

**City of Riverbank**

**Resolution No. 2001-145**

**A Resolution and Findings of the City Council of the City of Riverbank  
Amending the Crossroads Community Specific Plan, Exhibit A, and  
Adoption of a Statement of Overriding Considerations (State  
Clearinghouse No. 1993042089).**

---

---

Whereas, The Planning Commission of the City of Riverbank held a duly noticed Public Hearing on November 6, 2001 regarding proposed amendments of the Specific Plan Amendment No. 01-2001 for the Crossroads Community Specific Plan area (SP-1); and

Whereas, The Planning Commission of the City of Riverbank at 10:00 p.m. adjourned their November 6, 2001 Special Meeting to November 8, 2001 to continue a Public Hearing regarding Certifying the Crossroads Community Specific Plan Amendment Final Environmental Impact Report (EIR); and

Whereas, The City Council of the City of Riverbank held a duly noticed Public Hearing on November 15, 2001 regarding amending the Crossroads Community Specific Plan, Exhibit A, and Adoption of a Statement of Overriding Considerations (State Clearinghouse No. 1993042089); and

Whereas, The Planning Commission recommended that the City Council find this Project, Amendment of the Crossroads Community Specific Plan, is consistent with the City of Riverbank General Plan. State Law does not require a precise or exact match between this Project and the General Plan. To be consistent, a Project must be compatible with the plan's purpose and policies. This Project is in conformity with the Riverbank General Plan's purpose and policies; and

Whereas, This Project will not inhibit or obstruct the attainment of the Riverbank General Plan. The Planning Commission and Council have independently reviewed the evidence and have accepted the professional opinion of the City of Riverbank Community Development Department that the Project is consistent with the General Plan. The Community Development Department staff are educated and trained to make such evaluations and are involved in interpreting and implementing the General Plan on a daily basis; and

Whereas, The Community Development Department provided an independent evaluation of this Project. The Community Development Department does not have a financial incentive to either favor or oppose the Project. The evidence presented demonstrates that the proposed Amendment to the Crossroads Community Specific Plan is consistent with the Riverbank General Plan; and

Whereas, This Project will not create significant impacts to either population and housing or transportation and traffic. This finding is based on the Community Development Department's conclusion that the Project would not cause any unmitigated significant impacts to population and housing or to transportation and traffic; and

Whereas, According to the Initial Study prepared for this Project, the Project would only increase residential land use by approximately 4% within the Specific Plan area, from 341 acres to 369 acres. This increase is less than significant so additional mitigation measures are not required. Any increase in demand for public services is already mitigated by the City's capital facility fee ordinance, which applies to this Project; and

Whereas, The Project creates several changes to the traffic and transportation layout of the Specific Plan. However, the Planning Commission recommends that the City Council find that these changes will not create an impact on traffic sufficient to cause a substantial increase in relation to the existing traffic load estimated to occur by full build out of the Specific Plan. Moreover, the anticipated increase in traffic does not affect the analysis of traffic conducted by the EIR nor does this increase require a revision to any of the traffic mitigation measures recommended by the EIR; and

Whereas, The Project will not cause the traffic load to exceed the level of service standards on designated roads, substantially increase hazards due to design features or incompatible uses, or result in inadequate emergency access or parking capacity. Importantly, the additional traffic generated by the Project does not degrade traffic circulation by lowering the level of service for any street. Moreover, it is found that the Project may increase parking capacity within the Project area by enabling the use of on-street parking in neighborhood collector streets; and

Whereas, The Planning Commission recommends that the City Council find that the Project is limited to several minor revisions to the Specific Plan and also finds that the mitigation measures adopted for that Project will be integrated into this project. In addition, the Project does not create any other unmitigated significant impacts, including but not limited to, aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazardous materials, hydrology and water resources, land use and planning, mineral resources, noise, public services, recreation, and utilities and service systems. As a result, the EIR is legally adequate for use in considering the Project and no further environmental review is required in order to comply with CEQA; and

Whereas, The Planning Commission finds and the City Council finds that in adopting the Crossroads Community Specific Plan on March 10, 1997, Resolution 97-24, some significant unavoidable impacts occurred. The City Council, in Exhibit B to Resolution 97-24, discussed, as supported by substantial evidence, why the unavoidable impacts are outweighed by the benefits of the project. These findings of the City Council are incorporated by reference and adopted as a Statement of Overriding Considerations pursuant to CEQA

Guidelines § 15093, for this Project, Amendment of the Crossroads Community Specific Plan; and

Whereas, The Riverbank General Plan requires the Specific Plan be subject to the review and approval of the City of Riverbank City Council and recommendation by the City of Riverbank Planning Commission and be accompanied by a program environmental impact report consistent with the California Environmental Quality Act to address relevant environmental concerns; and

Whereas, The FEIR analyzes at a programmatic level the environmental impacts that would occur from future development of the properties included within the Specific Plan under the proposed land use designations and identifies the potential significant environmental impacts of such development; and

Whereas, The Planning Commission of the City of Riverbank held a duly noticed public hearing on November 6, 2001 concerning the proposed Amendment to the Crossroads Community Specific Plan and Crossroads Community Specific Plan Environmental Impact Report (FEIR), based on the Crossroads Community Specific Plan EIR which is intended to provide a comprehensive long-term approach to planning for this area and carry out the intent of the General Plan with respect to this area; and

Whereas, The City of Riverbank Planning Commission considered the FEIR at said public hearing and recommended that the City Council certify the FEIR as adequate prior to considering the merits of said Specific Plan at said hearing; and

Whereas, The City of Riverbank Planning Commission considered the Specific Plan at said public hearing and recommended that the City Council adopt the Specific Plan subject to the modifications set forth in Exhibit A, which are incorporated herein by reference; and

Whereas, The Riverbank Planning Commission and the City Council considered the FEIR at a public hearing held a public hearing on November 6, 2001 and November 15, 2001 and certified the FEIR as adequate prior to considering the merits of said Specific Plan at said hearing; and

Whereas, Amendment of the to the Specific Plan would not directly result in any physical land use changes or impacts to the environment; and

Whereas, This Specific Plan Amendment may result in direct impacts to the environment, but said environmental effects can be addressed by implementation of mitigation measures in connection with the approval of any discretionary actions allowing development pursuant to the Specific Plan as set forth in the Specific Plan Policies and Implementation Measures; and

Whereas, The City of Riverbank recognizes that not all direct impacts can be mitigated to a level of insignificance, including loss of agricultural land and impacts to air quality and cumulative impacts associated with the Swainson's Hawk, wetlands, traffic and air quality, but that the benefits of the long-term planning and employment to the City outweigh these impacts; and

Whereas, The Riverbank City Council has considered various long-term planning options for the Crossroads Community neighborhood as presented in the Crossroads Community FEIR; and

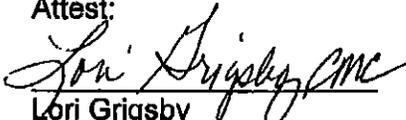
Whereas, The City of Riverbank Planning Commission recommends that the City Council determine the best interests of the City of Riverbank and of its residents would be served by the adoption of certain findings precedent to the adoption of said Specific Plan as required by Section 15092 of the State CEQA Guidelines, which findings were included in Resolution 97-24, Adopting the Specific Plan, as Exhibit A, Specific Plan Adoption Findings, and Exhibit B, CEQA Certification Findings (including a Statement of Overriding Consideration), and are incorporated herein by reference.

Now, Therefore, Be It Resolved, the City of Riverbank City Council amends the Crossroads Community Specific Plan, incorporated herein by reference, and finds that said Specific Plan Amendment is in compliance with Article 5 of the California Government Code.

Passed and adopted this 15<sup>th</sup> day of November 2001 at a special meeting by the following vote:

Ayes: Councilmembers Gutierrez, White, McGinnis, and Mayor O'Brien.  
Noes: Councilmember Lineberger.  
Absent: None.

Attest:

  
Lori Grigsby  
City Clerk

Approved:

  
William O'Brien  
Mayor

**CITY OF  
RIVERBANK  
CROSSROADS  
COMMUNITY  
SPECIFIC PLAN**

**NOVEMBER 15, 2001  
RESOLUTION NO. 2001-145**

## Table of Contents

<b>1.0</b>	<b>Introduction</b> .....	<b>1</b>
1.1	Purpose of the Specific Plan .....	1
1.2	Need for the Specific Plan.....	1
1.3	Planning Area Location and Surrounding Land Uses .....	6
1.4	Legal Requirements of the Specific Plan .....	6
1.5	Planning Process .....	7
1.6	Planning Approach.....	8
1.7	Crossroads Community Design Concept.....	11
1.8	Organization of the Specific Plan.....	11
<b>2.0</b>	<b>Overview of the Planning Area</b> .....	<b>13</b>
2.1	Historic Context.....	13
2.2	Description of Existing Planning Area.....	14
<b>3.0</b>	<b>Land Use</b> .....	<b>18</b>
3.1	Local Market Trends as Related to Land Use .....	18
3.2	Land Use Concept Overview .....	19
3.3	Land Use Goals, Objectives, and Policies .....	29
3.4	Implementation Measures.....	32
<b>4.0</b>	<b>Circulation</b> .....	<b>34</b>
4.1	Regional Considerations.....	34
4.2	Proposed Planning Area Circulation System .....	37
4.3	Circulation Goals, Objectives, and Policies.....	44
4.4	Implementation Measures.....	52

<b>5.0 Community Facilities</b> .....	<b>54</b>
5.1 Community Facility Needs .....	54
5.2 Community Facilities Goals, Objectives, and Policies.....	61
5.3 Implementation Measures.....	66
<b>6.0 Community Design</b> .....	<b>70</b>
6.1 Community Design Goals, Objectives, Policies and Guidelines.....	70
6.2 Implementation Measures.....	81
<b>7.0 Public Utilities</b> .....	<b>83</b>
7.1 Public Utilities Needs .....	83
Sanitary Sewer.....	83
7.2 Public Utilities Goals, Objectives, and Policies .....	84
7.3 Implementation Measures.....	86
<b>8.0 Environmental Management</b> .....	<b>88</b>
8.1 Potential Areas of Environmental Concern .....	88
8.2 Environmental Management .....	117
8.3 Implementation Measures.....	120
<b>9.0 Crossroads Community Financing Program</b> .....	<b>125</b>
9.1 Financing Program Goals, Objectives, and Policies.....	125
9.2 Implementation Measures.....	125
<b>10.0 Regulatory and Zoning Implementation</b> .....	<b>127</b>
10.1 Regulatory Framework.....	127
10.2 Zoning Implementation.....	127

<b>11.0 Persons Contacted, Bibliography, Acknowledgments, and Report Preparation .....</b>	<b>136</b>
11.1 Persons Contacted.....	136
11.2 Bibliography .....	137
11.3 Acknowledgments.....	140
11.4 Report Preparation.....	141
<b>12.0 Appendices .....</b>	<b>143</b>
Appendix A Glossary of Technical Terms.....	143
Appendix B Residential Architecture Design Checklist.....	164

## List of Figures

Figure 1	Regional Location .....	3
Figure 2	Project Vicinity.....	4
Figure 3	Existing Land Use .....	16
Figure 4	Property Ownership .....	17
Figure 5	Land Use Concept .....	21
Figure 6	Regional Transportation Context.....	36
Figure 7	Circulation Concept.....	39
Figure 8	Community Park Concept .....	58
Figure 9	Neighborhood School/Park Concept.....	59
Figure 10	Park Cross Section .....	64
Figure 11	Blank	
Figure 12	Sample Garage Porch & Usable Open Space Design .....	74
Figure 13	Blank	
Figure 14	Blank	
Figure 15	Blank	
Figure 16	Williamson Act Lands .....	92
Figure 17	Biological Resources.....	101
Figure 18	Regulatory Process.....	129
Figure 19	Zoning Classification.....	130

### List of Tables

Table 1	Land Use Overview.....	22
Table 2	Residential Density.....	24
Table 3	Population Projections.....	27
Table 4	Blank	
Table 5	Blank	
Table 6	Blank	
Table 7	Federal and State Ambient Air Quality Standards.....	96
Table 8	Air Quality Data .....	98
Table 9	Summary of Groundwater Water Budget (1952-91).....	110
Table 10	Existing & Projected Agricultural & Municipal Groundwater Demand .....	112

## LIST OF ILLUSTRATIONS

Illustration 1	Crawford Avenue Streetscape.....	42
Illustration 2	Cul-de-Sac End Detail.....	48
Illustration 3	Typical Open-Ended Cul-de-Sac.....	49
Illustration 4	Proposed Necking Down at Key Intersections.....	50

## **1.0 INTRODUCTION**

---

### **1.1 Purpose of the Specific Plan**

The City of Riverbank (hereinafter "City") determined that a specific plan should be prepared for the 687-acre planning area known as Crossroads Community. The Crossroads Community Specific Plan (hereinafter "Specific Plan") represents an effort to more precisely plan for the future development of a specific area within the City's Sphere of Influence. (For a definition of "specific plan" and other technical terms used in this document, please refer to the Glossary attached as Appendix A.) The Specific Plan will be incorporated by reference into the City of Riverbank General Plan (hereinafter "General PLAN") to ensure the proper and systematic implementation of the General Plan. The implementation of the Specific Plan will require modification of the City Zoning Ordinance, commitments to public and private improvements, and development plans consistent with the Specific Plan goals, objectives, policies, and programs. For a summary of the policies and implementation measures proposed in the Specific Plan, please refer to Appendix B.

The City of Riverbank is located in the heart of the San Joaquin Valley, just north of the City of Modesto, in Stanislaus County. The Stanislaus River flows near the City of Riverbank, approximately one mile to the north of the planning area. Major regional recreation centers such as Don Pedro Reservoir, Yosemite National Park, and the ski resorts of the Sierra Nevada mountains are located relatively close to the City. Figure 1 illustrates the regional location of Riverbank.

