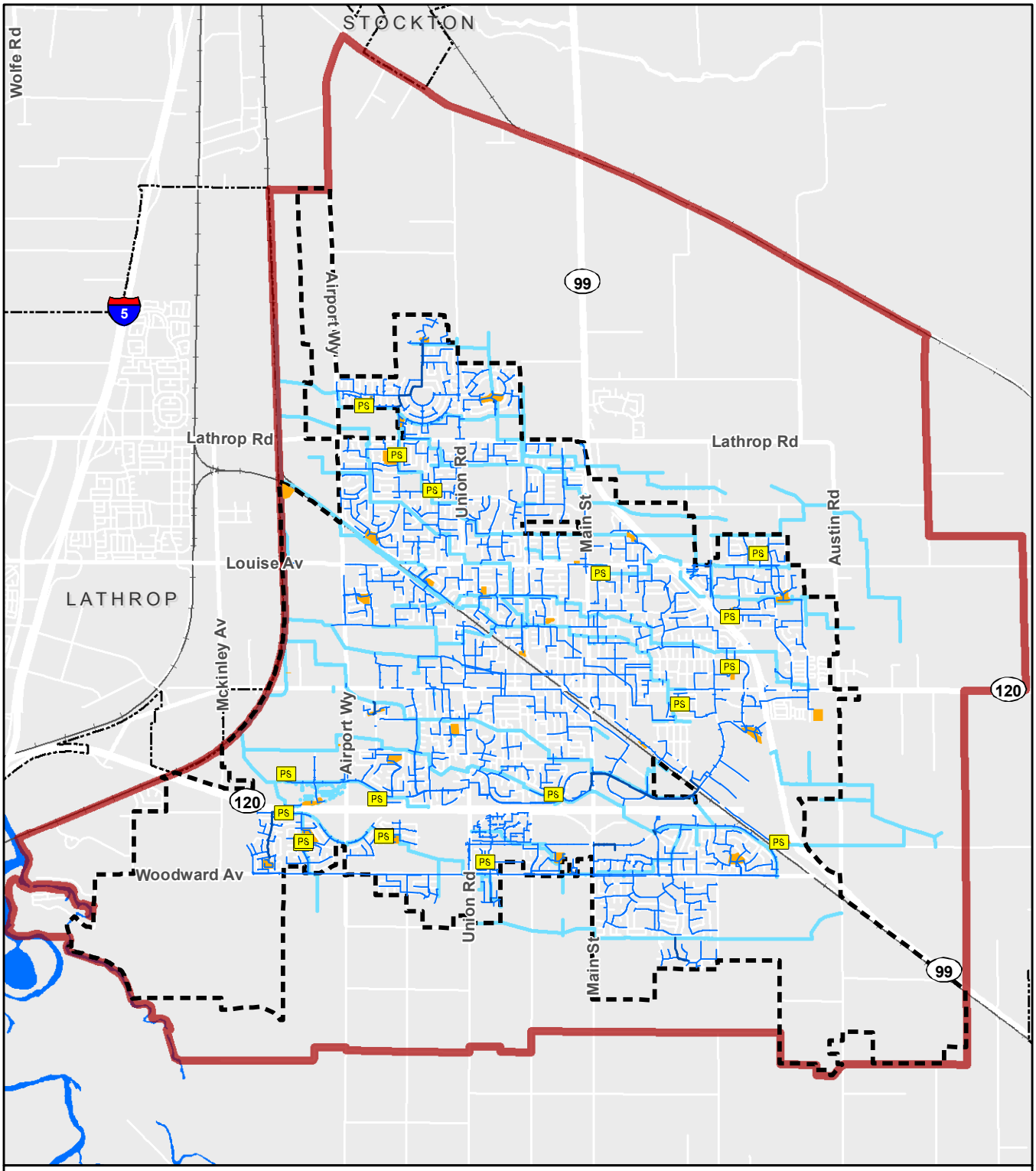

Existing City Stormwater Infrastructure

- PS — Pump Station
- Gravity Main
- Force Main
- Detention Basin

Other Existing Storm Water Infrastructure

- South San Joaquin Irrigation District Conveyance

Planning Area

- Manteca City Limits
- Manteca Sphere of Influence

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 3.1-3: Existing Stormwater System Facilities

N

0 ½ 1

Miles

1:75,000

Source: City of Manteca GIS.
Map date: July 11, 2017.

