

Appendix D
Northwest Airport Way Master Plan Consistency with Manteca General Plan

Table 1
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Manteca General Plan Policies ¹ & Implementation Programs	Consistency with General Plan	Analysis
Land Use		
LU-P-3: City shall encourage a pattern of development that promotes efficient & timely development of public services & facilities.	Yes	The Northwest Airport Way Master Plan (MP) establishes a logical pattern for future development near the western edge of the City and the City's 10-Year Planning Horizon of the Sphere of Influence.
LU-P-4: City shall encourage a pattern of development that is contiguous with the boundary of City.	Yes	The MP is part of a future annexation that will make the MP area contiguous with the City.
LU-P-8: City will review proposals for residential, commercial or industrial development in unincorporated areas within the General Plan Study Area. Urban development should occur within the City boundary.	Yes	Development of projects in the MP will occur within the City's 10-Year Planning Horizon.
LU-P-9: City will consider applications for annexations that: <ul style="list-style-type: none"> • are contiguous with city boundaries and provide for a logical expansion of the city; • create clear and reasonable boundaries; • ensure the provision of adequate municipal services; • reflect a long-term fiscal balance to city and its residents, when reviewed cumulatively with other annexations; • are consistent with State law and San Joaquin County Local Agency Formation Commission standards; and • are consistent with the General Plan. 	Yes	The MP is part of a future annexation that will conform to General Plan Policy LU-P-9 and San Joaquin Local Agency Commission (LAFCO) policies.
LU-P-12: City will encourage the use of specific plans as needed to ensure orderly, well-planned growth.	Yes	The City is using a master plan in place of a specific plan. The approach is the same and involves a comprehensive approach to planning issues. It focuses on physical, economic, and aesthetic needs of northwest Manteca and nearby areas.
LU-P-31: New employment centers that may include office, business professional, research and development, and light industrial or industrial development and shall be located in areas served by full City services or served by suitable facilities approved by the City. Employment centers should be located along major arterials with	Yes	The MP meets all policy elements of LU-P-31 . The MP focuses on light industrial and commercial uses that can be served by City services. As an employment center it is located along major arterials with easy freeway access and access for transit, bicycles and pedestrians.

¹ Policies and implementation measures of the General Plan are described under the following abbreviated categories : Land Use (LU); Community Design (CD); Circulation (C); Economic Development (ED); Public Facilities & Services (PF); Safety (S); Resource Conservation (RC); Noise (N); Air Quality (AQ)

easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians.		
LU-P-33: City shall promote the development of “clean” industries that do not create problems or pose health risks associated with water and air pollution or potential leaks or spills. However, the City will designate appropriate locations that accommodate light industrial and heavy industrial uses.	Yes	The MP accommodates light industrial warehouse/distribution uses that have a “clean” industry profile.
Community Design		
CD-P-16: City shall develop special design standards for the perimeter road system comprising Lathrop Road, Austin Road, Woodward Avenue, and Airport Way to ensure their development as divided roadways.	Yes	The MP establishes special design standards for Lathrop Rd and Airport Way with medians.
CD-I-6: Adopt design guidelines for non-residential uses.	Yes	The MP report includes a section on design guidelines for light industrial and commercial uses.
Circulation		
C-P-12: City shall promote development of a perimeter road system along Lathrop Road, Austin Road, Woodward Avenue, and Airport Way.	Yes	The MP has developed Lathrop Rd and Airport Way cross sections that meet the needs of local and through traffic.
C-P-18: In accord with the PFIP ² the City shall assess development fees for traffic signals and highway interchanges sufficient to fund system wide improvements. The development fee schedule for these traffic improvements shall be periodically reviewed, and revised as necessary.	Yes	Project development will participate in the PFIP.
C-P-48: City shall encourage the provision of rail service into industrial development.	Yes	The MP is directly related to the UPRR intermodal facility with the flow of goods between the UPRR facility and MP warehouse/distribution facilities.
C-P-54: Establish and maintain a working relationship between the City administration and the local management of the Union Pacific Railroad regarding expansion of freight and passenger rail service and economic development of the region.	Yes	The MP economic development is directly related to the UPRR intermodal facility and will generate increased freight traffic into and out of the region, increased property and sales taxes for the City and County, local employment, and local purchase of goods and services.
Economic Development		
ED-I-10: Designate adequate land for industrial growth along Airport Way and West Yosemite Ave.	Yes	The MP establishes a plan for a key industrial development along Airport Way next to UPRR intermodal

² Public Facilities Implementation Program, City of Manteca

		facility.
ED-P-7: Attract and retain a broad base of businesses and industries to provide a variety of jobs allowing career growth potential.	Yes	The MP establishes light industrial, smaller scale light industrial and commercial businesses which will offer a variety of jobs.
ED-I-15: Identify and attract selected targeted industries that are consistent with the City's goal of enhancing employment opportunities to broad income levels.	Yes	The MP will attract targeted industries such as CenterPoint Properties in warehousing/distribution.
ED-P-10: Attract new industries that are compatible with the character of the City.	Yes	Due to the rail and highway infrastructure in and near Manteca, new industries in the MP area will be compatible with the industrial character of the City.
ED-P-11: Assist industries to remain, expand, or to locate in Manteca.	Yes	The MP will attract warehouse/distribution industries including CenterPoint Properties.
ED-I-29: Identify and attract selected targeted industries that are consistent with the City's goal of enhancing employment opportunities to broad income levels.	Yes	The MP establishes light industrial, smaller scale light industrial and commercial businesses which will offer a variety of jobs.
ED-I-54: City shall use the General Plan elements and PFIP program to plan for adequate public infrastructure focused on planned economic development opportunities.	Yes	Existing public infrastructure will be expanded to accommodate the MP industries using the PFIP program. Existing General Plan designations for the MP area are light industrial and light industrial urban reserve which will be converted to light industrial and community commercial uses.
ED-I-57: Prioritize infrastructure funding to assure that public infrastructure to support economic development is available when it is needed.	Yes	Manteca public infrastructure will be expanded to include the MP area. Funding will be via the City's PFIP program.
ED-I-60: Freight Rail access shall be provided to industrial areas where feasible and appropriate.	Yes	Existing UPRR freight rail is connected to MP industries.
Public Facilities & Services		
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.	Yes	The development in the MP area will pay its fair share of water distribution and plant expansion via Manteca's PFIP.
PF-I-3: The City shall require, as a condition of project approval, dedication of land and easements, or payment of appropriate fees and exactions, to help offset municipal costs of expansion of water treatment facilities and delivery systems.	Yes	MP developments will pay their fair share of water distribution and plant expansion via Manteca's PFIP.
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	Yes	The MP establishes a rational approach to the extension of City sewer services outside the City limits. MP developments will require sewer service and will pay for their

honored.		fair share of sewer line extensions and plant expansion via Manteca's PFIP.
PF-P-27: 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 stormwater runoff resulting from each development.	Yes	The MP has planned for onsite detention basins as an integral part of the MP. Detention basins have been designed to accommodate onsite development over a period of time.
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 stormwater 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.	Yes	The MP has open drainage corridors as part of the plan. Drainage system provides for storm water detention, conveyance, treatment, bike and pedestrian paths, and visual open space. The open space provides a connection between parks.
PF-P-39: The City shall endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response times for police calls.	Yes	Needs for additional officers in the future will be addressed by the increased Measure M revenue from increased retail sales as well as additional potential revenue from the General Fund.
PF-P-43: City shall endeavor through adequate staffing and station locations to maintain the minimum feasible response time for fire and emergency calls.	Yes	The Fire Dept. has plans for a new station # 245 in northwest Manteca. Needs for additional officers in the future will be addressed by the increased Measure M revenue from increased retail sales as well as additional potential revenue from the General Fund.
PF-P-44: City shall provide fire services to serve the existing and projected population.	Yes	See answer to PF-P-43
PF-P-47: City shall use joint development of park and drainage detention basins in the development of neighborhood parks.	Yes	The MP has onsite detention basins which will provide dual use as an integral part of MP development.
PF-I-28: City shall review the Bicycle Route Master Plan that identifies locations of and standards for	Yes	The MP incorporates bike trail development in MP area consistent with the Bike Route Master Plan.

appropriate bicycle routes throughout the City.		
Safety		
S-I-6: Discourage large continuous paved areas unless provided with engineered drainage facilities.	Yes	Engineered drainage facilities are part of the MP. Pervious paving is being recommended for auto parking areas.
Resource Conservation		
RC-I-3: Require large commercial and industrial water users to submit a (water) use and conservation plan as part of the project entitlement review and approval process, and develop a program to monitor compliance with and effectiveness of that plan.	Yes	Developers in the MP will be required to submit a water use and conservation plan as necessary.
RC-I-6: City shall implement development standards that promote energy conservation and the use of solar energy techniques for heating and cooling, including building orientation, street and lot layout, landscape placement, and protection of solar access.	Yes	Energy conservation is encouraged and required as part of the design guidelines in the MP.
RC-I-7: Implement construction standards which promote energy conservation including window placement, building eaves, and roof overhangs.	Yes	Energy conservation features such as window placement, building eaves, and roof overhangs are incorporated into the design guidelines in the MP.
RC-I-25: Provide an interconnecting system of open space corridors that incorporate bicycle and pedestrian paths within the urbanized area that connect to regional open space corridors, such as the San Joaquin River.	Yes	An interconnecting system of open space corridors incorporating bike and pedestrian paths that connect to regional open space corridors is an integral part of the MP.
RC-I-26: Use a system of open space corridors to provide pedestrian and bicycle connections between schools, parks and other recreation areas, commercial uses, and employment centers. This system of open space corridors should be connected to the Tidewater Bikeway where feasible, and to a citywide bike and pedestrian trail system as defined in the Circulation Element.	Yes	Open space corridors providing bicycle and pedestrian connections between commercial and industrial uses are part of the MP. These corridors also connect to the citywide bike and pedestrian trail system.
RC-I-27: Require all new development to provide linkages to existing and planned open space that would logically be connected through the project.	Yes	The MP provides connections and is consistent with the Bike Master Plan.
Noise		
N-P-1: Areas within Manteca exposed to existing or projected exterior noise levels from mobile noise sources exceeding the performance standards in Table 9-1 shall be designated as noise-impacted areas.	Yes	Through setbacks and other buffering devices, MP uses will not exceed Table 9-1 performance standards.
Air Quality		
AQ-P-3: Segregate and provide buffers between land uses that typically generate hazardous or obnoxious fumes	Yes	Buffers and segregation of land uses are provided in the MP that distance

and residential or other sensitive land uses.		light industrial uses from existing and potential new residential development.
AQ-P-5: Develop and maintain circulation systems that provide alternatives to the automobile for transportation, including bicycles routes, pedestrian paths, bus transit, and carpooling.	Yes	Bike routes, pedestrian paths, bus transit, and car pooling locations are incorporated into the MP.
AQ-P-15: Promote solar access through building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winds.	Yes	Because of the large size of warehouse/distribution buildings, landscaping will be the primary means to protect against heat gain.