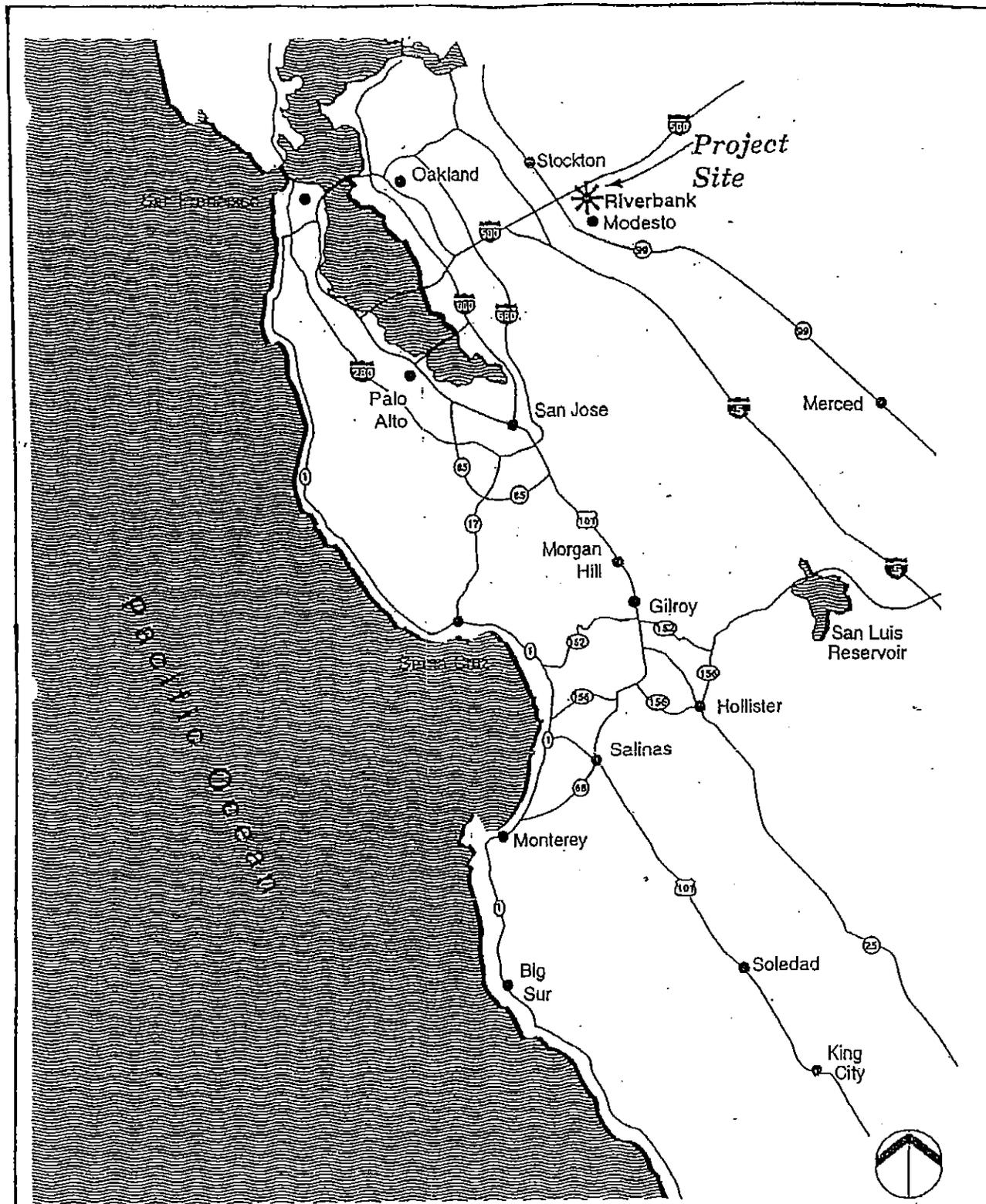
The planning area is located to the southwest of the City and is bordered on the north and east by the Modesto Irrigation District (M.I.D.) main irrigation canal, to the south by Claribel Road, and to the west by Oakdale Road. The project vicinity is illustrated in Figure 2.

### **1.2 Need for the Specific Plan**

This Specific Plan was prepared in response to recent economic and demographic trends within the City of Riverbank and the San Joaquin Valley region which have created a demand for additional residential housing and commercial/industrial revenue generating opportunities in Riverbank. The plan was also prepared in response to Stanislaus County Local Agency Formation Commission (LAFCO) concerns about a proposed change in the City's boundaries.

### **Housing and Market Trends**

Due to its location in the heart of the San Joaquin (Central) Valley, the future of the City of Riverbank is strongly linked to regional housing and market trends fueled by economic forces in the San Francisco Bay region. As housing prices have steadily increased in the Bay area, residential development pressures have rapidly moved eastward. The availability of land for new housing and employment opportunities supported a boom in demand for housing within the Central Valley in the late 1980's, with the City experiencing a growth rate of over forty percent between 1980 and 1990. Demand has also increased for affordable and move-up housing from expanding Central Valley towns.



Source: California State Automobile Association and EMC Planning Group Inc.

No Scale

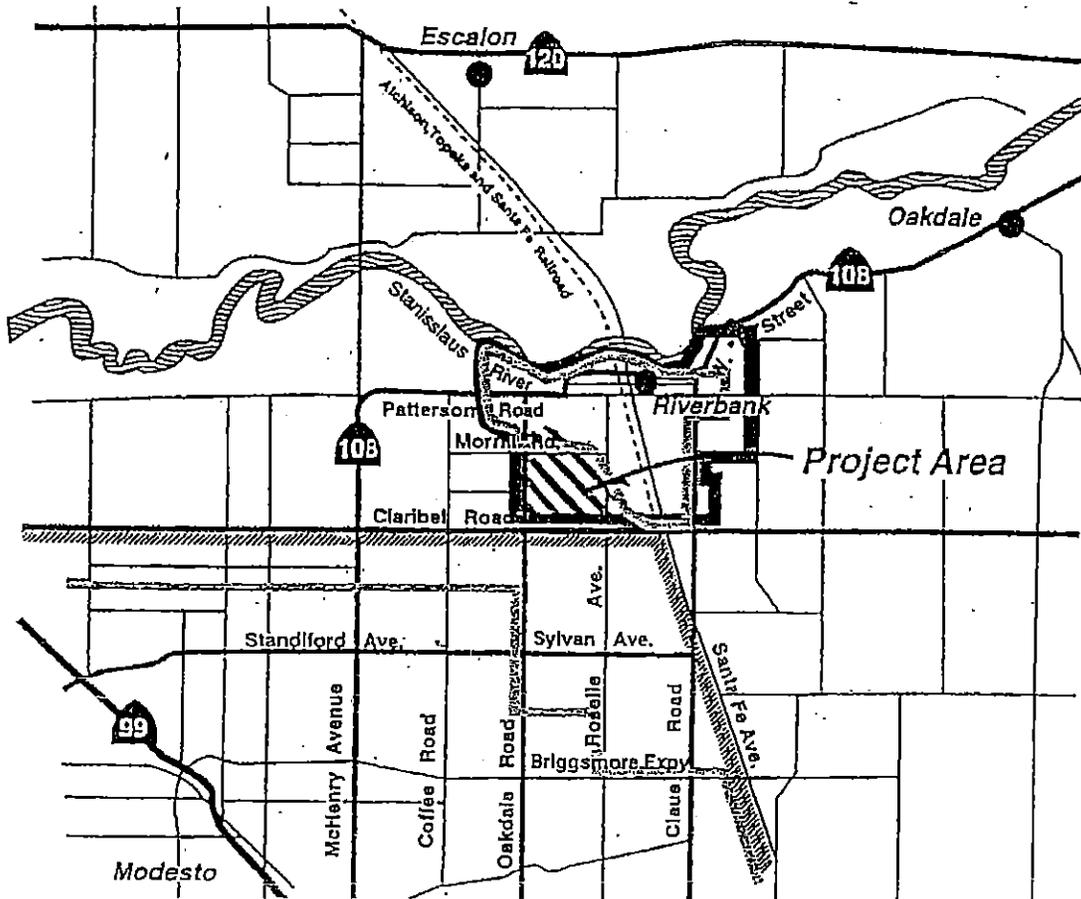


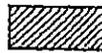
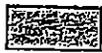
A Land Use Planning and Design Firm

City of Riverbank  
 Crossroads Community Specific Plan  
 Regional Location

Page 3

Figure  
 1



-  Delineates Modesto's Sphere of Influence
-  Riverbank's Sphere of Influence Boundary
-  Existing Modesto & Riverbank City Boundaries
-  Project Area



No Scale



A Land Use Planning  
and Design Firm

City of Riverbank  
Crossroads Community Specific Plan  
Project Vicinity

Page 4

Figure  
2

A 1991 report prepared by the Stanislaus Area Association of Governments (SAAG), Housing Needs Report for 1990-1997, reported that an additional 1,350 housing units will need to be constructed within the City between 1990 and 1997 to meet the demand.

With build-out of the Specific Plan area anticipated over the next 20 years, the Crossroads Community will exemplify a new era. In assisting the community to enter the new millennium, the Specific Plan examines the forces which will shape the community and maintain its values over time. In anticipation of the urban growth projected for the next decade and beyond, community development in the City of Riverbank must address the needs and opportunities of the Community into the twenty-first century.

### **LAFCO Concerns**

Within Stanislaus County, any changes to a city's sphere of influence are evaluated by the Stanislaus County Local Agency Formation Commission (LAFCO). In early 1987, the City of Riverbank began discussing with LAFCO the possibility of expanding its sphere of influence west to Coffee Road and south to Claribel Road, an area of approximately 2,000 acres. This original request was denied by LAFCO on the grounds that the expansion was premature, too large, and lacked proper specific planning.

In response to that denial, the City reduced the sphere of influence request to 1,224 acres. However, it became clear that this request would also have been subject to denial because additional technical studies and a specific plan were necessary before the expansion requests could be granted. At this time, LAFCO recommended that the City, the County of Stanislaus, and the City of Modesto should agree on a common boundary, which was not addressed in the City's expansion request. Additional concerns by the agency included the elimination of 1,224 acres of productive farmland and the lack of adequate funding mechanisms to implement new development in the specific plan area.

The City again amended its sphere of influence request and reduced the expansion area to 633 acres, now known as the Crossroads Community. This request, which was finally approved by LAFCO on Oct. 25, 1989, resulted in placement of the planning area within the City's "Secondary Area of Influence." The approval was granted on the grounds that the area is contiguous with existing City boundaries, that it is located on lesser quality soils, and hinged on the City's commitment to a program of overall traffic, fiscal, and infrastructure studies and completion of an environmental analysis for the planning area. Once the technical studies and planning process are complete, the City will request LAFCO to annex the planning area into the City.

In preparing this Specific Plan for the Crossroads Community, the City elected to include an island area of approximately 30 acres between the M.I.D. Canal and Morrill Road. Over half of this area, known as the Stonebridge Subdivision, has already been

annexed to the City and is developed (shown as a roughly triangular area in the northwest corner of the planning area, north of Morrill Road).

### **1.3 Planning Area Location and Surrounding Land Uses**

The City of Riverbank is located five miles northeast of the City of Modesto and four miles west of the City of Oakdale. The City is situated on a bluff overlooking the Stanislaus River and is one of the region's most important agricultural processors. There are approximately 1,809 acres and 12,779 residents within the City's current boundary. The 687-acre planning area is located to the southwest of the City and is bordered on the north and east by the M.I.D. main irrigation canal; to the south by Claribel Road; and to the west by Oakdale Road.

Northeast of the planning area, across the M.I.D. main irrigation canal, lies an existing mobile home park and the California Blossom Subdivision. To the southeast, the planning area is bordered by ranchettes, single-family residences situated on estate-sized parcels.

Across Oakdale Road, to the west of the planning area, lies open farmland which is designated by the City as Residential Reserve. This land is currently situated within Stanislaus County and supports row crops and orchards.

The City of Modesto Sphere of Influence borders the planning area to the south, across Claribel Road. This land is currently designated by the City as the Roselle/Claribel Comprehensive Planning District, which carries a designation of "VR" or Village Residential.

### **1.4 Legal Requirements of the Specific Plan**

Every city within the State of California is required by law to prepare a general plan which describes what the city and its residents desire for their community both now, and in the future. The general plan addresses the physical development of a city and the land outside its boundaries which can affect development plans. Mandatory elements of a general plan include land use, circulation, housing, conservation, open-space, noise, and safety.

As a component of a general plan, a specific plan provides comprehensive guidelines for areas located within, or to be placed within, a city's sphere of influence and offering more specific information than is available in a general plan.

California Government Code (Section 65451 et. seq.), requires that a specific plan contain the following:

- (1) A text and diagram or diagrams which specify all of the following in detail:
- (2) The distribution, location and extent of the uses of land, including open space, within the area covered by the plan.
- (3) The proposed distribution, location and extent and intensity of major components of public and private transportation, sewerage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (4) Standards and criteria by which development will proceed and standards for the conservation, development and utilization of land resources, where applicable.
- (5) A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out paragraphs 1, 2 and 3 above.
- (6) A statement of the relationship of the specific plan with the general plan.

The Crossroads Community Specific Plan provides an opportunity to comprehensively design and plan the southern edge of the City. It also allows the City a means to evaluate the implications of expanding the City's planning boundaries, and at the same time, provides a forum for community input.

### **1.5 Planning Process**

With the City's General Plan serving as the foundation on which to build, the specific plan process for the Crossroads Community provided an opportunity to analyze the site's existing resources, opportunities and constraints, carry out traffic and infrastructure technical studies, and evaluate parks, open space, and public facility needs as building blocks for the design and layout of the Community.

A preferred land use design and a draft Specific Plan were prepared for review by the City in August 1991. The economic recession of 1992 and 1993 significantly slowed the building industry, and the City requested the specific plan be placed on hold. In 1994, the City reinitiated the specific plan, requested an updated Plan for Services, and directed some changes to the preferred design.

This process led to the refinement of a preferred land use alternative, and the preparation of goals, objectives, policies, and implementation measures for the future development of the planning area.

Public input was an invaluable tool throughout the planning process. Early on in the specific planning process, a number of public workshops and study sessions were held to discuss the overall objectives of the project and citizens were given the opportunity to address concerns.

## **1.6 Planning Approach**

In the public workshops, the City of Riverbank residents expressed a strong desire to reevaluate the existing patterns of suburban design which currently provide little sense of place or sense of community. It was determined that urban form and function can greatly influence social behavior and that creating "community-oriented" neighborhoods, rather than auto-oriented neighborhoods, could reinforce social interaction. Traditional qualities of a town were discussed such as the opportunity to walk or bicycle to neighborhood shops, services, and facilities and the opportunity to easily get to know one's neighbors. These traditional qualities were identified as goals at the outset of the planning process and provided the main guidelines in the approach to planning the Crossroads Community.

The desire expressed by the City's residents to apply more traditional qualities in the design of the Crossroads Community reflects a growing national urban design trend referred to as "neo-traditional town planning" or "sustainable community planning." This approach to community design not only supports the desire for traditional qualities in a town, but also helps to mitigate environmental problems related to auto-oriented communities.

### **Traditional Community Design Versus Auto Oriented Communities**

Communities which were developed prior to World War II, often referred to as "traditional communities," were built in proximity to jobs or major commuter routes and were located within walking distance to schools, parks, commercial centers, and regional transit. Conversely, communities built over the last 40 to 50 years were designed to respond to the growing use of the automobile. The layout of residential developments which respond only to auto orientation tend to create large separations between land uses. For example, commercial, civic, and retail land uses in most communities built since World War II are far removed from residential areas and are only accessible by car. This contrasts to traditional communities in which a conveniently located corner market or town center was accessible on foot which facilitated neighbor interaction and, in turn, helped establish a sense of community.

Because of the separation of land uses in communities of recent years, many newer communities adopted roadway standards which respond only to vehicular access with excessively wide or unconnected streets. Roadway design which emphasizes only the automobile has resulted in a number of significant social, economic, and environmental problems in the form of over consumption of agricultural land, increased air pollution, and alienation from neighbors.

Adopted November 15, 2001, Resolution No. 2001-145

The use of cul-de-sacs, whether open-ended or closed, is a function of the community design. Closed-ended cul-de-sacs used occasionally within a community have many positive benefits including:

- creation of a safer environment for pedestrians and children. As stated in the Specific Plan, "whether one likes it or not", children do play in the streets and a cul-de-sac accomplishes the goal of creating a safer environment that through streets which lend to more automobile traffic.
- Residences along a closed-end cul-de-sac have a greater sense of a small neighborhood which can encourage better interaction among neighbors.
- A sense of privacy and security

Open-ended cul-de-sacs will serve as a direct linkage to the trail system which in return makes walking more convenient and safe.

The auto-oriented community not only results in social and safety issues but also creates significant environmental issues. According to a report prepared in 1993 by the Governor's Growth Management Council, existing housing and transportation patterns which emphasize the automobile "use too much land, are too spread out, require too much infrastructure, create traffic congestion, have adverse air impacts and other environmental costs, and simply cost too much."

In 1994, the California Environmental Protection Agency's Air Resource Board prepared a report titled, The Land Use Air Quality Linkage, which came to a similar conclusion. The following passage from that report describes the need to change our current land use pattern:

The places that we drive to in our daily routine, such as shopping centers, schools and universities, employment centers, and medical offices, are referred to as "indirect sources" by air quality specialists because they attract vehicle travel. The numerous vehicle trips to and from such destinations produce emissions that can be quite significant when compared to the pollutants emitted by typical stationary sources of air pollution, such as power plants, oil refineries, and manufacturing facilities.

The report illustrates that the percentage of Carbon Monoxide (CO) emissions from indirect sources are nearly 30 times greater than CO emissions from stationary sources. In addition, the study illustrates how a greater percentage of short-distance trips increases the emissions due to the "cold start":

*Starting a vehicle that has not been driven for about one hour produces a significant amount of tail-pipe emissions because the catalyst in the catalytic converter is not yet warm enough to fully combust the exhaust gases. These are referred to as cold start emissions. The cold start can produce one-half the total emissions from a vehicle trip two miles or*

*shorter in length. Reducing the number of short vehicle trips can thus help reduce emissions from cold starts. Most of our daily trips are less than five miles in length. Reducing the number of short trips such as these can significantly reduce the "cold start" emissions.*

Aside from the air quality benefits of locating various land uses close to each other and accessible to pedestrians, changing the land use pattern leads to a more efficient pattern of urban design and, ultimately, helps to encourage neighbor interaction. Encouraging residents to get to know one another, in turn, helps to build a greater sense of community and security.

### **The Neo-Traditional Community**

In a growing national trend, communities are beginning to reintroduce urban design and planning standards which were a part of traditional communities. These "neo-traditional" town planning concepts include simple residential design features which can encourage greater neighbor interaction and help foster a sense of community. Such design features encourage the provision of garage setbacks and the reintroduction of the front porch to promote the use of front yards. Community design features such as a narrower, interconnected streets, detached walkways, and street tree plantings also tend to encourage people to walk in their community. These simple design changes, when used with efficient land use patterns, tend to build a greater sense of community and security as residents can walk to community services and neighbors get to know neighbors.

According to a May 7, 1993 article published in the Sacramento Bee newspaper, a survey of 620 homeowners in four "neo-traditional" neighborhoods revealed a high level of satisfaction with their new community. These neighborhoods and residences were designed to include the community and residential design features described above. The survey illustrated that an overwhelming majority, 84 percent, prefer their neo-traditional community over a more traditional suburb, even if they could have purchased the same house for the same price elsewhere. Nearly 70 percent said that they like the shallower front yards with houses closer to the street, more than 60 percent favored the narrower streets, and 80 percent enjoyed their front porches. People also said they like to walk, and would rather leave their cars at home and use mass transit when they are given the opportunity to do so.

To this end, the Crossroads Community is designed as a civic and pedestrian oriented community, an interconnected circulation system a linear park network for recreation, and design policy which emphasizes a sense of place and community, commercial nodes at Oakdale Road and Roselle Avenue along Crawford Road, a pedestrian and bicycle friendly design of Crawford Road which provides linkage for commercial activity, Senior and High Density Housing located adjacent to transportation corridors and commercial services, Class I and Class II bicycle corridors which provide easy access to all commercial and recreational services, and connections to the neighborhoods by pedestrian, bicycle routes, trails, and vehicular systems.

### **1.7 Crossroads Community Design Concept**

The design concept of the Crossroads Community utilizes the following neo-traditional community concepts:

- Establishment of a hierarchy of streets which are interconnected and radiate throughout the community, reinforce the center of the community, and provide a linkage to the surrounding City.
- Provision of mixed uses to encourage a lively and active focal point for the entire community.
- Provision of a pedestrian-oriented circulation system, with a network of walkways, linear parks, and bicycle paths that link the community together.
- Establishment of a mix of varied land uses to encourage alternative modes of transportation.
- Development of distinct neighborhoods which are components of the overall community.
- Provision of urban design policies which encourage a neo-traditional approach to lot layout, building design and overall community site design.

### **1.8 Organization of the Specific Plan**

The following sections are included in the Specific Plan:

**Overview of the Planning Area.** This section provides an historical perspective of the City and discusses past and existing land uses of the Crossroads Community.

**Specific Plan Elements.** The major components of the specific plan are called "elements" and are divided into six different discussion areas: land use, circulation, community facilities, community design, public utilities, and environmental management. Each element has been organized in the following manner:

- A statement of the goal for the individual element;
- A list of objectives to achieve the goal;
- Specific policies to meet the objectives; and
- Implementation measures necessary to fulfill the intent of the specific plan.

Adopted November 15, 2001, Resolution No. 2001-145

The community design element is further broken down to include specific design guidelines for individual areas within the Crossroads Community.

**Financing Program.** This section covers financing mechanisms for public facilities, services, and public utilities and provides implementation measures for each.

**Regulatory and Zoning Implementation.** This section provides a description of the steps necessary to process and implement the specific plan, including zoning provisions.

## **2.0 OVERVIEW OF THE PLANNING AREA**

This section provides an historic context of the planning area and a description of existing conditions. An understanding of the existing and historic context provides a richer and more meaningful portrait of the Crossroads Community and helps to identify opportunities to preserve and enhance evidence of earlier settlements in the area.

### **2.1 Historic Context**

Recorded history of the planning area did not begin until relatively recently, although habitation of the region by various peoples has occurred over several thousands of years. This historic summary reviews both the prehistory of the region as well as its recorded historic context.

#### **Prehistory**

According to a 1990 cultural resources assessment of the area prepared by Peak & Associates, Inc., the planning area lies within the historic territory of the Yokuts people, a Native American tribe that at one time occupied all of the Central Valley, San Francisco Bay, and the Pacific Coast from Marin County to Point Sur. The eastern portions of the Central Valley provided a lush environment of varied food sources, and the apparent large population of Yokuts reflected this abundance. Settlements were oriented toward water sources; major villages were situated near waterways that provided reliable water supplies and substantial food sources. The Yokuts of the interior valley were somewhat removed from the coastal settlements of the Spanish and maintained a large degree of cultural cohesiveness until as recently as the early 1920s.

An increasing number of Euro-Americans entered the area after 1824, accelerating population change and the loss of cultural integrity by the native peoples. The discovery of gold in the Sierra foothills attracted large numbers of miners and other immigrants after 1848. The subsequent decline of mining was accompanied by a shift in attention of these immigrants to the rich agricultural promise of the Valley.

#### **Recorded History**

The Stanislaus River played an important role in the settlement of Riverbank. During the California gold rush, riverboats shuttled miners and their supplies down and across the rivers. During the 1880s, a ferry crossing and landing were constructed on the Stanislaus River at the site of the present-day City. At about the same time, the U.S. Post Office constructed a station at this location and the community was named Riverbank. Years later, after the demise of the ferryboat trade, the crossing was demolished and a bridge was built linking the City with towns to the north.

Another significant mode of transportation helped to establish the City of Riverbank with the advent of rail service. In 1890, the Atchison, Topeka & Santa Fe railroad ran its first

line through the Central Valley and, soon after, a crew-change point and switching area with a roundhouse and yard were located in the City. Riverbank rapidly became known as a "railroad town", as families of the crewmen settled in the City and businesses were built to serve the new community. At the time of incorporation, in 1922, the City encompassed approximately 340 acres and had a population of 803 persons.

During the 1930s and the Great Depression, midwesterners migrated to California seeking a better life. These new settlers found the climate of the area perfectly suited to produce almost any crop. Industries and businesses related to agriculture were soon attracted to the City, creating new jobs and new opportunities. With the opening of one of the largest tomato processing plants in the world, the Contadina factory, growth of the City accelerated.

Riverbank remained relatively unchanged for a period of nearly 30 years until several annexations occurred. From 1952 to 1967, approximately 189 acres were annexed to the City; from 1967 to 1971 more than 140 acres were annexed; subsequent annexations, from 1971 to 1982, added another 405 acres to the City. Since that time, approximately 200 acres have been annexed into the City, bringing it to its current boundary. According to the "Introduction to the General Plan," published by the City of Riverbank in 1988, the population in Riverbank increased ten-fold since the City's incorporation in 1922. During the 1960s and the 1970s, the City experienced growth rates of approximately 40 percent per decade, increasing to the 50 percent per decade growth rate prevailing in the 1980s and 1990s.

## **2.2 Description of Existing Planning Area**

The most prevalent existing land uses within the 687-acre planning area are devoted to agriculture. As illustrated in Figure 3, the dominant agricultural use is pasture land, with orchards serving a secondary role. The remaining land uses within the main portion of the planning area (south of Morrill Road) are large-lot, single family residences, with approximately 37 single-family homes located within this area. In addition, north of Morrill Road, the recently constructed Stonebridge subdivision is included as part of the planning area.

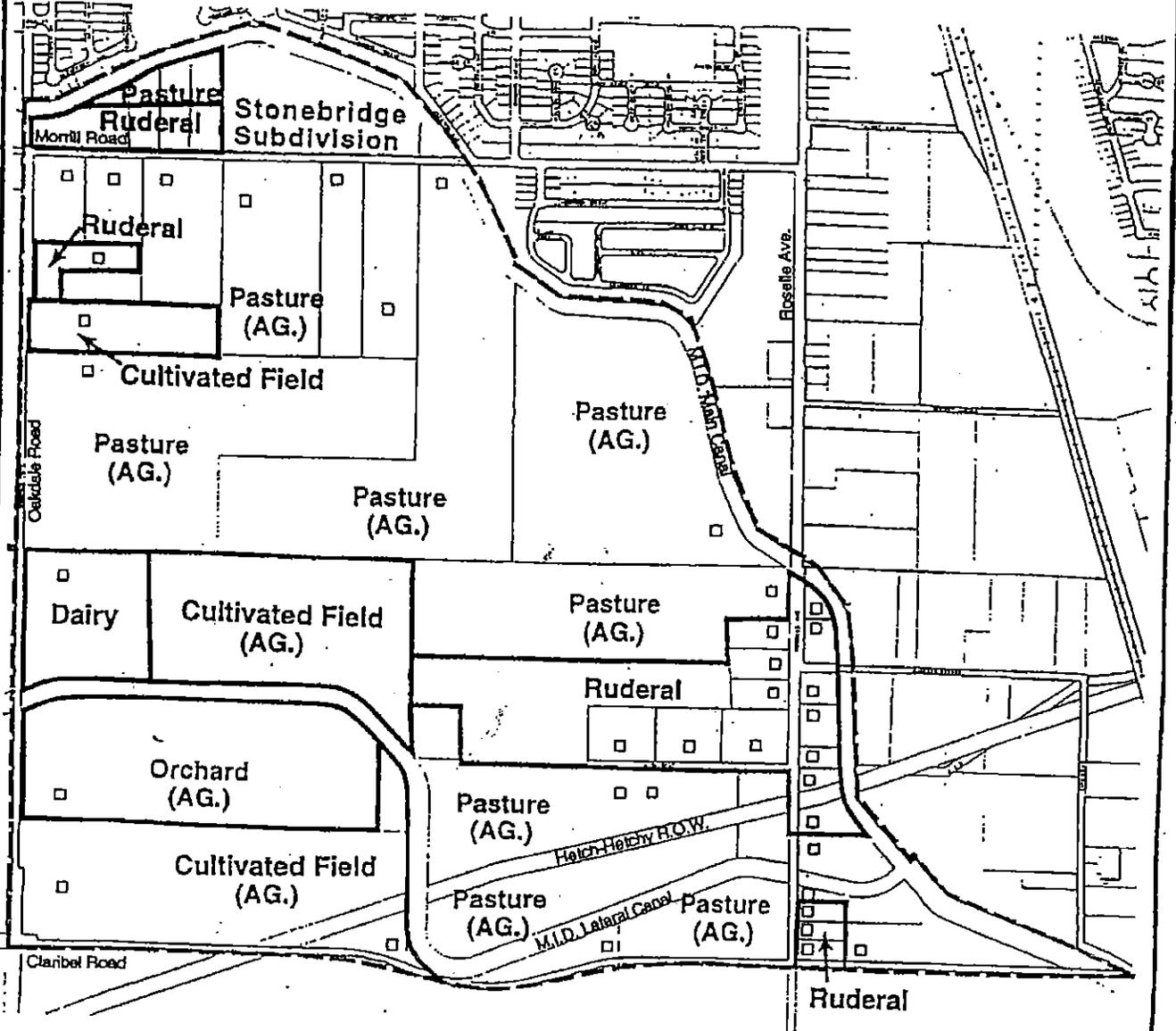
As Figure 4 illustrates, the planning area consists of 47 separate parcels of land owned by 39 individuals or groups. This does not include the four additional parcels and new Stonebridge subdivision north of Morrill Road. Within the General Plan, the planning area is referred to as the "Crossroads Neighborhood." The existing General Plan designation for the area is "Reserve." Within this category, is the subcategory "Residential Reserve" which requires that a specific plan be prepared for any changes in land use and that this be done on a neighborhood basis. Within the General Plan, the planning area is known as the "Crossroads Neighborhood."

The planning area is extremely flat, varying only five feet from the highest point at 125 feet above sea level, to the lowest point at 120 feet above sea level. It is bisected by two easements: a 110-foot wide Hetch-Hetchy Water and Power easement, owned and

Adopted November 15, 2001, Resolution No. 2001-145

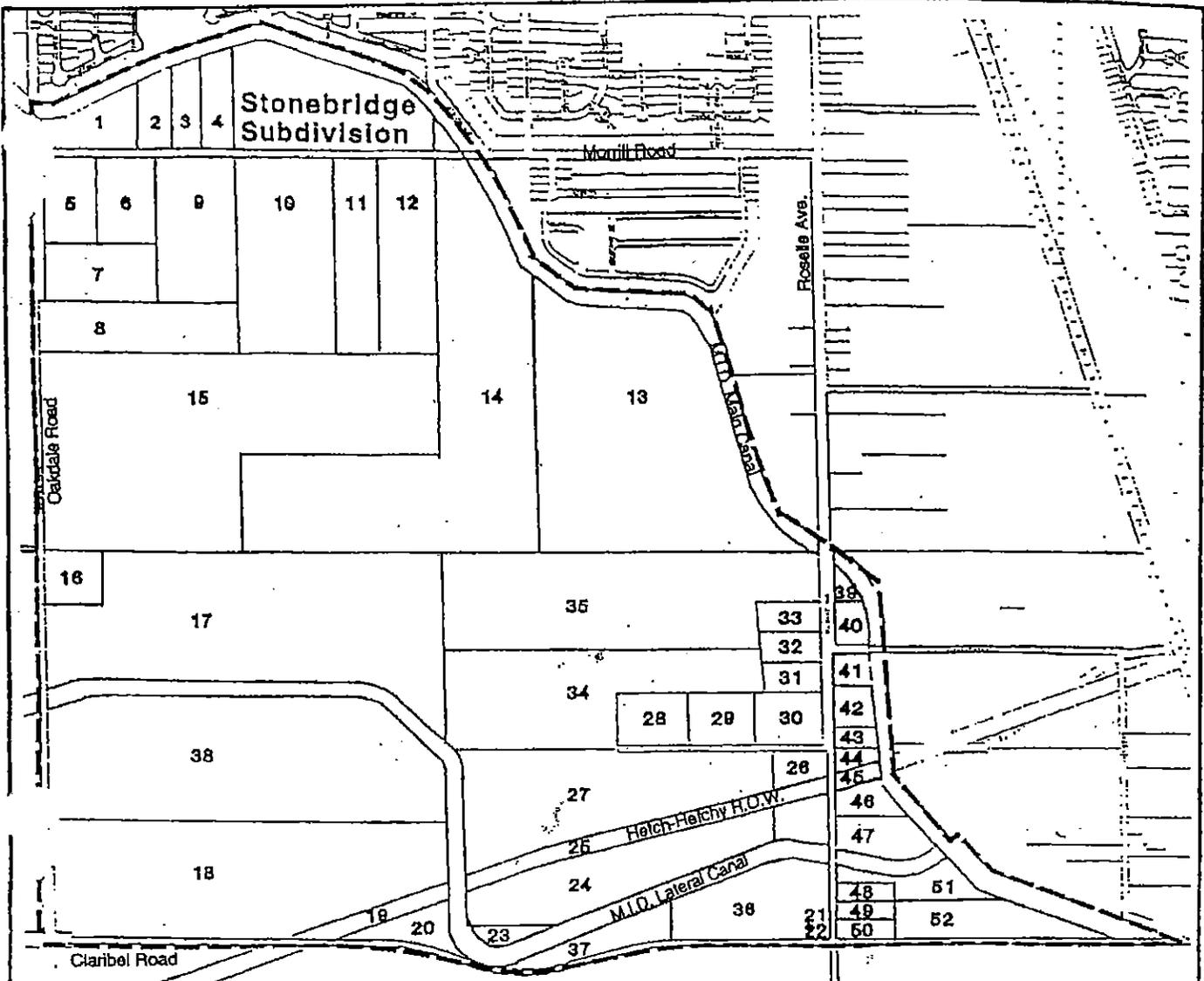
operated by the City and County of San Francisco, and the Modesto Irrigation District (M.I.D.) Lateral #6 irrigation canal easement, which varies in width from 100-feet to 130-feet. The planning area is also bordered by a third easement: the M.I.D. main canal easement, which varies in width from 100-feet to 150-feet.

The Hetch-Hetchy high tension powerline easement enters the planning area on the southern portion of Roselle Avenue and runs southwest toward Claribel Road. The M.I.D. Lateral #6 canal enters the planning area just south of the Hetch-Hetchy parcel on Roselle Avenue, it bends southward to Claribel Road, travels to the north and then the west, exiting the planning area on Oakdale Road. M.I.D. also owns two separate parcels of land, each bordering the M.I.D. Lateral #6 irrigation canal to the north and situated on either side of Roselle Avenue. M.I.D. operates a maintenance facility at this location. The main canal borders and defines the planning area on the east and north.



No Scale

□ = Existing Structures



Parcel #	Assessor's #	ACRES	Parcel #	Assessor's #	ACRES
1	075-11-24	4.35 ac.	27	075-14-14	26.7 ac.
2	075-11-25	2.35 ac.	28	075-14-15	3.89 ac.
3	075-11-26	2.74 ac.	29	075-14-16	3.5 ac.
4	075-11-27	3.20 ac.	30	075-14-17	3.87 ac.
5	075-13-01	4.56 ac.	31	075-14-18	1.87 ac.
6	075-13-02	4.96 ac.	32	075-14-19	1.92 ac.
7	075-13-03	6.53 ac.	33	075-14-20	2.04 ac.
8	075-13-04	19.84 ac.	34	075-14-21	23.14 ac.
9	075-13-05	11.94 ac.	35	075-14-22	37.35 ac.
10	075-13-06	19.59 ac.	36	075-14-26	11.91 ac.
11	075-13-07	8.34 ac.	37	075-14-27	3.21 ac.
12	075-13-08	11.27 ac.	38	075-14-28	47.25 ac.
13	075-13-15	52.50 ac.	39	075-21-01	.75 ac.
14	075-13-16	54.72 ac.	40	075-21-02	1.42 ac.
15	075-13-17	58.80 ac.	41	075-21-20	1.19 ac.
16	075-14-01	.34 ac.	42	075-21-21	1.7 ac.
17	075-14-02	52.00 ac.	43	075-21-22	.89 ac.
18	075-14-04	43.56 ac.	44	075-25-03	.92 ac.
19	075-14-05	2.38 ac.	45	075-25-04	.89 ac.
20	075-14-06	2.20 ac.	46	075-25-05	2.02 ac.
21	075-14-07	??	47	075-25-06	3.3 ac.
22	075-14-08	??	48	075-25-07	.93 ac.
23	075-14-09	1.00 ac.	49	075-25-08	.93 ac.
24	075-14-10	17.85 ac.	50	075-25-09	.23 ac.
25	075-14-12	5.80 ac.	51	075-25-10	3.30 ac.
26	075-14-13	5.31 ac.	52	075-25-11	7.00 ac.

NOTE:  
?? = Information not available

Source: M.I.D.



City of Riverbank  
Crossroads Community Specific Plan  
Property Ownership

### **3.0 LAND USE**

---

Government Code Section 65451 requires that the land use element provide a description of the distribution, location, and extent of land uses within the area covered by the Specific Plan, as well as the standards and criteria by which development will proceed. This element establishes the character of the Crossroads Community and describes the overall development program of specific land uses planned for the area.

The land use element presents a description of the local market within which the Crossroads Community land uses are proposed, a description of the land use concept, and the goals, objectives and policies which will structure the type, extent and intensity of future residential and commercial development. Separate elements which follow the land use section include urban design, circulation, public facilities (including parks and schools) and environmental management, all providing specific goals, objectives, and policies.

#### **3.1. Local Market Trends as Related to Land Use**

Between 1980 and 1990, California experienced an overall growth rate of approximately two percent; Stanislaus County, however, grew at a rate of almost four percent. According to a 1990 report published by the Modesto Planning and Community Development Department, *Modesto Statistical Summary*, much of this increase can be attributed to in-migration (persons moving into the county from areas outside the county) which has increased more than 233 percent since 1980.

It has been estimated that over 18,000 persons living in Stanislaus County commute to jobs in other areas, mostly the San Francisco Bay region. Affordable housing is one of the key factors behind this trend, which is expected to continue at the same rate until the year 2010 when housing prices are expected to equalize with the San Francisco Bay Area. According to the 1989 *Stanislaus County Projections*, published by the Stanislaus Area Association of Governments (SAAG), Stanislaus County is expected to attract over 314,000 people from during this time period.

It is expected that Riverbank will continue to contribute its share of the population increase in Stanislaus County. From 1980 to 1990, the City experienced an annual growth rate of over four percent, between 1990 and 1991 it grew at an unprecedented 15 percent. Between 1991 and 1994, while California experienced an economic recession and the demand for housing decreased from the "highs" of the 1980s, Riverbank sustained its economic and population growth. In a February 13, 1991 Housing Needs Report published by SAAG, a need for an additional 1,350 housing units in the City between 1990-1997 was projected to meet the continued demand for housing.

As stated above, continued growth in the region can be attributed in part to the relatively affordable housing within the City for workers in both the San Francisco Bay Area and Modesto. The City, therefore, provides an important source of housing for employees in these areas. Additionally, demand for residential units is occurring as employers relocate in the City, expanding the local employment base with job opportunities primarily in the manufacturing and service industries.

As growth continues, the City will be challenged to maintain its small town character while providing housing for the continued increase and diversity in population and income levels. Public services and facilities will have to keep pace with development. The City will also have to provide additional commercial and industrial facilities to support the population increases. To meet the demand and to achieve these goals, the City requires more land to be placed within its jurisdiction.

### **3.2 Land Use Concept Overview**

The intent of the land use plan is to help accommodate the growing housing demand within the City and provide for regional and community industrial/commercial land uses that generate jobs and revenue for the City. The land use plan was also designed to offer many of the attributes of small town character in a new approach to residential development.

The land use concept for the planning area calls for the development of a new community integrated with the existing City of Riverbank through connection of local streets and the development of the community park. The resulting Crossroads Community plan is comprised of residential neighborhoods organized around a hierarchy of community services and facilities and open space. Figure 5 illustrates the land use concept. The concept provides roadways that create a well-defined linkage between the various neighborhoods and the other major activity generators: the school/park, the community park, the industrial business park/regional commercial area, commercial nodes at Oakdale Road and Roselle Avenue along Crawford Road, a pedestrian and bicycle friendly design of Crawford Road which provides linkage for commercial activity, Senior and High Density housing located adjacent to transportation corridors and commercial services, Class I and Class II bicycle corridors which provide easy access to all commercial and recreational services, and connections provided to the neighborhoods by pedestrian, bicycle routes, trails, and vehicular systems. All interior neighborhood streets, including local and connector (collector) streets, allow for on-street parking, frontage of homes, bike lane, and narrower street widths. What makes a neighborhood environment friendly to walk in is the presence of "natural surveillance" of the people of the neighborhood. Placing homes with porches, windows, doors, balconies, and courtyards onto a street helps to create that extra sense of security on all streets in a neighborhood, not just on local streets. Narrower street lanes, slower vehicular speed, incorporating traffic calming devices such as traffic circles and "neck downs" at key intersections to allow safer pedestrian street crossing, and the presence of "natural surveillance" on all street by allowing homes to front onto the collector street all promote a safer, more comfortable, and walkable neighborhood.

The use of cul-de-sacs, whether open ended or closed, is also a function of the community design. Closed-ended cul-de-sacs used occasionally within a community have many positive benefits including:

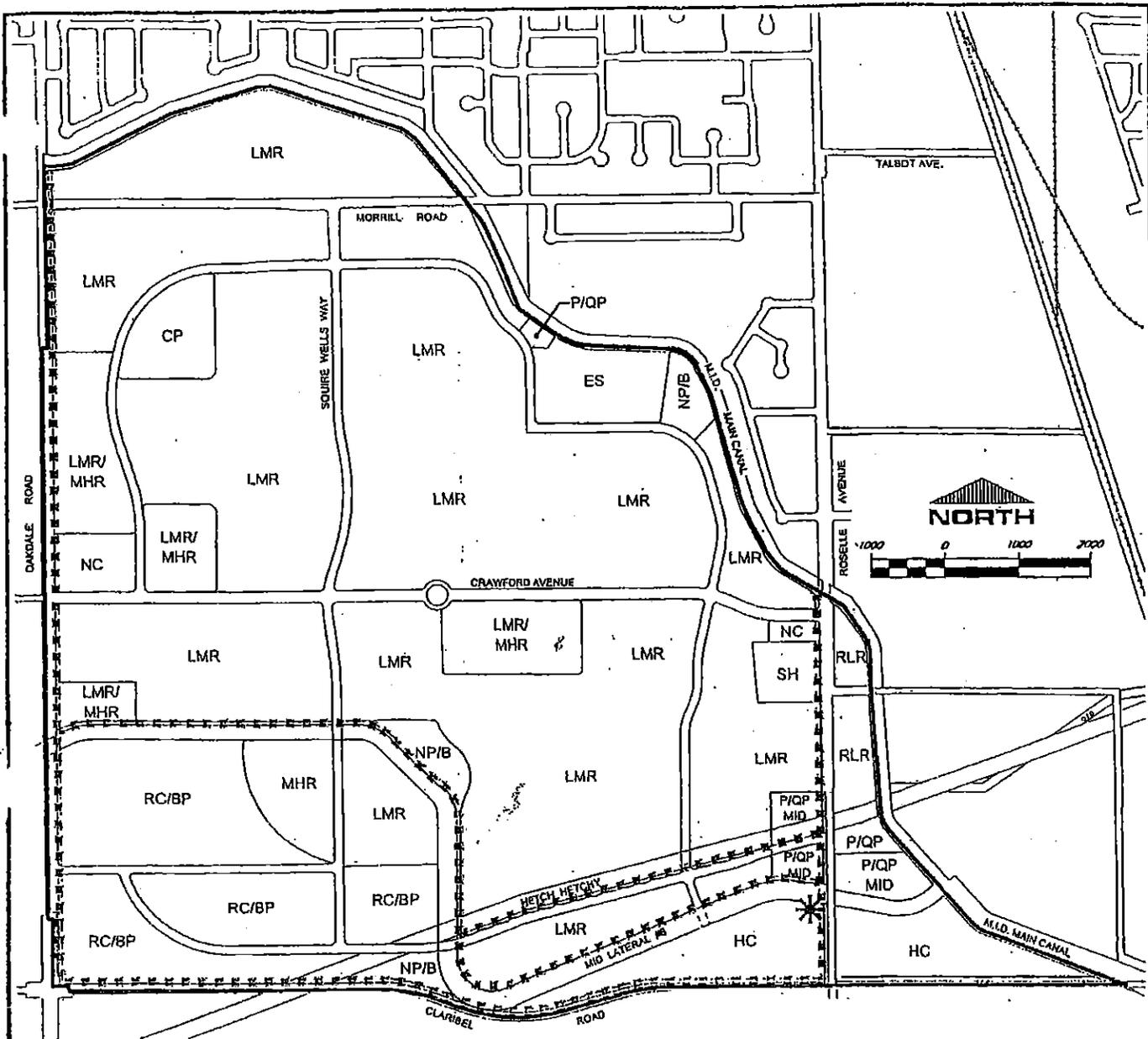
- Creation of a safer environment for pedestrians and children. Whether one likes it or not, children do play in the streets and a cul-de-sac accomplishes the goal of creating a safer environment than through streets which lend to more automobile traffic.
- Residences along a closed-end cul-de-sac have a greater sense of a small neighborhood which can encourage better interaction among neighbors.
- A sense of privacy and security.

Open-ended cul-de-sacs will serve as a direct linkage to the trail system which, in return, makes walking more convenient and safe.

Linear parks could be provided along roadways, the MID canals and the Hetch-Hetchy right-of-way, which bisect the planning area. The canals and Hetch-Hetchy right-of-way are prominent landforms within the planning area and provide an opportunity for a green pathway for pedestrian and bicycle circulation. The elementary school/park site is within biking or walking distance to the neighborhoods.

An area is set aside for industrial business park or regional commercial land uses. This category is dual-designated to respond to future market conditions within the region. The industrial business park is envisioned to be a large, landscaped office complex and the regional commercial area could provide shopping facilities to serve the region. This dual designation would also allow for both retail and office uses to occur together within the planning area. This high activity and employment-generating area, estimated to provide approximately 2,400 to 2,900 jobs, would provide opportunities for employment within walking distance of the residences planned at the Crossroads Community. These land uses will fulfill employment needs of 2,000 to 2,400 new housing units within the Crossroads Community and vicinity.

As illustrated in Table 1, the land use categories planned within the community include residential, parks and open space, commercial and industrial, schools and public/quasi-public areas. Following the table is a brief description of each land use type.



**LEGEND**

RLR	RURAL TO LOW DENSITY RESIDENTIAL	RC/BP	REGIONAL COMMERCIAL/BUSINESS PARK
LMR	LOW TO MEDIUM DENSITY RESIDENTIAL	CP	COMMUNITY SERVING PARK / BASIN
LMR/MHR	LOW/MEDIUM/HIGH DENSITY RESIDENTIAL	NP/B	NEIGHBORHOOD PARK / BASIN
MHR	MEDIUM TO HIGH DENSITY RESIDENTIAL	***	LINEAR PARKWAY / BIKE TRAIL
SH	SENIOR HOUSING	ES	ELEMENTARY SCHOOL
NC	NEIGHBORHOOD COMMERCIAL	P/QP	PUBLIC/QUASI-PUBLIC
*	POLICE/FIRE SUBSTATION	P/QP MID	MODESTO IRRIGATION DISTRICT
HC	HIGHWAY COMMERCIAL		

**mid-valley engineering**  
 1117 L STREET, MODESTO, CALIFORNIA, 95354  
 (209) 526-4214

CITY OF RIVERBANK  
 CROSSROADS COMMUNITY SPECIFIC PLAN  
**LAND USE CONCEPT**

**TABLE 1  
LAND USE OVERVIEW**

<b>LAND USE</b>	<b>ACREAGE</b>	<b>PERCENTAGE</b>
<b>RESIDENTIAL</b>	RURAL TO LOW DENSITY	6.9 1.0%
	LOW/MEDIUM DENSITY	326.0 47.7%
	LOW/MEDIUM/HIGH DENSITY	32.3 4.7%
	MEDIUM/HIGH DENSITY	9.0 1.3%
	SENIOR HOUSING	3.7 0.5%
	<b>RESIDENTIAL SUBTOTAL</b>	<b>377.9 55.3%</b>
<b>PARKS</b>	NEIGHBORHOOD PARK	9.4 1.4%
	COMMUNITY PARK	8.2 1.2%
	LINEAL PARKS/BIKE TRAILS	4.3 0.6%
	<b>PARKS SUBTOTAL</b>	<b>21.9 3.2%</b>
<b>COMMERCIAL/INDUSTRIAL</b>	NEIGHBORHOOD COMMERCIAL	5.8 0.8%
	HIGHWAY COMMERCIAL	25.7 3.8%
	REGIONAL COMM./BUS. PARK	67.0 9.8%
	<b>COMM./INDUST. SUBTOTAL</b>	<b>98.5 14.4%</b>
<b>PUBLIC/QUASI-PUBLIC</b>	PUBLIC/QUASI-PUBLIC	2.6 0.4%
	MID CANALS	47.0 6.9%
	MID-OWNED LAND	17.1 2.5%
	HETCH HETCHY ROW	10.0 1.5%
	<b>PQP SUBTOTAL</b>	<b>76.7 11.2%</b>
<b>ROADS</b>	MAJOR PERIPHERY ROADWAYS (MORRILL RD., OAKDALE RD., CLARIBEL ROAD, AND ROSELLE AVE.)	40.0 5.9%
	LINEAL PARKS/BIKE TRAILS	5.8 0.8%
	INTERNAL ROADWAYS	52.3 7.7%
	<b>ROAD SUBTOTAL</b>	<b>98.1 14.4%</b>
<b>SCHOOLS</b>	ELEMENTARY SCHOOL	10.0 1.5%
	<b>TOTAL</b>	<b>683.0 100.0%</b>

\* 50% Credit from Quimby Fee and System Development Fees for Park Like Improvements

**Public/Quasi-Public (PQP)** Located in various locations throughout the plan, such uses could include City administrative offices, a community center with a small amphitheater, a library, water storage tank, or other civic uses. This designation has a maximum FAR of 0.75.

**Highway Commercial (HC).** This designation will allow for commercial uses, as well as an area to accommodate the potential for a future police/fire substation along Roselle Avenue. Approximately 20 acres are designated highway commercial, which is considered to be consistent with the "commercial" designation in the General Plan. The maximum allowable FAR for this area is 0.50, which would provide approximately 435,600 square feet of highway commercial space.

**Regional Commercial/Industrial/Business Park (RC/IBP).** Approximately 67 acres are dual designated as a regional commercial center and/or industrial business park, with build-out dependent upon the future market. This designation is considered to be consistent with the "Planned Development Commercial" designation in the General Plan. The maximum allowable FAR for this area is 0.4, which would allow up to approximately 1,167,408 square feet of retail/office space. This area is envisioned to be low-story office park or retail, highly landscaped with well-defined pedestrian linkages to the community.

### **Parks and Open Space**

Based on General Plan guidelines and existing and future park needs, approximately 33 acres of park space are required. This park space has been allocated as follows:

**Community Serving Park.** This nine-acre park is located near the corner of Oakdale and Morrill Roads to be close to the existing portion of the City. It is anticipated that this park will support active and passive recreational uses including ball-fields, areas for court sports, such as tennis and basketball, and children's play equipment.

**Neighborhood Parks/Storm Drain Basins.** These parks will contain active and passive recreations uses, as listed in Section 5.0 Community Facilities. Three neighborhood parks totaling 9.2 acres are identified in the plan area. One neighborhood park (approximately 4.0 ac) is located adjacent to the M.I.D. Lateral No. 6. Another neighborhood park (approximately 3.1 ac) is located east of the designated elementary school site. A third park site (approximately 2.1 ac) is located adjacent to the regional commercial business park area.

**Other Park Facilities.** To meet City standards for parks, an additional 15 acres of parkland, in addition to the four parks described above, are required. This requirement could be met through options including adding acreage to the community serving and/or neighborhood parks described above, an additional neighborhood park, linear parks, portions of recreational paths/bike trails or through payment of in-lieu fees. To meet City park requirements, linear parks would need to be at least 25 feet in width and be sited in a manner which provides for connection between major land uses within the Crossroads

Community. Provision of additional park acreage to meet City requirements will be subject to the review and approval of the Planning Department.

**External Roadway Buffers / Recreational Paths.** A 22-foot landscaped setback will be required along the external roadways of Oakdale Road and Roselle Avenue and a 27-foot setback will be required along the major expressway of Claribel Road all totaling approximately 7.1 acre. These buffers will provide landscaping, berming and a pedestrian/recreation trail. These areas shall be maintained through landscape districts. The bike trail along the MID canal from Roselle Ave to Oakdale Road shall be 16'-0". A 50% credit from Quimby Fees for the bike trail shall be permitted.

**Mini-parks.** Ranging from up to 1-acre may be permitted within various neighborhoods. Design shall be subject to City approval. Mini-park design requires attention to the containment of children and play activities within the park and the prevention of vehicular encroachment. A buffer zone of plantings and land form is to be provided along the street frontages. This buffer zone should be designed to admit full visual surveillance from the street.

**TABLE 3**

**Population Projections**

LAND USE	TOTAL NUMBER OF HOUSEHOLDS	K-5 PERSONS PER HOUSEHOLD	K-5 POPULATION	6-8 PERSONS PER HOUSEHOLD	6-8 POPULATION	9-12 PERSONS PER HOUSEHOLD	9-12 POPULATION	TOTAL PERSONS PER HOUSEHOLD	TOTAL POPULATION
RLR	6	0.347	2	0.173	1	0.20	1	3.5	21
LMR	1773	0.347	615	0.173	307	0.20	355	3.5	6206
LMR/MHR	310	0.347	108	0.173	54	0.20	62	3.0	930
MHR	122	0.120	15	0.040	5	0.10	12	2.0	244
SHR	83	0.000	0	0.000	0	0.00	0	2.0	166
<b>TOTAL</b>	<b>2294</b>		<b>740</b>		<b>367</b>		<b>430</b>		<b>7567</b>

Notes: Population projections are based on a buildout scenario of average densities within the given residential category ranges. Persons per household ranges from 2.0 to 3.5. Although 3.5 is used for single-family residential dwellings in order to be conservative in estimating population, typical persons per household for single-family dwellings in the area often range from 3.0 to 3.2

Source: EMC Planning Group, Inc.  
 City Planning and Community Development Department, City of Modesto  
 Sylvan Union School District  
 Modesto City Schools  
 City of Riverbank Housing Element  
 Housing/Population Survey of Local Communities, San Joaquin Valley

## **Schools**

Table 3 illustrates the population projections for build-out of the Crossroads Community based on the land use plan and includes student generation rates. As is illustrated in this table, it is estimated that build-out of the planning area will generate a total of 737 K-5 grade school students, 365 middle school students, and 428 four-year high school students. These student figures are based on a total population projection of approximately 7,543 residents after build-out. These population numbers are based on projections from the City's Housing Element, Census numbers, Department of Finance numbers and a local survey of Central Valley communities.

The Crossroads Community currently falls within the Sylvan Union School District and the Modesto High School District boundaries. A small portion of the planning area east of Roselle Avenue is served by the Riverbank Elementary School District and Oakdale Joint Union High School District. A standard elementary school is typically designed to serve 500 to 600 students on a traditional schedule, or 625 to 800 students on a multi-track year-round schedule. Therefore, a full elementary school will be required to serve the planning area. This grade school will be situated on a 10-acre parcel in the northeastern portion of the planning area, adjacent to the neighborhood park. This school site location has preliminary approval from the State Office of Education. It should be noted that the General Plan requires that a neighborhood park be located next to a school. This designation fulfills that requirement.

The projection of middle school students shows that approximately 25 to 38 percent of a middle school is required to serve build-out of the planning area, depending on the size of the school and the type of schedule. The projection of high school students shows that approximately 14 to 18 percent of a high school is required to serve build-out of the planning area, depending on the size of the school and the type of schedule. Because the projected number of housing units will not produce the number of students to warrant construction of a middle school or high school within the planning area, it is anticipated that middle and high school students will attend existing or proposed schools outside the Crossroads Community. Property owners will be required to pay school impact fees and may be required to participate in a funding mechanism to meet the cost of accommodating the middle and high school students generated from the Community.

## **Public/Quasi-Public**

Other parcels designated as public/quasi-public, include existing irrigation canals and two parcels totaling nine acres owned by the M.I.D. These parcels are located on either side of Roselle Avenue.

The two M.I.D irrigation canals contained within the Crossroads Community total approximately 47 acres. The M.I.D. Lateral #6 irrigation canal enters the Crossroads Community on the southern end of Roselle Avenue and exits on Claribel Road. This canal is 100 to 130 feet wide. The M.I.D. main irrigation canal establishes the

Adopted November 15, 2001, Resolution No. 2001-145

Crossroads Community's northeastern boundary. The canal enters the Crossroads Community on Roselle Avenue and travels north to the exit point on Morrill Road and is 100 to 150 feet wide.

### **3.3 Land Use Goals, Objectives, and Policies**

#### **Overall Land Use Goal**

*Establish a pedestrian-oriented community within a well-defined circulation framework, with a range of housing types, a mix of commercial land uses, and a variety of recreational opportunities linked to the existing City of Riverbank.*

The Crossroads Community is designed to promote a sense of community through the efficient layout of neighborhoods oriented to schools, parks, and commercial uses. The land use concept for the planning area calls for the development of a new community that is integrated with the existing City of Riverbank through connection of local streets and development of a community park.

#### **Residential Objective**

*Ensure that the Crossroads Community provides an appropriate mix and number of residential units to help meet the growing residential demand within the City of Riverbank and the region, and to meet the jobs/housing balance within the Crossroads Community.*

The Crossroads Community will provide residential opportunities for the region's existing employment base, thereby offering opportunities to live and work within the same community and diminishing long-distance commuting.

#### **Residential Policy 1**

*Establish residential neighborhoods which are integrated with community facilities with well-defined linkages to the existing City of Riverbank.*

The plan for the Crossroads Community provides a layout of residential streets which orient to community services and facilities and allow residents to walk and bicycle to those activity areas within the community. The residential neighborhoods within the Crossroads Community are designed to be directly accessible to community services including parks, schools, and commercial/business.

#### **Residential Policy 2**

*Provide for an estimated 2,288 residential units within the Crossroads Community in a variety of residential types and densities.*

The plan allows for the development of 2,288 residential units to help meet the growing demand for housing within the City and region. The plan for the Crossroads Community allows for density flexibility for future market conditions and a mixture of housing types. With different densities interspersed throughout each neighborhood, the plan for the Crossroads Community encourages a less homogeneous appearance and provides for a greater degree of richness in the urban fabric.

### **Residential Policy 3**

*Establish single-family residential as the predominant housing type within the Crossroads Community.*

The existing character of the City is primarily made up of single-family housing. Market projections indicate that single-family housing units are also in greatest demand within the City and the region. To this end, the Crossroads Community devotes approximately 55 percent of the residential land use category to a range and mix of single-family housing types.

The single-family residential land uses include a variety of lot sizes and layouts. Average overall densities for single family are 7.5 dwelling units/net acre. The plan allows for future market flexibility to determine the mix of lot sizes.

### **Residential Policy 4**

*Provide for affordable housing within the Crossroads Community.*

The plan defines areas which will allow for higher density residential housing to provide for affordable housing and offer a diversity in housing types available in the community. This responds to an identified need for an additional 362 multi-family units within the City between 1990 and 1997.

To this end, approximately 9 acres within the plan for the Crossroads Community is devoted to high-density, multi-family residential uses, with a provision for an additional 32.2 acres dual-designated residential land use to accommodate the potential for additional multi-family housing. The higher density units are proposed to be integrated within lower density neighborhoods to provide diversity throughout the community.

### **Residential Policy 5**

*Provide for senior housing units, at a minimum density of 20 d.u./net acre and a maximum density of 30 d.u./net acre, adjacent to the village center.*

In response to the aging of the overall population, senior housing is provided within the Crossroads Community. Four acres have been set aside for senior housing, located adjacent to the neighborhood commercial to provide easy accessibility to shopping, professional facilities, and neighborhood parks.

### **Commercial Development Objective**

*Provide a variety of commercial opportunities within the Crossroads Community which will address the different retail and business needs of the community, the City of Riverbank, and the region.*

The plan provides for three distinct types of commercial uses within the community: neighborhood commercial, highway commercial and regional commercial/business park. The intent of each use varies distinctly. The neighborhood commercial is intended to provide pedestrian accessible neighborhood services, while the highway commercial is intended to provide expressway-serving commercial uses such as service stations and convenience retail. The regional commercial/business park is intended to provide region-serving commercial and business opportunities.

### **Commercial Policy 1**

*Establish a pedestrian-oriented neighborhood commercial area which is accessible from all neighborhoods in the community and will encourage neighborhood interaction and allow for pedestrian circulation.*

The neighborhood commercial will encourage the idealism of a neo-traditional neighborhood by offering local amenities. Neighborhood commercial nodes will be located at Oakdale Road and Roselle Avenue along Crawford Avenue. Senior housing will be conveniently situated near the neighborhood commercial. Linkages throughout the community like Class I and II bike trails/lanes and open-ended cul-de-sacs will provide the residents walkable access to the neighborhood commercial areas.

### **Commercial Policy 2**

*Provide a mix of uses within the neighborhood commercial areas.* The mix of uses within the neighborhood commercial area is intended to provide a distinct vitality which will be a draw for the residents of the community. The mix of uses includes predominantly commercial uses, with professional office, second story efficiency apartments or condominiums, and public/quasi-public uses also allowed.

It is envisioned that the mix of commercial uses could include a small grocery/market, an espresso bar or ice cream shop, a video rental store, al fresco cafes and bakeries, a day care facility, dry cleaners, book shops, etc. This designation would also allow for professional offices such as medical and dental offices and residential above the retail as well as civic uses

### **Commercial Policy 3**

*Locate highway commercial land uses with a potential police and fire substation at the corner of Roselle Avenue and Claribel Road.*

The intent of this designation is to allow for commercial uses which would serve the future Claribel Expressway. This designation will also allow for a future police and fire substation.

Adopted November 15, 2001, Resolution No. 2001-145

This location, adjacent to the future expressway interchange, provides direct access and exposure from Roselle Avenue and Claribel Road, both of which are expected to be major transportation corridors in the future.

#### **Commercial Policy 4**

*Limit development within the highway commercial area to vehicular-oriented commercial uses.*

This highway commercial area is required to adhere to the neighborhood commercial (C-1 zone) development standards as set forth in the zoning ordinance. The community design element of this specific plan provides additional definition of the highway commercial area.

#### **Commercial Policy 5**

*Provide for future regional commercial/business park land uses within the Crossroads Community.*

Approximately 67 acres are dual designated as a regional commercial center and/or an industrial business park, with buildout dependent upon the future market. The maximum allowable FAR for this area is 0.4, which would allow up to approximately 1,167,408 square feet of retail/office space/light industrial uses. This area is envisioned to be a low-story office, light industrial and/or a retail complex, highly landscaped with well defined pedestrian linkages to the community. The community design element of this specific plan provides additional definition of the regional commercial area.

#### **Commercial Policy 6**

*Locate the regional commercial/business park area at the corner of Oakdale and Claribel Roads to provide adequate access and visibility from the future expressway.*

Oakdale Road, designated as a future arterial, will provide access to and from the regional commercial/business park. Claribel Road, designated as a future expressway, will also afford high visibility to the commercial/industrial uses located in this portion of the Crossroads Community. The regional commercial/business park will serve as a transitional land use between the future expressway and residential uses to the north.

### **3.4 Implementation Measures**

The following measures are required to implement the Land Use Element:

1. Modify the City Zoning Ordinance and Zoning Map to reference the Crossroads Community Specific Plan for certain zoning types and regulations (see Section 10.0, Regulatory and Zoning Implementation, of this specific plan).

It should be noted that a portion of the area north of Morrill Road, known as the Stonebridge Subdivision, was recently developed. Therefore, zoning

Adopted November 15, 2001, Resolution No. 2001-145

implementation steps based on the land use categories in this plan do not apply to that area.

2. Apply to the Stanislaus County LAFCO to request annexation of the territory within the Crossroads Community planning area into the City of Riverbank.
3. Require precise or master plans for the commercial/business park prior to any development in these land use areas.

## **4.0 CIRCULATION**

---

Utilizing goals, objectives and policies, this circulation element provides a definition of the roadway hierarchy proposed for the planning area. The importance of the circulation element within the Specific Plan becomes clear when one understands the overall importance of appropriate street design within communities.

Historically, streets have not only served as a means of circulation, but they are also important public spaces. In recent decades the importance of the residential street as a public pedestrian space has been overlooked, as roadway widths have become overly wide with the intent of accommodating only high speed vehicular access. The importance of appropriate street design in suburban design and planning is described in a book titled *Residential Streets*, published by the Urban Land Institute, American Society of Civil Engineers, and the National Homebuilders Association. The book describes the variety of purposes which residential streets serve:

*It is often forgotten that residential streets become part of the neighborhood and are eventually used for a variety of purposes for which they were not designed. Residential streets provide direct auto access for the occupant to his home; they carry traffic past his home; they provide a visual setting, an entryway for each house; a pedestrian circulation system; a meeting place for the residents; a play area (whether one likes it or not) for the children. To design and engineer residential streets solely for the convenience of easy automobile movement overlooks the many overlapping uses of a residential street.*

Neighborhood streets that are designed overly wide with heavy through-traffic discourage opportunities for neighbor interaction and a safe pedestrian environment. The circulation plan for the Crossroads Community establishes a framework for the overall development of a hierarchy of circulation components including appropriately scaled streets, pedestrian linkages, and bicycle paths. These circulation components help to establish a sense of place within the community and allow for uses other than those focused on automobile transportation, while at the same time allowing for a linkage to external, region-serving roadways. The land use plan for the Crossroads Community provides a layout and orientation of land uses which allow for direct and convenient pedestrian access at both ends of the trip. The circulation plan is intended to work in concert with the land use plan to encourage a safe pedestrian environment as well as ease of vehicular circulation.

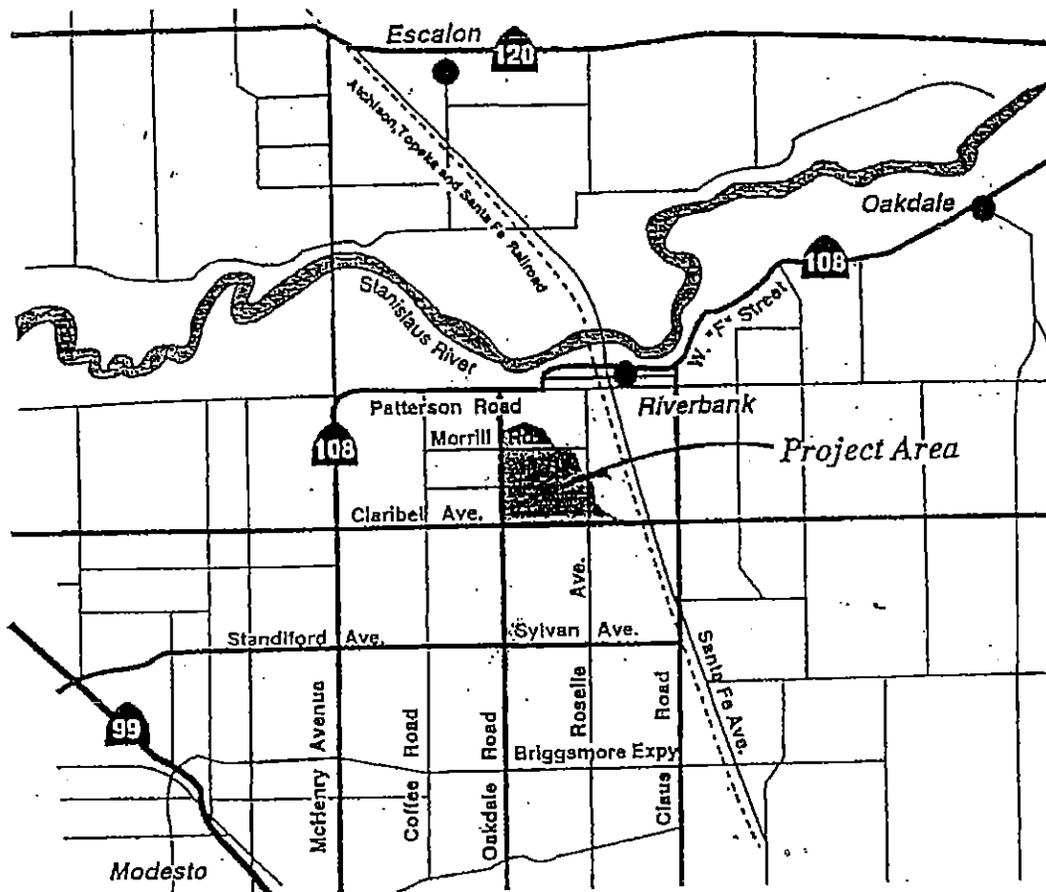
### **4.1 Regional Considerations**

With a population of an estimated 7543 persons planned for the Crossroads Community, the build-out of the planning area will affect the regional transportation system. The resulting increase in traffic is anticipated in the *Stanislaus County Regional Expressway Study*, which projects a doubling of the population and employment throughout the County by the year 2010. Traffic levels within Stanislaus County are expected to grow considerably and out-commuting is predicted to grow

Adopted November 15, 2001, Resolution No. 2001-145

substantially, but at a lower rate than intra-county travel. According to the study, the increase in the area's street and highway capacity would require the development of a regional expressway system.

The City of Riverbank is located approximately five miles east of State Route 99 and five miles north of Modesto. Regional access to the area is provided by State Routes 99, 108, and 120. Figure 6 illustrates the regional transportation context of the planning area.



Source: California State Automobile Association and EMC Planning Group Inc.



No Scale



A Land Use Planning  
and Design Firm

City of Riverbank  
Crossroads Community Specific Plan  
Regional Transportation Context

Figure  
6

PAGE 36

## **4.2 Proposed Planning Area Circulation System**

The proposed circulation system for the Crossroads Community consists of improvements to roadways external to and on the periphery of the planning area and development of internal roadways which move traffic into and throughout the planning area. Figure 7 illustrates the circulation concept for the Crossroads Community.

### **External Circulation System**

The external circulation system consists of an expressway and two arterials. The planning area is bound by three external regional roadways which the General Plan designates as arterial roadways: Claribel Road, Oakdale Road, and Roselle Avenue. The *Stanislaus County Expressway Study* upgrades Claribel Road from an arterial to a Class A four-lane expressway between Oakdale Road and Claus Road, with interchanges at Roselle Avenue and Oakdale Road.

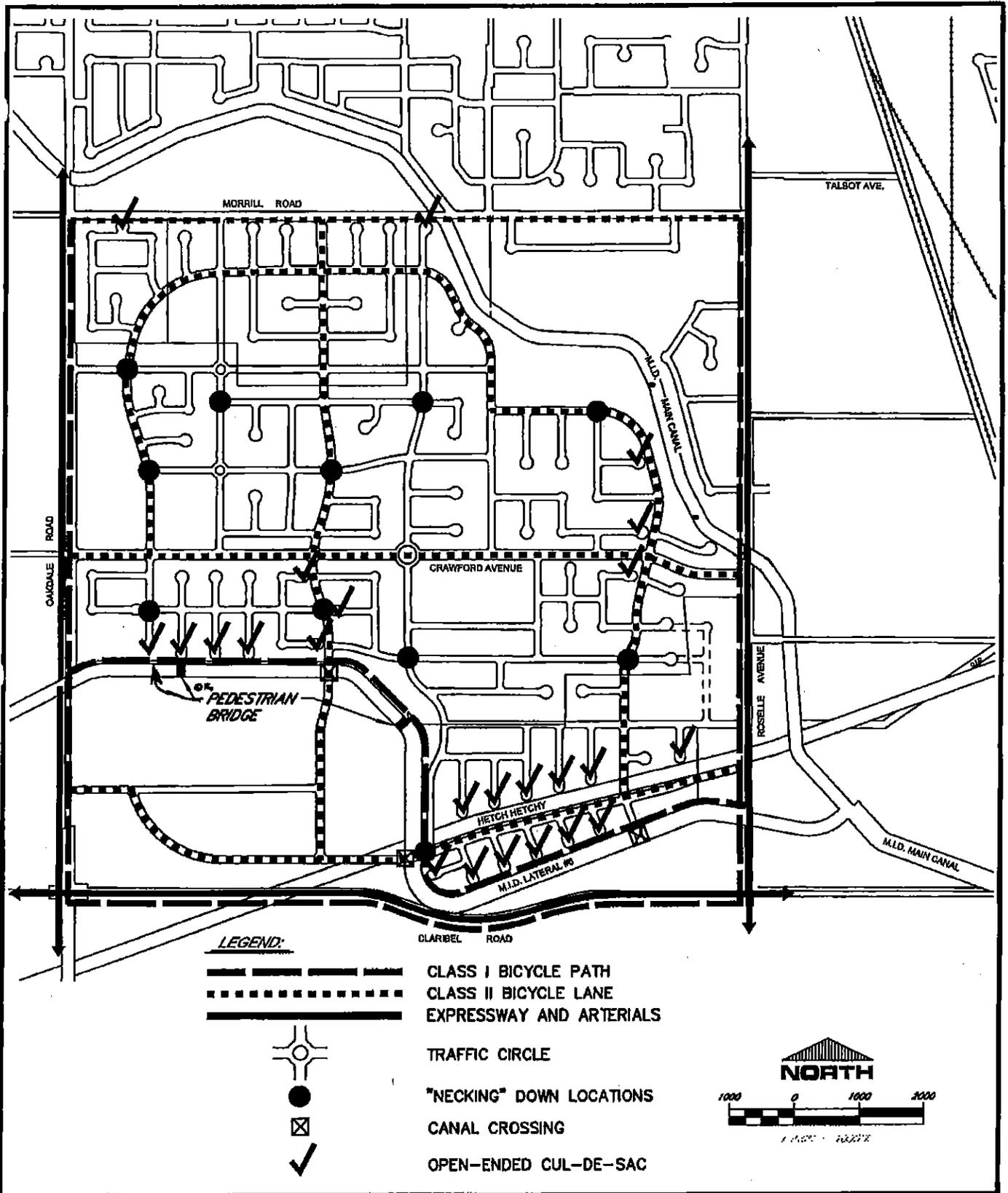
*Expressway.* The *Stanislaus County Expressway Study* indicates that Claribel Road could be phased in as a Class C four-lane expressway by the year 2000, with upgrades to a Class B four-lane expressway by the year 2010, after which would require an upgrade to the Class A expressway. The ultimate configuration of a Class B expressway includes a 134-foot right-of-way with six 12-foot travel lanes, a 22-foot median, and 40 feet for shoulders and buffers. To accommodate the planned interchanges at the Claribel Road/Oakdale Road and Claribel Road/Roselle Avenue intersections a 158-foot right-of-way, measured 1,000 feet from the intersection on each side of the roadway, is planned.

According to the *Stanislaus Area Transportation Plan*, Class B expressways do not require interchanges. Therefore, development of the interchange on Claribel Avenue will not occur until the roadway is upgraded to Class A beyond year 2010. Class B expressways restrict access from driveways and minor side streets. Major street intersections are signalized with multiple-turn lanes. Class C expressways have minor access restrictions, but allow left-turn lanes to and from collector streets.

To mitigate noise and visual impacts from the future Claribel Expressway, a 27-foot greenway buffer is planned along the north side of the expressway in addition to the 134-foot right-of-way. The buffer will include a Class 1 bikeway, berming and landscape plantings, and could create a link into the linear parks adjacent to the canals as well as to the Hetch-Hetchy right-of-way if such facilities are developed as part of the project.

*Arterials.* Oakdale Road and Roselle Avenue are designated as arterials by the Riverbank General Plan. The existing right-of-way of Oakdale Road is 124 feet. This will ultimately include six travel lanes with a landscaped median in the middle. The east side of the roadway will include a 12-foot wide Class 1 bikepath and a 10-foot wide landscaped buffer. Ten feet will be available on the west side to accommodate a sidewalk and landscaping. Roselle Avenue is planned to ultimately include a 124-foot right-of-way which will accommodate the following: four travel lanes and a landscaped median, a 25-foot wide light rail line or express bus service lane, a 12-foot wide Class 1

bikepath on the west side and a 10-foot wide landscaped buffer on one side and a 10-foot wide sidewalk/landscaped buffer on the east side. An alternative design for Roselle Avenue could include the light-rail line running inside an enlarged median, rather than on the outside of the travel lanes. Until the ultimate roadway configurations are fully implemented, the excess rights-of-way will be used for bus turnouts and pedestrian corridors.



1117 L STREET, MODESTO, CALIFORNIA, 95354  
(209) 528-4214

CITY OF RIVERBANK  
CROSSROADS COMMUNITY SPECIFIC PLAN  
**CIRCULATION CONCEPT**

**FIGURE 7**

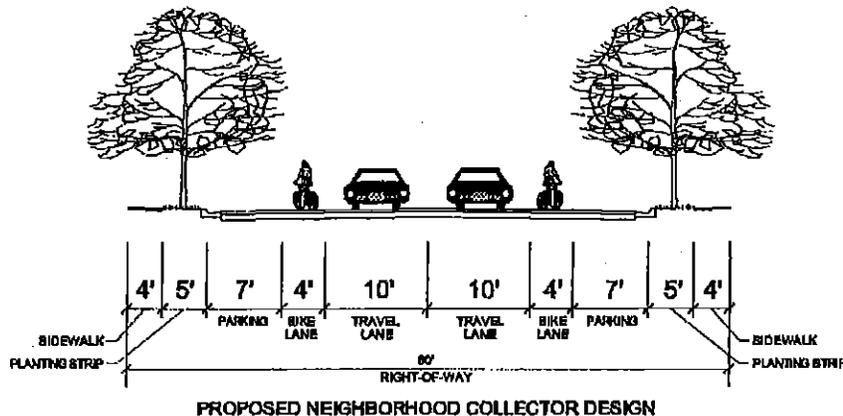
### **Internal Circulation System**

The internal circulation plan for the Crossroads Community is proposed as a hierarchy of interconnected streets. The plan's intent is to provide vehicular access, as well as to ensure safe and enhanced pedestrian and bicycle access throughout the community. The plan is also proposed as an interlinking of the major components of the community. It is proposed to consist of neighborhood collectors, minor streets and the recreation trail/bikeway system.

### **Neighborhood Collectors**

The neighborhood collectors are proposed to have a 60-foot right-of-way, with one travel lane in each direction, sidewalks, on-street parking and a Class II bikelane. A cross-section of the neighborhood collector is illustrated below. Three roadways will have a slightly different configuration.

The east-west neighborhood collector between the traffic circle in the regional commercial center/business park to Oakdale Road. The projected level of traffic in this area warrants a roadway identical to that described above and is illustrated below, but with two 10 foot travel lanes in each direction. Crawford Road will include a median, as described below. Morrill Road has a different design configuration than the other neighborhood collectors within the planning area due to existing conditions, and is discussed and addressed on the following page.

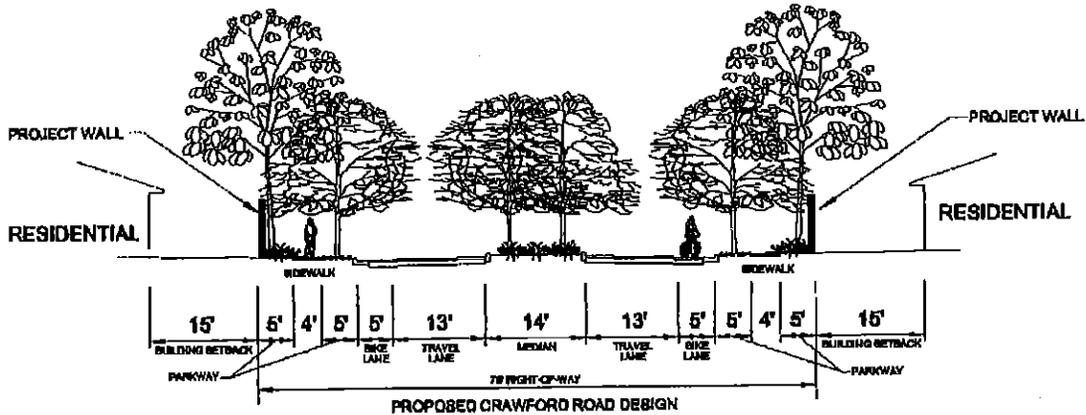


The following roadways are proposed as neighborhood collectors within the Crossroads Community:

**One Primary East-West Entry Collector.** Crawford Road is proposed to be extended into the community and will serve as the primary entry road at Oakdale Road and Roselle Avenue. The plan for the Crossroads Community assumes the extension of Crawford Road across the planning area from Oakdale Road to Roselle Avenue through the community. Crawford Road will include a 78-foot right-of-way with 5-foot bike lanes, 13-foot travel lanes, and a 14-foot wide median.

Adopted November 15, 2001, Resolution No. 2001-145

No parking, loading or garages will be allowed on Crawford Road. Crawford Road extends through the community to the Neighborhood Commercial located at each end, refer to *Illustration No. 1*.

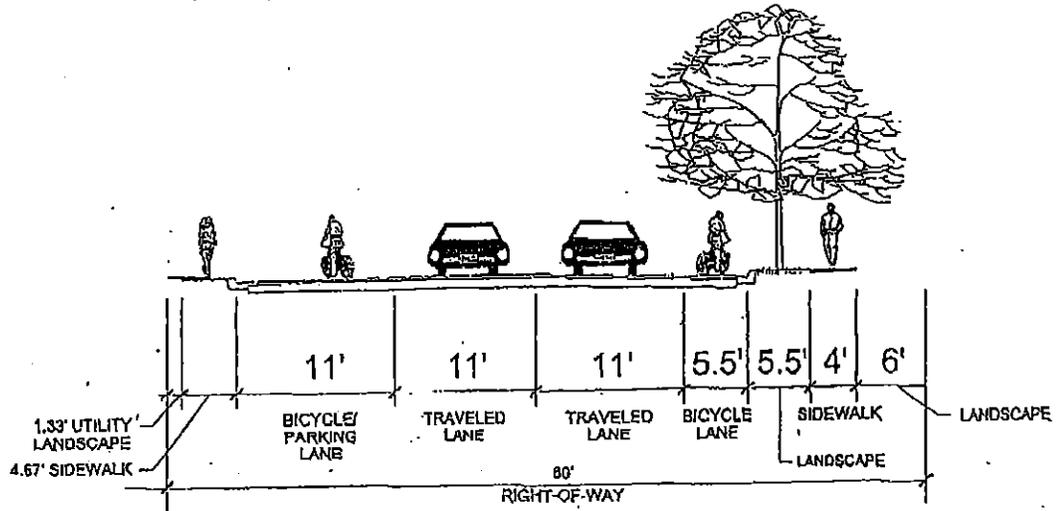


**One Primary North-South Entry Collector.** This roadway will extend from Morrill Road into the planning area, providing entry access to the neighborhoods and, ultimately, to the regional commercial/business park area. This roadway runs perpendicular to Crawford Road. All interior neighborhood streets, including local and connector (collector) streets allow for on-street parking, frontage of homes, bike lane, and narrower street widths. What makes a neighborhood environment friendly to walk in is the presence of "natural surveillance" of the people in the neighborhood. Placing homes with porches, windows, doors, balconies, and courtyards onto a street helps to create that extra sense of security on all streets in a neighborhood, not just on local streets. The proposed "Neighborhood Collector" street section supports the City's goal of achieving a more pedestrian friendly environment. The narrower 10-foot travel lane will help reduce vehicular speed through the neighborhood. A 4-foot bike lane on both sides of the street, on-street parking, and allowing homes to occasionally front onto the collector street will cause the collector street environment to also feel like part of a neighborhood.

**One Secondary East-West Periphery Collector.** Morrill Road, which extends from Oakdale Road to Roselle Avenue in the northern portion of the planning area, will serve as a periphery road. The Stonebridge Subdivision, on the north side of Morrill Road, was recently constructed with lots fronting onto Morrill Road. This has resulted in traffic conflicts between backing vehicles and through traffic. To ensure a safe roadway environment in the future, Morrill Road is proposed to be completed as a collector, with a 60-foot right-of-way. The intent of the design is to allow for a combination backing lane/bicycle lane on the north side of Morrill Road adjacent to the existing residential lots. Parking will be permitted on both sides of the street. The residential units to be developed on the south side of Morrill Road may front onto Morrill Road. The proposed cross-section of Morrill Road is illustrated below.



CRAWFORD AVENUE STREETSCAPE

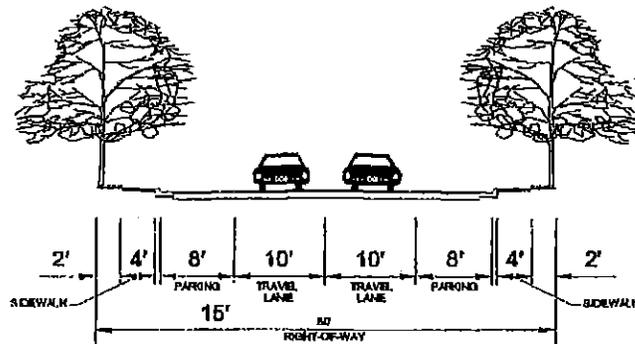


PROPOSED MORRILL ROAD DESIGN

**One Curvilinear Collector.** This collector is located near the periphery of the planning area and will link the regional commercial/business park area to the neighborhoods and the community park. All interior neighborhood streets, including local and connector (collector) streets allow for on-street parking, frontage of homes, bike lane, and narrower street widths. As discussed previously, a 4-foot bike lane on both sides of the street, on-street parking, and allowing homes to occasionally front onto the collector street will cause the collector street environment to also feel like part of a neighborhood.

**Minor/Local Streets**

The remainder of the roadways within the Crossroads Community are designated as minor or local streets. These roadways are proposed to have a 50-foot right-of-way, including two travel lanes, on-street parking, and monolithic drive-over curbs, gutters and sidewalks. Minor street locations are illustrated on Figure 7 as a part of the circulation concept. However, the local streets are not illustrated on Figure 7, as the exact locations have not been determined. A cross-section illustrating the configuration of the minor/local streets is illustrated below.

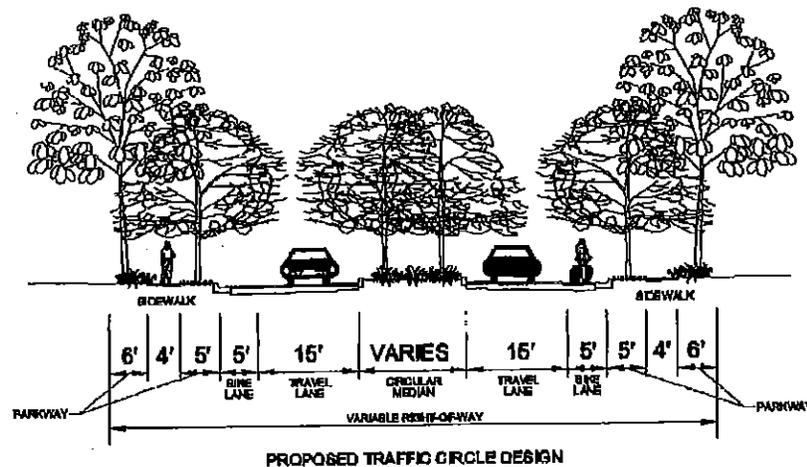


PROPOSED MINOR AND LOCAL STREET DESIGN

Minor streets within the planning area are proposed to be oriented on a grid to provide inter-connectivity and ease of access throughout the neighborhoods. Local residential streets should be designed to connect into the larger pattern and a minimum of four access points should be provided from individual neighborhoods.

### Traffic Circles

As illustrated on the land use and circulation plans, traffic circles are proposed at key intersections. They are designed to slow and direct traffic and provide visual landmarks within the community. Locations include a major central traffic circle proposed at the intersection of Crawford Road and the main north-south collector as well as at other locations. Enhanced landscaping could be built at the central traffic circle as a prominent landmark to orient residents and visitors to the neighborhood. A cross-section of a typical traffic circle is illustrated below.



Actual travel lane, bike lane, and parkway widths may vary depending upon the classification of roadway.

## 4.3 Circulation Goals, Objectives, And Policies

### Circulation Goal

*Provide a circulation system for the Crossroads Community which is scaled for a residential neighborhood, maintains efficient linkage to the existing City of Riverbank, and offers access to region-serving roadways.*

**Circulation Objective 1**

*Upgrade the existing external circulation system to accommodate traffic generated from the build-out of the Crossroads Community.*

The Stanislaus County Regional Expressway Study calls for improvements to roadways on the periphery of the planning area including, but not limited to, Claribel Road as an expressway, and Oakdale Road and Roselle Avenue as arterials. Improvements could include right-of-way dedication, roadway widening, intersection upgrades, re-striping, and/or payment of fees, landscaping and provision of pedestrian and bicycle facilities.

**Circulation Policy 1.1**

*Provide improvements and/or a pro-rata share towards improvements, in a timely manner, for the major roadways surrounding the planning area which will be impacted by the additional traffic generated by build-out of the Crossroads Community.*

Traffic generated by the build-out of the planning area will warrant improvements to several surrounding roadways which extend beyond the periphery of the planning area. The planning area's fair share for external traffic mitigation is specified in Chapter 9 - Financing Program. Projects shall be required to pay city/county and inter-city fees or construct improvements based on the planning area's fair-share estimate. Any amount expended for external transportation improvements beyond the planning area's (or individual projects within the planning area) fair-share shall be credited against the project's responsibility for un-funded or un-programmed cumulative mitigation or be reimbursed by the city/county and/or inter-city fee program.

**Circulation Policy 1.2**

*Provide improvements and/or a pro-rata share toward improvements of the surrounding major roadway intersections as necessary to accommodate the additional traffic generated by the build-out of the Crossroads Community*

Traffic generated by the build-out of the planning area will warrant improvements to several surrounding intersections which extend beyond the periphery of the planning area. Intersections that are not in the immediate vicinity of the planning area but are outside the Modesto sphere-of-influence, will be mitigated via fair-share contribution towards cumulative improvements at these intersections.

**Circulation Objective 2**

Develop a hierarchy of streets which promote efficient auto travel within the Crossroads Community while encouraging pedestrian- and bicycle-oriented travel.

The hierarchy of streets planned within the Crossroads Community includes external expressway and arterials, neighborhood collectors, and minor and local neighborhood

streets. The external expressway and arterials are designed to provide access to areas outside the Crossroads Community and are discussed above. The neighborhood collectors are designed to provide auto, pedestrian, and bicycle access from the neighborhoods to the main focal land uses within the community: the parks, school, and the regional commercial/business park. The minor and local streets are designed to discourage through-traffic and high speeds, and encourage pedestrian circulation.

### **Circulation Policy 2.1**

*Design a system of collector streets to provide access to residential neighborhoods.*

Collector streets provide access between external arterials, minor and local neighborhood streets. Intersections between neighborhood collector streets and arterial streets will be signalized as appropriate. Major neighborhood collector streets should be designed on the basis of a 30 mile-per-hour design speed, which would allow for the posting of 25 mile-per-hour speed limits. Major neighborhood collector streets, with one exception, will provide two-lane sections and will generally be located to start at the intersection of an external arterial and continue away from the arterial street to connect with the minor and local street system. The major collector between the regional commercial/business park and Oakdale Road will include four lanes. Back-up lots will be allowed adjacent to Oakdale Road, Roselle Avenue, Claribel Road, and Crawford Road and other locations as approved by the City of Riverbank.

### **Circulation Policy 2.2**

*Provide minor and local neighborhood streets which discourage through-traffic and high speeds*

Residential neighborhood streets should be designed to establish a sense of security and discourage excessive traffic speeds, the use of streets for detours or shortcuts, and the use of curb parking by drivers with destinations outside of the neighborhood. Several alternative approaches should be encouraged to limit through-traffic on local neighborhood streets. These include reducing the perceived size of the street by narrowing the curb-to-curb widths, "necking down" the street size at key intersections, providing on-street parking in bays; and slowing down traffic speed by introducing traffic circles. The use of cul-de-sacs, whether open-ended or closed, is a function of the community design. Closed-ended cul-de-sacs used occasionally within a community have many positive benefits including:

- Creation of a safer environment for pedestrians and children. As stated in the Specific Plan, "*whether one likes it or not*", children do play in the streets and a cul-de-sac accomplishes the goal of creating a safer environmental than through street which lend to more automobile traffic.
- Residences along a closed-ended cul-de-sac have a greater sense of a small neighborhood which can encourage better interaction among neighbors.

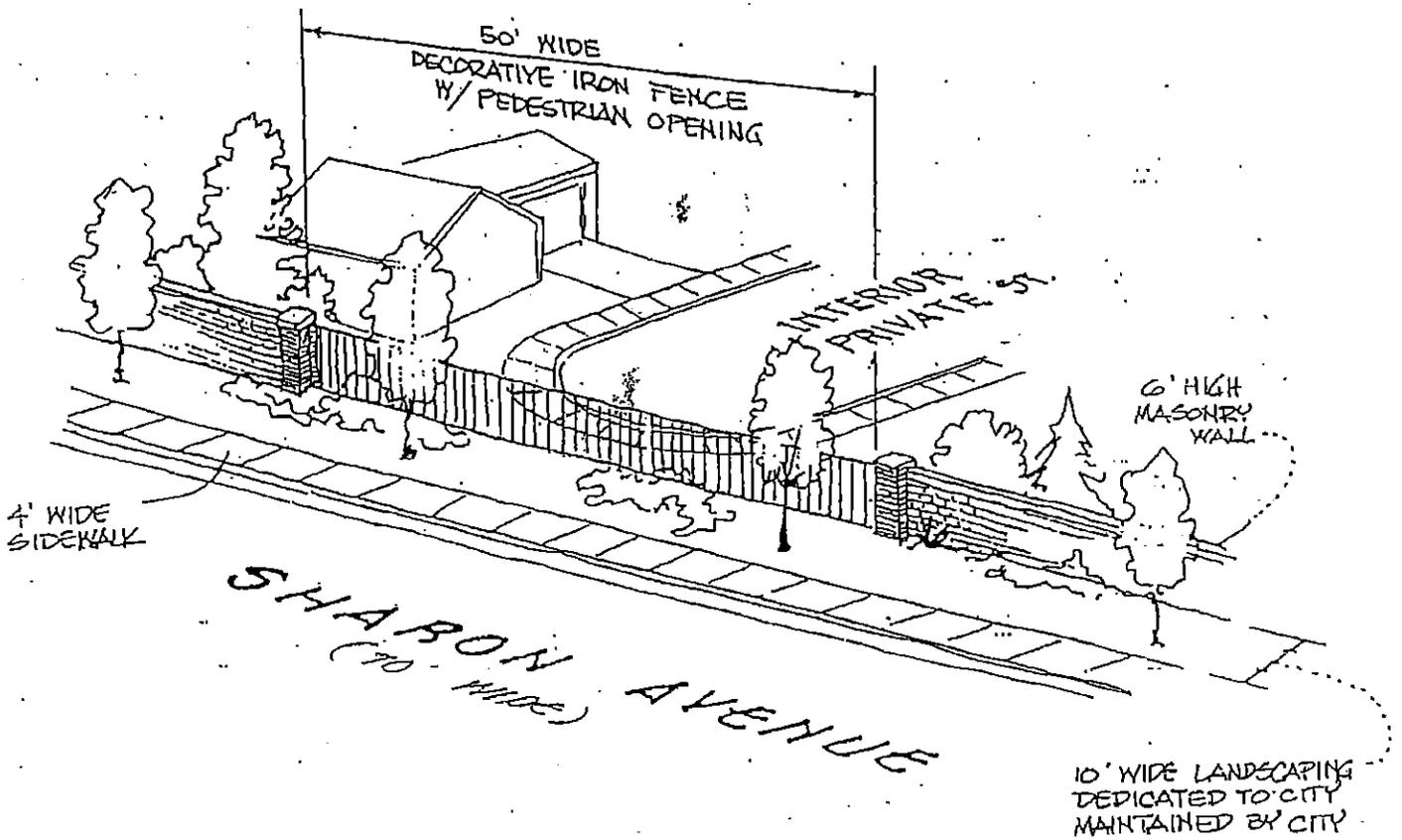
- A sense of privacy and security.

Open-ended cul-de-sacs will serve as a direct linkage to the trail system which, in return, makes walking more convenient and safe, refer to *Illustration Nos. 2, 3 and 4*.

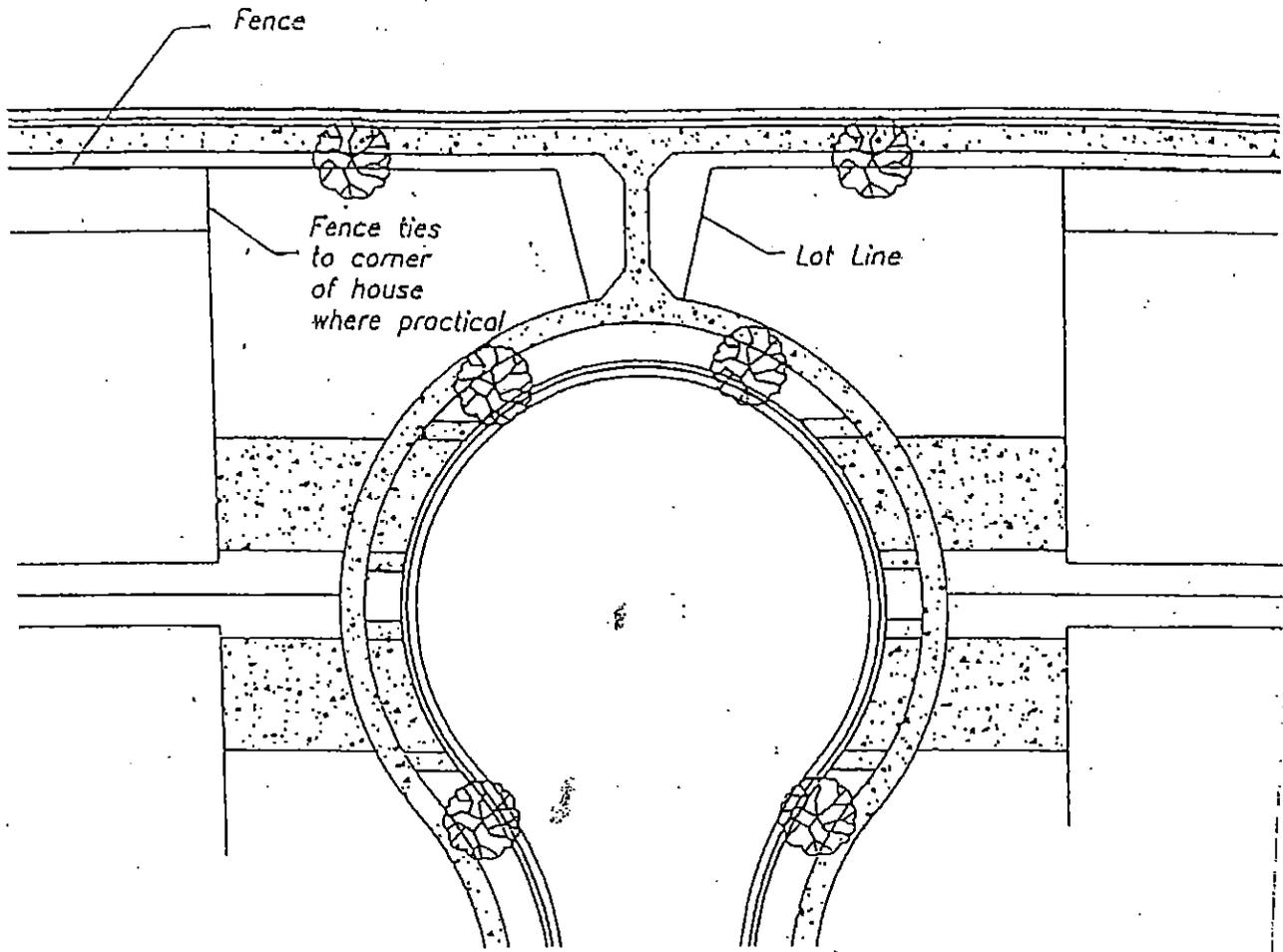
Local neighborhood streets could be reduced in width in some areas, subject to city approval, to a 47-foot right-of-way and 27 feet of pavement curb-to-curb, with one-sided parking or parking in bays. Restricted width streets should not connect directly to an arterial street or major collector street, and should not be greater than 1,200 feet in length.

Cul-de-Sac End Detail

Although the proposed subdivision will be a gated community, an "open" appearance will be developed at the cul-de-sac ends at Sharon Avenue shown below. A minimum of 50 feet will be decorative wrought iron fencing with pilasters to match the perimeter wall. This detail will occur in two locations along Sharon Avenue.



CUL-DE-SAC END DETAIL  
ILLUSTRATION 2



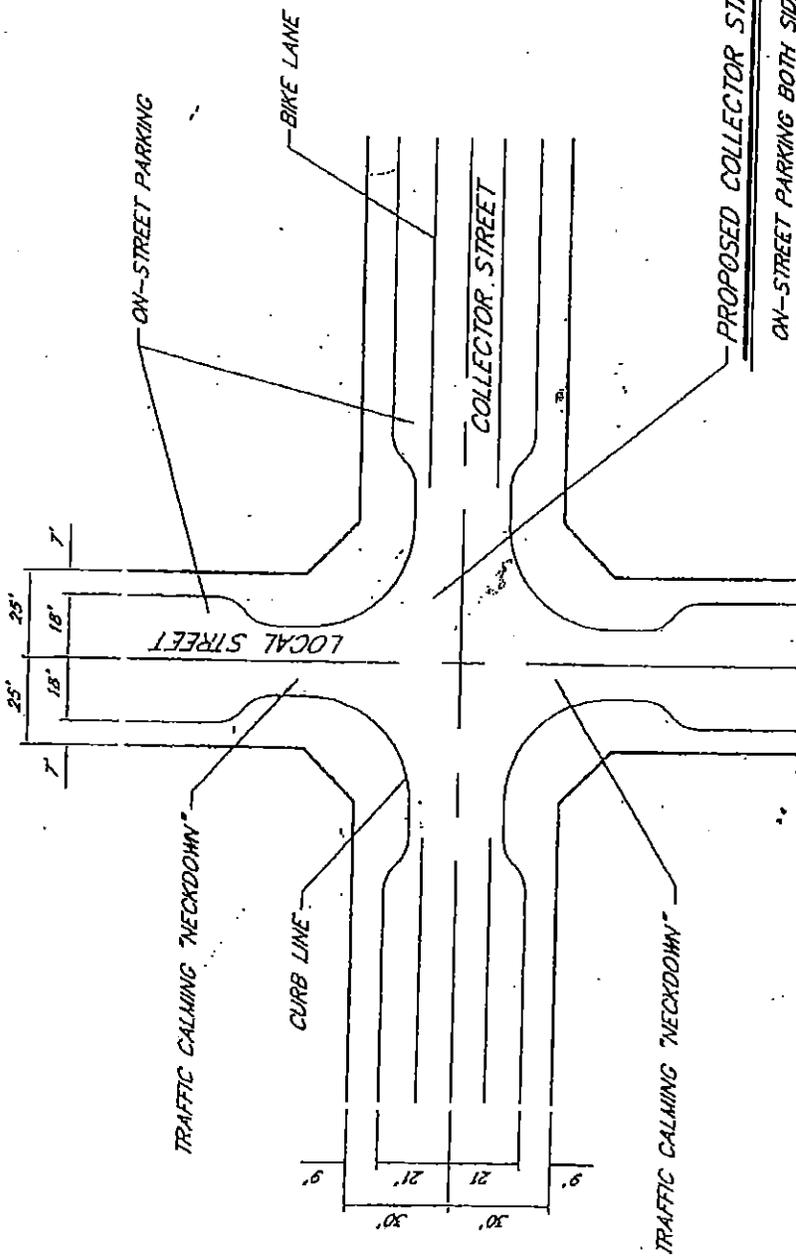
SCALE : 1" = 30'  
 DRAWN BY : DH  
 FILE : 4950  
 DATE : 12-14-98



**O'Dell Engineering**

1101 W. 5th Street, Modesto, CA 95354  
 (209) 571-1765 FAX: (209) 571-2466

ILLUSTRATION 3  
 TYPICAL OPEN-END  
 CUL-DE-SAC  
 PAGE 49.



ON-STREET PARKING BOTH SIDES  
 TRAFFIC CALMING "NECK DOWN" AT INTERSECTION  
 REDUCE TRAVEL LANE WIDTH

NOTE: REFER TO CIRCULATION CONCEPT FOR LOCATIONS

CROSSROADS COMMUNITY SPECIFIC PLAN  
**PROPOSED NECKING DOWN  
 AT KEY INTERSECTIONS**



1117 L STREET, MODESTO, CALIFORNIA, 95354  
 (209) 526-4214

**Circulation Policy 2.3**

*Provide traffic circles at key intersections within the Crossroads Community.*

Traffic circles can provide an opportunity to slow through-traffic in residential neighborhoods and can reduce the need for traffic lights, allowing four or five roads to converge at a single point and at acute angles. Traffic circles also present excellent opportunities to improve street appearance and incorporate green spaces into neighborhoods. They operate in a one way counterclockwise direction.

**Circulation Policy 2.4**

*The City may consider the addition of commercial access points along Claribel Road.*

**Circulation Policy 2.5**

*Back-up lots with walls may be located on arterials, expressways, Crawford Road, and other locations as approved by the City of Riverbank.*

The intent of this policy is to provide for a more aesthetically pleasing atmosphere within the Crossroads Community while providing for noise attenuation for residences located near busy roadways.

**Circulation Objective 3**

*Develop a circulation system that is designed to interface with existing and future circulation facilities.*

**Circulation Policy 3.1**

*Provide a community-wide Class 1 recreation trail/bikeway system as part of the Crossroads Community circulation system that interfaces with the existing and future city-wide and regional bikeways.*

Class 1 bikeways are provided in the following locations: within the 20-foot setback along Roselle Avenue and Oakdale Road and within the 25-foot setback along Claribel Road. Class 2 bikeways are provided along Crawford Road and Morrill Road. In addition, Class 1 bikeways could be provided along the MID canals, Hetch-Hetchy right-of-way and along other streets within the Crossroads Community to attain the required park acreage.

**Circulation Policy 3.2**

*Provide bus turnouts as a part of the village-wide neighborhood collector street network.*

Roselle Avenue is designated as the primary north-south transit corridor connecting Modesto with Riverbank and bus turnouts are included within its right-of-way. Claribel Road is designated as a Class A four-lane expressway between Oakdale Road and Claus Road. Currently there is fixed bus service between Modesto, Riverbank and Oakdale along Claribel Road.

At a minimum, bus turnouts should be provided at the following locations: the intersections of the village entrance collectors at Oakdale Road and Crawford Road, Oakdale Road and Morrill Road, and Roselle Avenue and Crawford Road extension. Additional locations that should be considered are within the regional commercial/business park.

#### **4.4 Implementation Measures**

In July 1987, the City of Riverbank adopted fees to pay for additional capital facility needs that would result from additional development and for which funding did not exist. In late 1988, this fee schedule was updated pursuant to AB 1600. The resulting Systems Development Fee Summary established fees based on the number of acres available for various types of development, traffic distribution, lot coverage for commercial and industrial uses, and population projections. The City intends to update the costs on a regular basis. Further, the fee summary established suggested transportation-related improvements for all the major roadways with existing and/or projected deficiencies.

Funding mechanisms for circulation improvements shall include land purchase for major roadways, dedication of land for minor roadways, roadway design, and roadway construction.

1. Future residents and property owners of the Crossroads Community shall be responsible for a fair share of the financing of design and construction of external transportation improvements to which project-generated traffic contributes. Individual projects shall be required to pay city/county and inter-city fees or construct improvements to meet the planning area's fair-share estimate. Any amount expended for external transportation improvements beyond the planning area's fair share (or an individual project within the planning area's fair share) shall be credited against the planning area's (or individual project's) responsibility for un-funded or un-programmed cumulative mitigation or be reimbursed by the city/county and/or inter-city fee program. Final design or actual improvements shall be subject to City and/or responsible agency approval. Section 9.0, Financing, of this specific plan specifies the fair-share of external transportation improvements for the planning area.
2. Crossroads Community developers shall be responsible for the dedication, design, financing, and construction of all internal major neighborhood collector street improvements, including traffic circles, landscaping, and pedestrian and bicycle paths, identified in the traffic and circulation section of the EIR for the Crossroads Community Specific Plan. Final design shall be subject to City approval.
3. Crossroads Community developers shall be responsible for the dedication, design, construction, and financing of all internal minor and local street improvements including traffic circled and bikeway systems identified in this plan

Adopted November 15, 2001, Resolution No. 2001-145

and in the traffic and circulation section of the EIR for the Crossroads Community Specific Plan. Final design shall be subject to City approval.

4. The City shall coordinate with the transit district to identify and design appropriate bus turnout/bus stop facilities within the Crossroads Community. Financing for these facilities shall be provided by the Crossroads Community.
5. Funding mechanisms for circulation improvements have been updated with the City of Riverbank Growth Related Impact Fee and the Crossroads Infrastructure Fee as adopted by the City Council. The funding mechanisms may be further refined upon approval of Development Agreements for individual properties.