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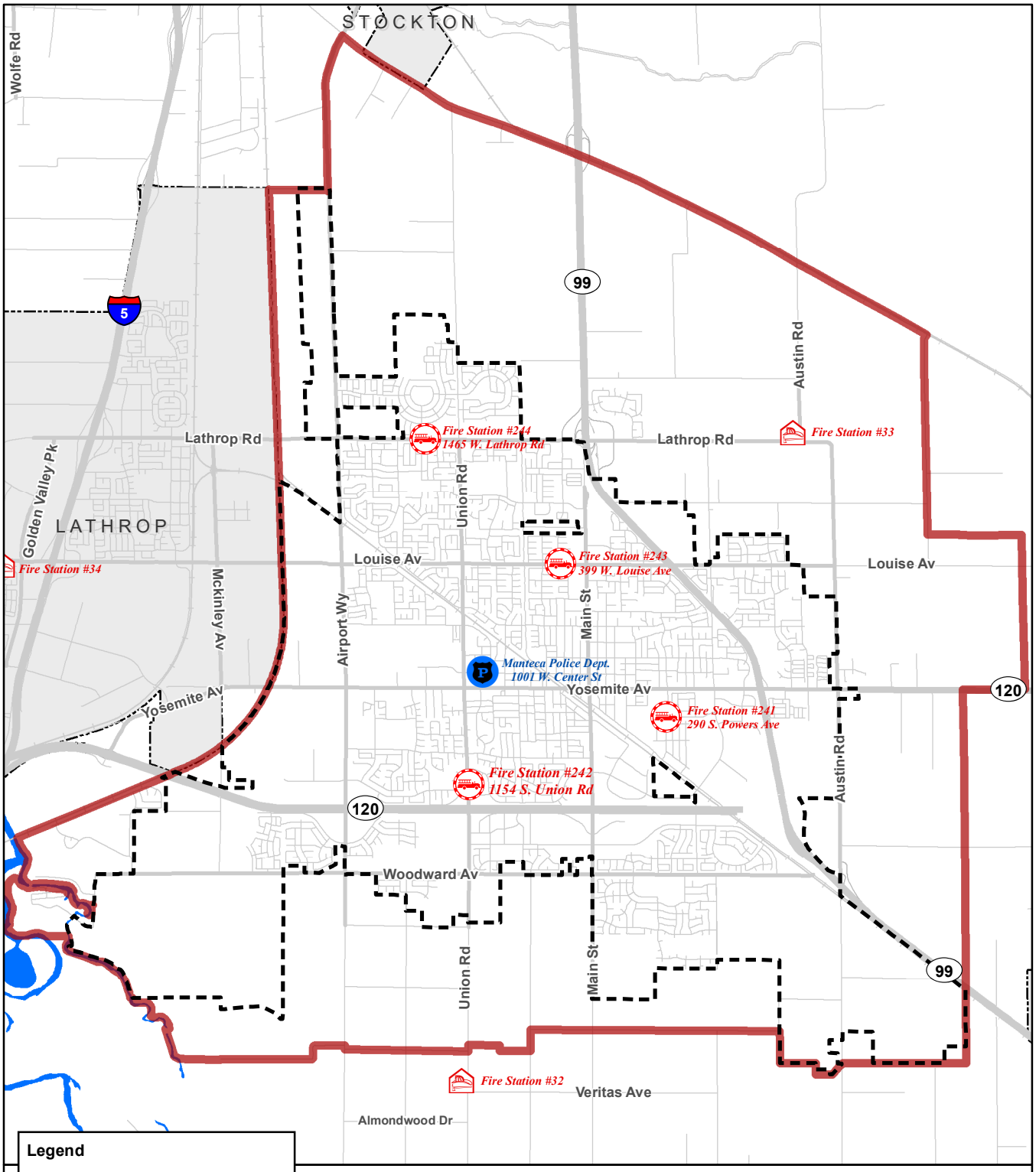

Legend

Police and Fire Stations

- Police Station - City of Manteca
- Fire Station- City of Manteca
- Fire Station - Lathrop-Manteca Fire Protection District

Planning Areas

- Manteca City Limits
- Manteca Sphere of Influence

Sources: Google Maps; City of Manteca; San Joaquin County. Map date: December 16, 2016.

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 3.2-1: Fire and Police Stations

N

0 ½ 1

Miles

1:75,000

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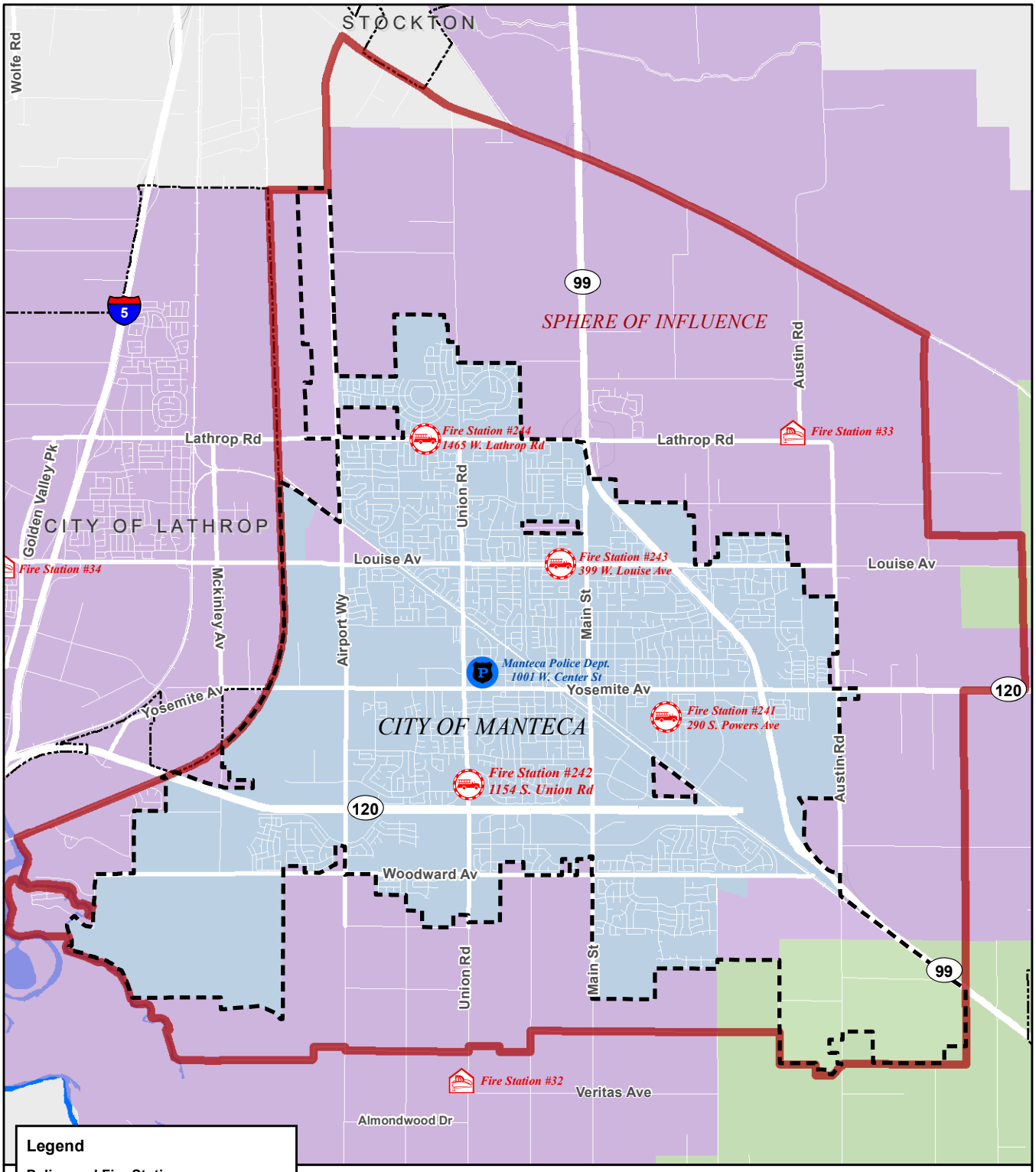

Legend

Police and Fire Stations

- Police Station - City of Manteca
- Fire Station- City of Manteca
- Fire Station - Lathrop-Manteca Fire Protection District

Fire Service Areas

- Manteca Fire Department
- Lathrop-Manteca Fire District
- Ripon Consolidated Fire District

Sources: Google Maps; City of Manteca; San Joaquin County. Map date: October 4, 2017.

CITY OF MANTECA GENERAL PLAN

Figure 3.2-1: Fire Service Areas

0 ½ 1
Miles
1:75,000

De Novo Planning Group
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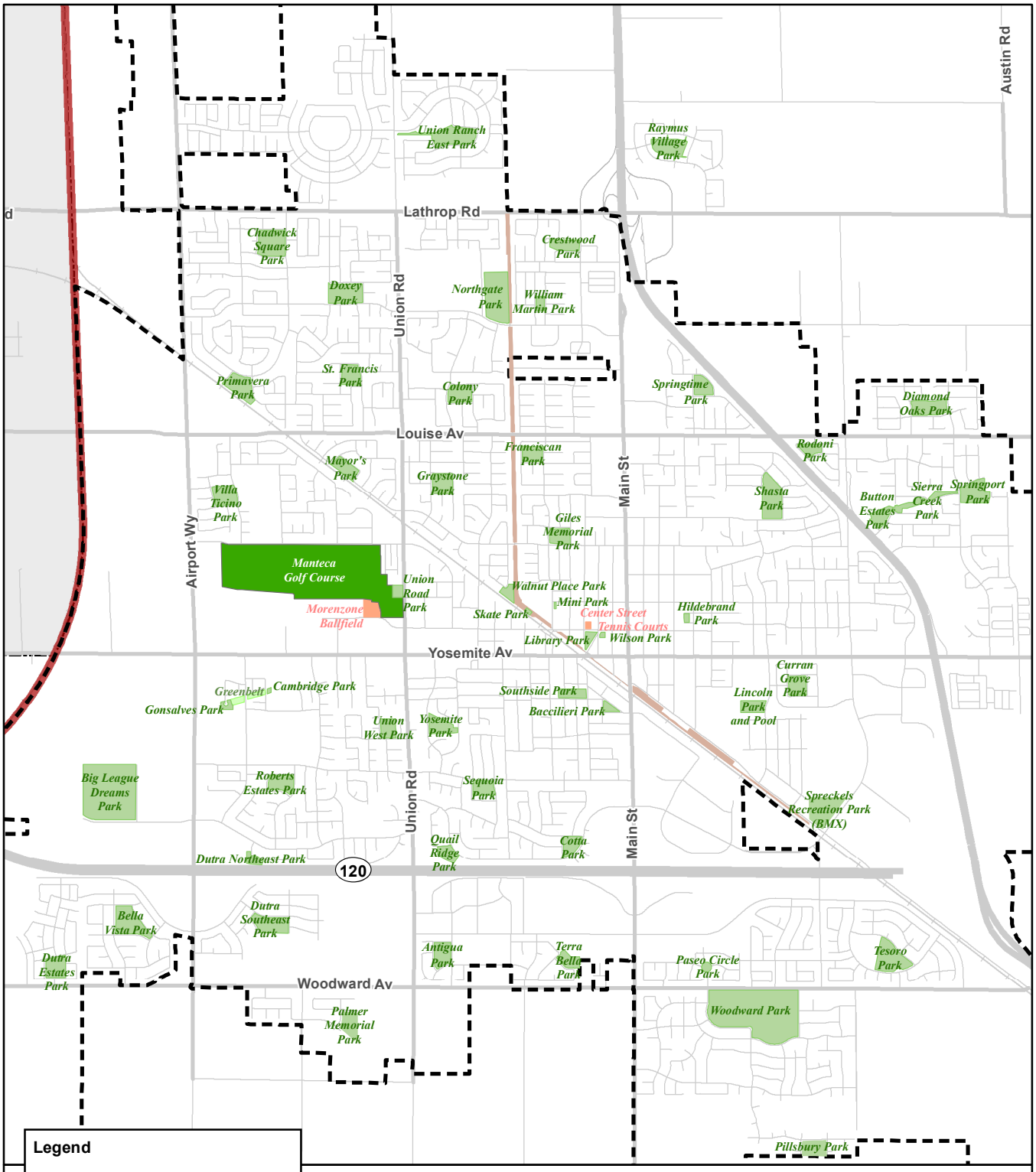

CITY OF MANTECA GENERAL PLAN UPDATE

Figure 3.3-1: Parks

Sources: City of Manteca; San Joaquin County. Map date: December 16, 2016.

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm