



# RIVER WALK

## SPECIFIC PLAN

OCTOBER 2023

Prepared for:

**City of Riverbank**  
Development Services Department  
6707 3rd Street  
Riverbank, CA 95367  
209.863.7128

Prepared by:

**De Novo Planning Group**  
Steve McMurtry | Principal  
1020 Suncastr Lane #106  
El Dorado Hills, CA 95762  
916.580.9818

WELCOME TO

---

# RIVER WALK

---

The River Walk Specific Plan is designed as an attractive and distinctive community to the Central Valley region that incorporates a mix of land uses to capitalize on the region's assets, inspiration, and potential. The community provides for active adult 55+ and residential neighborhoods, with a variety of housing densities and products, supported by a community core that was designed with the intention of creating a public space to promote people's health, happiness, and well-being. The community core is inspired by urban design principals, incorporating neighborhood-scale retail, high density housing, a community center, recreational opportunities, trails, and a Neighborhood Electric Vehicle (NEV) system to provide efficient accessibility to the community core.

The community center was designed to serve as a focal point, which is planned to be anchored by an active adult clubhouse with supporting retail and housing, along with park and recreational facilities, reflective of the natural landscapes surrounding the site and character of the region.

The active adult community component to the project includes a vision and strategy to emerge as an age-in-place community that provides choices for housing needs for various age groups and income levels (detached and attached homes, townhomes, apartments, assisted living), medical resources, social and recreational facilities, and retail, all accessible with a short walk or use of a Neighborhood Electric Vehicle.

---

# TABLE OF CONTENTS

## Contents

CHAPTER 1: INTRODUCTION	5
CHAPTER 2: EXISTING CONDITIONS	17
CHAPTER 3: RIVER WALK VISION	27
CHAPTER 4: LAND USE AND DEVELOPMENT STANDARDS	33
CHAPTER 5: CIRCULATION AND MOBILITY	53
CHAPTER 6: INFRASTRUCTURE PARKS AND PUBLIC SERVICES	71
CHAPTER 7: DESIGN GUIDELINES	95
CHAPTER 8: A COMMUNITY AGING TOGETHER	121
CHAPTER 9: IMPLEMENTATION AND ADMINISTRATION	129



Scale 1/8" = 1'-0"

Scale 1/8" = 1'-0"

REV-A SH  
2011

W. No 101

54  
70  
87  
97  
100



The purpose of this Specific Plan is to create a vibrant mixed-use development, with an active adult-oriented component that is anchored to a community core (or center) for social and retail gathering and supporting services.

## CHAPTER 1: Introduction

This chapter introduces the Specific Plan and provides a description of the River Walk project, its relationship to other applicable planning documents, and an overview of the planning process. The chapter also explains the regulatory requirements of a specific plan and describes how the document's directives, development standards, and guidelines, should be interpreted.

This chapter is organized into the following sections:

- 1.1. Specific Plan Purpose
- 1.2. Plan Area Setting
- 1.3. Planning Efforts
- 1.4. Specific Plan Requirements
- 1.5. Relationship to Other Documents
- 1.6. Specific Plan Organization
- 1.7. Interpreting the Specific Plan

### 1.1: SPECIFIC PLAN PURPOSE

The purpose of this Specific Plan is to create a vibrant mixed-use development, with an active adult-oriented component that is anchored to a community core (or center) for social and retail gathering and supporting services. The Specific Plan is intended to guide the development of River Walk over the next 15-20 years.

## 1.2: PLAN AREA SETTING

### Regional Setting

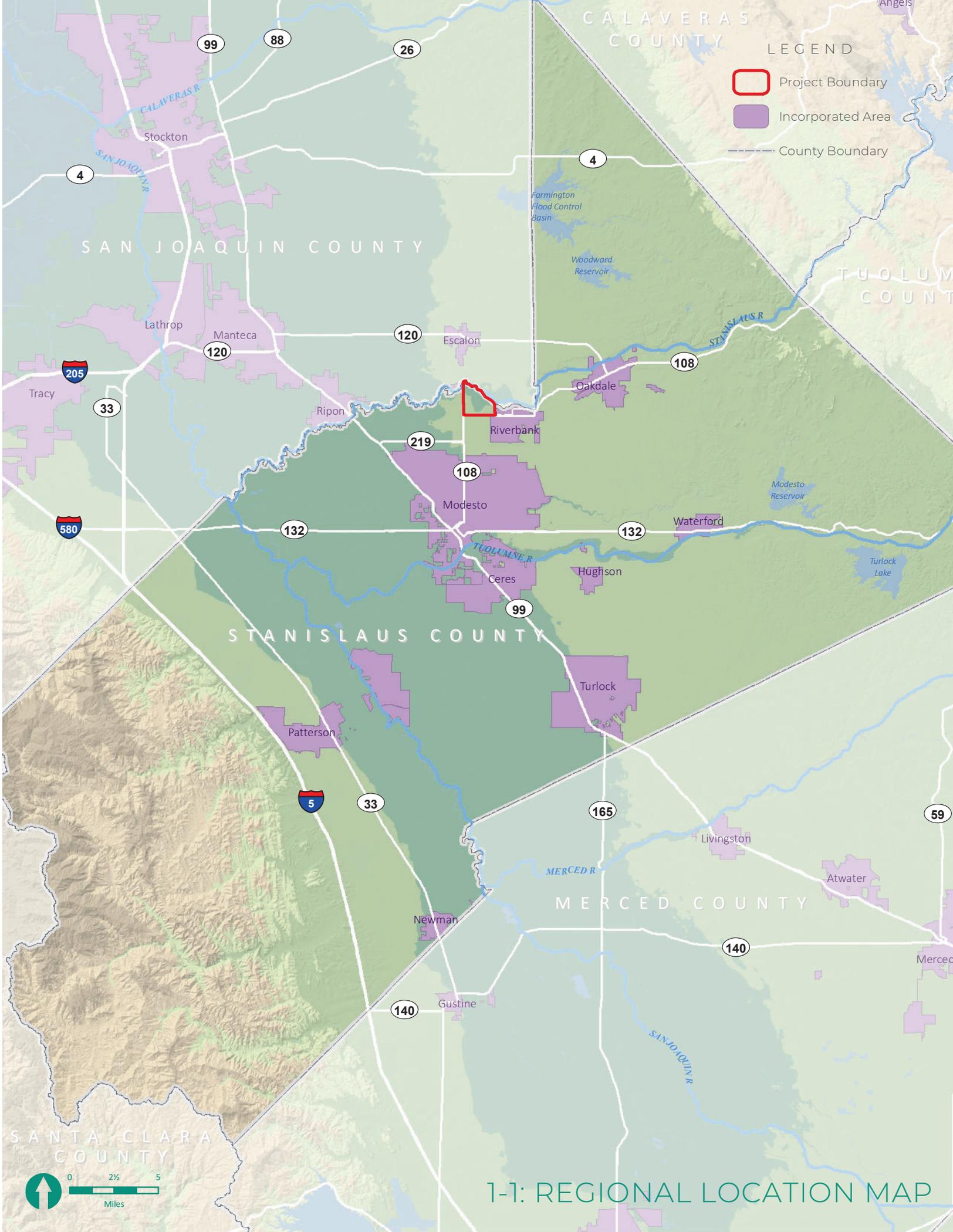
Riverbank is located in Stanislaus County, within the northern portion of the San Joaquin Valley in central California. It is approximately 25 miles east of Tracy, 15 miles north of Turlock, and 5 miles north of Modesto. Figure 1.1 shows Riverbank’s location within the region.

### Local Setting

Riverbank is located along the southern bank of the Stanislaus River, which gives the City its name. The Stanislaus River is one of multiple rivers in the valley that flow west from the Sierra Nevada Mountains into the San Joaquin River and ultimately into the Pacific Ocean.

Regional highway access to the city is primarily provided by two major corridors in the San Joaquin Valley: Interstate 5 (I-5) and State Route (SR) 99. I-5 traverses the western end of the valley and links San Diego and Los Angeles to the valley. SR 99 is located nine miles west of Riverbank and connects many of the cities within the region. There are many smaller east-west highways in the San Joaquin Valley, including SR 108 and SR 120, both of which pass through the Riverbank area.





**LEGEND**

-  Project Boundary
-  Incorporated Area
-  County Boundary

1-1: REGIONAL LOCATION MAP

**River Walk Specific Plan Area**

River Walk is located within the unincorporated area of Stanislaus County. The approximately 997-acre Plan Area encompasses 22 parcels as shown in Table 1.2.1 and is adjacent to the City of Riverbank (City) limits located to the east. River Walk is adjacent to the City’s existing Sphere of Influence (SOI).

The parcels that comprise River Walk are primarily used for agricultural operations including orchard, row crops, and fallow land. The Modesto Irrigation District (MID) provides the water supply for the existing agricultural uses and maintains two easements (MID Main Canal and MID Drainage Canal), which traverse the southern and western portions of the Plan Area. A series of private irrigation ditches distribute the MID water from the on-site canals throughout the Plan Area. A levee is located at the northern Plan Area boundary along the Stanislaus River.

**Table 1.2.1 Parcels included within the Specific Plan Area**

Parcels (APN)	Acres
074-001-016	5.34
074-002-001	305.49
074-003-002	14.30
074-003-003	9.65
074-003-004	4.93
074-003-005	4.73
074-003-006	9.40
074-003-007	9.41
074-003-008	9.90
074-003-010	3.51
074-003-011	2.35
074-003-012	15.39
074-003-013	28.30
074-003-014	9.28
074-003-015	8.77
074-003-016	24.44
074-003-018	5.65
074-003-019	3.74
074-003-021	40.90
074-003-022	366.22
074-003-023	68.06
074-003-024	26.04
MID CANAL	20.66
Unparcelized ROW	0.71
<b>Total</b>	<b>997.18</b>

### 1.3: PLANNING EFFORTS

The Specific Plan is proposed as a component of a larger expansion proposal. The overall project includes a Specific Plan, as well as a Sphere of Influence (SOI) Amendment. The entire Project Area includes approximately 1,522 acres within the unincorporated county adjacent to the City of Riverbank. The River Walk Plan Area includes a 997-acre area to be annexed and subsequently developed. The remaining land within the Project Area is part of the SOI Amendment, and would be held as Reserve land for possible long-range planning at some future time.

The overall Project Area includes several distinct planning boundaries defined below. The following terms are used and detailed on figures to describe the boundaries within the overall Project Area:

- Specific Plan Area (Plan Area) - includes all lands identified and included within the River Walk Specific Plan. The Specific Plan Area is proposed to be annexed into the City of Riverbank. The Specific Plan Area is a portion of the SOI Expansion Area.
- SOI Expansion Area – includes the area covered by the proposed Sphere of Influence Amendment and encompasses the entire Project Area, including the Reserve land.
- Berghill Boundary – includes areas within the Specific Plan Area that are controlled by the project applicant.
- Project Area - includes the SOI expansion area, including the Specific Plan and Berghill Boundary. The Project Area is the same boundary as the SOI Expansion Area.

Project Area boundaries are shown on Figure 1.2 and acreages associated with each area are shown in Table 2.0-1. As shown on Figure 1.2 and in Table 1.7.1, the proposed Project includes approximately 1,522 acres encompassing: (1) the Specific Plan Area that includes a total of 997 acres, including the Berghill Boundary, and (2) the SOI Expansion Boundary, which makes up the entire Project Area.

**Table 1.7.1: Planning Area Boundary Acreages**

Planning Area Boundary	Acres (GIS)
Specific Plan Area	997 acres
<b>Overall Project Area</b>	<b>1,522 acres</b>

### 1.4: SPECIFIC PLAN REQUIREMENTS

A specific plan is a regulatory tool used by local governments to implement their general plans and to guide development in a localized area. While the general plan is the primary guide for growth and development, specific plans focus on the unique characteristics of a specified area by customizing land use regulations and planning processes that apply to that area. This Specific Plan is a tool to promote development, provide infrastructure, and evaluate development proposals.

All specific plans must comply with Sections 65450–65457 of the Government Code. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction where it is located. In addition, zoning regulations, all subsequent subdivisions and development, and all public works projects must be consistent with the specific plan.

Section 65451 of the Government Code mandates that a specific plan contain:

- Statement of the relationship of the specific plan to the general plan.
- Text and diagrams which specify:
  - o The distribution, location, and extent of the uses of land, including open space.
  - o The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities.
  - o Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources.
  - o A program of implementation measures including regulations, programs, public works projects, and necessary financing measures.

### 1.5: RELATIONSHIP TO OTHER DOCUMENTS

The Specific Plan builds upon the policy framework and direction set forth for development in Riverbank by the City’s General Plan. This translates into a focused, detailed, comprehensive plan for River Walk that addresses land use, the characteristics of development, circulation, parking, infrastructure, and community development.

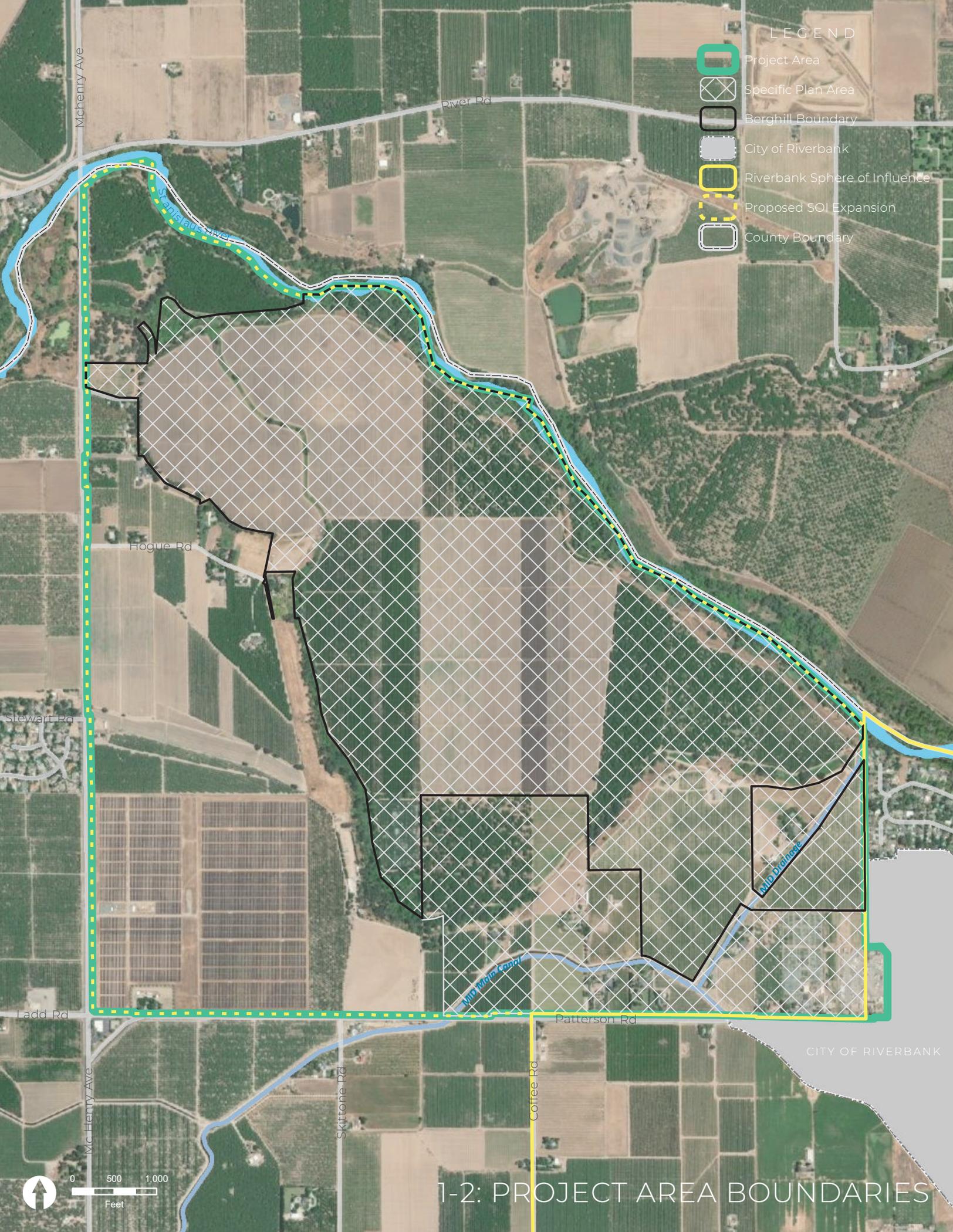
#### General Plan

With the adoption of the 2005-2025 General Plan (adopted in 2009), the City established land uses for all areas within the City’s Planning Area. Over time, some areas within a General Plan will develop, and new areas will be identified as a new future growth area. When an area is identified as a new future growth area, a long-range planning process begins.

The City of Riverbank General Plan designates the Project Area as Lower Density Residential (0.0 to 8.0 du/ac), Medium Density Residential (8.0 to 16.0 du/ac), Higher Density Residential (16.0 or more du/ac), Mixed

LEGEND

-  Project Area
-  Specific Plan Area
-  Berghill Boundary
-  City of Riverbank
-  Riverbank Sphere of Influence
-  Proposed SOI Expansion
-  County Boundary



1-2: PROJECT AREA BOUNDARIES

Use, Civic, Park, Multi-Use Recreational/Resource, Buffer/Greenway/Open Space, Agricultural Resource Conservation Area, and Reserve. The proposed Specific Plan would require a City of Riverbank General Plan Amendment to change land uses in the Project Area to very specifically fit the design concept.

As described in the Riverbank General Plan Land Use Element a portion of River Walk is designated as Reserve and offers an opportunity to plan for future land uses by setting specific performance criteria before development takes place in specific areas. Before making Reserve areas eligible for consideration for urban development, the City will hold a public hearing and make required findings, including the following:

- Development of the Reserve area is adjacent to developed areas of the City and infrastructure and services can efficiently be extended to serve the Reserve area;
- The City has had prepared infrastructure planning and financing to serve the needs of the proposed development area, including financing of any necessary citywide facilities to accommodate the planned level of growth;
- Either the rest of the Riverbank Planning Area is sufficiently built out such that the Reserve area is now needed to meet the demand for urban development, or the proposal includes a desired land use unique to the Planning Area that cannot be accommodated on lands within the City limits or portions of the Planning Area without the Reserve overlay designation;
- Completion of an environmental analysis in compliance with the California Environmental Quality Act (CEQA), including a mitigation monitoring program, pursuant to the California Environmental Quality Act, has been prepared by the City;
- A fiscal impact assessment has been prepared by the City demonstrating that, in the short- and long-term, the project would not negatively affect the City from a fiscal perspective; and,
- A Specific Plan, pursuant to Government Code Section 65450, has been prepared to show the specific land uses, development standards, compliance with the General Plan, infrastructure and public service planning and financing, and phasing, in addition to any other requirements of State law and the Community Development Director.

The Plan Area has been identified for future growth, with portions designated for development and portions designated Reserve. The project proponent has taken the initiative to study the whole area, design a land use mix that is intended to meet a much-needed market while accommodating the site constraints, and plan for the appropriate public services, infrastructure, and amenities needed to support the community. The long-range planning effort will require a General Plan Amendment to ensure that the General Plan and Specific Plan are consistent.

The Specific Plan Land Use Plan, which will be the basis for the General Plan land uses, is intended to demonstrate the specific location of each

land use and document the density and intensity requirements as established by the General Plan Land Use Element. The General Plan amendment will also cover refinements to, and relocation of, certain planned roadways identified on the General Plan Circulation Element. The General Plan amendment would be adopted by resolution at the same time the Specific Plan is adopted, and would have all appropriate environmental documentation, tribal consultations, public review, and public hearings required by law.

The Specific Plan as proposed does not conflict with the goals, policies and objectives of the City's 2005-2025 General Plan and is in line with the City's desire to create pedestrian friendly neighborhoods that feature interconnected and walkable streets that provide easy access to neighborhood centers, parks, and recreation areas. The Specific Plan provides an opportunity to establish a land use mix, a pedestrian friendly active adult environment, and amenities unlike any other development in Riverbank, and perhaps the region.

### Zoning Code

The City's Zoning Code (Riverbank Municipal Code, Chapter 153) identifies specific zoning districts and planned developments within the city and describes the development standards that apply to each zoning district. The zoning of each parcel within the city limits is designed to be consistent with the General Plan land use designation for that parcel.

The Specific Plan will require annexation into the City of Riverbank and be zoned to reflect the land uses established in the Specific Plan. The City's pre-zoning for River Walk will include the Specific Plan (SP) zoning designation for the entire Specific Plan Area. The pre-zoning will become effective upon approval of the annexation by LAFCo.

The intent and purpose of establishing a SP zoning designation over the entire Project Area is to permit more imaginative and flexible designs for development projects than would otherwise be permitted under the more conventional zoning designations. This flexibility may include such concepts as the flexibility in the location of structures; clustering; variation in yards and setbacks; the reservation of open space; and provision of neighborhood amenities. The flexibility also allows a developer to address geologic, topographical and environmental factors. At the same time, the SP designation must conform to the requirements of the general plan and the intent of the municipal code in requiring adequate standards necessary to protect the public health, safety and general welfare. In some cases, specific regulations may be established in the Specific Plan for uses or parcels that vary from the regulations defined in the Municipal Code. Where this happens, the intent is that the regulations defined in the Specific Plan will prevail.

## 1.6: SPECIFIC PLAN ORGANIZATION

The Specific Plan contains nine chapters. Chapters 1, 2, and 3, provide a foundation for future development by providing background and existing conditions information, an understanding of design concept, and a vision for River Walk. Chapters 4 through 9, provides tools and an implementation strategy that will help guide future development in a manner that fulfills the community's vision. The Specific Plan also includes a glossary in the appendix.

## INTRODUCTION

---

The Specific Plan is organized in the following manner:

### **Chapter 1 – Introduction**

This chapter defines the Specific Plan’s purpose and describes the project’s planning process. The chapter also contextualizes the project location, summarizes the Specific Plan’s relationship to other documents.

### **Chapter 2 – Existing Conditions**

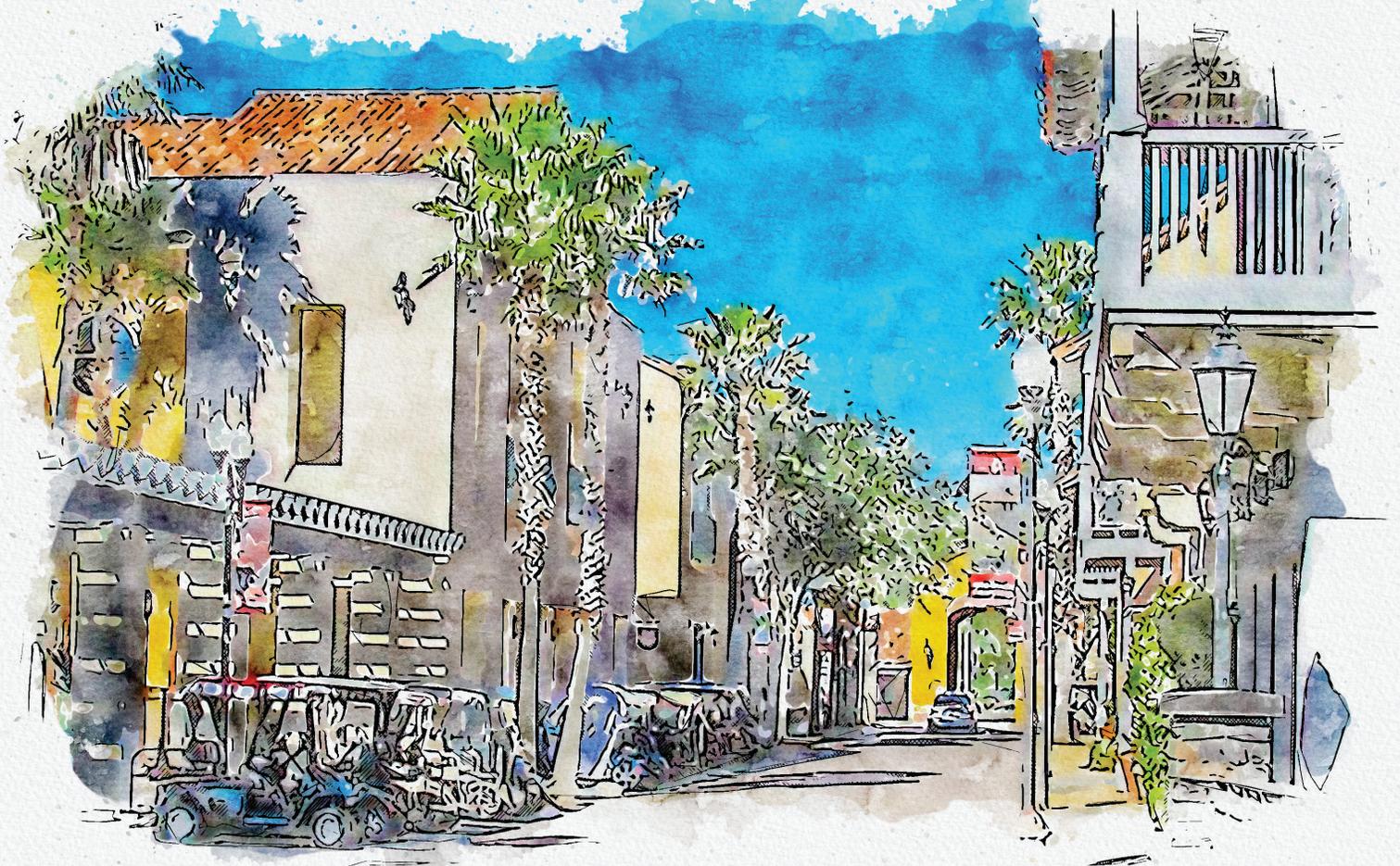
This chapter summarizes existing conditions, issues, and opportunities that pertain to the Specific Plan.

### **Chapter 3 – Vision**

This chapter establishes the overall vision for the design and character in River Walk, and lists the guiding principles. All subsequent Chapters in the Specific Plan support the vision.

### **Chapter 4 – Land Use and Development Standards**

This chapter guides the location and type of new development. The Land Use Plan establishes land use development standards, land use classifications, and the Land Use Map.



**Chapter 5 – Circulation and Mobility**

This chapter identifies major circulation features and parking facilities, and summarizes planned enhancements to improve multi-modal mobility and parking in River Walk.

**Chapter 6 – Infrastructure Parks and Public Services**

This chapter includes details related to how other infrastructure, such as sewer, water, stormwater, electricity, natural gas, and other services, will be provided to support new development. Public services, such as police and fire, are discussed, as well as park and recreational facilities.

**Chapter 7 – Design Guidelines**

This chapter identifies major streetscape features and summarizes planned enhancements to, and standards and guidelines for, the private and public realm in River Walk. This chapter identifies how River Walk's built form should function and look. The standards, as well as the advisory guidelines, provide the ingredients needed to shape the design and character of River Walk. All development activities in River Walk will address the relevant standards and guidelines and demonstrate how the project supports the vision for River Walk.

**Chapter 8 – A Community Aging Together**

This chapter describes strategies to establish the active adult component of River Walk as a community-centered development that strives to provide ample amenities and opportunities for healthy living and socialization to allow residents to comfortably age in the community. The strategies describe how development in River Walk can help Riverbank establish itself as a premier community for retirees in the region.

**Chapter 9 – Implementation and Administration**

This chapter establishes implementation, phasing, financing, and other information related to how the Specific Plan can implement the vision for River Walk. The implementation strategies are the physical improvements, programs, and projects that need to be carried out for River Walk to be realized. The chapter also describes how the City will administer the Specific Plan.

**Appendix A – Glossary**

This appendix provides definitions for terms that appear throughout the Specific Plan.

**1.7: INTERPRETING THE SPECIFIC PLAN**

The Specific Plan includes directives – development standards, and design guidelines – that guide the implementation of the Specific Plan. For directives that incorporate binding language, including, but not limited to, “shall” and “must,” development projects, circulation and utility infrastructure improvements, actions, and other initiatives are required to meet and/or fulfill the directive. For directives that include nonbinding language, including, but not limited to, “should” and “may,” development projects, circulation and utility infrastructure improvements, actions, and other initiatives are strongly encouraged to meet and/or fulfill the directive. Final interpretation as to which standards, and/or guidelines are mandatory for development projects shall fall under the authority of the Development Services Department.



40.10 01A  
42.00 41A

40.10 01A  
41.10 02A  
41.10 03A  
42.00 41A

Scale 1:1000

Scale 1:1000

42

Scale 1:1000

River Walk encompasses approximately 997 acres in the unincorporated area of Stanislaus County and adjacent to the City of Riverbank Sphere of Influence... The Plan Area is mostly under agricultural operations including orchard, row crops, and fallow land, with the exception of several rural ranchettes, estate homes, an equestrian facility, truck storage, and a commercial nursery business.

## CHAPTER 2: Existing Conditions

This chapter includes a brief overview of the location, characteristics, and existing conditions for the Plan Area, as they existed when the Specific Plan process commenced in late 2020. This chapter describes existing General Plan land uses and assessed land uses, as well as the existing circulation and utility networks, infrastructure and services.

This chapter is organized into the following sections:

- 1.1. Local Setting
- 1.2. Existing Uses
- 1.3. Existing General Plan Land Use
- 1.4. Circulation Networks
- 1.5. Existing Character
- 1.6. Existing Infrastructure & Public Services

### 1.1: LOCAL SETTING

As identified in Chapter 1, River Walk encompasses approximately 997 acres in the unincorporated area of Stanislaus County and adjacent to the City of Riverbank Sphere of Influence (SOI). River Walk is located north of Patterson Road/State Route (SR) 108, east of McHenry Avenue, south of the Stainislaus River, and approximately two miles west of downtown Riverbank. Figure 1.1 shows the regional setting, and Figure 1.2 includes River Walk’s relationship to the existing SOI and city limits.

Uses immediately adjacent to the southeast, south, southwest, and west include mostly agricultural uses and residential uses, including ranchettes and large estates lots. Other existing uses to the southwest include a solar farm, and rifle range. The Plan Area is bordered by Stanislaus River along its northern boundary.

### 1.2: EXISTING USES

The Plan Area is mostly under agricultural operations including orchard, row crops, and fallow land, with the exception of several rural ranchettes, estate homes, an equestrian facility, truck storage, and a commercial nursery business.

Almond and walnut orchards are located in the eastern/southeastern portion of the Plan Area and cherry orchards and fallow land in the western/central portion of the Plan Area. The land in the north/northwestern portion of the Plan Area contains fallow land and various trees including Eucalyptus and Willow trees. In the Specific Plan Area, there are 22 parcels with a total of 17 residential buildings. Outside of the Specific Plan Area, but within the Project Area, there are 39 parcels with a total of 22 residential buildings. Many of the residential and rural agricultural residences have accessory structures on-site including storage buildings, shops, and barns. Figure 1.2 shows aerial imagery of the Plan Area. Additionally, a horse ranch exists within the Project Area.

MID provides water supply for the existing agricultural uses in the region and maintains two easements (MID Main Canal and MID Drainage Canal), which traverse the southern and western portions of the Plan Area. Once a project is annexed into Riverbank, irrigation districts no longer serve the existing agricultural uses. A series of private irrigation ditches distribute the MID water from the on-site canals throughout the agricultural portion of the Plan Area.

The Stanislaus County Assessor has assessed most parcels with agricultural uses, with limited areas assessed as commercial. Figure 2.1 shows Assessed Land Uses within and adjacent to the Plan Area.

A 60-foot bluff forms the majority of the southern edge of the Berghill Boundary which results in a lower elevation for most of the Berghill property. Additionally, an old unmaintained levee is located at the northern boundary of the Plan Area along the Stanislaus River.

Table 2.1.1 summarizes the acreages, residential units, and non-residential building square footages for existing land uses. Areas within designated right-of-way (ROW), such as Hogue Road, and within the MID Main Canal and Drainage Canal, are not included in this table.

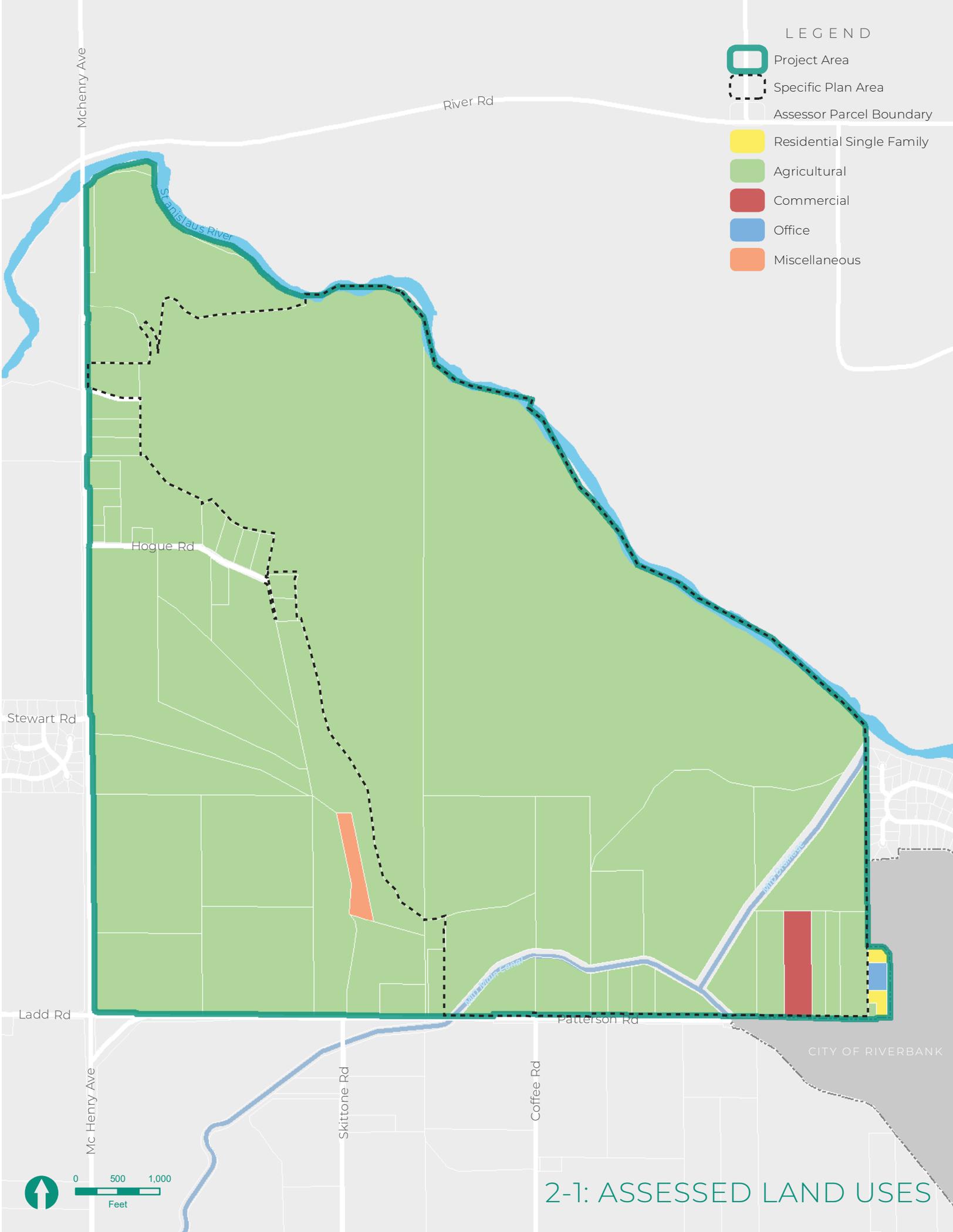


**Table 2.1.1: Existing Assessed Land Uses**

EXISTING ASSESSED LAND USES	
Use	Acreages
Agricultural	966.41
Commercial	9.40
(MID Canal)	21.37
<b>Total</b>	<b>997.18</b>

LEGEND

- Project Area
- Specific Plan Area
- Assessor Parcel Boundary
- Residential Single Family
- Agricultural
- Commercial
- Office
- Miscellaneous



2-1: ASSESSED LAND USES

### 1.3: EXISTING GENERAL PLAN LAND USE

The Riverbank 2005-2025 General Plan is the guiding long-range planning document for development in the City of Riverbank. The General Plan identifies land use classifications for all parcels within the General Plan Planning Area.

As illustrated in Figure 2.2, the General Plan applies eight land use classifications to the parcels within River Walk: Agricultural Resource Conservation Area, Buffer/Greenway/Open Space, Civic, Clustered Res/Reserve, Higher Density Residential, Lower Density Residential, Medium Density Residential, and Mixed Use.

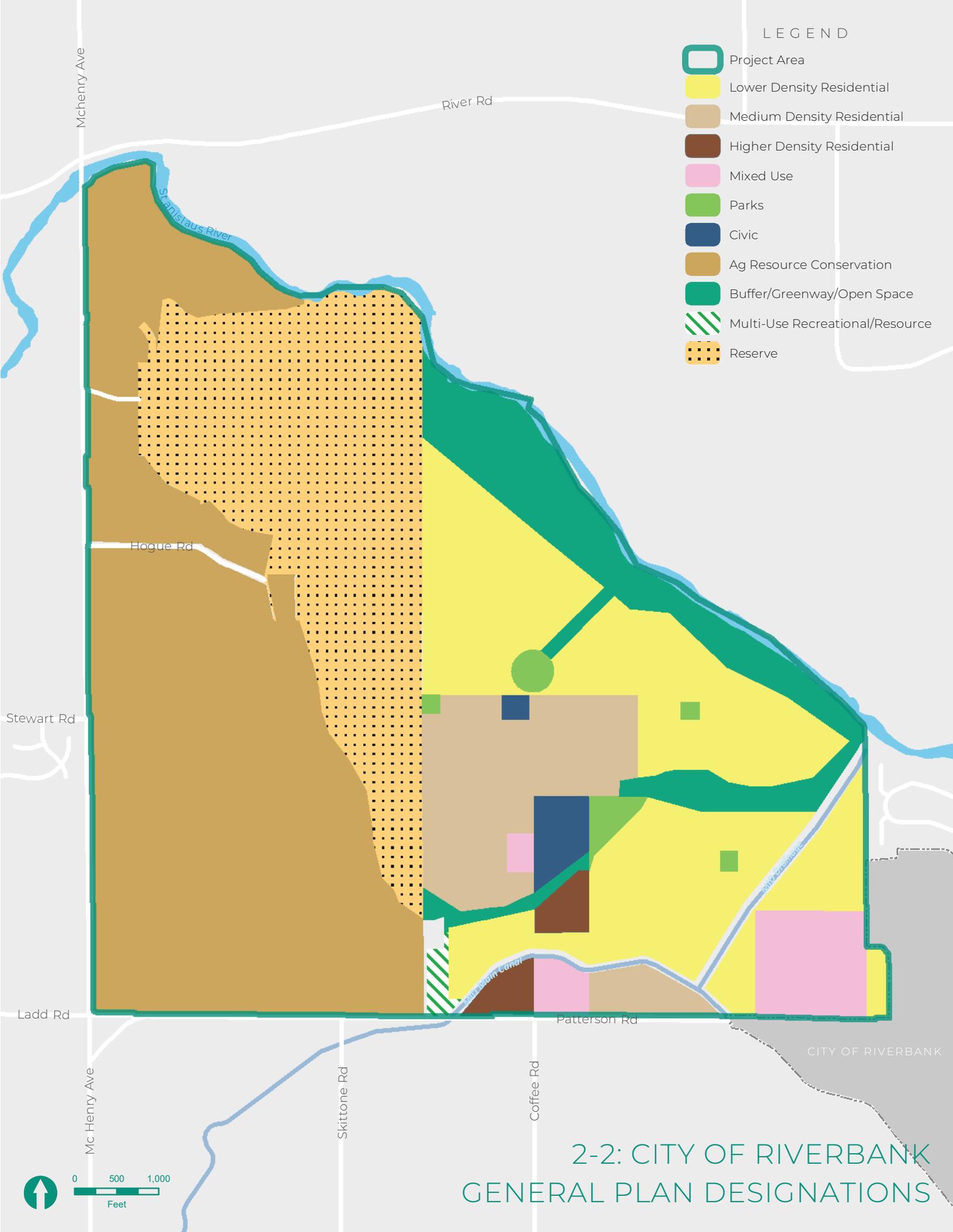
Table 2.3.1 summarizes the General Plan land uses by acreage in the River Walk Specific Plan.

**Table 2.3.1: Existing City General Plan Land Use**

EXISTING CITY GENERAL PLAN LAND USE	
General Plan Land Use	Acreage
Agricultural Resource Conservation Area	5.34
Buffer/Greenway/Open Space	366.22
Civic	28.30
Clustered Res/Reserve	305.49
Higher Density Residential	8.77
Lower Density Residential	133.69
Medium Density Residential	80.60
Mixed Use	47.40
ROW- MID Canal	21.37
<b>Total</b>	<b>997.18</b>

LEGEND

- Project Area
- Lower Density Residential
- Medium Density Residential
- Higher Density Residential
- Mixed Use
- Parks
- Civic
- Ag Resource Conservation
- Buffer/Greenway/Open Space
- Multi-Use Recreational/Resource
- Reserve



2-2: CITY OF RIVERBANK  
GENERAL PLAN DESIGNATIONS

## 1.4: CIRCULATION NETWORKS

This section provides an overview of the motor vehicle, pedestrian, bicycle, and transit networks, and parking facilities in the Plan Area.

### Street Network

The existing transportation network includes arterial and collector streets that predominately serve motorized travel, transit services, taxi-ride sharing services, and limited pedestrian and bicycle infrastructure. The following provides an overview of the existing transportation network in the Plan Area.

The Plan Area is primarily served by the following roadways:

- Patterson Road is a major east-west arterial that extends easterly from an intersection on McHenry Avenue through Riverbank across rural Stanislaus County into the area south of Oakdale to its eastern terminus at the Albers Road / Oakdale Road / Waterford Highway intersection. The segment through western Riverbank to Callander Avenue is State Route (SR) 108.
  - Patterson Road is a two-lane rural highway from McHenry Avenue to the Hot Springs Lane intersection in western Riverbank. The route is a four-lane facility from that point east to Jackson Avenue and is a two-lane road from Jackson Avenue through the Callander



Avenue intersection. Patterson Road continues east as a two-lane road through Riverbank. Patterson Road forms the Plan Area's southern boundary.

- McHenry Avenue is a major north-south arterial that extends from the City of Modesto across the Stanislaus River to Escalon. The portion of McHenry Avenue south of Patterson Road is SR 108.
  - McHenry Avenue varies in width, as the roadway has six lanes south of Coralwood Road, four-lanes from Coralwood Road through the Kiernan Avenue / Claribel Road intersection, and two-lanes north to San Joaquin County. Stanislaus County is currently pursuing a project to widen northern McHenry Avenue to four lanes. McHenry Avenue forms the western boundary of the SOI Expansion Area.

These routes generally provide direct access to the Plan Area.

### **Pedestrian and Bicycle Network**

Pedestrian and bicycle movement in the vicinity of the Plan Area is generally accommodated by existing streets and sidewalks along Patterson Road and McHenry Avenue. Mobility is significantly constrained by the existing street network's lack of continuous and adequate pedestrian and bicycle facilities and absence of roadways that extend into the interior of the Plan Area.

## **1.5: EXISTING CHARACTER**

The Plan Area's character is largely agricultural and/or rural residential. The majority of existing development is located in the southeastern corner of the Plan Area along Patterson Road. This developed area possesses characteristics associated with rural development, including mostly small, single story commercial buildings that are setback from the adjacent streets by some combination of wide landscaped areas and off-street parking areas. Most of the buildings bear little relationship with the street; however, some of the buildings located in the southeastern corner of the Plan Area face onto and are located within close proximity to Patterson Road.

The remainder of the Plan Area appears rural. This includes large agricultural fields, interspersed by farmsteads and large, estate residential properties.

## **1.6: EXISTING INFRASTRUCTURE AND PUBLIC SERVICES**

This section provides an overview of the utility infrastructure and public services in the vicinity of the Plan Area.

### **Water Supply**

There is currently limited water infrastructure located within the interior portions of the Plan Area other than the MID network. As such, water supply infrastructure will need to be extended throughout these currently unserved areas.

### Wastewater Conveyance and Treatment

There is currently limited wastewater infrastructure located within the interior portions of the Plan Area. Wastewater conveyance infrastructure will need to be extended throughout these currently unserved areas. Additionally, any septic systems will need to be removed under permit.

### Stormwater Conveyance

The City conveys runoff to multiple points along the Stanislaus River and to two MID canals (MID Main and Lateral No. 6). As indicated in the Storm Drain System Master Plan (Nolte, 2007c), the City storm drain system generally consists of the following facilities: collection piping ranging from 12 inches to 54 inches, four detention basins, six storm water pump stations, seven gravity storm water outfalls to the Stanislaus River, and one outfall to an MID Canal. MID and the City have entered into two storm drain discharge agreements authorizing a total of seven discharge points.

### Solid Waste

Solid Waste service is provided via contract with Gilton Solid Waste Management. Areas east of the Riverbank city limits are also served by Gilton Solid Waste. Currently, Bertolotti Disposal serves the areas within the Riverbank Planning Area that are outside of the city limits to the west.

### Cable, Phone, Gas, and Electric

AT&T and Charter Communications provide phone service, fiber optics, and cable television. Existing dry utility infrastructure in the Plan Area is located both above ground on utility poles and below ground in public utility easements.

The Pacific Gas and Electric Company (PG&E) and MID both provide electric services in the vicinity of the Plan Area. Existing electrical infrastructure is predominately above ground on utility poles, and in some instances may be at grade or below ground.

PG&E also provides natural gas services in the city and surrounding areas. Existing natural gas infrastructure includes underground pipelines and these services would need to be extended to serve the Plan Area.

### Parks and Recreation

The Plan Area does not have any City-owned parks, but is located within close proximity to several parks and other open spaces in the surrounding areas. This includes the Riverbank Sports Complex to the south in the Crossroads West Specific Plan, Jacob Myers Park along the Stanislaus River to the east, and Safreno Park, Silva Park, and Sorensen Park in the Crossroads Development.

### Public Safety

Public safety consists of police, fire protection, and emergency services. In the Plan Area, police services are provided by the Stanislaus County Sheriff through Riverbank Police Services, and fire protection and emergency services are provided by the Stanislaus Consolidated Fire Protection District (SCFPD). The Stanislaus County Sheriff is located at 6727 3rd Street, approximately 1.5 miles east of the Plan Area. The Riverbank Fire Station that is primarily responsible for serving the Plan Area is located at 3324 Topeka Street, approximately 1.5 miles east of





the Plan Area. The SCFPD has also acquired a fire station site on Morrill Road about one-half mile south of the Plan Area.

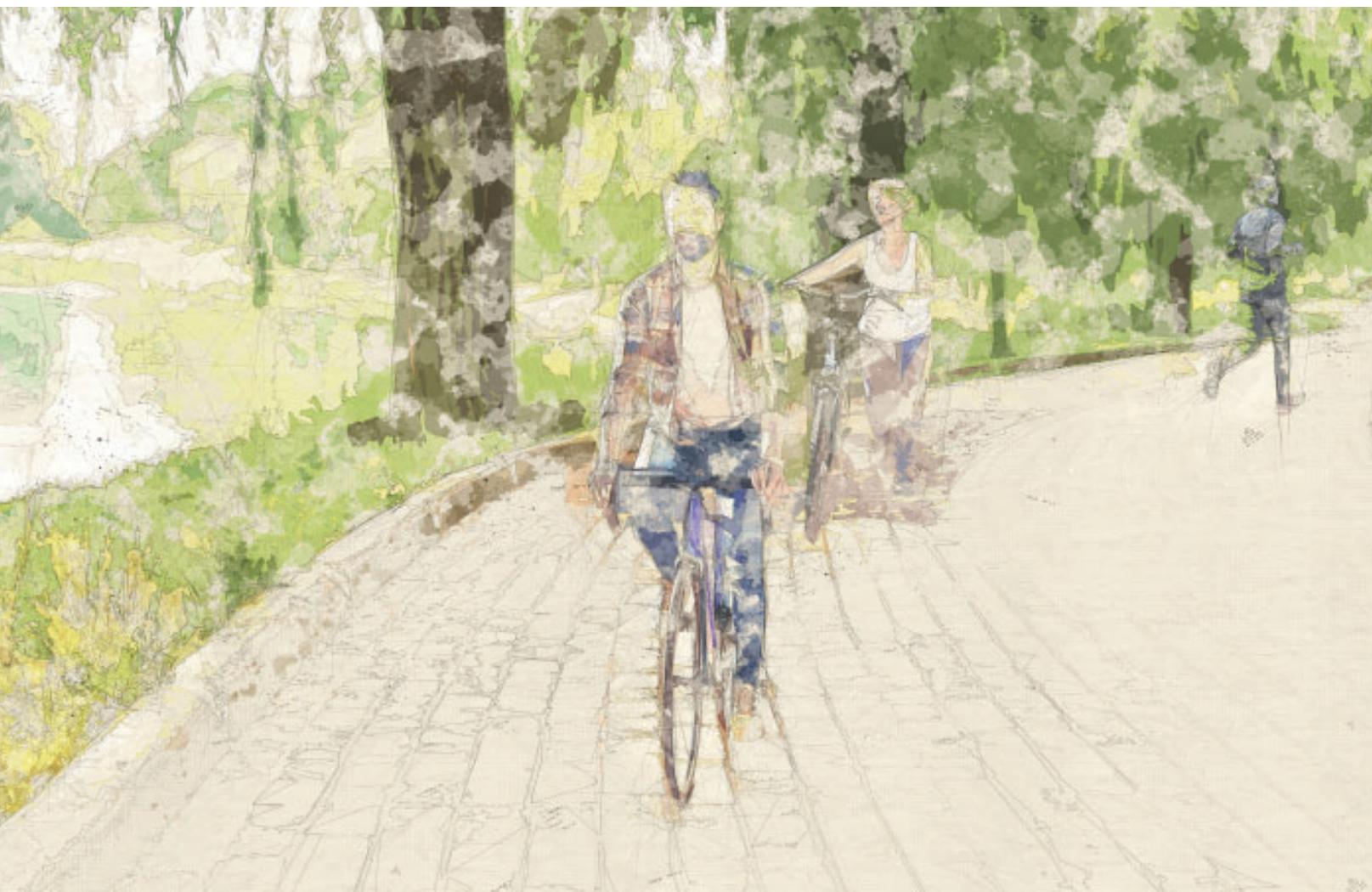
### Public Education Facilities

Riverbank is served by four school districts: Riverbank Unified School District, Sylvan Union School District, Modesto City Schools, and Stanislaus Union School District. The Stanislaus Union School District only serves the far west end of River Walk west of Coffee Road. The Sylvan Union School District and Stanislaus Union School District provide kindergarten through eighth grade instruction. Students from Riverbank who attend elementary and middle school in these districts attend the Modesto City School District for high school. Riverbank Unified School District provides kindergarten through 12th grade instruction.

The Plan Area would be expected to be served by the Sylvan Union School District for kindergarten through eighth grade instruction. High school students within the Plan Area would be expected to be served by the Modesto City School District, however future attendance maps could differ. All school sites are located outside of the Plan Area.

It is noted that the project is anticipated to have a relatively low student generation given that a large portion of River Walk is projected as an active adult (55+) community that will generate few, if any, school-aged children or young adults.







Establish a new community village that offers a mix of uses, anchored by an active adult village that provides exclusive amenities and opportunities for outdoor recreation and socialization for the residents to enjoy a healthy and quality life. The new community village would be reflective of the agricultural history of the site and spirit of the region in the design of parks, streetscapes, trails, and buildings constructed in the community village.

## CHAPTER 3: River Walk Vision

The River Walk vision consists of a vision statement and six goals. The vision statement is an aspirational description of how the Plan Area should look and function when River Walk is implemented. The vision goals support and implement the vision statement by providing a framework for the development of land use and circulation plans, and economic development strategies. The River Walk vision will be realized and expressed in the design guidelines and character elements of the project. The goals, development standards, design guidelines, and other requirements and recommendations support the vision statement and goals.

The chapter is organized into the following sections:

- 1.1 Vision Statement
- 1.2 Vision Goals

### 1.1: VISION STATEMENT

*Establish a new community village that offers a mix of uses, anchored by an active adult village that provides exclusive amenities and opportunities for outdoor recreation and socialization for the residents to enjoy a healthy and quality life. The new community village would be reflective of the agricultural history of the site and spirit of the region in the design of parks, streetscapes, trails, and buildings constructed in the community village.*

## 1.2: VISION GOALS

Consistent with the above-described underlying purpose and state policy considerations, the primary objective of River Walk is to establish the framework for a Mixed-Use community, allowing residents to live in a community where they can enjoy a high quality of life with abundant opportunities for outdoor recreation and social activities. The goals implement River Walk's vision statement. The goals, as listed below, are described on the following pages.

- **Goal 1:** Develop a mix of residential housing products to accommodate a variety of desires in the market.
- **Goal 2:** Prioritize the age-restricted development as a vibrant community with diverse housing types and densities allowing residents to age-in-place.
- **Goal 3:** Develop a community core area that serves as a central community gathering place for social interaction, recreation, retail, services, and living space.
- **Goal 4:** Promote health and wellness through extensive pedestrian and bicycle trails, outdoor recreation areas, and opportunities for social interaction.
- **Goal 5:** Respect the natural resources (i.e., Stanislaus River), terrain, and character of land by designing a residential community that highlights the scenic views of the Plan Area.



- **Goal 6:** Achieve a safe and efficient circulation system for all users and modes of transportation.
- **Goal 7:** Highlight village identity while promoting community amenities.

**Goal 1: Develop a mix of residential housing products to accommodate a variety of desires in the market.**

River Walk includes approximately 424 acres of residential uses, all of which are designed to accommodate a variety of product types including traditional single family detached, single family attached, clusters, alley-load, townhomes, apartments, assisted living, and memory care. The Land Use Plan accommodates these housing products by establishing the following land uses: Low Density, Medium Density, High Density, and Mixed-Use (allows for High-Density).

River Walk includes active adult housing on a portion of the Plan Area, while the remaining portion would be uses that are designed for all ages. The residential portion of the project is supported by neighborhood-scale retail, commercial, health/medical services, private clubhouse, public recreation, a pedestrian/bicycle trail system, and extensive open space and landscaping. The Mixed-Use portion of the Plan Area explicitly allows for higher-density residential development in a vertical or horizontal Mixed-Use setting.

**Goal 2: Prioritize the age-restricted development as a vibrant community with diverse housing types and densities allowing residents to age-in-place.**

Aging-in-place refers to the ability of a person to live in one's own community safely, independently, and comfortably, regardless of age, or ability level. River Walk provides an opportunity for community members to age-in-place by providing a diverse mix of housing types that reflect the changing needs of a person over time. For example, River Walk's land use plan includes Low Density Residential (up to eight units per acres), Medium Density Residential (up 8-16 units per acre), and High Density Residential (at least 16 units per acre). A variety of housing types, housing sizes, and lot sizes would result from this diverse spread of density allowances. The proximity of community resources allows for each individual resident to choose housing based on their unique needs and ability-level.

The age-in-place concept for River Walk's active adult component is designed to support older adults as they age so that they remain functional and active in the community, and are easily able to transition between housing types as their need changes with age.

River Walk includes plans for up to 2,432 residential dwelling units in 18 residential villages. The Mixed-Use portion of River Walk would allow for up to 450 additional high density residential units, although it is anticipated that 275 or fewer would be built in this land use category.

A portion of River Walk is designed as an age restricted active adult community, while a portion of the Plan is not age-restricted.

**Goal 3: Develop a community core area that serves as a central community gathering place for social interaction, recreation, retail, services, and living space.**

River Walk provides a community core area that includes an anchor to draw residents to this central area, as well as a mix of services, retail, and living space.

The anchor is an age-restricted active adult community clubhouse with a clubhouse building with fitness center, restaurant, lounge, event/meeting space, outdoor pool/spa, outdoor BBQ and seating area, tennis/pickle ball courts, bocce ball courts, community garden area, and other amenities.

There will also be a multi-story building with neighborhood retail uses on the first story and high-density housing or office on the second story. The first story uses would include small restaurants (i.e., coffee shop, deli, small office services). The first story is anticipated to have up to 110,000 square feet of building space. The second story is anticipated to have up to 110,000 square feet of building space, which could be up to 100 high density units, or commercial/retail serving uses, or a combination of both.

The community core will also include an area designed for High Density residential with the ability to develop 180 units. This residential area could be senior housing, assisted living, or a memory care facility, and is situated to have walkable access to the anchor and retail services provided in the community core.

**Goal 4: Promote health and wellness through extensive pedestrian and bicycle trails, outdoor recreation areas, and opportunities for social interaction.**

River Walk provides a collection of parks, trails, and open space to address the outdoor recreational needs of residents, while also providing multiple places for outdoor gathering, social interaction, and community activities. The recreational design concept distributes individual parks throughout the residential villages to increase everyday accessibility to outdoor park and open space for each resident.

The design concept also incorporates a looped trail system (River Walk Trail) that provides extensive trail access points from the residential villages to increase everyday accessibility for residents. The trail connects residents to the Stanislaus River, riparian habitat, oak woodland habitat, and agricultural areas, as well as the community core (or center) area for gathering at the clubhouse or retail needs.

**Goal 5: Respect the natural resources (i.e., Stanislaus River), terrain, and character of land by designing a residential community that highlights the scenic views of the Plan Area.**

The Plan Area topography ranges in elevation from approximately 75 to 159 feet above sea level. This elevation change creates significant slopes along the western and southern Plan Area boundaries.

The design concept embraces the natural grade and terrain by utilizing the bluff areas as a unique and attractive open space feature with natural vegetation including oak trees, shrubs, and grasses. This feature provides visual relief from a traditional suburban development viewshed.



The design concept links the bluff area and the River Walk Trail at the base of the bluff, providing additional buffers and setbacks between the villages and the bluff area.

The extension of Coffee Road enters the Plan Area from Patterson Road and eventually turns northeast to guide the residents down the bluff at an approximately five percent slope. This design concept is intended to respect the natural terrain, but effectively provides a wonderful view for residents entering the community.

**Goal 6: Achieve a safe and efficient circulation system for all users and modes of transportation.**

River Walk includes a circulation system that supports active and passive transportation methods. River Walk also includes age-sensitive design and proper maintenance to enable persons of all ages and abilities to benefit from system investments. As existing roadways and other circulation facilities are improved and new facilities, such as the extension of Coffee Road, are constructed within the Plan Area, private and public investment in the Plan Area will establish an integrated network of multi-modal circulation that balances the needs of pedestrians, bicyclists, transit users, and drivers.

The neighborhood roadways are designed to accommodate Neighborhood Electric Vehicles. Neighborhood Electric Vehicles (NEVs) are one of several types of Low Speed Vehicle (LSV, also known as Low Speed Electric Vehicle or LSEV).

NEVs can safely use the same streets as vehicles because of lower travel volumes and reduced automobile speeds. NEV access along roadways provides connections among residential areas, recreation centers and parks. NEVs provide a safe and cost-effective way to get around the community.

River Walk will also incorporate areas for future bus stops or other public transit facilities as needed. Riverbank Dial-a-Ride operates routes throughout the City and they add additional routes as new development occurs and the need is justified.

**Goal 7: Highlight village identity while promoting integrated community amenities.**

River Walk is designed to ensure key amenities, including social gathering venues, parks and open space, and public art are integrated into the community fabric. Each village will be interconnected by a network of manicured streetscapes, parks, plazas, and green spaces that generate a variety of unique physical places to cement the village's identity. Additionally, the Community Park, clubhouse, and community gardening area are located at the heart of the community core (or center), functioning as local catalysts to gather for village activities and social interaction.

Parks, plazas, and small gathering and seating areas along streets will provide places for residents and visitors to recreate, relax, and gather. The identity of the community will be reinforced through specific design elements (paving, furnishings, viewpoints, etc.) to create a strong sense of place that ties back to the history and natural features of region. The architectural styling and physical design of new buildings and public spaces will be essential in creating a true community destination and identity for the residents.





The Specific Plan is a Mixed-Use development project that includes a range of residential housing densities, neighborhood-scale retail, commercial and health/medical services, private clubhouse, public recreation, a pedestrian/bicycle trail system, and extensive open space and landscaping.

## CHAPTER 4: Land Use and Development Standards

This chapter describes the River Walk land use plan, which serves as the guide for developing and using land within the Plan area. This chapter summarizes the various land uses within the Plan Area and provides details about allowed uses and development standards. The land use plan provides the framework necessary to achieve the mixture of uses that will fulfill the vision and goals for River Walk. The framework identifies the purpose of the land use, density, allowed uses, and land use development standards. The land use plan comprises the text in this chapter, and the land use diagram (Figure 4.1) illustrates the locations of the land use designations in the Specific Plan area.

This chapter is organized into the following sections:

- 4.1. Land Use Plan Introduction
- 4.2. Land Use Designations
- 4.3. Land Use Development Standards- Low Density Residential
- 4.4. Land Use Development Standards- Medium Density Residential
- 4.5. Land Use Development Standards – High Density Residential
- 4.6. River Walk Specific Plan Residential Village Summary
- 4.7. Land Use Development Standards – Mixed-Use
- 4.8. Land Use Standards – Parks
- 4.8. Land Use Standards – Buffer/Greenway/Open Space
- 4.9. Land Use Standards – Reserve

#### 4.1: LAND USE PLAN INTRODUCTION

The Specific Plan is a Mixed-Use development project that includes a range of residential housing densities, neighborhood-scale retail, commercial and health/medical services, private clubhouse, public recreation, a pedestrian/bicycle trail system, and extensive open space and landscaping. The Specific Plan provides for an active adult community on a portion of the Specific Plan Area, while the remaining portion would be uses that are designed for all ages.

In order to achieve the vision and goals for River Walk, land use designations were assigned to different areas throughout the Specific Plan area. The locations of these land use designations are illustrated in Figure 4.1 (Land Use Plan) and each use is described in Section 4.2 (Land Use Designations).

Densities, allowed uses, and development standards are predominately tied to the existing City of Riverbank, California Code of Ordinances, Title XV: Land Usage, Chapter 153: Zoning. Design standards for each land use classification are included in Chapter 7 (Design Guidelines).

The Specific Plan estimates between 2,432 – 2,682 residential units, and 375,000 and 875,000 square feet of Mixed-Use for commercial, office, service, or retail use, as well as some transitional care facilities. A portion of the Specific Plan provides for an age-restricted active adult community, while a portion will not be age restricted. Table 4.1.1 provides a land use summary of the Specific Plan.

**Table 4.1.1: River Walk Specific Plan Land Use Summary**

MAP SYMBOL	ACREAGE	DENSITY RANGE	UNIT OR SF RANGE
LDR – Low Density Residential	467.18	0 – 8 DU/AC	1,550
MDR – Medium Density Residential	78.70	8 – 16 DU/AC	702
HDR – High Density Residential	10.02	16 + DU/AC	180
MU – Mixed-Use (Outside of Community Core)	58.39	16 + DU/AC 0.25 FAR	0 – 350 DU 275,000-635,000 SF
MU – Mixed-Use (Inside of Community Core)	5.35	16 + DU/AC 0.50 FAR	0 – 100 DU 110,000-220,000 SF
MU – Mixed-Use (Clubhouse)	8.01	0.50 FAR	20,000 SF
Park	43.34	N/A	N/A
B/G/OS - Bluff	68.53	N/A	N/A
B/G/OS - Ditch	23.34	N/A	N/A
B/G/OS - River Park	69.77	N/A	N/A
Park - Ponding Basin	41.01	N/A	N/A
Reserve	60.17	N/A	N/A
ROW	63.37	N/A	N/A
<b>TOTAL</b>	<b>997.18</b>	<b>—</b>	<b>2,432 – 2,682 DU 375,000 – 875,000 SF</b>

NOTES: SF = SQUARE FEET;  
DU/AC = DWELLING UNITS PER ACRE;  
FAR = FLOOR-AREA-RATIO;  
N/A = NOT APPLICABLE.

## 4.2: LAND USE DESIGNATIONS

This section provides information on the land use designations that make up the Specific Plan area. Table 4.2.1, establishes the land use designations that apply within the Specific Plan area. These designations implement the Specific Plan’s vision, and land use classifications for the Specific Plan area. Densities specified in this Specific Plan are expressed in units per acre (du/ac), or floor-area-ratio (FAR). Figure 4.2, Conceptual Site Plan and Land Use Map, illustrates the land use designations within the Specific Plan area. This Specific Plan accommodates existing non-conforming uses, which is discussed later in this chapter.

**Table 4.2.1: Land Use Designations**



### **LOW DENSITY RESIDENTIAL (LDR)**

**Density: 0 - 8 du/acre**

The LDR designation is intended to provide primarily detached, single-family dwellings on a variety of lot sizes and neighborhood configurations. Lot sizes will vary, and are expected to range in size from 5,000 square feet and larger, in accordance with the General Plan. The density within this category, however, ranges from 0-8 dwelling units per acre which allows for a variety of lot sizes.



### **MEDIUM DENSITY RESIDENTIAL (MDR)**

**Density: 8 - 16 du/acre**

The MDR designation is intended to provide areas with smaller lot sizes for both attached and detached housing including but not limited to cluster homes, courtyard homes, motor courts and townhomes. Lot sizes will vary, and are expected to range in size from 2,500 square feet and larger. The density within this category, however, ranges from 8 to 16 dwelling units per acre which allows for a variety of lot sizes.



### **HIGH DENSITY RESIDENTIAL (HDR)**

**Density: 16+ du/acre**

The purpose of the HDR land use designation is to provide attached, single-family and multi-family housing, including condominiums, apartment buildings, townhouses, and other similar residential structures developed as a higher density residential option to residents of the Specific Plan area. The “minimum” net density allowed within the HDR designation is 16 dwelling units or more per acre. The average density in the Specific Plan is anticipated to be 18 units per acre within the HDR category.



### **MIXED-USE (MU): 0.25 TO 0.5 MAXIMUM FAR**

This designation would accommodate neighborhood-scale retail uses, offices, personal and commercial services, and similar land uses. This land use classification is anticipated to be mainly non-residential; however, the Mixed-Use designation also explicitly allows for higher-density residential development in a vertical or horizontal mixed-use setting. This could include residential development above (on upper stories of a building) or adjacent to commercial operations on the same property. Mixed-Use designated areas will be designed to be accessible, safe, and convenient for bicyclists, pedestrians, transit users, and drivers.

**PARKS (P)**

This category includes active and passive parkland of all types. Neighborhoods shall have close and convenient access to community parks, neighborhood parks, and smaller “pocket parks.” This category can include public plazas, town squares, tot lots, parkways, linear parks, and other park space configurations. The Park land use provides visual interest to the residents and visitors; provides connectivity amongst residences and land uses; creates gathering places for active and passive recreation; promotes walk-able, pedestrian-friendly neighborhoods; and preserves areas with existing natural resources (i.e., Stanislaus River) and natural topographic challenges. The Specific Plan includes an extensive network of Parks to serve the community. It is also noted that several stormwater basins have been incorporated into the Specific Plan for storm drainage function, but are also intended to provide a dual use park opportunity.



**BUFFER/GREENWAY/OPEN SPACE (B/G/OS)**

This designation provides the opportunity to preserve important open spaces containing natural resources, such as sensitive biological habitat. This category also includes areas where buffering is necessary between different land uses. Bicycle and pedestrian pathways can be accommodated by this Land Use Designation. Within the B/G/OS category several subcategories are included including B/G/OS–Bluff, B/G/OS–Ditch, and B/G/OS–River Park.

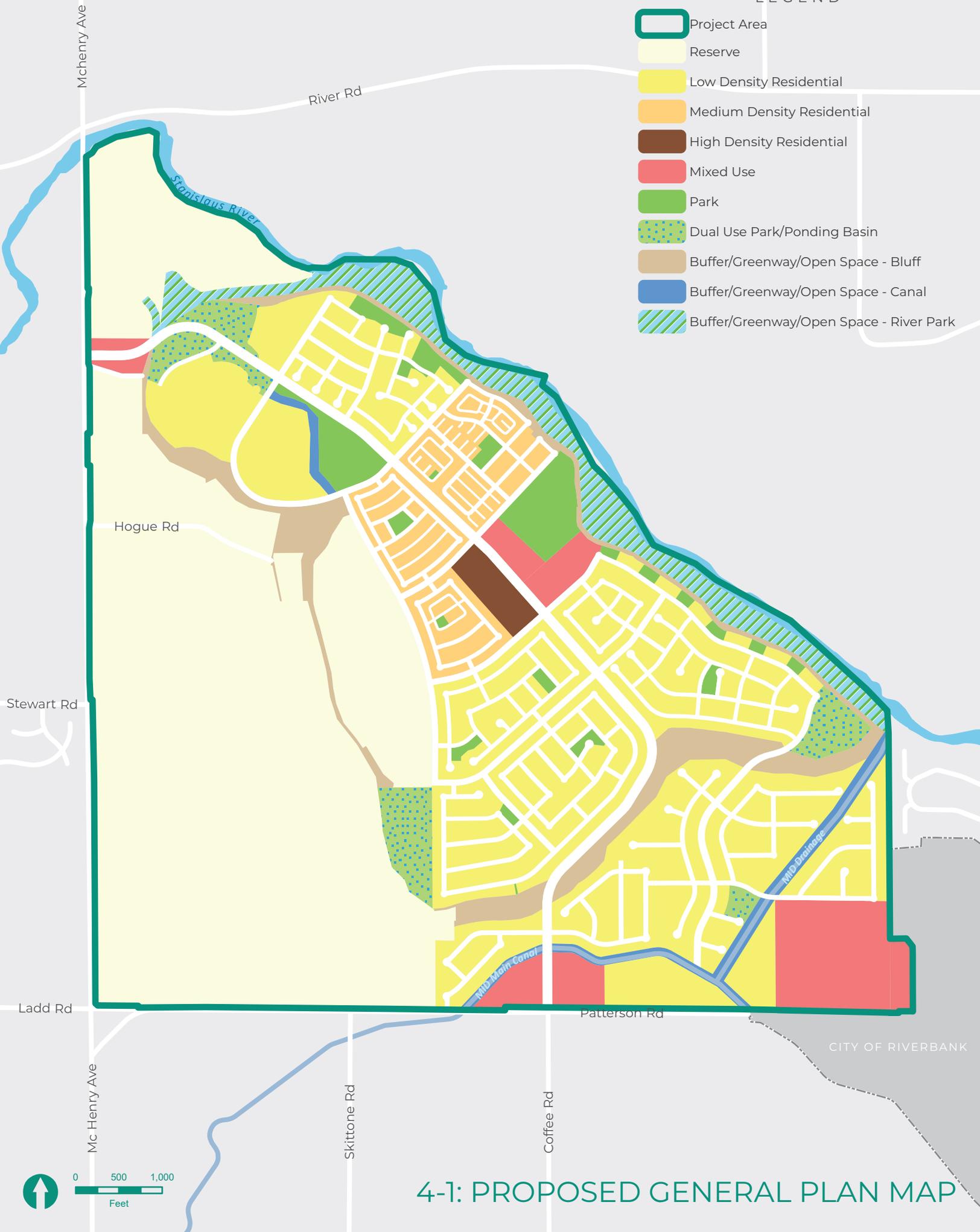


**RESERVE**

The Reserve category is intended for land that the City has not yet planned for a specific urban or resource land use. This area offers an opportunity to plan for future land uses by identifying specific criteria before development takes place in these areas. The Reserve designation does not denote any specific land use, but rather is an overlay designation that specifies additional requirements related to timing of development, analysis required by the City, infrastructure and service standards, and related topics. Before making Reserve areas eligible for consideration for urban development, the area would need to have a land plan developed and processed through the standard application process, including a detailed environmental analysis. Within the Specific Plan area, the Reserve designation is an area with an existing cherry orchard and is intended to remain under orchard use for the foreseeable future. This could include replanting the orchard area if trees stop producing. As an alternative, the existing orchard area may be utilized as shallow flood storage to contain and infiltrate stormwater runoff from the project.

LEGEND

- Project Area
- Reserve
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Park
- Dual Use Park/Ponding Basin
- Buffer/Greenway/Open Space - Bluff
- Buffer/Greenway/Open Space - Canal
- Buffer/Greenway/Open Space - River Park



CITY OF RIVERBANK



4-1: PROPOSED GENERAL PLAN MAP

### 4.3: LAND USE DEVELOPMENT STANDARDS—LOW DENSITY RESIDENTIAL (LDR)

Development standards provided in this Specific Plan supersede any development standards contained in the existing Zoning Ordinance for the City of Riverbank. For any instance where a development standard is not addressed by the Specific Plan, the City's Zoning Ordinance will apply. The development standards of this Specific Plan will help facilitate the construction of neighborhood villages, commercial, and Mixed-Use areas that are desirable, attractive and provide compatible land uses throughout the developments with a variety of densities and intensities, and mix of uses. For additional information related to design guidelines and standards see Chapter 7 (Design Guidelines).

#### **Purpose**

The LDR designation is intended to provide primarily detached, single-family dwellings on a variety of lot sizes and neighborhood configurations. Accessory dwelling units (ADUs) are allowed. Lot sizes will vary, and are expected to range in size from 5,000 square feet and larger, in accordance with the General Plan. The density within this category ranges from 0-8 dwelling units per acre. The allowable land uses within the LDR, Low Density Residential areas of the plan conform to the City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.031, R-1 Single-Family Residential District Permitted Uses. This land use would include both age-restricted and not age-restricted residential uses. Village C, F, G, L, M, N, and O are projected to provide locations for age-restricted development. Any accessory dwelling units (ADU) in the age restricted portion of the Plan will exempt caretakers living in the unit from the age-restrictions. Village A, B, P, Q, and R are planned for traditional single-family developments. Village D and E are designed to be either age-restricted or traditional, or a combination of both.

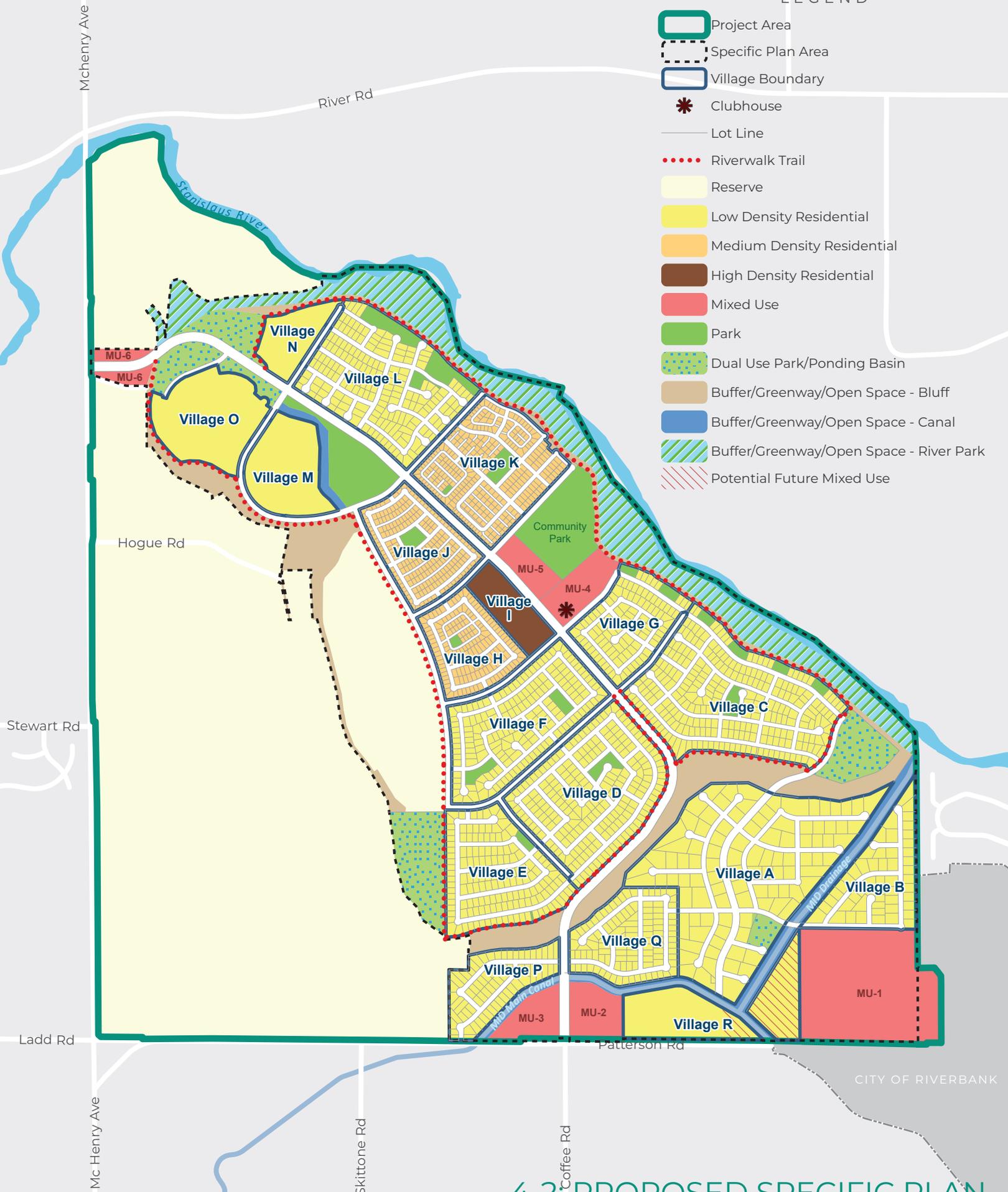
Land use standards for lot specifications and development standards are included in Table 4.3.1.

#### **Density**

The net density within this category is 8 dwelling units per acre. The density range is provided to allow for a mix of lot sizes on different parcels throughout the Specific Plan area.

LEGEND

-  Project Area
-  Specific Plan Area
-  Village Boundary
-  Clubhouse
-  Lot Line
-  Riverwalk Trail
-  Reserve
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed Use
-  Park
-  Dual Use Park/Ponding Basin
-  Buffer/Greenway/Open Space - Bluff
-  Buffer/Greenway/Open Space - Canal
-  Buffer/Greenway/Open Space - River Park
-  Potential Future Mixed Use



CITY OF RIVERBANK

# 4-2. PROPOSED SPECIFIC PLAN CONCEPTUAL LAND USE DIAGRAM



### Flexible Design Provision

The Specific Plan provides for the development of an estimated 1,550 – Low Density Residential Units on 365.5 acres, which equates to an average density of 4.24 dwelling units to the acre. However, the Specific Plan includes a flexible design provision to enable each village to be designed with a variety of housing products varying in lot and product sizes. Under this flexible design provision, the final design of villages designated for LDR, may include up to 25% of the lots designed at a density consistent with greater density products (i.e. MDR housing products), as long as the average density does not exceed 8 units to the acre. As an example:

- Average Density Anticipated
  - 1,550 DU/365.5 acres LDR = 4.24 DU/Ac
- Possible Development Scenario
  - 898 DU/89.88 acres MDR = 10 DU/Ac
  - 652 DU/275.62 acres LDR = 2.36 DU/Ac

For the areas in Village B and R identified with the Potential Future Mixed Use overlay, a General Plan Overlay designation of Mixed-Use is provided. This area is planned for development as low density residential, but due to its proximity to adjacent roadways, mixed use designated land, and Patterson Road (SR 108), pressure for commercial development may arise.

The environmental review on the project evaluated these areas as low density residential. If mixed-use development is proposed the Mixed-Use Development Standards (see Section 4.7) will apply. In addition, a traffic site access study and initial study will need to be prepared with the request for commercial use to determine if additional environmental review is required prior to the approval of the use of the area(s) as mixed use.

### Allowed Uses

The allowable land uses within LDR conform to the City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.031, R-1 Single-Family Residential District Permitted Uses.

The flexible design provision allows for MDR, Medium Density Residential to be incorporated into this land use as long as the average density meets the density requirements of LDR, Low Density Residential. Under the flexible design provision, City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.046, Duplex Residential District R-2 Zone would be permitted for any areas developed under the MDR standards.

### General Land Use Development Standards (LDR)

Development standards will guide the interpretation of LDR residential projects. Land use standards for lot specifications and development standards for LDR projects are included in Table 4.3.1. For information related to architectural and design styles and standards see Chapter 7 (Design Guidelines).

**Table 4.3.1: Residential Development Standards (LDR)**

USE	LDR
<b>Lot Size and Building Intensity</b>	
Lot Area (minimum)	5,000 sf
Site Coverage (maximum)	65%
Width, Interior Lot (minimum)	45'
Width, Corner Lot (minimum)	50'
<b>Front Setbacks</b>	
To living area	12'
To porch	10'
To garage door (facing primary street)	18'
To side of wall of swing garage	10'
<b>Side Setback</b>	
To living area (Interior Side)	4'
To living area (Corner lot)	10'
To porch	7'
To accessory structure	5'
Distance between structures	6'
<b>Rear Setback</b>	
To living area	8'
To accessory structure	5'
Distance between structures	6'
<b>Building Height</b>	
Primary Dwelling	35' (2 stories)
Garage	15' (1 story)
Accessory structure	25' (2 stories)
<b>Building Projections (permitted encroachment into required yards)</b>	
Fireplaces and bay windows	2'
Other non-habitable architectural features	2'

**4.4: LAND USE DEVELOPMENT STANDARDS—MEDIUM DENSITY RESIDENTIAL (MDR)**

**Purpose**

The MDR designation is intended to provide areas with smaller lot sizes for both attached and detached housing including, but not limited to, cluster homes, courtyard homes, motor courts and townhomes. The net densities within this category range from 8 to 16 dwelling units per acre. The density range is provided to allow for a mix of lot sizes and housing product types on different parcels throughout the Plan Area. The allowable land uses within the MDR, Medium Density Residential areas of the Plan Area conform to the City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.031, Single-Family Residential District R-1 Zone, Uses Permitted; and Section 153.046, Duplex Residential District R-2 Zone, Uses Permitted. This land use would include Villages H, J, and K, all of which are projected to be age-

restricted. Any accessory dwelling units (ADU) in the Plan will exempt caretakers living in the unit from the age-restrictions.

### Density

The net densities within this category range from 8 to 16 dwelling units per acre. Lots would be at least 2,500 square feet in size. The density range is provided to allow for a mix of lot sizes and housing product types on different parcels throughout the Specific Plan area.

### Flexible Design Provision

The Specific Plan provides for the development of an estimated 702 – Medium Density Residential Units on 54.4 acres, which equates to an average density of 12.9 dwelling units to the acre. However, the Specific Plan includes a flexible design provision to enable each village to be designed with a variety of housing products varying in lot and product sizes. For instance, the final design of villages designated for MDR, may include up to 25% of the lots designed at a density consistent with greater or lower density product such as the HDR or LDR designation, as long as the average density does not exceed 16 units to the acre, and does not fall below 8 units to the acre. As an example:

- Average Density Anticipated
  - 702 DU/54.4 acres MDR = 12.9 DU/Ac
- Possible Development Scenario
  - 144 DU/8.00 acres HDR = 18 DU/Ac
  - 536 DU/40.87 acres MDR = 13.11 DU/Ac
  - 22 DU/5.53 acres LDR = 3.98 DU/Ac

### Allowed Uses

The allowable land uses within the MDR, Medium Density Residential areas of the Specific Plan area conform to the City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.031, Single-Family Residential District R-1 Zone, Uses Permitted; and Section 153.046, Duplex Residential District R-2 Zone, Uses Permitted.

The flexible design provision allows for LDR, Low Density Residential and/or HDR, High Density Residential to be incorporated into this land use as long as the average density meets the density requirements of MDR, Medium Density Residential. Under the flexible design provision, City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.031, R-1 Single-Family Residential District Permitted Uses would apply to any LDR uses, and Section 153.061, Multiple Family Residential District R-3 Zone would apply for any HDR uses.

### General Land Use Development Standards (MDR)

Development standards will guide the interpretation of MDR projects. Land use standards for lot specifications and development standards for MDR projects are included in Table 4.4.1. For information related to architectural and design styles and standards see Chapter 7 (Design Guidelines).

**Table 4.4.1: Residential Development Standards (MDR)**

<b>USE</b>	<b>MDR</b>
<b>Lot Size and Building Intensity</b>	
Lot Area (minimum)	2,500 sf
Site Coverage (maximum)	65%
Width, Interior Lot (minimum)	35'
Width, Corner Lot (minimum)	40'
<b>Front Setbacks</b>	
To living area	10'
To porch	5'
To garage door (facing primary street)	8'
To side of wall of swing garage	n/a
<b>Side Setback</b>	
Interior Side	3 one side (or 6' with zero lot line)'
Street side to living area on corner lot	10'
To porch	5'
To accessory structure	5'
Distance between structures	6'
<b>Rear Setback</b>	
To living area	8'
To garage with rear access	4'
To accessory structure	4'
Distance between structures	6'
<b>Building Height</b>	
Primary Dwelling	45' (3 stories)
Garage	15' (1 story)
Accessory Structure	25' (2 stories)
<b>Building Projections (permitted encroachment into required yards)</b>	
Fireplaces and bay windows	2'
Other non-habitable architectural features	2'
<b>Parking Standards</b>	
Off-street Parking Minimum	2 spaces/dwelling
Guest Parking	0.25 spaces/dwelling

## 4.5: LAND USE DEVELOPMENT STANDARDS— HIGH DENSITY RESIDENTIAL (HDR)

### Purpose

The purpose of the HDR land use designation is to provide attached, single-family and multi-family housing, including condominiums, apartment buildings, townhouses, and other similar residential structures developed as a higher density residential option to residents of the Plan Area. The “minimum” net density allowed within the HDR designation is 16 dwelling units or more per acre. The average density in the Specific Plan is projected at 18 units per acre within the HDR category. This category allows for the construction of multi-story buildings containing condominiums, townhomes, apartment homes, and other similar residential structures, or attached single-family housing. The allowable land uses within the HDR areas of the plan conform to the City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.061, Multiple Family Residential District R-3 Zone, Uses Permitted. This land use would include Village I, which is age restricted. It is noted that HDR is anticipated in the MU-5 area, which is also age restricted.

### Density/FAR

The “minimum” net density allowed within the HDR designation is 16 dwelling units or more per acre. This category allows for the construction of multi-story buildings containing condominiums, townhomes, apartment homes, and other similar residential structures, or attached single-family housing.

### Allowable Uses

The allowable land uses within the HDR areas of the plan conform to the City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.061, Multiple Family Residential District R-3 Zone, Uses Permitted.

### General Land Use Development Standards (HDR)

Development standards will guide the interpretation of HDR residential projects. Land use standards for lot specifications and development standards for HDR projects are included in Table 4.5.1. For information related to architectural and design styles and standards see Chapter 7 (Design Guidelines).

**Table 4.5.1: Residential Development Standards (HDR)**

USE	HDR
<b>FAR Standards and Building Intensity</b>	
Two Story	FAR 1.0
Three Story	FAR 1.5
Site Coverage	n/a
<b>Front Setbacks</b>	
To living area	10'
To porch	10'
To garage door	n/a
<b>Side Setback</b>	
Interior Side	5'
Street side to living area on corner lot	10'
<b>Building Height</b>	
Height (maximum)	75'
<b>Building Projections (permitted encroachment into required yards)</b>	
Fireplaces and bay windows	2'
Other non-habitable architectural features	2'
<b>Parking Standards</b>	
Studio/1 bed Unit	1 spaces/dwelling
2-3 bed unit	1.5 spaces/dwelling
4 bed unit	2.5 spaces/dwelling
Guest Parking	0.25 spaces/dwelling

**4.6: RIVER WALK SPECIFIC PLAN RESIDENTIAL VILLAGE SUMMARY**

The residential portion of the Specific Plan includes 18 villages, each designed with varying anticipated housing product types and densities to offer flexibility and variation within the community. The Specific Plan includes plans for up to 2,432 dwelling units in 18 residential villages. A portion of the Specific Plan is designed to allow for an age restricted active adult community, while a portion of the Plan is not age-restricted. The Specific Plan would result in the development of up to 1,550 Low Density Residential (LDR) units, up to 702 Medium Density Residential (MDR) units, and up to 180 High Density Residential (HDR) units within these 18 residential villages. Housing products would range from single family detached, accessory dwelling units (ADUs), duplexes, cluster homes, courtyard homes, alley loaded homes, motor courts, townhomes, condominiums, apartments, senior apartments, assisted living, or memory care. Densities would range from 0-8 units per acre under the Low Density Residential designation, 8-16 units to the acre under the Medium Density Residential designation, and 16+ units to the acre under the High Density Residential designation. Zoning for these villages would fall under the City’s current R-1, R-2, and R-3 designations. Table 4.6-1 provides a breakdown of each village.

**Age-restricted Active Adult:** The residential portion of the Specific Plan includes up to 13 villages that provide a location for age-restricted active adult development, each designed with varying anticipated housing

product types and densities to offer flexibility and variation within an active adult community. The total development potential is estimated at 2,432 dwelling units within these 13 villages as follows:

- 1,550 – Low Density Residential Units (nine villages)
- 702 – Medium Density Residential Units (three villages)
- 180 – High Density residential Units (one village)

Any ADU in an age restricted portion of the Plan will exempt caretakers living in the unit from the age-restrictions.

**Not Age-restricted:** The residential portion of the Specific Plan includes 7 villages planned for more traditional single-family development, each designed with varying anticipated housing product types and densities to offer flexibility and variation within the community.

**Table 4.6.1: Residential Village Summary**

VILLAGE	LAND USE	AGE RESTRICTED	LOT COUNT
A	Low Density Residential	No	101
B	Low Density Residential	No	42
C	Low Density Residential	Yes	254
D	Low Density Residential	Yes	207
E	Low Density Residential	Yes	148
F	Low Density Residential	Yes	173
G	Low Density Residential	Yes	97
H	Medium Density Residential	Yes	157
I	High Density Residential	Yes	180
J	Medium Density Residential	Yes	227
K	Medium Density Residential	Yes	318
L	Low Density Residential	Yes	176
M	Low Density Residential	Yes	48
N	Low Density Residential	Yes	29
O	Low Density Residential	Yes	70
P	Low Density Residential	No	67
Q	Low Density Residential	No	108
R	Low Density Residential	No	30
<b>Total</b>	—	—	<b>2,432</b>

*NOTES: DU/AC = DWELLING UNITS PER ACRE; THE FINAL UNIT COUNT FOR EACH VILLAGE MAY SHIFT SOME DURING ENGINEERING DESIGN AND FINAL MAP PROCESSING, BUT THE CUMULATIVE TOTAL NUMBER OF UNITS TO BE DEVELOPED IN THE SPECIFIC PLAN IS ANTICIPATED TO BE WITHIN THE RANGE OF UNITS DOCUMENTED IN THE EIR AND SPECIFIC PLAN.*

## 4.7: LAND USE DEVELOPMENT STANDARDS - MIXED-USE (MU)

### Purpose

This designation would accommodate neighborhood-scale retail uses, offices, personal and commercial services, and similar land uses. This land use classification is anticipated to be mainly non-residential; however, the Mixed-Use designation also explicitly allows for higher-density residential development in a vertical or horizontal mixed-use setting. This could include residential development above (on upper stories of a building) or adjacent to commercial operations on the same property. Mixed-Use designated areas will be designed to be accessible, safe, and convenient for bicyclists, pedestrians, transit users, and drivers.

There are six different Mixed-Use areas, each with an anticipated type of end user. The total square footage is anticipated to be up to 880,000 square feet, or a variation of not less than 385,000 square feet with up to 450 High Density Residential units. For purposes of the environmental analysis, the modeling assumptions will be based on 644,000 square feet of retail/commercial and 275 residential units in this Mixed-Use category. Each Mixed-Use area is described below:

**MU-1** – Given the larger size of this Mixed-Use area (approximately 39 acres), combined with the accessibility/exposure to a higher traffic volume along Patterson Road, this is anticipated to be a general retail use, possibly shopping center with visitor serving uses. This land use does not have a specific FAR restriction, but it is anticipated that this site could develop up to 420,000 square feet of space under a .25 FAR if it were developed for strictly for commercial/retail. This Mixed-Use area could also provide high density residential uses for up to half of the area, about 300 to 350 units, assuming a development density of around 18 units to the acre. If high density residential development occurs, it will have a commensurate reduction in the square footage of retail uses provided. For purpose of this analysis, it is assumed that 75% of the development potential will be commercial/retail and 25% will be high density residential. This assumption equates to approximately 315,000 square feet of retail and approximately 175 residential units. It is noted that the existing uses are allowed to continue under the Existing Non-conforming standard noted at the end of this chapter.

**MU-2 and MU-3** – Given the smaller size of these parcels (approximately 15.35 acres), combined with the accessibility/exposure to a higher traffic volume along Patterson Road, these parcels are anticipated to be a retail use that can serve a passerby, as well as local residents. Example uses would include a gas station, small restaurant, or other visitor serving use. This area could also function as an office use for service providers. Examples of services provides could include real estate sales, law firm, tax firm, medical/dental, etc. Under a .25 FAR, these parcels could develop up to 175,000 square feet of space. This Mixed-Use area would be allowed to, but is not be anticipated to provide high density residential uses.

**MU-4** – This site is specifically located to serve as a clubhouse for the active adult community. The clubhouse is anticipated to include an approximately 20,000 square foot clubhouse building with fitness center, restaurant, lounge, event/meeting space, plus a variety of outdoor amenities including a pool/spa, outdoor BBQ and seating area, shade structures, tennis/pickle ball courts, bocce ball courts, community

garden area, and other amenities. This clubhouse will serve as a focal point for the active adult community core. The roadway fronting this site will involve a modification to the major collector to slow traffic and create a community core feel with on-street diagonal parking, two travel lanes, landscape area, and a large pedestrian storefront walkway. This Mixed-Use area would not provide high density residential uses.

**MU-5** – This approximately 5.35-acre site is specifically located to serve age-restricted active adult uses and, to complement other attractions planned in this focal area of the Specific Plan including the clubhouse, community park, and high density residential/assisted living housing. The buildings are anticipated to be multi-story with neighborhood retail uses on the first story and high-density housing or office on the second story. The first story uses would include small restaurants (i.e., coffee shop, deli, etc.) and small office services. The first story is anticipated to have up to 110,000 square feet of building space. The second story is anticipated to have up to 110,000 square feet of building space, which could be up to 100 age restricted high density units, or commercial/retail serving uses, or a combination of both. The roadway fronting this site will involve a modification to the major collector to slow traffic and create a community core feel with on-street diagonal parking, two travel lanes, landscape area, and a large pedestrian storefront walkway.

**MU-6** – Given the smaller size of these parcels (approximately 4.04 acres), combined with the accessibility/exposure to a higher traffic volume along McHenry Avenue, these parcels are anticipated to be a retail use that can serve a passerby, as well as local residents. Example uses would include a gas station, small restaurant, or other visitor serving use. This area could also function as an office use for service providers. Examples of service provider could include real estate sales, law firm, tax firm, medical/dental, etc. Under a .25 FAR, these parcels could develop up to 44,000 square feet of space. This Mixed-Use area would be allowed to, but is not anticipated to provide high density residential uses.

### Density/FAR

Minimum of 16 dwelling units per acre and FARs of 0.25 to 0.50 as shown in Table 4.7.1.

### Allowed Uses

The Mixed-Use designation occurs as an identifiable neighborhood center. The neighborhood center is located internal to the Specific Plan area, and provides opportunities for a clubhouse, small-scale retail, medical/dental offices, real estate sales, tax/legal services, recreational, higher-density residential, and other higher-activity land uses that support a neighborhood center. This use specifically allows for civic, institutional, clubhouse, and private recreational use. The allowable land uses within the MU areas of the plan conform to the City of Riverbank Land Usage Code, Title XV, Chapter 153: Zoning, Section 153.067, Mixed-Use District CX-1, Uses Permitted.

### General Mixed-Use Development Standards

Development standards will guide the interpretation of projects within the MU areas in terms of density and intensity and will determine the maximum square footage of non-residential uses, and residential units. For each of the MU categories, the Specific Plan land use designation and the corresponding development standards are shown in Tables 4.7.1. For MU design guidelines see Chapter 7 (Design Guidelines).

**Table 4.7.1: Mixed-Use Development Standards**

USE	MU 1, MU 2, MU 3, MU 6 <sup>1</sup>	MU 4 / MU 5 <sup>1</sup>
<b>General Standards</b>		
Density Range du/ac	0 / 16+	0 / 16+
FAR	0.25 FAR	0.50 FAR
<b>Lot Size</b>		
No minimum or maximum lot size shall be required.		
<b>Minimum Setback<sup>2</sup></b>		
Front	10'	0'
Side/Rear	0'	0'
From Residence	20'	10'
<b>Building Height</b>		
Within 30 ft of residence	40'	70'
Within 50 ft of residence	50'	70'
Within 100 ft of residence	70'	70'
<b>Landscaping<sup>3</sup></b>		
Minimum Coverage	10%	0%
<b>Parking<sup>4</sup></b>		
Retail	1 per 300 sf	1 per 300 sf
Restaurants/Bar	1 per 250 sf	1 per 250 sf
Residential	See HDR requirements	See HDR requirements
All Others	1 per 300 sf	1 per 300 sf
<b>Fencing (Decorative Masonry, Concrete, or Metal Fencing)</b>		
Adjacent to Residential	6' height 5' landscape strip	6' height 5' landscape strip
Adjacent to MID Lateral	6' height 5' landscape strip	N/A

**NOTE:**

1. RESIDENTIAL DEVELOPMENT IN A MIXED-USE AREA WILL BE SUBJECT TO THE DEVELOPMENT STANDARDS FOR HDR DEVELOPMENT IN THIS SPECIFIC PLAN, BASED ON THE DENSITY PROPOSED.
2. THERE SHALL BE A ZERO-SIDE YARD, AND REAR YARD SETBACKS WHERE TWO PROPERTIES USED FOR COMMERCIAL PURPOSES ARE ADJACENT TO EACH OTHER.
3. FIFTY PERCENT SHADE COVER IN TEN YEARS FOR PARKING LOT TREES. ONE TREE FOR EVERY FOUR SPACES. TREE SPECIES SHALL BE DEFINED THROUGH A SITE SPECIFIC LANDSCAPING PLAN.
4. THE DEVELOPMENT CAN PROVIDE MORE PARKING THAN ABOVE AS DESIRED BY THE DEVELOPER. NEV PARKING IS INTENDED TO BE PROVIDED BY TRADITIONAL PARKING SPACES, BUT CAN BE PROVIDED SEPARATELY AS DESIRED BY THE DEVELOPER.

#### 4.8: LAND USE STANDARDS - PARKS (P)

##### **Purpose**

This category includes active and passive parkland of all types. Neighborhoods shall have close and convenient access to community parks, neighborhood parks, and smaller “pocket parks.” This category can include public plazas, town squares, tot lots, parkways, linear parks, and other park space configurations. The Park land use provides visual interest to the residents and visitors; provides connectivity amongst residences and land uses; creates gathering places for active and passive recreation; promotes walk-able, pedestrian-friendly neighborhoods; and preserves areas with existing natural resources (i.e., Stanislaus River) and natural topographic challenges. The Specific Plan includes an extensive network of Parks to serve the community. It is also noted that several stormwater basins have been incorporated into the Specific Plan for storm drainage function, but are also intended to provide a dual use park opportunity.

##### **4.3.5.2 Allowed Land Uses**

Permitted uses in the P designation will include community parks, community gardens, neighborhood parks, linear parks, bike paths, and trails, as well as dual use park/ponding basins. Accessory buildings or structures built in conjunction with a park, such as restrooms, gazebos, etc., are also permitted in the P designation.

#### 4.9: LAND USE STANDARDS BUFFER/GREENWAY/ OPEN SPACE (B/G/OS)

##### **Purpose**

This designation provides the opportunity to preserve important open spaces containing natural resources, such as sensitive biological habitat. This category also includes areas where buffering is necessary between different land uses. Bicycle and pedestrian pathways can be accommodated by this Land Use Designation. Within the B/G/OS category several subcategories are included including B/G/OS—Bluff, B/G/OS—Ditch, and B/G/OS—River Park.

Although the Land Use Plan provides an illustration of where Buffer/ Greenway/Open Space areas are located, there is some flexibility in exactly where these areas are located and exactly how large these areas are. For example, B/G/OS areas are shown along MID canals and along the steeper bluffs that separate the high and low portions of the Specific Plan area.

##### **Allowed Land Uses**

Accessory buildings or structures built in conjunction with a park/ trail use, such as restrooms, etc., are also permitted in the B/G/OS designation.

#### 4.10: LAND USE STANDARDS- RESERVE (R)

##### **Purpose**

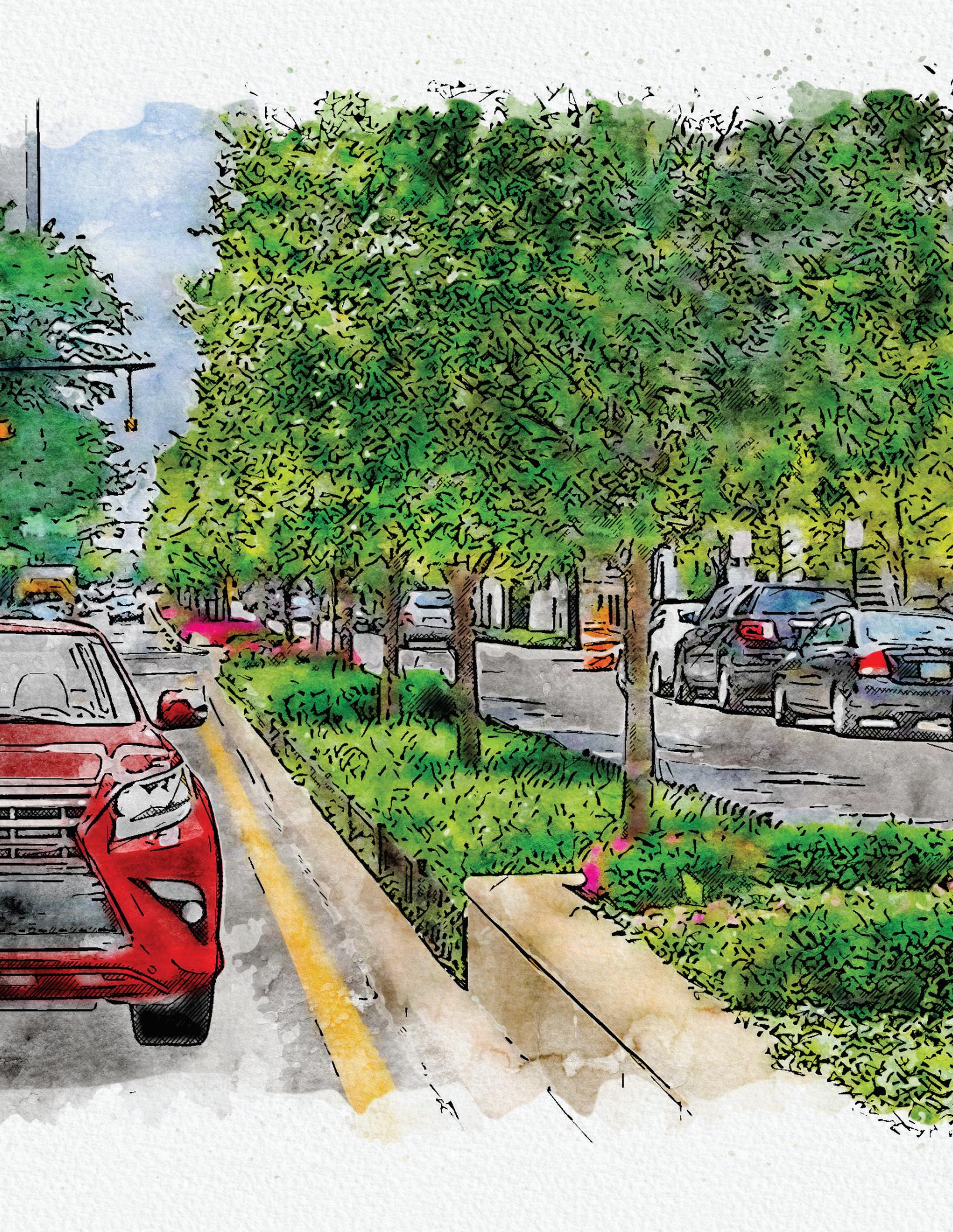
The Reserve category is intended for land that the City has not yet planned for a specific urban, or resource land use. This area offers an opportunity to plan for future land uses by identifying specific criteria before development takes place in these areas. The Reserve designation does not denote any specific land use, but rather is an overlay designation

that specifies additional requirements related to timing of development, analysis required by the City, infrastructure and service standards, and related topics. Before making Reserve areas eligible for consideration for urban development, the area would need to have a land plan developed and processed through the standard application process, including a detailed environmental analysis. Within the Specific Plan area, the Reserve designation is an area with an existing orchard uses and is intended to remain under orchard use for the foreseeable future. This could include replanting the orchard area if trees stop producing. As an alternative, the existing orchard area may be utilized as shallow flood storage to contain and infiltrate stormwater runoff.

- Before making Reserve areas eligible for consideration for urban development, the City will hold a public hearing and make required findings, including the following:
- Development of the Reserve area is adjacent to developed areas of the City and infrastructure and services can efficiently be extended to serve the Reserve area;
- The City has prepared infrastructure planning and financing to serve the needs of the proposed development area, including financing of any necessary citywide facilities to accommodate the planned level of growth;
- Either the rest of the Riverbank Planning Area is sufficiently built out such that the Reserve area is now needed to meet the demand for urban development, or the proposal includes a desired land use unique to the Planning Area that cannot be accommodated on lands within the City limits or portions of the Planning Area without the Reserve overlay designation;
- Completion of an environmental analysis in compliance with the California Environmental Quality Act (CEQA), including a mitigation monitoring program, pursuant to the California Environmental Quality Act, has been prepared by the City;
- A fiscal impact assessment has been prepared by the City demonstrating that, in the short- and long-term, the project would not negatively affect the City from a fiscal perspective; and,
- A Specific Plan, pursuant to Government Code Section 65450, has been prepared or updated to show the specific land uses, development standards, compliance with the General Plan, infrastructure and public service planning and financing, and phasing, in addition to any other requirements of State law and the City of Riverbank.

### Existing Non-conforming Uses

The lawful use of land, including the use of buildings, existing at the time of the adoption of the Specific Plan, may be continued even where the use of the land and/or buildings does not conform to the standards provided in the Specific Plan. This provision does not extend to the enlargement or increase of buildings or land area than what was occupied at the time of the adoption of the Specific Plan. The existing non-conforming land and/or building is subject to the City's ordinance for non-conforming uses.





The purpose of this Specific Plan is to create a vibrant mixed-use development, with an active adult-oriented component that is anchored to a community core (or center) for social and retail gathering and supporting services.

## CHAPTER 5: Circulation and Mobility

This chapter describes Circulation and Mobility within the Specific Plan area, including the existing road network and proposed circulation system that will provide vehicular access in and around the Specific Plan area. In addition to the automobile circulation, transportation alternatives will be discussed to encourage the use of bicycles, public transit and other methods for moving through the Specific Plan area.

Implementation of the Specific Plan will provide additional roadways, bicycle lanes, multi-use trails, and pedestrian amenities which link the Specific Plan area villages, and improves the overall connectivity of the City. The Circulation Plan shows the relationship between existing roads and the future planned roads as identified in the River Walk Specific Plan.

This chapter is organized into the following sections:

- 5.1 Existing Transportation Network
- 5.2 Proposed Circulation Network
- 5.3 Neighborhood Electric Vehicles Plan
- 5.4 Pedestrian, Bicycle, and Transit Circulation

## 5.1: EXISTING TRANSPORTATION NETWORK

The existing transportation network includes arterial and collector streets that predominately serve motorized travel, transit services, taxi-ride sharing services, and limited pedestrian and bicycle infrastructure. The following provides an overview of the existing transportation network in the Plan Area.

### Street Network

The Plan Area is primarily served by the following roadways:

- **Patterson Road** is a major east-west arterial that extends easterly from an intersection on McHenry Avenue through Riverbank across rural Stanislaus County into the area south of Oakdale to its eastern terminus at the Albers Road / Oakdale Road / Waterford Highway intersection. The segment through western Riverbank to Callander Avenue is State Route (SR) 108.
  - o **Patterson Road** is a two-lane rural highway from McHenry Avenue to the Hot Springs Lane intersection in western Riverbank. The route is a four-lane facility from that point east to Jackson Avenue and is a two-lane road from Jackson Avenue through the Callander Avenue intersection. Patterson Road continues east as a two-lane road through Riverbank. Patterson Road forms the Plan Area’s southern boundary.
- **McHenry Avenue** is a major north-south arterial that extends from the City of Modesto across the Stanislaus River to Escalon. The portion of McHenry Avenue south of Patterson Road is SR 108.
  - o **McHenry Avenue** varies in width, as the roadway has six lanes south of Coralwood Road, four-lanes from Coralwood Road through the Kiernan Avenue / Claribel Road intersection, and two-lanes north to San Joaquin County. Stanislaus County is currently pursuing a project to widen northern McHenry Avenue to four lanes. McHenry Avenue forms the Plan area’s western boundary.
- **Coffee Road** is a north-south arterial street that extends south from Patterson Road across Claribel Road into Modesto and its southern terminus on Scenic Drive along the Tuolumne River. Coffee Road is a two-lane facility from Patterson Road to Mable Avenue and is a four-lane facility from that point south.

These routes generally provide direct access to the boundary of Plan Area from the surrounding residential neighborhoods and shopping centers within the City, and neighboring communities.

### Pedestrian and Bicycle Network

Pedestrian and bicycle movement along the Plan Area boundary is generally accommodated by existing streets and sidewalks along Patterson Road and McHenry Avenue. Mobility is significantly constrained by the existing street network’s lack of continuous and adequate pedestrian and bicycle facilities and absence of roadways that extend into the Plan Area’s interior.



### Transit Service

The Plan Area is served by Stanislaus Regional Transit (StaRT). StaRT offers fixed route services within the region. StaRT Route 60 operates Monday through Friday between 5:00 AM and 9:43 PM. This bus operates thirteen round trips between Modesto and Oakdale and passes through Riverbank. On Saturday between 6:15 AM and 8:34 PM, seven round trips are provided. The Saturday service is combined with the Modesto/Turlock route. This route follows Claribel Road and Oakdale Road and has a designated stop on Oakdale Road north of the Freddi Lane intersection.

The Riverbank Dial-A-Ride service is available from 6:30 AM to 5:30 PM, Monday through Friday. The ADA Paratransit service is provided as a compliment to fixed route service and is available to individuals with disabilities Monday from 5:00 AM to 10:00 PM and Saturday from 6:15 AM to 9:00 PM. Paratransit operators are required by the ADA to service areas within three-quarters of a mile of their respective, public fixed-route service.

At the improvement plan and final map stage of each village, the Developer shall coordinate with the School District to incorporate any desired school bus stops locations identified by the School District.

### Taxi and Ridesharing Service

Taxi service in the Plan Area is provided by private operators that serve the greater Stanislaus County area and beyond. Additional ridesharing services, such as Uber and Lyft, are also available in the Plan Area.

### Parking

Parking in the Plan Area is located at the residences and businesses. The majority of the parking supply is limited to the commercial businesses along Patterson Road in the southeastern portion of the Plan Area. The remainder of the Plan Area, occupied by agricultural and/or residential uses, offers limited off-street parking facilities. On-street parking facilities are not located along Patterson Road or McHenry Avenue.

Recreational vehicle parking is not provided within residenital lots, and is strictly prohibited from long-term parking within driveways and residential streets. Long-term parking is defined as longer then 48 hours.

## 5.2: PROPOSED CIRCULATION NETWORK

Working together, the Specific Plan's network of roadways, NEV lanes, bicycle lanes, trails, and sidewalks will provide convenient and safe access to the Specific Plan area and to all neighborhoods within the Plan Area.

Figure 5.1 illustrates the circulation network for the River Walk Specific Plan.

### Roadway Network

The Specific Plan includes an extension of Coffee Road as a major collector road north into the Plan Area before heading northwest until the roadway meets McHenry Avenue. In addition, several new minor collector streets are also planned to link the neighborhoods, parks, amenities, clubhouse, and commercial area.

### Access

Primary access to the Specific Plan Area would be provided at two locations: along the southern Plan Area boundary via the Coffee Road extension, and along McHenry Avenue in the northwestern corner of the Plan Area. Secondary access would also be provided via a major collector street extension from Patterson Road located east of the Coffee Road extension.

The final alignments, footprints, and exact locations of the streets are subject to change and refinement as development inside and outside of the Plan Area proceeds. The final alignments and configurations will be determined at the improvement plan level in order to provide for operational safety and integration with the existing and planned traffic network.

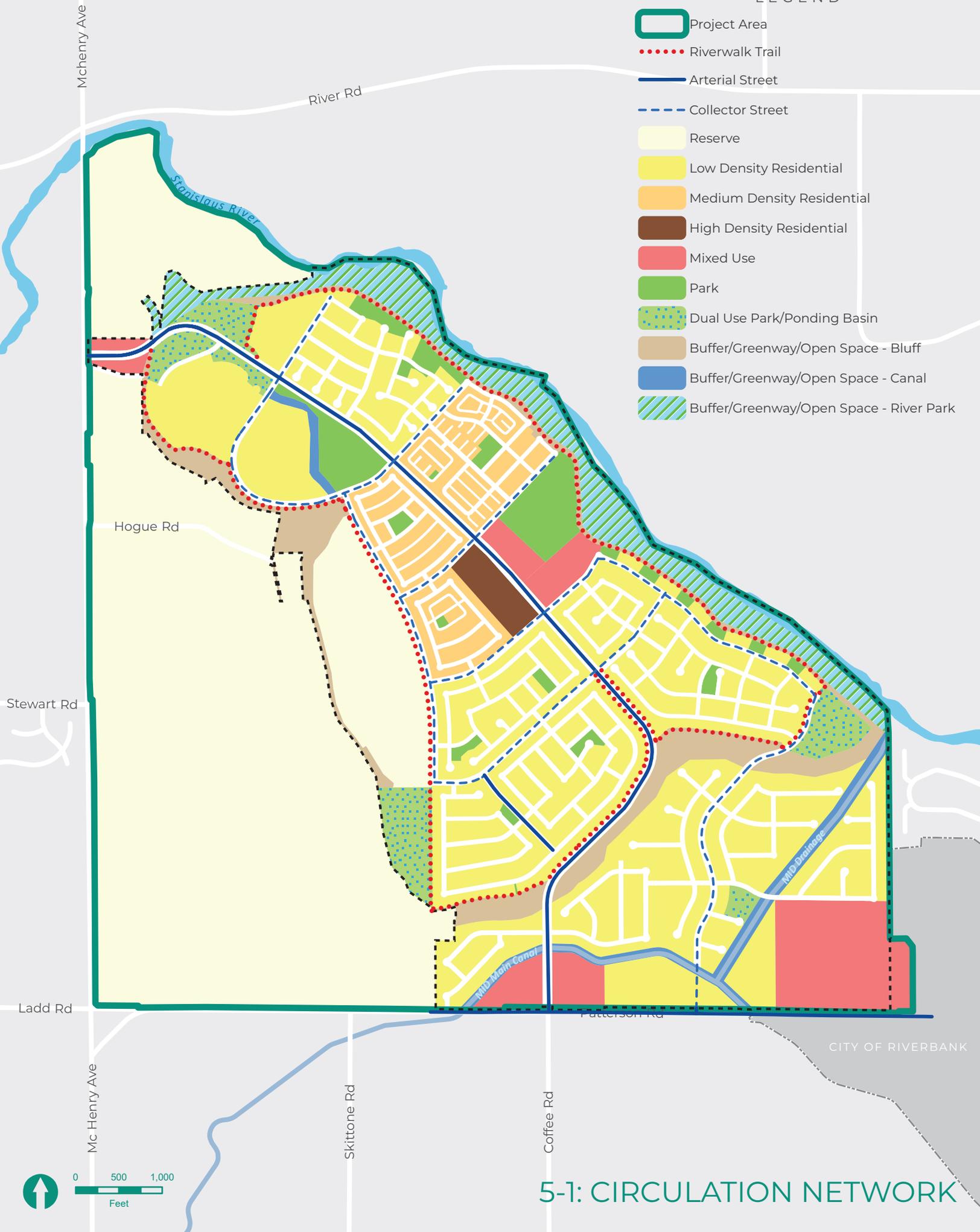
### Street Classifications Included Within the Plan Area

The following describes the various street classifications and specific details associated with certain segments of roadway throughout the Specific Plan Area. Figure 5.2 and 5.3 illustrate the location of each roadway section, along with a section view of the roadway.

- Arterial streets: Fully built out arterial streets feature four travel lanes, sidewalks on both sides of the street, bike lanes and landscape strips. Arterial streets are intended to function like boulevards or thoroughfares and therefore do not allow on-street parking. Arterial streets are illustrated on Figure 5.1. (Circulation Network).
  - o 110' Arterial – Patterson Road (Between Canal Crossings): This arterial roadway is an existing roadway along the southern boundary of the Specific Plan Area west of the MID Canal. The roadway currently has two 12' travel lanes, and two 8' shoulders. This roadway is a regional roadway and full buildout is anticipated to occur as more capacity is needed. The anticipated roadway section ranges from 100' to 110'. One half is expected to have two 12' travel lanes, a 14' median, an 8' bike lane/shoulder with curb/gutter, and 16' section with a separated sidewalk/bike path. The other half may mirror the half section described above, but is not defined at this time. The right-of-way for the ultimate buildout of this roadway has been dedicated.
  - o 110' Arterial – Patterson Road (East of Canal Crossing): This arterial roadway is an existing roadway along the southern boundary of the Specific Plan Area east of the MID Canal. The roadway currently is built out on the southside adjacent to the South Bend Estates neighborhood. The southside of the roadway has two 12' travel lanes, an 8' shoulder with curb/gutter, and a 10' section with sidewalk and landscaping. The north side has a 14' two-way left turn lane, a 12' travel lane, and an 8' shoulder. This roadway is a regional roadway and full buildout is anticipated to include converting the 14' two way left turn lane into a 14' median, adding a second 12' travel lane, a 7' median, adding an 8' bike lane/shoulder with curb/gutter, and adding up to 22' for landscaping with a separated sidewalk/bike path. It is noted that the right

LEGEND

- Project Area
- Riverwalk Trail
- Arterial Street
- Collector Street
- Reserve
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Park
- Dual Use Park/Ponding Basin
- Buffer/Greenway/Open Space - Bluff
- Buffer/Greenway/Open Space - Canal
- Buffer/Greenway/Open Space - River Park

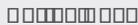
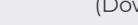


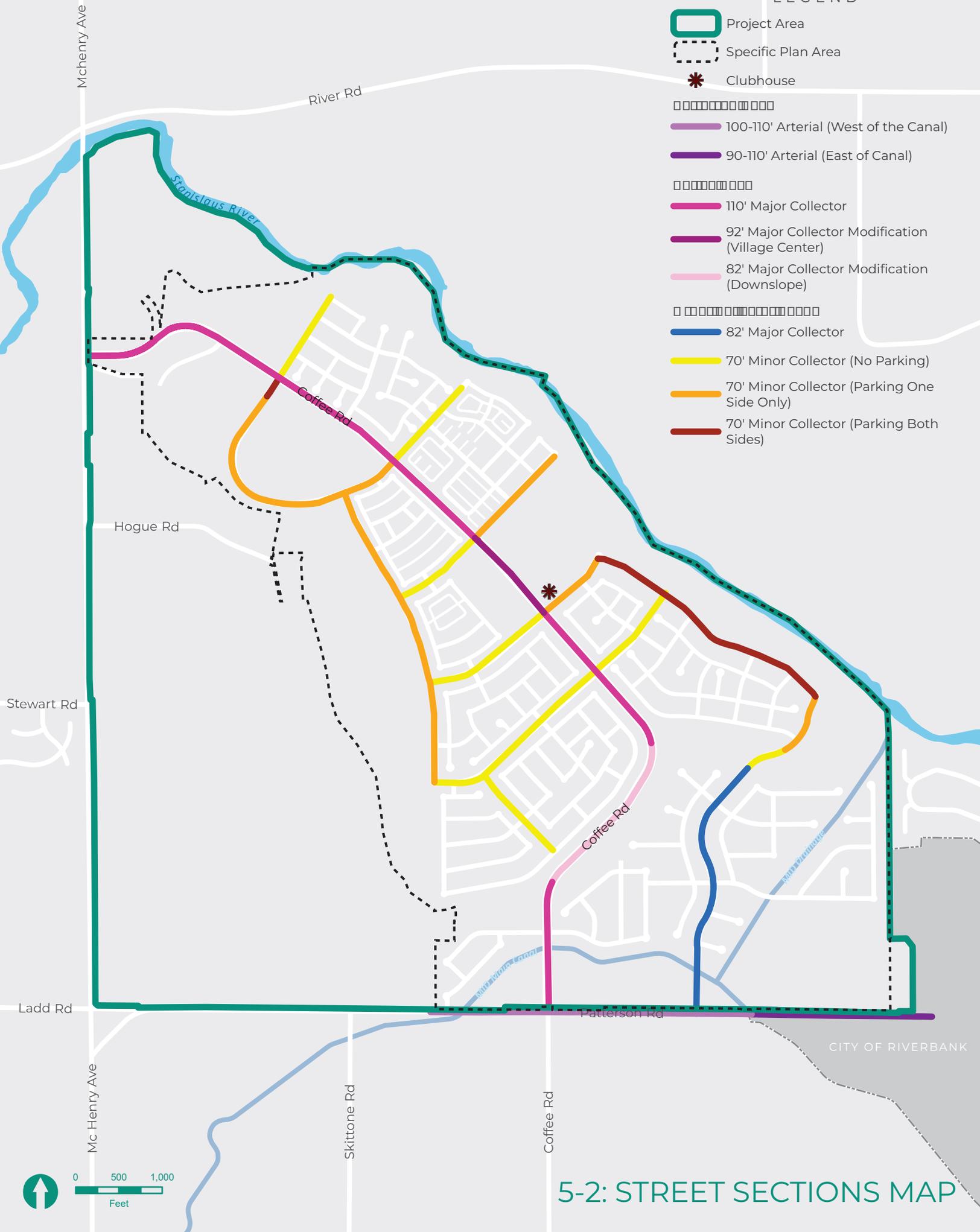
5-1: CIRCULATION NETWORK

of way is currently 90' and given the existing development on the north side of Patterson Road in this area, it may be necessary to modify the roadway section based on the availability of right of way. Any reduction in right of way is anticipated to be associated with the 22' of landscaping/sidewalk area. The right-of-way for the ultimately buildout of this roadway has been dedicated.

- Collector roadways: Collector roadways are smaller than arterials and typically have two to four travel lanes, sidewalks on both sides of the street, bike lanes where applicable and landscape strips. Collector roadways can be categorized as major or minor depending on their function. A major collector functions more like an arterial, moving higher volumes of traffic through an area. A minor collector functions to distribute traffic from the major collectors in residential villages. The Coffee Road extension is the most prominent collector within the Specific Plan Area, providing access from Patterson Road through the entire Specific Plan Area and exiting on McHenry Avenue. A second major collector provides access to the villages located in the high area of the Specific Plan, and is anticipated to have lower traffic volumes.
  - o 110' Major Collector (Coffee Road): This collector roadway is an extension of Coffee Road through the Specific Plan Area. The roadway enters from Patterson Road, and exist on McHenry Avenue. There are two modifications along this route that are described separately below. This roadway includes a 110' right-of-way with four 12' travel lanes, a 14' landscaped median, two 4' shoulders with curb/gutter, two separated 10' class 1 bike/ped paths, two 5' landscape areas separated the travel and pedestrian areas, and two additional 5' landscape strips on the outer portion of the roadway section.
  - o 82' Major Collector Modification (Coffee Road - Downslope): This collector roadway includes a modification to Coffee Road in a segment that travels downslope from the high area down to the low area of the Specific Plan Area. This modification is necessary to minimize the cut and fill of the bluff/slope area while maintaining the vehicle travel and bike/ped functions of the roadway. This roadway would taper from the 110' right of way into an 82' right-of-way, but would still maintain four 12' travel lanes. The median would be reduced to a 4' landscaped median, and the shoulders would be increased to two 8' bike lanes with curb/gutter. A separated 10' class 1 bike/ped path, with 10' of landscaping would be eliminated on the upslope side of the roadway. The downslope side of the roadway would include a 4' separated landscape strip and a 10' class 1 bike/ped path.
  - o 92' Major Collector Modification (Coffee Road – Community Core): This collector roadway includes a modification to Coffee Road in a segment that travels through the community core area of the Specific Plan Area. This modification is necessary to reduce travel speeds, that in turn increase pedestrian safety, allow for on-street/store

LEGEND

-  Project Area
-  Specific Plan Area
-  Clubhouse
-  Stanislaus River
-  100-110' Arterial (West of the Canal)
-  90-110' Arterial (East of Canal)
-  Stanislaus River
-  110' Major Collector
-  92' Major Collector Modification (Village Center)
-  82' Major Collector Modification (Downslope)
-  Stanislaus River
-  82' Major Collector
-  70' Minor Collector (No Parking)
-  70' Minor Collector (Parking One Side Only)
-  70' Minor Collector (Parking Both Sides)



CITY OF RIVERBANK



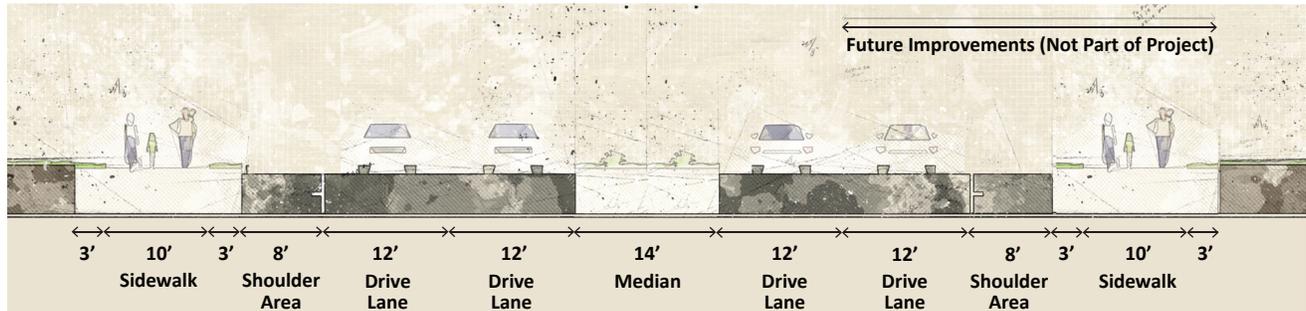
5-2: STREET SECTIONS MAP

front parking, and create a unique atmosphere for citizens to gather and spend time shopping and recreating. This roadway would taper from the 110' right of way with four travel lanes into a 92' right-of-way with two travel lanes. The median would be eliminated, and a 20' on-street parking area would be created for diagonal parking with curb/gutter. A separated 10' class 1 bike/ped path is included with 4' of landscaping separating the pedestrians from the vehicles. This modification is intended for approximately one block, and is accessible for citizens traveling from the northern and southern portions of the active adult residential villages.

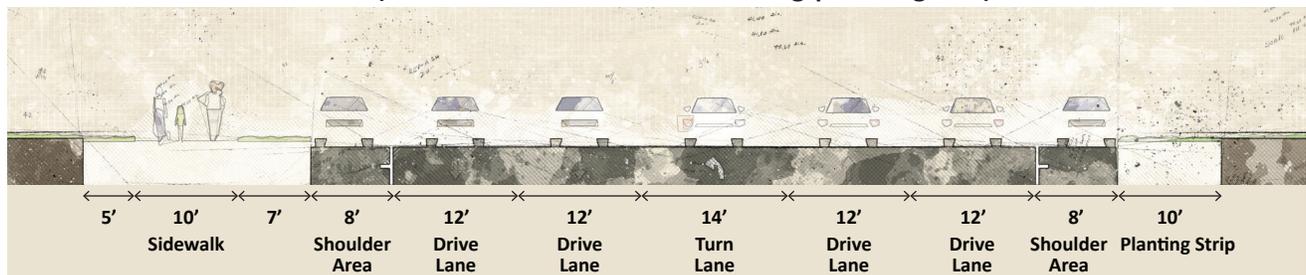
- o 82' Major Collector (access to Villages A, B, and R): This collector roadway is a second access into the Specific Plan Area from Patterson Road. This roadway will primarily provide access only for the larger lot villages located in the high area of the Specific Plan Area (i.e., Villages A, B, and R), although it does extend into the remainder of the project. This roadway is not expected to have the large travel volumes that are anticipated on the Coffee Road extension; therefore, a reduced roadway section is warranted. This roadway includes an 82' right-of-way with two 12' travel lanes, a 14' landscaped median, two 6' bike lane/shoulders with curb/gutter, two 6' landscaped area separating the two 5' sidewalks from the roadway, and two additional 5' landscape strips on the outer portion of the roadway section.
- o 70' Minor Collector: These collector roadways provide access from major collectors into the residential villages throughout the Specific Plan Area. These roadways are not expected to have the large travel volumes that are anticipated on the major collectors because they function to distribute the volumes from the major collectors into the individual villages. There are two cross sections for this roadway, both with a 70' right-of-way.
  - Where a collector has lots fronting on one side, and back on the other, parking will be allowed on one side and not the other. One side of the roadway will include a 12' travel lane, 6' bike lane/shoulders with curb/gutter, a 6' landscaped area separating a 5' sidewalk from the roadway, and an additional 6' landscape strip on the outer portion of the roadway section. The other side of the roadway will include a 12' travel lane, 5' bike lane, 8' parking/shoulders with curb/gutter, and a 5' landscaped area separating the 5' sidewalk from the roadway.
  - Where a collector has lots backing on both sides, no parking will be allowed. One side of the roadway will include a 12' travel lane, 6' bike lane/shoulders with curb/gutter, a 6' landscaped area separating a 5' sidewalk from the roadway, and an additional 6' landscape strip on the outer portion of the roadway section. The other side of the roadway will include a 12' travel lane, 5' bike lane, 8' parking/shoulders with

FIGURE 5.3 STREET SECTIONS

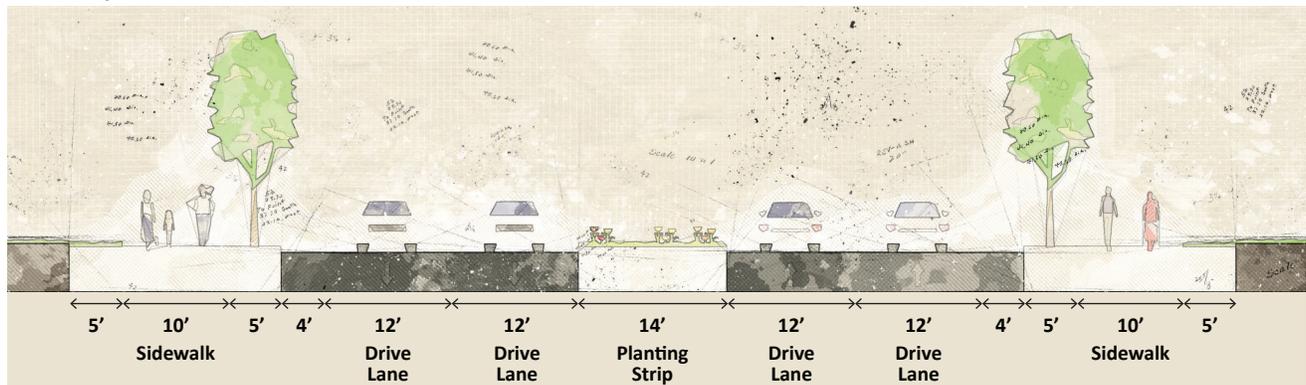
110' Arterial – Patterson Road (Between Canal Crossings | Looking East)



110' Arterial – Patterson Road (East of Easternmost Canal Crossing | Looking East)



110' Major Collector (Coffee Road)



82' Major Collector Modification (Coffee Road - Downslope | Looking North/East)

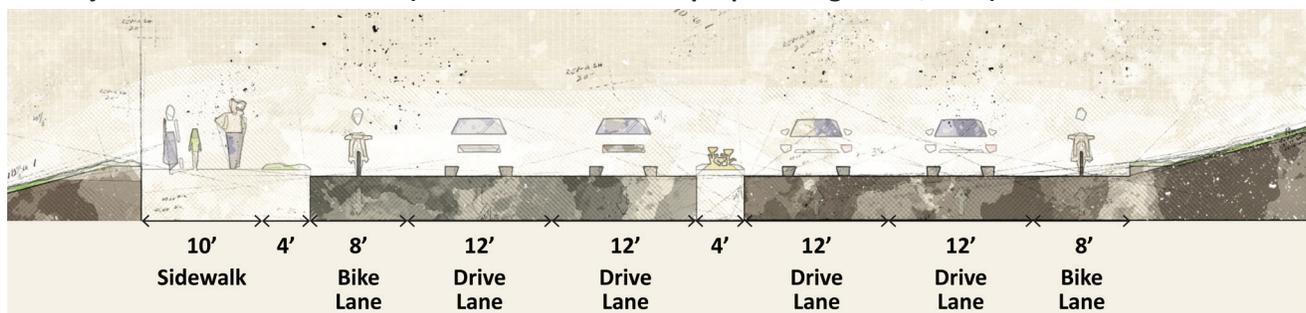
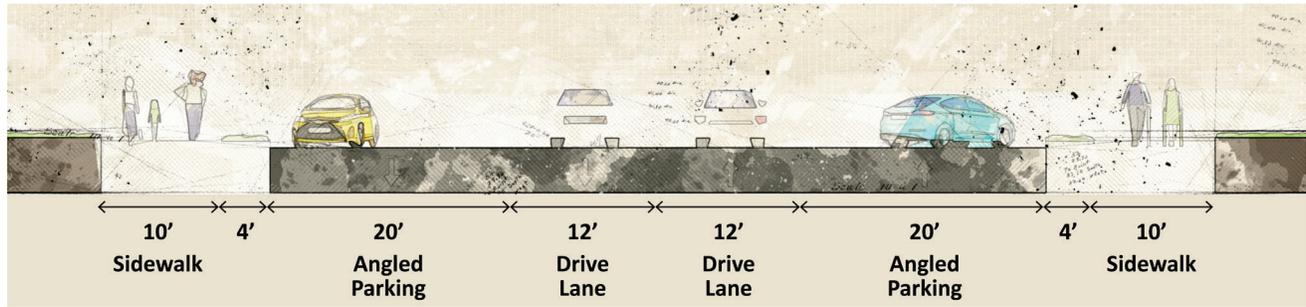
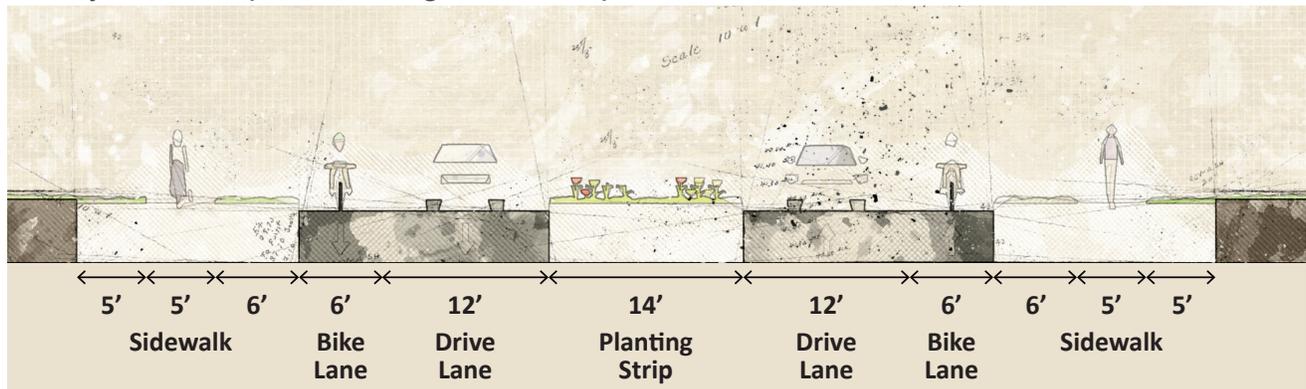


FIGURE 5.3 STREET SECTIONS

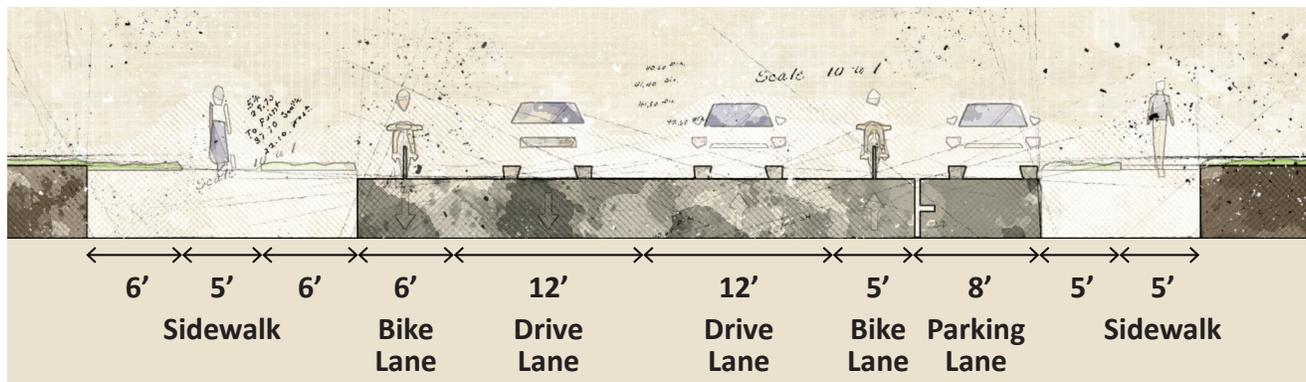
92' Major Collector Modification (Coffee Road – Village Center)



82' Major Collector (access to Villages A, B, and R)



70' Minor Collector



56' Local Residential Street (separated sidewalks)

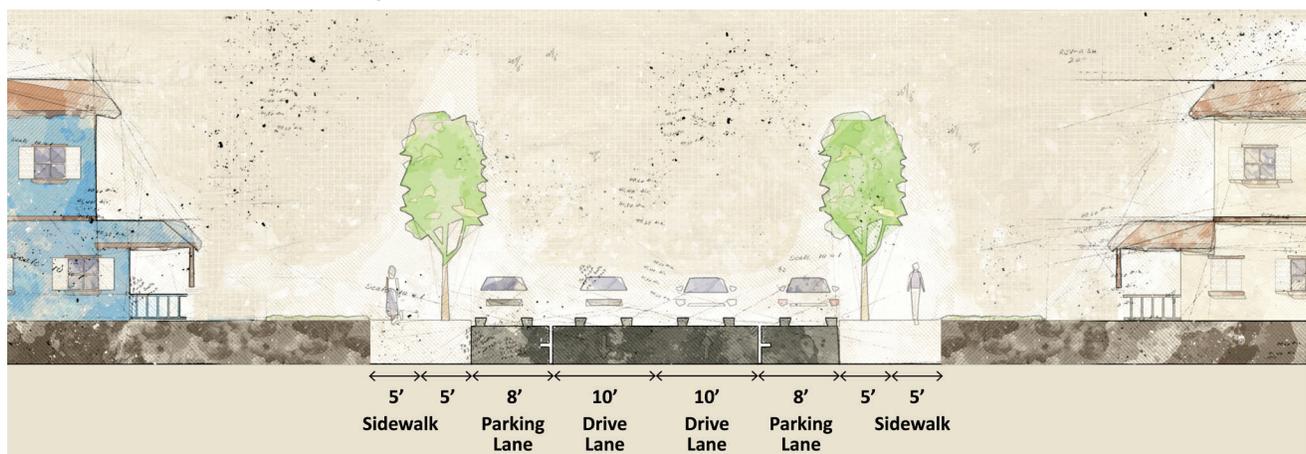
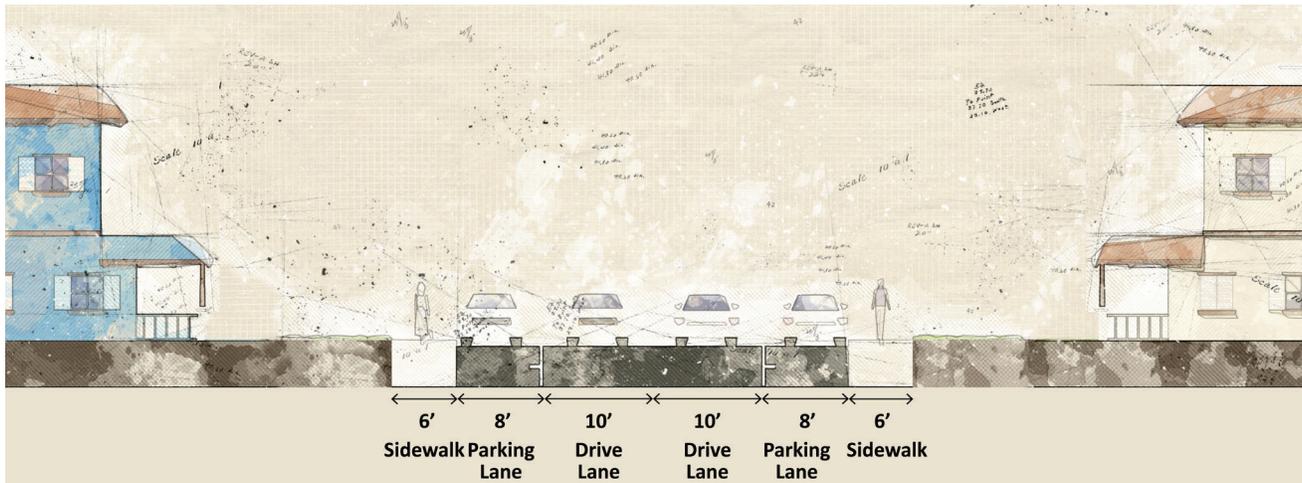


FIGURE 5.3 STREET SECTIONS

**48' Local Residential Street (without separated sidewalks)**

curb/gutter, and a 5' landscaped area separating the 5' sidewalk from the roadway.

- Where a collector has lots fronting on both sides, parking will be allowed on both sides. Both sides of the roadway will include a 12' travel lane, 5' bike lane, 8' parking/shoulders with curb/gutter, and a 5' landscaped area separating the 5' sidewalk from the roadway.
- Local Residential Streets: These smaller streets are designed to handle small volume, neighborhood traffic with low speeds. The local residential streets proposed for the Project will feature two travel lanes, sidewalk and landscape strips on both sides. On-street parking is permitted on local residential streets to provide additional parking for the residents of the neighborhoods within the Plan Area.
  - o 56' Local Residential Street (separated sidewalks): This local roadway is one alternate section of roadway within the residential villages. This roadway includes a 56' right-of-way with two 10' travel lanes, two 8' on-street parking/shoulders with curb/gutter, two separated 5' sidewalks, and two 5' landscape areas separating the sidewalk from the roadway.
  - o 48' Local Residential Street (without separated sidewalks): This local roadway is one alternate section of roadways within the residential villages. This roadway includes a 48' right-of-way with two 10' travel lanes, two 8' on-street parking/shoulders with curb/gutter, and two 6' sidewalks.
- Cul-de-Sacs: Cul-de-sacs are a popular street treatment in residential neighborhoods and are appealing to families with children because they provide a closed end street that does not allow through traffic. Cul-de-sacs proposed within the Plan Area will be designed and built according to City of Riverbank

Street Standards and will provide adequate turning radius for emergency vehicles.

### Neighborhood Electric Vehicles Plan

The Specific Plan includes a plan to develop a Neighborhood Electric Vehicle (NEV) system for the active adult villages and community core. The NEV system would require an ordinance approval and would be restricted to the Specific Plan Area. The proposed NEV Plan is summarized below following the discussion of street classifications.

The final designation of NEV lanes as Class II or III within the roadway network will also be determined at the improvement plan phase. The circulation network's exact locations and alignments will be determined through collaboration between builders and City Staff during the development review process.

Neighborhood Electric Vehicles (NEVs) are one of several types of Low Speed Vehicle (LSV), also known as Low Speed Electric Vehicle (LSEV) that may be desirable for use within the active adult portion of the Specific Plan Area. There are generally three principal types of LSVs:

- Golf cars (carts) that are factory designed to travel up to 15 mph within golf course environments. Golf cars that are not modified for on-street use may be used on roadways or paths designated for such use by local jurisdictions.
- Golf cars that are modified after manufacture for use on public streets and can travel up to 25 mph. While increasingly common, DMV guidance (FFVR37) requires owners to register them as motor vehicles that meet regular passenger vehicle standards or risk a citation.
- NEVs that are designed and manufactured to be used on streets with posted speed limits up to 35 mph and can travel up to 25 mph.

The California Vehicle Code (CVC) permits NEVs on all roadways with posted speed limits of 35 mph and under. NEVs are also permitted on roadways up to 55 mph within on-street Class II NEV striped lanes. For roadways with posted speed limits above 55 mph, NEV travel can only be accommodated with a separated off-street path.

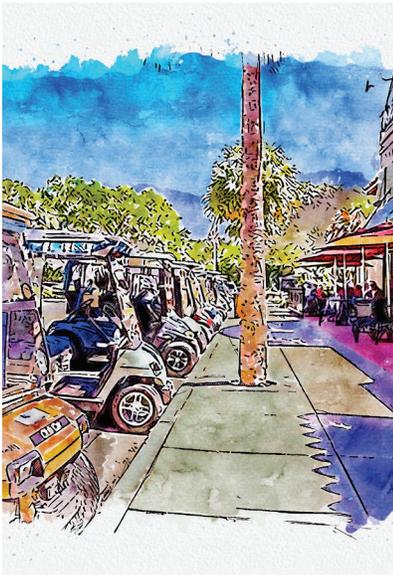
NEV crossings at roadways with speed limits above 35 mph must be orthogonal (90-degree intersection angles). The code states:

- The operator of a low-speed vehicle may cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees.

However, the CVC also permits NEVs on roadways with a posted speed of 40, 45, or 50 mph where that roadway has a dedicated NEV / bike lane. Such use would be impractical if turning or crossing movements were not continuous. The CVC is interpreted to mean that at an intersection, as long as the NEV / bike lane is carried all the way through the approach up to the stop line, and again on the departure side of any leg that a NEV would be permitted to travel to, the movement would be permitted. If the movement is a left turn, then the NEV driver could perform:

- A two-stage turn (with or without special provisions) although at higher volumes there could be an issue with queuing space for NEVs.
- A vehicular style left turn, where an NEV/bike lane is available to turn into on the departure side. The NEV driver would not be in a designated NEV lane on the approach; like a vehicular bicyclist, they would be in the general traffic left turn lane. Even on a green indication, there should not be an issue with this because a NEV has similar acceleration and cornering capabilities as an automobile.

Roadways within the Specific Plan area will be designed to accommodate neighborhood electric vehicle (NEV) travel. NEVs will be permitted to circulate on designated streets in automobile travel lanes and along designated trail areas. NEVs can generally safely use the same streets as vehicles because of lower travel volumes and reduced automobile speeds. NEV access along roadways provides connections among residential areas, recreation centers and parks.



### Proposed NEV Plan

**Definitions:** “Neighborhood Electric Vehicle (NEV)” means an electric powered motor vehicle having not less than four wheels in contact with the ground and an unladen weight of less than three thousand pounds which is designed to be and is operated at not more than 35 mph and is designed to carry not more than six persons, including the driver.

“NEV lanes” is synonymous with “NEV routes” and means all publicly owned facilities that provide for NEV travel including roadways designated by signs or permanent markings which are shared with pedestrians, bicyclists, and other motorists in the portion of the River Walk Specific Plan Area designated for active adult living. There shall be three categories of NEV lanes:

- Class I NEV lanes provide a right-of-way completely separated from any roadway, with cross traffic by other motorists minimized, and designated for the exclusive use of NEVs, or, where feasibly safe and when no parallel improvements for pedestrians and bicyclists are available, designated for the shared use of NEVs, bicyclists, and pedestrians. Class I NEV lanes may include portions of the River Walk Trail, and Class I bike paths throughout the Specific Plan Area.
- Class II NEV lanes provide a restricted right-of-way on a roadway designated by striping and signage for the exclusive or semi-exclusive use of NEVs, with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross traffic by pedestrians and other motorists permitted. Class II NEV lanes may include portions of Major Collectors (i.e., Coffee Road) within the active adult portion of the Specific Plan Area.
- Class III NEV lanes are lanes on streets with speed limits of forty-five miles per hour or less and are shared with pedestrians, bicyclists, and other motorists. Class III NEV lanes would include all Local Residential Streets, Minor Collectors, and portions of Major Collectors (i.e., 92’ Major Collector Modification (Coffee Road – **Community Core**)).

### 5.3: PEDESTRIAN, BICYCLE, AND TRANSIT CIRCULATION

The Specific Plan proposes an integrated network of pedestrian, transit, and bicycle facilities, including continuous sidewalks, crossings at intersections, new pedestrian and bicycle routes, and transit facilities.

New bicycle and pedestrian facilities are provided along streets as well as along off-street multi-use paths, such as the River Walk Trail. Figure 5.4 illustrates the proposed pedestrian, bicycle, and transit facilities within the Plan Area.

The final alignments, footprints, and exact locations of the pedestrian, bicycle, and transit facilities are subject to change and refinement as development inside and outside of the Plan area proceeds and site-specific details are developed. The final alignments and configurations will be determined in order to provide for operational safety and integration with any existing and planned offsite pedestrian, bicycle, and transit network. The circulation network's exact locations and alignments will be determined through collaboration between developers and City Staff during the development review process.

#### River Walk Trail

The Specific Plan includes the River Walk Trail which would loop around the entire Plan Area, providing connections from the residential areas to the various park and open space areas located throughout the Plan Area. The River Walk Trail is intended to provide complete connectivity, through a network of paved Class I Bike Paths and NEV lanes, as well as natural (unpaved) trails that accommodates equestrian use.

The River Walk Trail will wind through open space areas and generally follow the exterior edges of residential neighborhoods. Where the River Walk Trail is located adjacent to aquatic and/or natural resources, such as riparian areas, agricultural ditches, the MID Canal, and Stanislaus River, design of the trail will avoid the resource to the extent possible through buffers and setbacks.

Rest stops, wayfinding signage, benches, picnic tables and other accessory equipment will be located along the Trail. A trailhead is anticipated at the center of the Plan Area, northeast of the clubhouse and Community Park. Additional access points to the Trail will be located in residential neighborhoods and at locations adjacent to open space areas.

#### Class I Bike Paths and Class II Bike Lanes

The bicycle network consists of approximately 5.4 miles of Class I bike paths and 10.2 miles of Class II bike lanes, as shown on Figure 5.3. The bikeway system encourages pedestrian and bicycle movement within the Plan Area and provides linkages among land uses, neighborhood sidewalks, and the River Walk Trail.

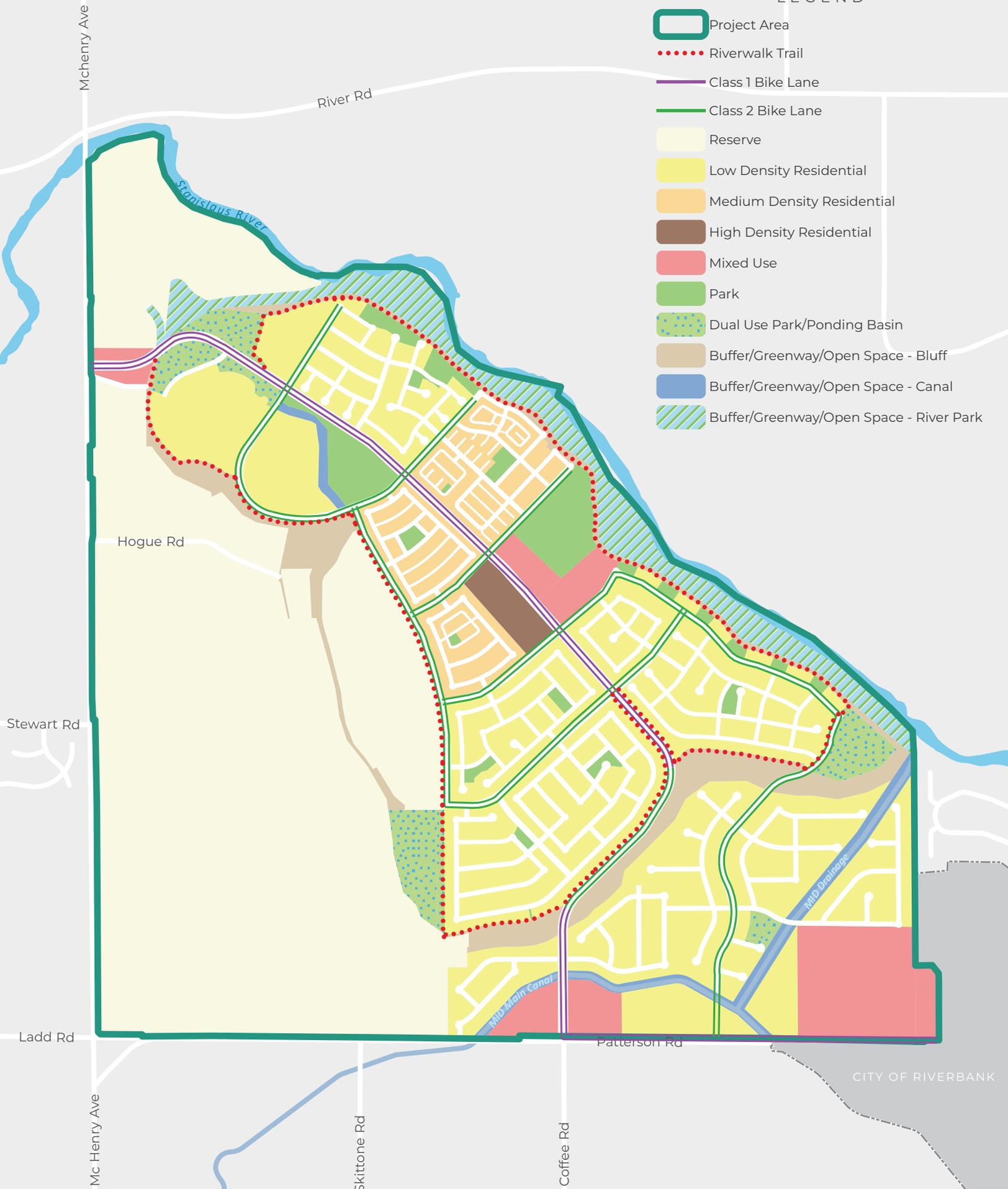
The planned bicycle network consists of two components: Class I bike paths located along the River Walk Trail, and Class II bike lanes along the main arterial road and collector roads. Together, these components provide a system of on- and off-street bikeways.

Class I paths typically consist of a 10-foot wide paved path with lane striping and two feet of decomposed granite or gravel shoulders on each side.



LEGEND

- Project Area
- Riverwalk Trail
- Class 1 Bike Lane
- Class 2 Bike Lane
- Reserve
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Park
- Dual Use Park/Ponding Basin
- Buffer/Greenway/Open Space - Bluff
- Buffer/Greenway/Open Space - Canal
- Buffer/Greenway/Open Space - River Park



5-4: BICYCLE AND PEDESTRIAN NETWORK



Class II bikeways are designated bike lanes located on roadways, separated from auto travel by signage and striping. The width of these lanes varies depending on the roadway type, with collector streets having bike lanes 5-7 feet wide and arterials having sidewalk/bike lanes 8-10 feet wide.

### Pedestrians Sidewalks and Amenities

Sidewalks are required along Plan Area public roadways to provide safe non-motorized travel. Along most roadways, sidewalks will occur on both sides of the roadway and will range from 5 to 10 feet wide. Some will be separated from the roadway with a landscape strip, while in some locations the sidewalk will abut the curb.

Class 1 facilities are to be shared with pedestrians, cyclists and NEV users, while the 5-foot walks are for the use of pedestrians. The HDR and mixed-use areas in the community core area is designed with larger sidewalks abutting the curb, with diagonal on-street parking for vehicles and NEVs.

### Public Transportation

Stanislaus Regional Transit operates loop Route 60 through Riverbank and into Oakdale. Riverbank Dial-a-Ride operates routes throughout the City. These public transit providers will be integral partners in establishing routes, developing suitable turnout locations, and shelter facilities within the Plan Area. To support the use of public transit, it is likely these facilities will be placed near the highest intensity uses in the Plan Area including the clubhouse, High-Density Residential units and the community core. Transit facilities, such as shelters, bus turnouts, benches and ticketing facilities will be incorporated into improvement plans in conjunction with the City's Development Services Department and Stanislaus Regional Transit. At the improvement plan and final map stage of each village, the Developer shall coordinate with the School District to incorporate any desired school bus stops locations identified by the School District.

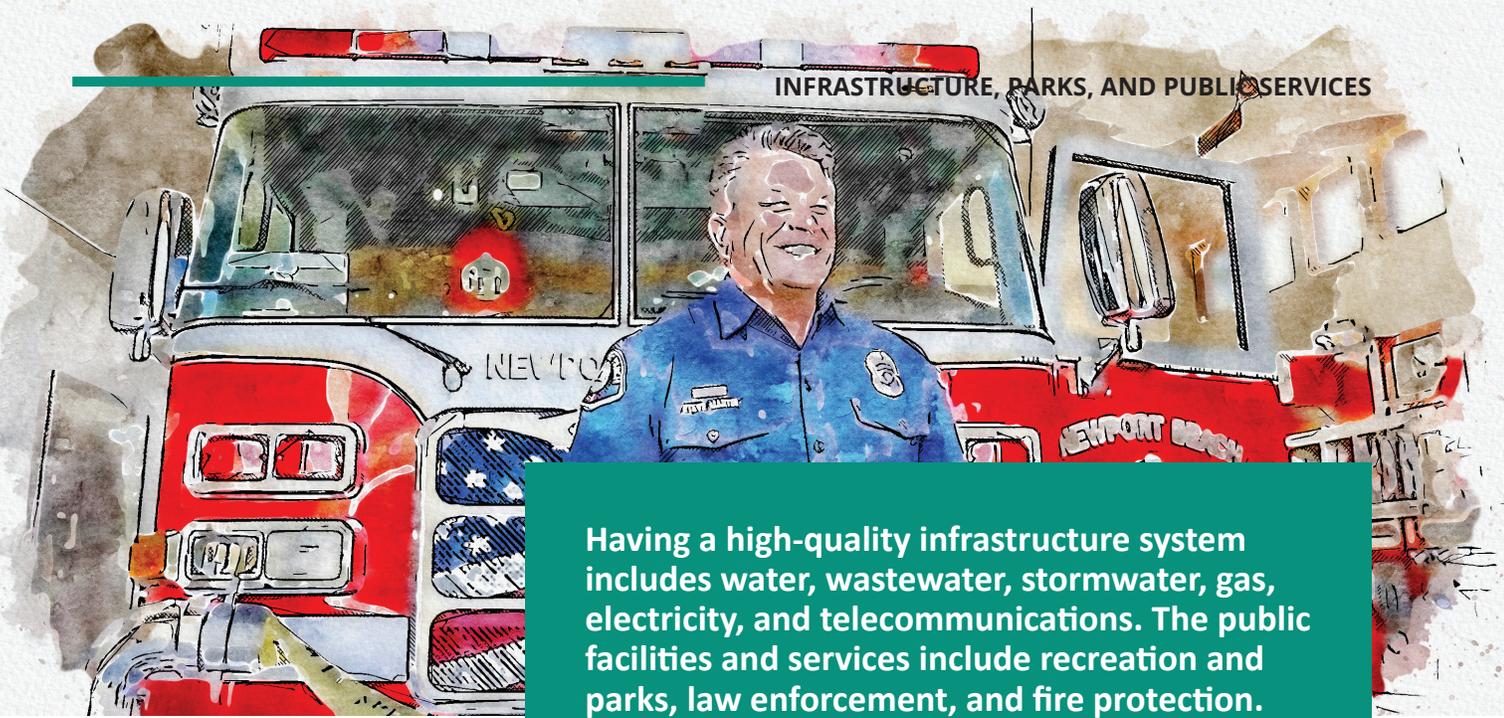
### Crossings

Intersections serving the Specific Plan area should effectively balance traffic flow needs with the needs of pedestrian and bicyclists. Techniques such as using curb extensions or "bulb outs" to reduce crossing distances can all help balance the sometimes-competing needs of drivers and pedestrians. The use of enhanced crosswalk markings provides visual cues to drivers that they are entering an area of increased pedestrian activity. Crosswalk markings may include high-visibility striping and other similar distinguishing treatments. Enhanced crosswalk markings are encouraged at public and private intersections in the club house area and on the primary pedestrian routes leading to the mixed-use commercial centers.

The Specific Plan generally aligns trail and path crossings of streets to be located at intersections. Given the arterial street and trail configuration and volumes anticipated on Coffee Road, need for mid-block crossings would need to be controlled by a pedestrian hybrid beacon (sometimes referred to as a "HAWK" signal) or a traffic signal.

The River Walk Trail crossings may also warrant installation of a pedestrian hybrid beacon or signal; however, depending upon traffic volumes, the crossing may also function well with high-visibility crosswalk markings coupled with pedestrian-activated warning lights. While trails and paths should also cross lower-volume residential streets at intersections where possible, mid-block crossings of these streets could also be allowed as long as enhancements (such as high-visibility signs and markings or median refuge islands) are used to increase driver awareness of the crossing. All crossing areas should also be well-lit by street lighting.





Having a high-quality infrastructure system includes water, wastewater, stormwater, gas, electricity, and telecommunications. The public facilities and services include recreation and parks, law enforcement, and fire protection.

## CHAPTER 6: Infrastructure Parks and Public Services

This chapter describes the infrastructure systems and public facilities that will support new development, and the systems and services that will be provided for the Plan Area. The infrastructure systems include water, wastewater, stormwater, gas, electricity, and telecommunications. The public facilities and services include recreation and parks, law enforcement, and fire protection.

It is important to note that the information provided in this chapter is presented at a conceptual level. This chapter is meant to provide a general overview of the size, type and location of infrastructure. As the land is entitled through tentative subdivision maps or site plan review permits, the engineer of record will be required to certify the exact locations and sizing of all new infrastructure improvements.

This chapter is organized into the following sections:

- 6.1 Existing Infrastructure and Services - Water Supply, Wastewater and Storm Drainage
- 6.2 Existing Infrastructure and Services - Solid Waste
- 6.3 Existing Infrastructure and Services - Electricity & Natural Gas
- 6.4 Existing Infrastructure and Services – Agricultural Irrigation
- 6.5 Proposed Infrastructure - Water, Wastewater, and Storm Drainage Utility Systems
- 6.6 Proposed Electric and Gas Services
- 6.7 Proposed Infrastructure – Agricultural Irrigation
- 6.8 Proposed Public Services – Police and Fire
- 6.9 Proposed Parks and Recreation Facilities

## 6.1: EXISTING INFRASTRUCTURE AND SERVICES- WATER SUPPLY, WASTEWATER AND STORM DRAINAGE

### Water Services

The City of Riverbank does not currently provide potable or non-potable water supplies and distribution within the Specific Plan area. As such, water supply and wastewater conveyance infrastructure will need to be extended throughout the currently unserved portions of the Plan Area.

Water demands for the Specific Plan will be met using the City’s existing and future portfolio of water supplies. The analysis of water demands generated by the Specific Plan is contained in the Water Supply Assessment prepared for this project.

The Plan Area is primarily undeveloped and will require additional wells and conveyance infrastructure to meet the demands of future development. An existing 12” water main is located along Patterson way along the southern border of the Plan Area. As described in the Riverbank Water Master Plan, new water wells and storage tanks may be necessary at buildout conditions for West Riverbank to meet maximum day demand and provide the recommended reserve capacity. Proposed water service and infrastructure is addressed in Section 6.5, Proposed Infrastructure - Water, Wastewater, and Storm Drainage Utility Systems.

### Wastewater Services

The West Riverbank Sewer Collection System Strategy for sewer improvements in West Riverbank (including the Specific Plan Area) includes a west side pump station. The Riverbank topography generally slopes from east to west; therefore, the Plan Area generally cannot gravity flow into the existing collection system. The majority of the West Riverbank area will require a separate collection system, including a Pump Station and conveyance to the WWTP. Proposed wastewater service and infrastructure is addressed in Section 6.5, Proposed Infrastructure - Water, Wastewater, and Storm Drainage Utility Systems.

### Stormwater Drainage

In general, the City of Riverbank drains from east to west. The City conveys runoff to multiple points along the Stanislaus River and the Modesto Irrigation District (MID) canals.

The Clean Water Act, amended in 1987, established the NPDES storm water program in an effort to improve water quality. The Act, implemented in two phases addressed the most significant sources of pollution in storm water runoff in Phase 1 and additional sources to protect water quality in Phase 2. The permit process is also set in two phases. Phase 1 MS4 Permits are required for all medium and large municipalities and Phase 2 MS4 permits are required for small municipalities in urbanized areas. The City of Riverbank is in Phase 2 of the MS4 Permit. The Specific Plan will be included in the City’s MS4 Permit obligations. All new development will be required to comply with MS4 permit obligations at the development. Proposed stormdainge service and infastructure is addressed in Section 6.5, Proposed Infrastructure - Water, Wastewater, and Storm Drainage Utility Systems.



### 6.2: EXISTING INFRASTRUCTURE AND SERVICES - SOLID WASTE

City of Riverbank contracts with Gilton Solid Waste Management to provide municipal refuse, collection, and disposal services, including garbage, yard waste, and recycling. All of the solid waste is hauled to the Gilton Resource Recovery facility, located at 800 S McClure Rd, Modesto, CA 95357, approximately 8 miles southeast of the Plan Area. At the transfer station, the solid waste is checked for potentially hazardous waste material, and transferred onto larger trucks for ultimate disposal at a sanitary landfill or processed elsewhere.

Solid waste hauled by Gilton Solid Waste from Riverbank is deposited in two landfills and a waste-to-energy facility. These are the Forward, Inc. landfill in San Joaquin County, the Fink Road Landfill in Stanislaus County (administered by the County Public Works Department), and the Covanta Waste-to-Energy Facility in Stanislaus County (administered by County Department of Environmental Resources). The Covanta Facility was built with an official manufacturer’s capacity of 243,000 tons, and the service area is contractually required to send at least this amount to the facility per year. Recently the facility has handled 250,000 to 260,000 tons per year.

Stanislaus County Division of Environmental Resources provides household hazardous waste collection and disposal for the City of Riverbank. Household hazardous waste can be taken to the Delta Household Hazardous Waste Collection Facility, located at County Center IV, 1710 Morgan Road, in Modesto, or dropped off at one of several community collection events that take place in various locations in the City and throughout Stanislaus County.

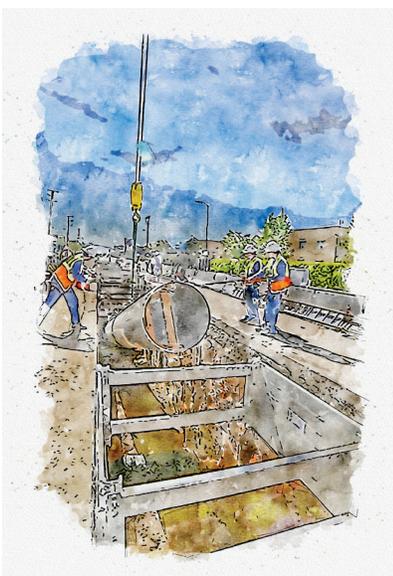
The Specific Plan anticipates that the solid waste collection, disposal, and processing services in Riverbank can accommodate the increased waste associated with buildout of the Plan Area.

### 6.3: EXISTING INFRASTRUCTURE AND SERVICES - ELECTRICITY & NATURAL GAS

Electricity service is available from two service providers for the Specific Plan Area. Pacific Gas & Electric (PG&E) and Modesto Irrigation District (MID) show the Plan Area within their service boundaries. Electrical infrastructure is located aboveground on utility poles as well as below ground along area roadways. New power transmission lines will be installed underground, which conforms to the City Development Standards. Each tenant and residential unit will be individually metered for their electricity use.

PG&E does not currently provide natural gas service to the Plan Area, however PG&E operates existing natural gas pipeline mains below ground along Oakdale Road south of the Plan Area, and also along Patterson Road east of the Plan Area.

Improvements will be determined on a project-specific basis and required to be constructed by the applicant or utility provider.



## 6.4: EXISTING INFRASTRUCTURE AND SERVICES – AGRICULTURAL IRRIGATION

Much of the Plan Area is currently used for agricultural production and has infrastructure in place for the delivery of irrigation water. Some of this infrastructure is privately owned and maintained, while some of it is owned and/or subject to the requirements of the Modesto Irrigation District (MID).

The Modesto Irrigation District (MID) currently delivers irrigation water to some of the properties within the Plan Area. MID records indicate that the following properties within the plan area currently have active irrigation accounts with MID:

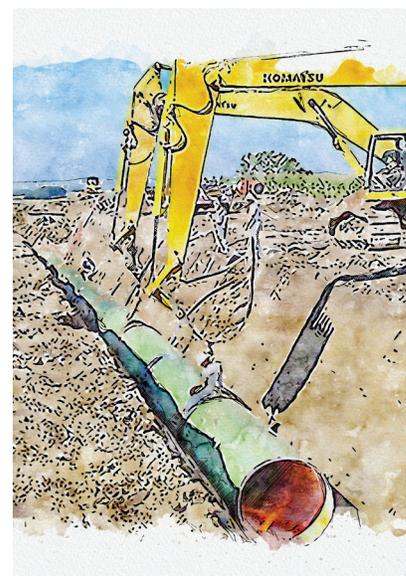
- 074-001-016
- 074-002-001 (42.3 acre portion)
- 074-003-010, -011, -014, -015, -016, -018, and -019

Irrigation water for agricultural use is currently delivered from the Main Canal through private pipelines, as well as pipelines that operate under an Improvement District (ID). Summarized below are a list of known facilities within the Plan Area that deliver MID irrigation water:

- MID Owned and Operated Facilities
- MID Main Canal: A 100 ft. right-of-way width conveyance channel near the southern end of the Plan Area.
- Spenker Spill: A 150 ft. right-of-way width drainage channel that conveys overflow water from the MID Main to an outfall at the Stanislaus River.
- Improvement District (ID) Pipelines
- ID No. 358 – 30 in. pipeline crossing APN: 074-001-016
- ID No. 125 –30 in. pipeline crossing APN: 0074-003-016
- Private Pipelines
- 24 in. pipeline running between APN: 074-003-010 and -011
- 30 in. pipeline running between APN: 074-003-014 and -015

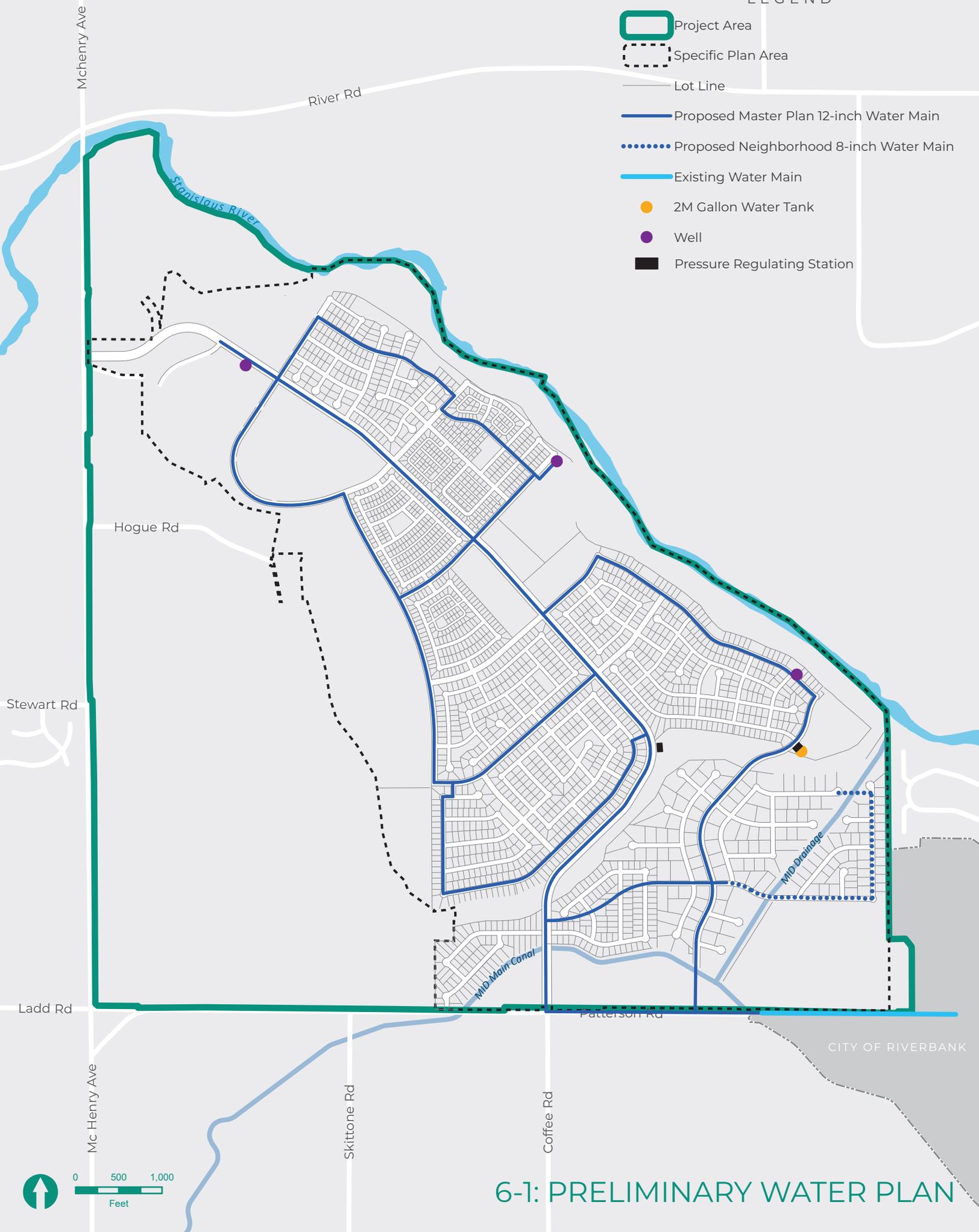
Other properties within the Plan Area do not use water delivered from MID, and instead utilize privately owned and operated wells, pipelines, and sprinkler systems to irrigate agricultural areas.

Development of the Plan Area will need to include provisions to maintain irrigation service to downstream users that wish to continue receiving irrigation water. Existing MID laterals throughout the Plan Area will be maintained as open agricultural irrigation canals and existing underground pipes within the Plan Area will be maintained.



LEGEND

-  Project Area
-  Specific Plan Area
-  Lot Line
-  Proposed Master Plan 12-inch Water Main
-  Proposed Neighborhood 8-inch Water Main
-  Existing Water Main
-  2M Gallon Water Tank
-  Well
-  Pressure Regulating Station



6-1: PRELIMINARY WATER PLAN

## 6.5: PROPOSED INFRASTRUCTURE - WATER, WASTEWATER, AND STORM DRAINAGE UTILITY SYSTEMS

### Proposed Water System

Domestic water service will be provided to the Plan Area through the installation of a pressurized water system made up of wells, water tanks, water mains, and a pressure regulating station. Figure 6.1 illustrates the preliminary water plan. It is noted that the final location of water mains, tanks, wells, and pressure regulating stations is subject to change.

Due to the elevation differences across the Plan Area, the water system has two pressure zones (PZ-1 and PZ-2), which call for pressure regulating stations to be incorporated into the project. The water system is made up of 12" water mains located predominately in the arterial and collector roadways. The 12" lines will feed into a system of 8" lines and ultimately into the individual service connections. The water system ultimately requires up to three wells, which preliminary plans call for in the eastern, central, and northern portions of the Specific Plan Area.

The water system requires a 2-million-gallon water tank. A variety of engineering considerations were made to find the best location for the tank. One important consideration was visibility. It was determined that the tank could be situated in the eastern portion of the Plan Area in an area near a planned storm drainage basin, outside a residential village, and partially hidden by topography.

It is proposed to connect to the existing City water system with a proposed 12-inch transmission main in Patterson Road. This main would extend from the project, and connect to an existing 12" waterline at approximately 400 feet to the west of the intersection of Hot Springs Lane. As an alternative, a secondary connection to the existing City water system may be made in Cipponeri Road, approximately 450 feet south of the intersection of Candlewood Place.

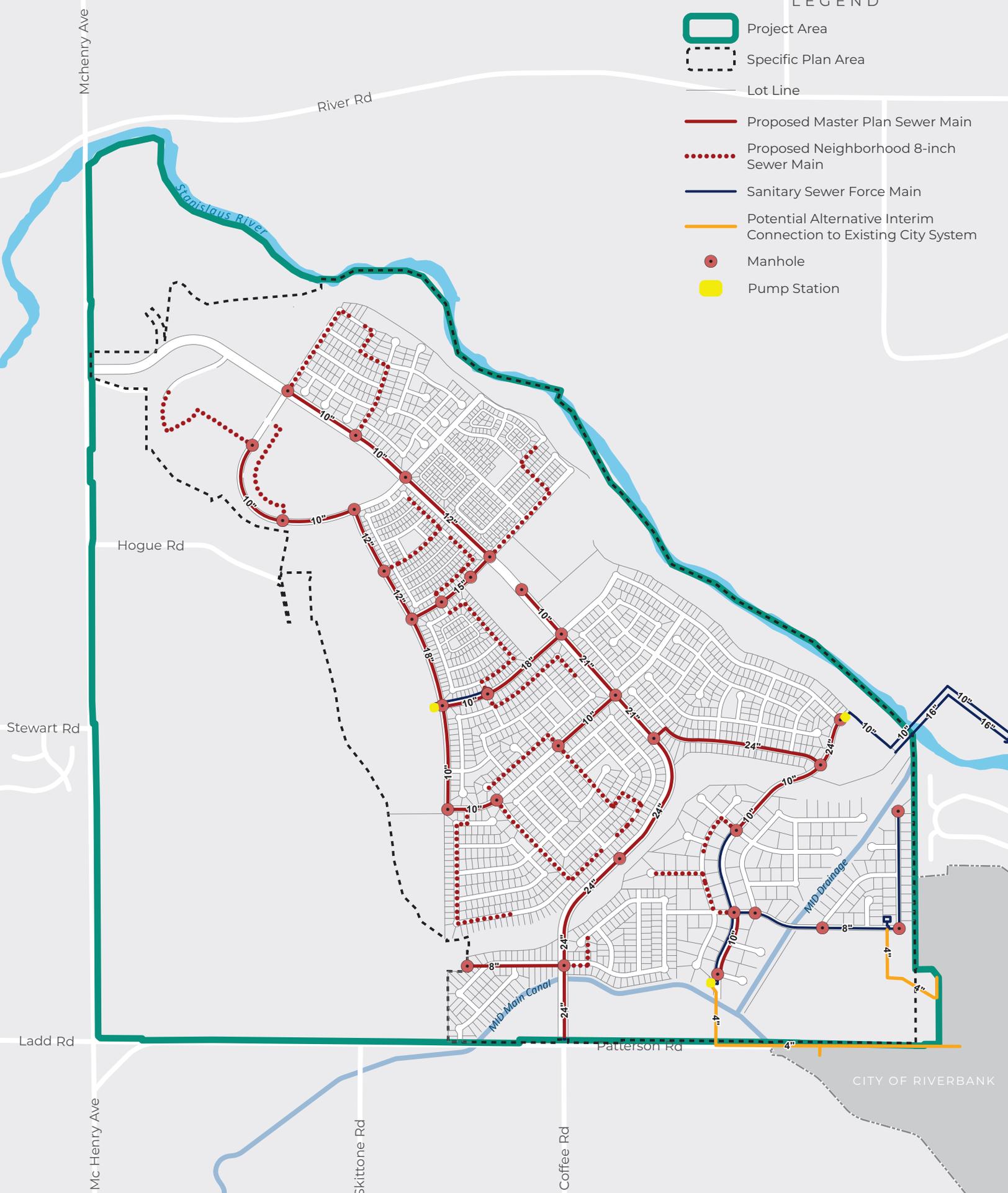
While a tank and up to three wells are needed to serve the ultimate build-out of the plan area, all of these items will not be needed to serve the initial stages of development. A detailed study will be performed with the preparation of improvement plans that will indicate the timing of when the proposed tank and wells will be necessary to serve the development.

The City of Riverbank Public Works Department will be responsible for the operation and maintenance of the proposed water supply, transmission main lines, water storage tank, and well site upon installation of the improvements.

The proposed wells to be constructed with the Specific Plan Area will be sufficient to supply the needs of the proposed Project. The connection to the City system is intended to provide some initial development in advance of constructing a well site, as well as to provide some system redundancy/reliability in case one or more components of the Specific Plan infrastructure needs to be taken offline (e.g. water main break, well taken offline due to pump failure). Upon connecting to the citywide system there will some water flow from the Project wells that serves the citywide system.

LEGEND

-  Project Area
-  Specific Plan Area
-  Lot Line
-  Proposed Master Plan Sewer Main
-  Proposed Neighborhood 8-inch Sewer Main
-  Sanitary Sewer Force Main
-  Potential Alternative Interim Connection to Existing City System
-  Manhole
-  Pump Station



# 6-2a: PRELIMINARY SANITARY SEWER PLAN



### Sanitary Sewer System

Sanitary sewer will be provided to the Plan Area through the installation of force mains, pump stations, and a network of gravity flow sewer mains. Figure 6.2a illustrates the preliminary sanitary sewer plan, and Figure 6.2b illustrates proposed offsite sewer improvements. It is noted that the final location of force mains, pump stations, and sewer mains is subject to change.

The sanitary sewer system calls for three pump stations (Northeast Pump Station, South Pump Station, and West Pump Station). Additionally, there is an alternative location for the South Pump Station.

The gravity flow system is made up of 24", 18", 15", 12", 10", and 8" sewer mains located predominately in the arterial and collector roadways. The system will also have a network of 8" sewer mains within the residential villages ultimately connecting to each home.

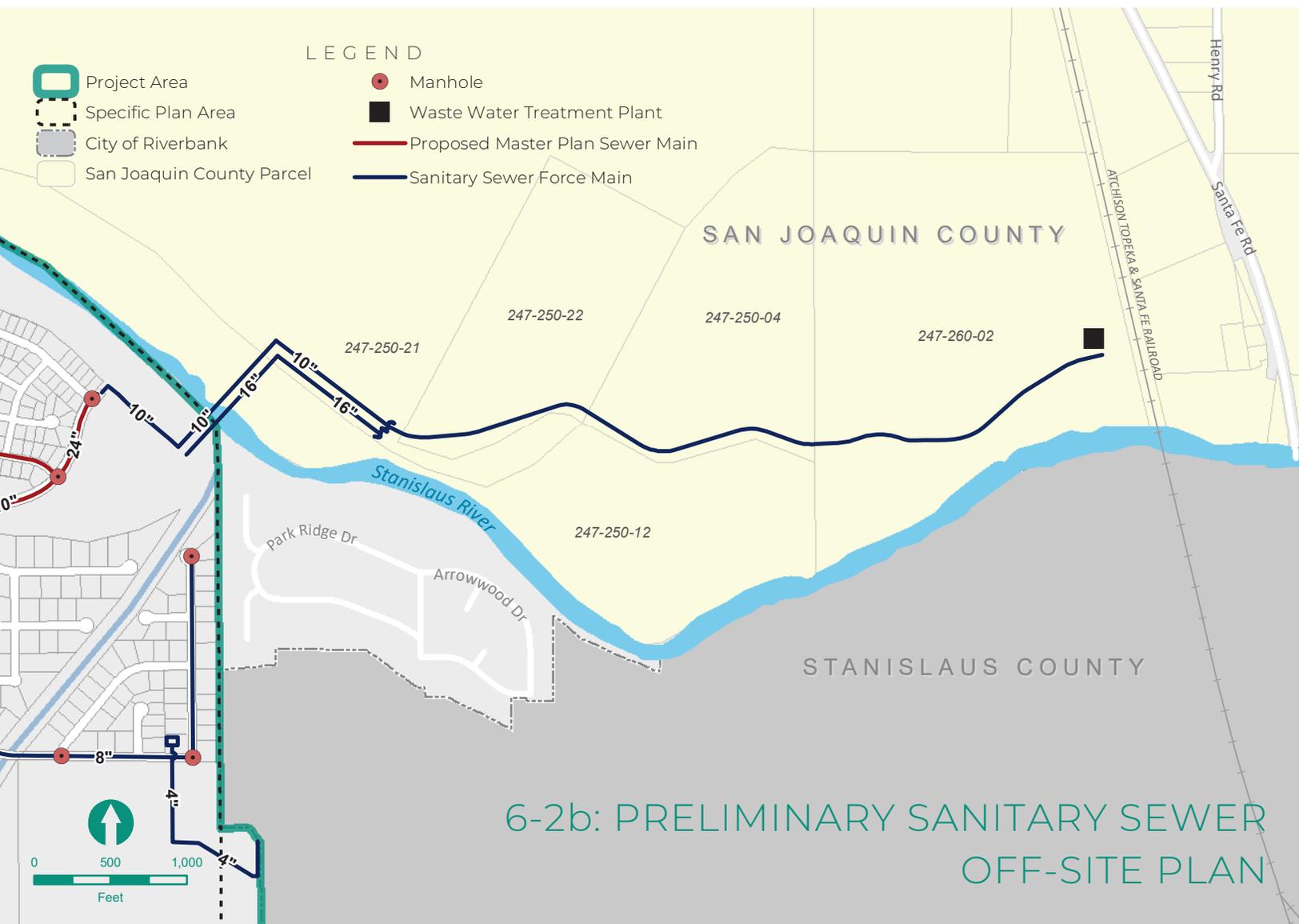
There are a variety of force mains that range in size from 4" to 16". The ultimate strategy for Specific Plan requires force mains to cross under the Stanislaus River from the Northeast Pump Station and travel 1.4 miles within a farm road to the Wastewater Treatment Plan. The river crossing involves installing a 10" force main to serve the Specific Plan, and a 16" force main that can be used for future development in the City of Riverbank Sewer Sheds 2 and 3, which are located south of Patterson

Road.<sup>1</sup> Any extension of the 16" sewer line would be constructed at a future time by others. The 1.4-mile extension of the sewer line is an offsite improvement that is included in the analysis of the EIR for the Specific Plan. The line would cross APN 247-25-21 (Roberson Ranch Development LLC), APN 247-25-22, 247-25-4, and 247-26-2 (City of Riverbank). The location of the sewer line was evaluated to ensure it was setback from the Stanislaus River and any riparian habitat associated with the river.

Sanitary sewer from a portion of the plan area may also be conveyed to the existing City sanitary sewer collection system. This would be implemented as an interim measure until the proposed force main is constructed under the Stanislaus River, and extended to the wastewater treatment plant. The interim connection to the City sewer system would consist of a pump station constructed near the south end of the Plan Area, with a force main to convey wastewater to the existing City sewer collection system. Potential alternative interim points of connection to the City sanitary sewer collection system include:

- Existing pipeline near the intersection of Hot Springs Lane and Patterson Road.

<sup>1</sup> NOTE: SEWER SHEDS 2 AND 3 ARE AS SHOWN IN THE CITY OF RIVERBANK 2007 SEWER COLLECTION SYSTEM MASTER PLAN



- Existing pipeline terminus in Patterson Road, approximately 450 ft. west of the intersection with Oakdale Road.
- Terminus of Cipponeri Road, approximately 450 ft. south of the intersection with Candlewood Place.

The quantity of development units to utilize this interim connection to the existing City system will be determined based on available capacity within the existing system, intended pace of development, and construction cost. These interim connections would flow through the Topeka (Jackson to SR 108) area that is currently at/near capacity as it is only a 12" main. This was proposed to be replaced in the 2001 Master Plan but has not been completed. The City and developers will need to determine if there is the ability to accept additional flows on this line prior to authorization of any use. Detailed studies will be performed to verify sufficient capacity exists in the existing downstream system, as well as to identify any improvements to accommodate additional flows, if necessary.

The City of Riverbank Public Works Department will be responsible for the operation and maintenance of the proposed sanitary sewer system upon installation of the improvements.

### Storm Drainage System

The City of Riverbank adopted a Low Impact Development Design (LID) and Specifications Manual to assist developers in meeting State and local mandates for storm water drainage. The Plan Area is identified as a greenfield/rural residential property in the Low Impact Development Design and Specifications Manual and does not have any other land data available due to it being outside the current city limits.

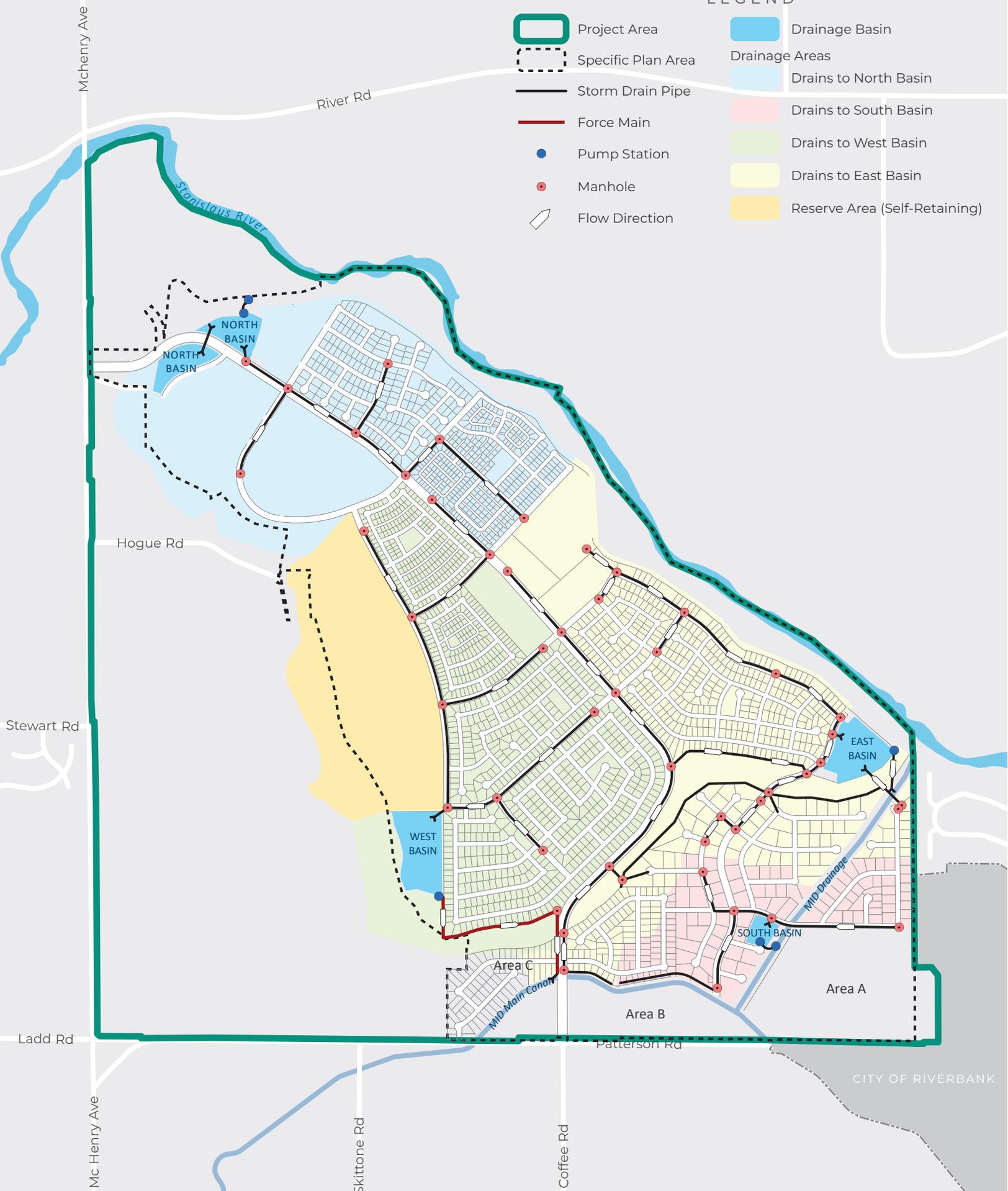
The storm drain system will be designed consistent with the LID requirements of the City of Riverbank. Storm drainage will be provided to the Plan Area through the installation of a storm drain mains, basins, and pump stations, and is anticipated to utilize several MID owned facilities for storm drainage discharge pending an agreement with MID. Figure 6.3a illustrates the preliminary storm drain plan. It is noted that the final location of storm drain mains, basins, and pump stations is subject to change. Figure 6.3b shows the Preliminary Reserve Area Shallow Flooding Plan, which is an alternative plan to accommodate stormwater from the project.

Stormwater will be collected through a network of gutters, inlets, and storm drains that will direct storm water to above-ground storage basins within the Plan Area. All stormwater would be pre-treated in accordance with current NPDES requirements, and would be detained prior to discharge into the MID canals or the Stanislaus River. Stored volume may also be infiltrated into the subsurface soils using horizontal drains should it not be viable to obtain permission to discharge into the adjacent canals and/or river. Each watershed and basin are described below:

- The North Basin is designed to serve a 214-acre watershed with two connected basins totaling 6.9 acres combined that have a 24.8 ac-ft capacity. The basin has two alternatives for evacuation of stored runoff: 1) Infiltration trench (French Drains approx. 4,850 LF, 6'Wx8'D), or 2) Pump Station that would discharge to the Stanislaus River at a flow of 2,365 GPM.

LEGEND

- Project Area
- Specific Plan Area
- Storm Drain Pipe
- Force Main
- Pump Station
- Manhole
- Flow Direction
- Drainage Basin
- Drainage Areas
- Drains to North Basin
- Drains to South Basin
- Drains to West Basin
- Drains to East Basin
- Reserve Area (Self-Retaining)



6-3a: PRELIMINARY STORM DRAIN PLAN

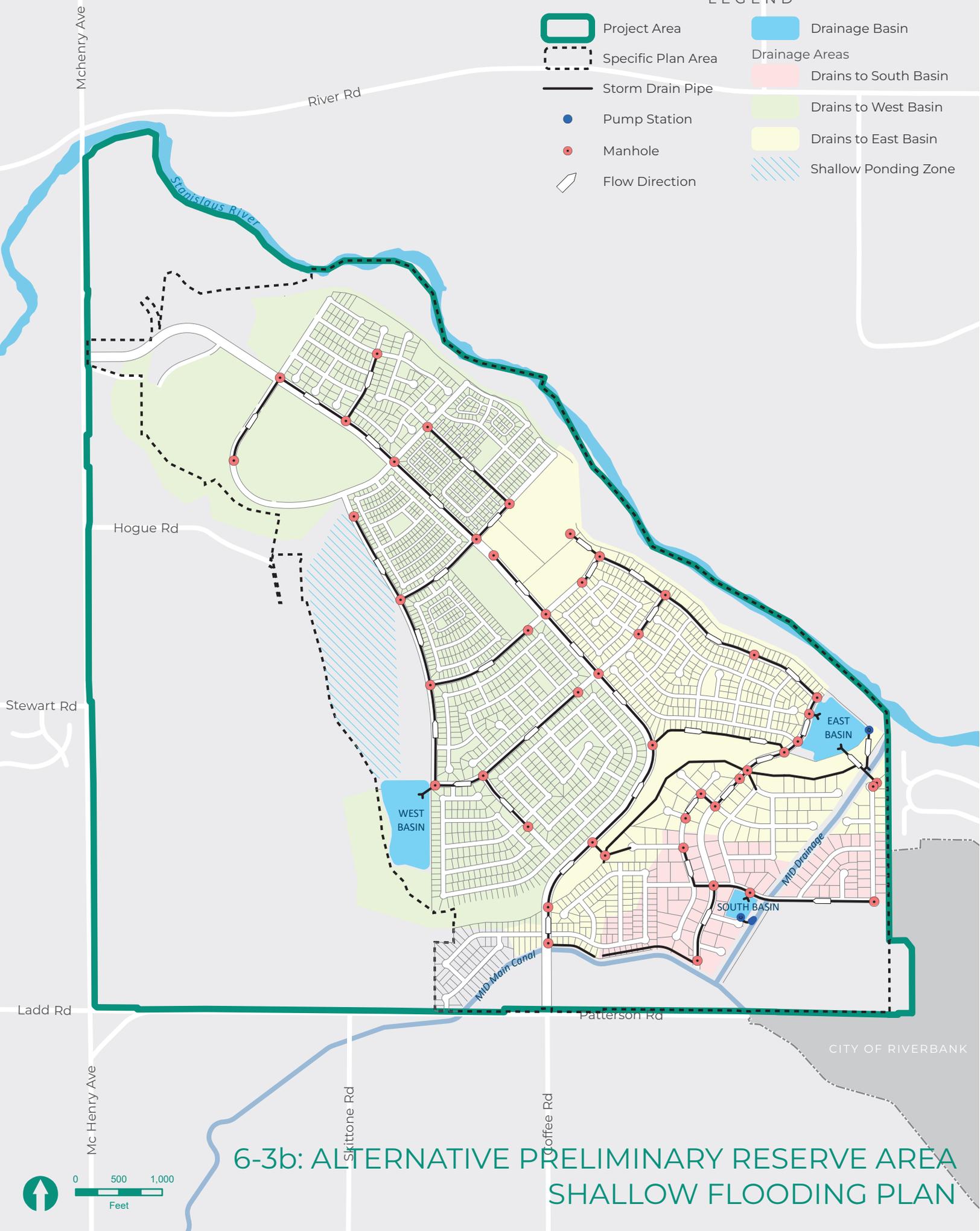
- The West Basin is designed to serve a 226-acre watershed with a 8.5-acre basin that has a 28.5 ac-ft capacity. The basin includes a Pump Station that would discharge to the MID Main Canal at a flow of 2,583 GPM.
- The East Basin is designed to serve a 231-acre watershed with a 5.8-acre basin that has a 25.8 ac-ft capacity. The basin includes a Pump Station that would discharge to the MID Spenker Drain at a flow of 2,335 GPM.
- The South Basin is designed to serve a 68-acre watershed with a 1.3-acre basin that has a 6.2 ac-ft capacity. The basin includes a Pump Station that would discharge to the MID Spenker Drain at a flow of 573 GPM.
- Area A is a 48-acre watershed with the exact location and design storm drainage infrastructure to be determined. This area currently has several homes, a nursery, and agricultural land. The storm drainage design would be determined as the property owners contemplate development of this land.
- Area B is a 34-acre watershed with the exact location and design storm drainage infrastructure to be determined. This area currently has four large estate homes and a variety of agricultural land. The storm drainage design would be determined as the property owners contemplate development of this land.
- Area C is a 15.5-acre watershed with the exact location and design storm drainage infrastructure to be determined. This area currently is agricultural land. The storm drainage design would be determined as the property owners contemplate development of this land.
- Note that Areas A, B, and C can provide storm drainage on an individual parcel basis as those parcels develop. Alternatively, they may accommodate storm drainage through a shared basin (or basins) if agreed to by the landowners within those watersheds. The determination to utilized shared basins or individual basins within each parcel will be made at the time of development within those watersheds.

Watershed sizes, boundaries, design volumes, infiltration trench sizes, and discharge flowrates shown herein are preliminary, only, and are subject to change as the project design advances into improvement plans.

The aforementioned basin volumes are based on the runoff from a 50-year, 24-hour storm event, which must be held no less than six inches below the lowest tributary rim elevation, consistent with City of Riverbank Standards. The proposed pump discharge rates are such that they would evacuate the volume from a 10-year design storm over a 48-hour period. This discharge rate is based on the City's requirements for basin evacuation through percolation facilities, though the City has no formal adopted standard for the maximum time to empty a basin via pumped discharge. Infiltration trenches or other percolation facilities may also be utilized as an alternative to pumped discharge to MID facilities.

LEGEND

- Project Area
- Specific Plan Area
- Storm Drain Pipe
- Pump Station
- Manhole
- Flow Direction
- Drainage Basin
- Drainage Areas
  - Drains to South Basin
  - Drains to West Basin
  - Drains to East Basin
  - Shallow Ponding Zone



# 6-3b: ALTERNATIVE PRELIMINARY RESERVE AREA SHALLOW FLOODING PLAN

Stormwater Discharge into MID-owned facilities will be subject to the terms of a Discharge Agreement between the City of Riverbank and MID. This agreement will describe such provisions as discharge flowrate limitations, maintenance obligations, fees, and other provisions.

The agreement will likely also allow the MID to temporarily restrict stormwater discharges to the canals, which may result in longer storage periods for volume within the basins. As mentioned previously, the City has no adopted standard for the maximum time to empty a basin via pump station. Nevertheless, basins will be designed to store the volume from a 50-year design storm at an elevation below the lowest tributary inlet. This requirement should also result in sufficient storage volume to protect building pads from inundation due to higher-runoff storm events, such as the 100-year design storm. Given these considerations, sufficient flood protection will still be provided by the basins in the event that pumped discharge into the MID is temporarily restricted.

The City of Riverbank Public Works Department will be responsible for the operation and maintenance of the proposed stormwater infrastructure, including basins, pump stations, inlets, pipelines, and appurtenant structures upon installation of the improvements.



Storm Drainage System – Alternative: As an alternative, the project may utilize the 63 acre +/- reserve area as shallow flood storage to contain and infiltrate stormwater runoff from the project. Under this alternative, stormwater from the development would enter the proposed West Basin via concrete inlet structure. The West Basin would be sized to accommodate the “Water Quality Volume” from the tributary watershed. This volume is defined as the runoff resulting from an 85th percentile 24-hour storm event, which is equivalent to a rainfall depth of approximately 0.50 in. This criterion is utilized throughout the State in the design of stormwater quality infrastructure.

Runoff volume that exceeds the capacity of the West Basin would overflow into the adjacent Reserve Area, which would function as an area of shallow flood storage. This approximate 63-acre area would store volumes at relatively shallow depths, and would allow the stored volume to infiltrate into the subsurface soils. A series of relatively short containment berms would be constructed through the Reserve Area to distribute the flood storage more equally across the entire area, as well as to limit the depth of the storage.

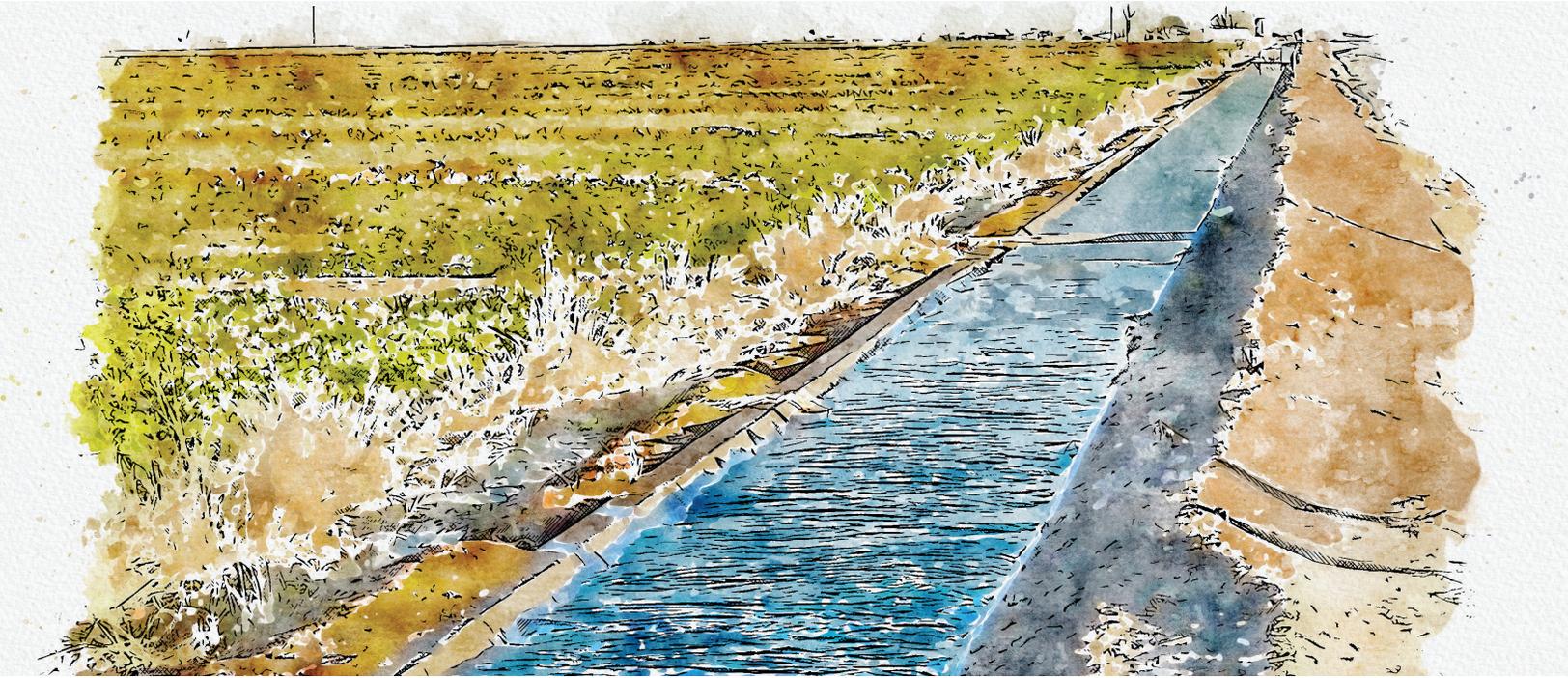
The depth of flood storage within the Reserve Area would be limited to approximately 12 to 18 inches. The intent in limiting flood storage depth is to allow for the continued use of the orchard within the Reserve Area. Using the entire Reserve Area as flood storage area as described herein would provide sufficient capacity to accommodate approximately 440 acres of tributary area. This would be equivalent to the combined areas from the West Basin and North Basin watersheds, which may eliminate the need for a separate North Basin. Other equivalent combinations of watersheds and reduction of basin infrastructure may be utilized, as well. Using the Reserve Area for flood storage in this manner may also allow for the elimination or reduction of the proposed West Basin pump station discharge to the MID Main Canal.

Refer to Figures 6.3a and 6.3b for exhibits showing the proposed Alternative Preliminary Storm Drain Plan and Preliminary Reserve Area Shallow Flooding Plan.

## 6.6: PROPOSED ELECTRIC, GAS, AND TELECOMMUNICATION SERVICES

Utilities for the Plan Area including electricity, natural gas, and telecommunication services are not typically provided by the City and, therefore, rely on outside service providers. The anticipated dry utility providers who will service the Plan Area are listed below:

- Electricity service is available from two service providers for the Plan Area. Pacific Gas & Electric (PG&E) and Modesto Irrigation District (MID) show the Plan Area within their service boundaries. New power transmission lines will be installed underground, which conforms to the City Development Standards. Each tenant and residential unit will be individually metered for their electricity use.
- Natural Gas will be provided by PG&E. The Plan Area falls within the service boundary for PG&E. New transmission lines will be installed underground for the Project, and per City requirements, individual connections for retail tenants and residential units will be established for usage and billing purposes.



- Telecommunications services include phone service, fiber optics, and cable television. AT&T Residential Division is expected to be the primary phone and fiber optic provider for the Plan Area. Charter Communications will be the primary cable television provider. AT&T Business Division will be the primary provider for the non-residential (i.e., Mixed Use). As with the other utilities, all new transmission lines will be constructed underground to meet the requirements of the City.

### 6.7: PROPOSED AGRICULTURAL IRRIGATION INFRASTRUCTURE

Development of the Plan Area will need to include provisions to maintain irrigation service to downstream users that wish to continue receiving irrigation water. This will require relocation, reconstruction, and/or modifications to existing irrigation infrastructure.

All work within MID rights-of-way or easements will be subject to the review and approval of MID. Additionally, License Agreements will be required for any encroachment into MID easements/rights-of-way, and a Facility Modification Agreement will be required before any work on MID irrigation infrastructure.

Properties that no longer wish to receive irrigation water from MID may formally waive their right to do so through a “Sign Off of Irrigation Facilities” waiver from MID. Execution of this waiver for downstream users may prevent the need to relocate or reconstruct certain irrigation facilities.

Below is a description of known major irrigation-related infrastructure improvements necessary for the ultimate buildout of the Plan Area:

- MID Main Canal and Spenker Spill Crossings: There are planned roadway and utility crossings of the Main Canal and Spenker

Spill to serve the proposed development. These crossings will require culverts to allow continued conveyance of canal flows under the proposed roadways.

- Private 30 in. Pipeline / Entry Road Extension: There is an existing 30 in. pipeline between APN: 074-003-015 and -014 which delivers irrigation water supplied by MID. This pipeline will likely need to be relocated or reconstructed due to the proposed arterial entry road.
- Private 24 in. Pipeline: There is an existing 24 in. pipeline between APN: 074-003-010 and -011 which delivers irrigation water supplied by MID. This existing pipeline should not be affected by construction of master-plan infrastructure within the Specific Plan Area. However, future development of these properties may require modification of the pipeline. Alternatively, these properties and other downstream users may request a Sign Off of Irrigation Facilities upon development, which may avoid the need to modify the existing pipeline.
- Improvement District No. 125 Pipeline: There is an existing 30 in. pipeline crossing APN: 074-003-016 which delivers irrigation water to several downstream properties outside of the Plan Area. This existing pipeline should not be affected by construction of master-plan infrastructure within the Specific Plan Area. However, future development of this property may require modification or reconstruction of the pipeline.
- Improvement District No. 358 Pipeline: There is an existing 30 in. pipeline crossing APN: 074-001-016 which delivers irrigation water to this property. This pipeline will likely need to be modified or reconstructed due to the proposed collector entry road. Alternatively, modification of the pipeline may be avoided if APN: 074-001-016 and other downstream users agree to a Sign Off of Irrigation Facilities.
- Private Groundwater Irrigation Facilities: While portions of the Plan Area receive irrigation water from MID, much of it relies on water from privately operated groundwater wells. Development of most of these properties into the proposed land use may avoid the need to continue using these facilities. However, the timing of development of certain properties may require the continued use of these facilities, or may require their relocation or reconstruction. In addition, the proposed Agricultural Reserve area will still need an irrigation supply upon buildout of the Plan Area.



Design details of the aforementioned infrastructure improvements are not included in this Specific Plan, and will instead be determined through future Tentative Maps and/or the design for Improvement Plans as properties develop. Developers will be required to coordinate with the MID, the City of Riverbank, and affected landowners to ensure agricultural irrigation service is continued to downstream users that wish to continue using irrigation water.

## 6.8: PROPOSED PUBLIC SERVICES - POLICE AND FIRE

### Law Enforcement

Law enforcement will be provided to the Plan Area by the Stanislaus County Sheriff's office which provides contract police services to the



City of Riverbank Police Department. The Stanislaus County Sheriff Department is located at 6727 Third Street, approximately 2 miles east of the Plan Area.

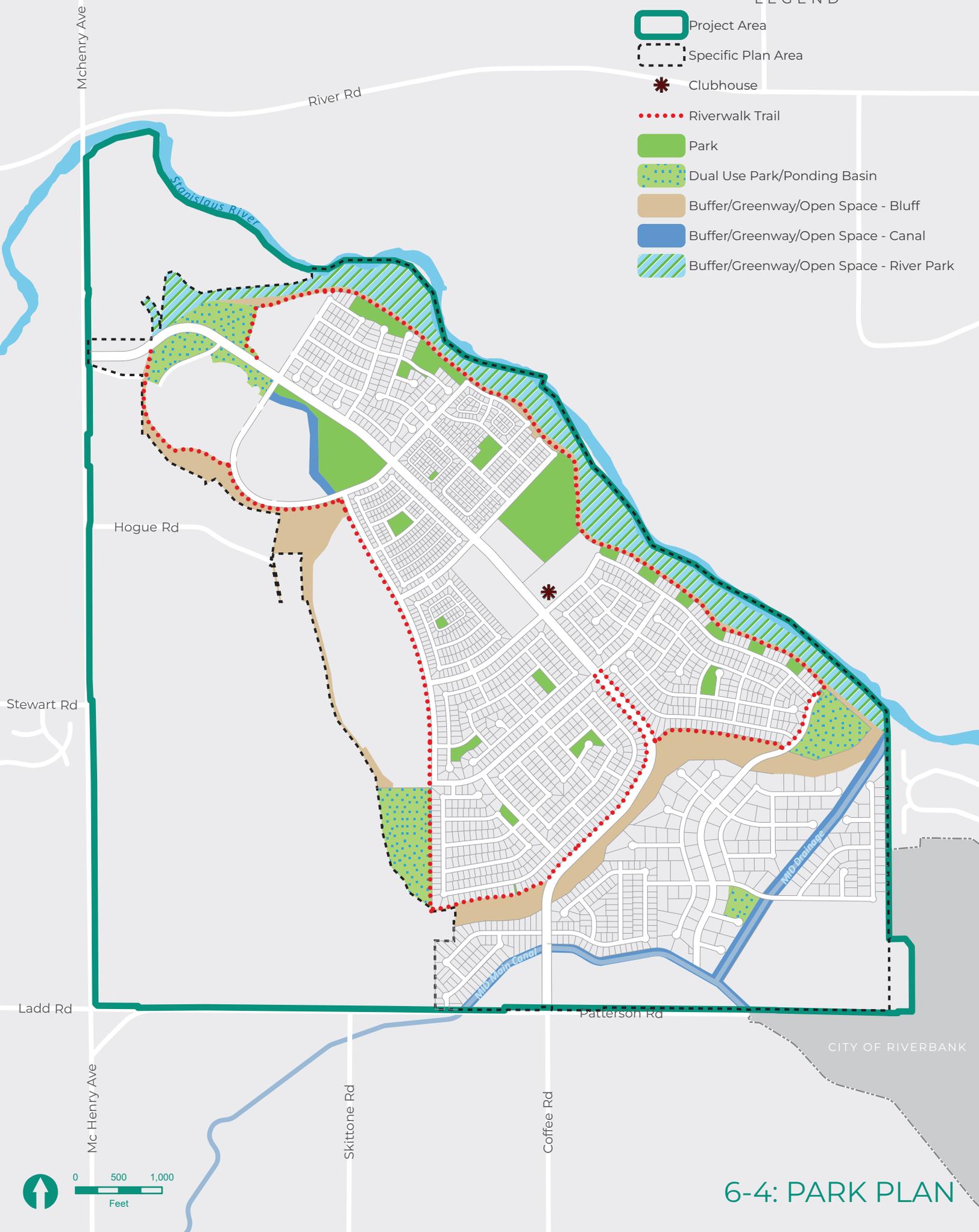
### Fire Protection

Fire protection services are provided by the Stanislaus Consolidated Fire Protection District. This department is the first responder to all medical emergency calls and 911 calls where fire services are requested. Currently, the fire department operates out of Station #36, which is located in downtown Riverbank on 3318 Topeka Street, approximately 2 miles east of the Plan Area. This station is staffed 24 hours per day. The fire district has interest in a site on Morrill Road about one-half mile south of the Plan Area for a future fire station.

New development associated with the implementation of other development throughout the City, including Crossroads West Specific Plan (just south of the Plan Area) and the River Walk Specific Plan, will result in the increased demand for police, fire protection, and emergency services staff. The actual need for additional staff will be evaluated by the service providers as development is occurs.

LEGEND

-  Project Area
-  Specific Plan Area
-  Clubhouse
-  Riverwalk Trail
-  Park
-  Dual Use Park/Ponding Basin
-  Buffer/Greenway/Open Space - Bluff
-  Buffer/Greenway/Open Space - Canal
-  Buffer/Greenway/Open Space - River Park



CITY OF RIVERBANK

6-4: PARK PLAN





## 6.9: PROPOSED PARKS AND RECREATION FACILITIES

The City of Riverbank provides park land and open space for its residents to enjoy. Currently, the City has 15 parks ranging in size from small pocket parks to large, regional sports parks. Additionally, 42 acres of park and open space areas would also be located in the approved Crossroads West Specific Plan, which is located south of the MID Main Canal and west of Oakdale Road. Parks, open space and recreation areas are essential to creating a neighborhood environment within the River Walk community. The Land Use Plan includes an inter-connected network of bike trails, walking trails, and linear parks/buffer areas that provide easy access to the residential and commercial components of the Plan. The River Walk Trail would loop around the majority of the Plan Area. The River Walk Community Park provides a center point to the community that is connected to the community core, clubhouse, River Walk Trail, and Stanislaus River.

The Specific Plan also proposes several dual-use park basins which are designed to handle peak storm water and provide opportunities for recreation and gathering.

It is important to note that the park areas and open space areas shown on the Land Use Plan are approximate and final determination on size, location and amenities will occur with the submittal of a Development Proposal. The City of Riverbank General Plan requires new development to provide a minimum of five acres of improved parkland for every 1,000 new residents. The Specific Plan includes the development of approximately 204 acres of park and open space areas with a variety of passive and active recreational opportunities. Based on a projected population of people in the Plan Area, the Specific Plan park space

greatly exceeds the City's required standard. Figure 6.4 shows River Walk's Park Plan. The park and open space will fall into two different land use designations: Parks (P), and Buffer/Greenway/Open Space (B/G/OS). Each of these uses are described below:

**Parks (P):** This category includes active and passive parkland of all types. Neighborhoods shall have close and convenient access to community parks, neighborhood parks, and smaller "pocket parks." This category can include public plazas, town squares, tot lots, parkways, linear parks, and other park space configurations. The Park land use provides visual interest to the residents and visitors; provides connectivity amongst residences and land uses; creates gathering places for active and passive recreation; promotes walk-able, pedestrian-friendly neighborhoods; and preserves areas with existing natural resources (i.e., Stanislaus River) and natural topographic challenges. The Specific Plan includes an extensive network of Parks to serve the community. It is also noted that several stormwater basins have been incorporated into the Specific Plan for storm drainage function, but are also intended to provide a dual use park opportunity. This category includes 39.3 acres of parks and 37.6 acres of park-ponding basin lands.

**Buffer/Greenway/Open Space (B/G/OS):** This designation provides the opportunity to preserve important open spaces containing natural resources, such as sensitive biological habitat. This category also includes areas where buffering is necessary between different land uses. Bicycle and pedestrian pathways can be accommodated by this Land Use Designation. Within the B/G/OS category several subcategories are included including B/G/OS-Bluff (71.6 acres), B/G/OS-drainage ditch (22.8 acres), and B/G/OS-River Park (67.0 acres).

### River Walk Trail

As noted above, the Specific Plan includes a 4.8-mile trail loop that generally surrounds the Plan Area, known as the River Walk Trail. The trail follows the Stanislaus River and other topographical features, looping around the active adult portion of the Plan Area. The River Walk Trail is designed for dual use by NEV's, pedestrians and off-road cyclists. The trail design consists of a 10-foot-wide surface constructed of native materials such as compacted, decomposed granite in an alignment cleared of brush and vegetation. It is possible that pavement or concrete could be used to create an all-weather surface. Rest stops will be located along the Trail. A trailhead is planned at the center of the Plan Area, northeast of the clubhouse and Community Park. Additional access points to the Trail will be located in residential neighborhoods and at locations adjacent to open space areas. For additional information of trails and routes see Chapter 5 (Circulation and Mobility).

### River Walk Park

The largest individual park in the Plan Area is the 67-acre River Walk Park, located on the east boundary of the Plan Area, adjacent to the River Walk Trail and the Stanislaus River. The River Walk Park consists of passive nature preserves which foster appreciation and understanding of the natural riparian habitat provided by the Stanislaus River. Examples of passive recreation facilities may include walking trails, picnic tables, bench areas, outdoor exercise stations, wildlife viewpoints, and river access points for non-motorized travel (i.e., swimming, kayaking, or canoeing). Trail wayfinding signs and interpretive nature signs would be located near viewpoints and rest areas.

Security lighting is planned in limited areas to create a safe environment for residents. The River Walk Trail will be publicly owned and maintained

through a Community Facilities District (CFD) 2016-01 or similar funding mechanism.

### Community Park

The Specific Plan includes a 15.25-acre Community Park adjacent to the community center, clubhouse and commercial uses, with connection to River Walk Trail and River Walk Park. The Community Park is anticipated to have basic lighting, but not field lighting. This park is not anticipated to have a sound system, but the facility will be available for small scale park concerts and other activities that may require imported sounded systems. The Community Park will incorporate water conservation measures including turf limitations, low water use plantings and smart irrigation systems or centrally-controlled irrigation systems. A restroom is anticipated to be available to the public.

### Clubhouse

A clubhouse is planned to provide recreation and social activities for active adult residents and visitors on an approximate 8-acre parcel within the community core area. The clubhouse main building will be approximately 20,000 square feet and will include active and passive recreational facilities such as meeting and instructional areas, fitness equipment, craft facilities, and library, all intended to provide social gathering areas for residents. Outdoor recreational facilities at the clubhouse will include tennis courts, bocce courts, pickle ball courts, lawn games, and swimming pool with spa area. The clubhouse is envisioned to be attached to the mixed-use commercial area inside the community





core, which includes approximately 5 acres for an age-restricted active adult multi-story building with neighborhood retail uses on the first story and high-density housing or office on the second story. The first story uses would include small restaurants (i.e., coffee shop, deli, etc.) and small office services. The first story is anticipated to have up to 110,000 square feet of building space. The second story is anticipated to have up to 110,000 square feet of building space, which could be up to 100 high density units, or commercial/retail serving uses, or a combination of both. The provision of these commercial opportunities is complimentary to the social gathering opportunities.

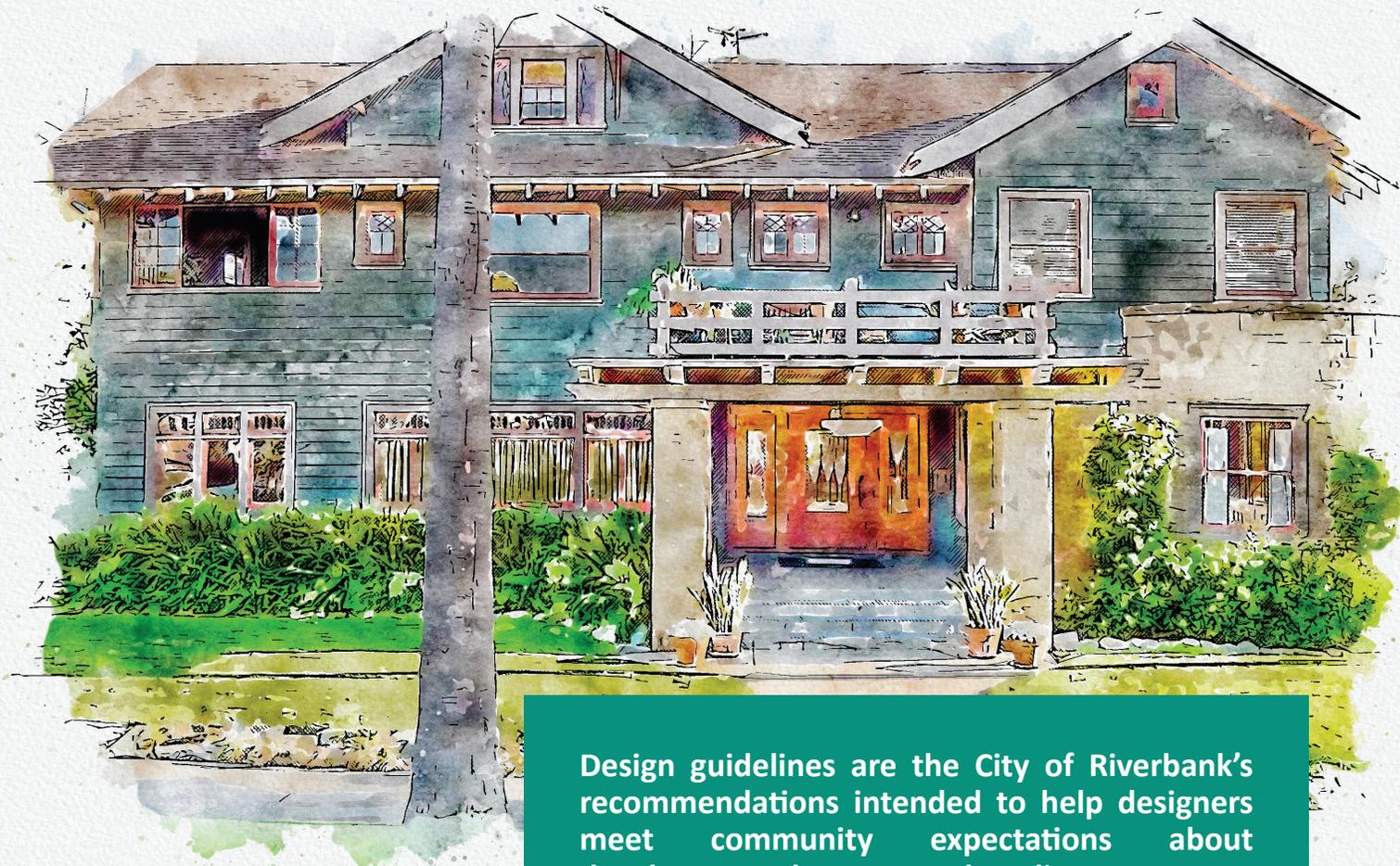
### Neighborhood Parks

In addition to the larger parks described above, the Specific Plan includes a variety of neighborhood parks and “pocket parks” within the individual villages. These smaller parks are intended to provide visual interest and a gathering place for active and passive recreation for the residents within their neighborhood village. No field lighting or sound systems are proposed for the neighborhood parks. The neighborhood parks will incorporate water conservation measures including turf limitations, low water use plantings and smart irrigation systems or centrally-controlled irrigation systems.

### Dual-use Parks/Basins

The Specific Plan includes several stormwater basins that have been incorporated into the Specific Plan for storm drainage function, but are also intended to provide a dual use park opportunity. The Specific Plan includes 37.6 acres of park - ponding basin lands.





Design guidelines are the City of Riverbank's recommendations intended to help designers meet community expectations about development character and quality.

## CHAPTER 7: Design Guidelines

This chapter contains design guidelines for development in the River Walk Specific Plan Area. Design guidelines are flexible recommendations as opposed to design standards that put forth mandatory requirements. The City has chosen to provide design guidelines rather than design standards to encourage innovation and creative design while providing clear guidance on the City's aspirations for future development. These guidelines for the Plan Area take precedence over conflicting City guidelines, however, standards and guidelines contained in the City of Riverbank Zoning Ordinance, and Municipal Code apply where no guidelines are provided in this document.

Design guidelines are the City of Riverbank's recommendations intended to help designers meet community expectations about development character and quality. Designs that are consistent with these recommendations are more likely to receive design approval in less time than designs that do not follow the recommendations. The City's objectives are to encourage development that enlivens and enriches experience of the development's public space for residents, workers, and visitors and to ensure that future development creates a cohesive, desirable identity for an active mixed-use community.

### Design Review

Applicants proposing new development in the Plan Area will be under an obligation to present a site plan and architectural drawings

to the Community Development Director to demonstrate how the proposed project complies with and implements the Specific Plan. The City may provide processing forms and charge appropriate fees for the administrative review of Design Review Permits. The City will review development applications and determine consistency with the Specific Plan. The City is responsible for determining the consistency of any development proposal within the Plan Area and then forming a recommendation to the decision-making body. The review and approval of the Design Review Permit shall be by the Community Development Director, unless appealed to the Planning Commission for approval in accordance with the Riverbank Municipal Code. If the applicant disagrees with the Planning Commission's decision, they may appeal to the City Council. For additional information related to Specific Plan implementation and administration see Chapter 9 (Implementation and Administration) of the Specific Plan.

This chapter is organized into the following sections:

- 7.1. Residential Design Guidelines – Intro
- 7.2. Residential Design - Placement and Orientation
- 7.3. Residential Design - Parking
- 7.4. Residential Design - Architecture
- 7.5. General Residential Outdoor Guidelines
- 7.6. Mixed Use Design Guidelines – Intro
- 7.7. Mixed Use Design - Placement and Orientation
- 7.8. Mixed Use Design – Parking and Circulation
- 7.9. Mixed Use Design – Architecture
- 7.10. General Mixed Use Outdoor Guidelines
- 7.11. Village Center Design Vision
- 7.12. Public and Semi-Public Realm - Intro
- 7.13. Public and Semi-Public Realm– Signage
- 7.14. Public and Semi-Public Realm–Lighting
- 7.15. Public and Semi-Public Realm–Site Amenities

## 7.1: RESIDENTIAL DESIGN GUIDELINES - INTRO

The guidelines in this section apply to residential development within the Plan Area.

The Specific Plan includes three residential land use designations:

- Low Density Residential (LDR): characterized by single-family, detached homes on varied lot sizes.
- Medium Density Residential (MDR): characterized by smaller, compact lot sizes that can accommodate detached or attached single-family homes.
- High Density Residential (HDR): characterized by compact, multi-family development, most notably apartment complexes, townhomes, or condominiums.

## 7.2: RESIDENTIAL SITE DESIGN - PLACEMENT AND ORIENTATION

The placement and orientation of buildings is important in creating a vibrant streetscape and in facilitating the interaction of residents. The following guidelines apply to the residential areas of River Walk:

- Variations to front setbacks may be incorporated into master development plans for all densities of residential homes where possible when considering lot and building size.
- A mix of lot sizes and product types should be incorporated into residential areas of the Plan Area.
- Home fronts and entries should be oriented towards the street to create a safe, pleasant and active neighborhood.
- Courtyard or cluster homes may be considered.
- It is preferred that home entries and windows are prominent as viewed from the street and that street views of garages and garage doors are minimized. Where visible, garage doors should be clearly secondary to the main residence entry and windows. One approach to accomplishing this is setting garage doors further from the street than residence entries.



## 7.3: RESIDENTIAL SITE DESIGN - PARKING

Careful site organization can contribute to creating an attractive pedestrian oriented environment by placing off street parking, required by City standards, to the rear or side of buildings where it is least visible from the public way.

Landscaping parking areas with trees, shrubbery, and groundcover is recommended and can provide shade, reduce heat island effect, and visual screening.

- All parking spaces should be clearly marked indicating visitor parking, resident parking, handicap accessible parking or clean-air vehicle parking.
- In multi-family complexes, the majority of the parking should be placed to the rear or side of buildings or evenly distributed throughout the property and out of public view. Off street parking should be screened from view from the public way.

- On street parking should be allowed as a traffic calming measure.
- Provide proximate and direct access to buildings from parking areas.

#### **7.4: RESIDENTIAL DESIGN - ARCHITECTURE**

Thoughtful design of buildings can elevate the character of the community, increase personal safety, add social and economic value for residents. Layering and diverse architectural styles add visual interest and wayfinding ability to the community. It can also create a sense of “eyes on the street” that increases public safety and sense of well-being.

##### **Style and Design Themes**

A broad palette of architectural styles unique to each neighborhood is encouraged in River Walk. A mix of several architectural styles could help establish visually unique and recognizable neighborhoods. Desirable traits are:

- Varied architectural design themes that establish unique project or neighborhood identities across the Plan Area. This helps inspire pride of place and maintain pedestrian scale to the community.
- Home design should reflect many different architectural styles with adjacent homes having different window and entry placement, massing, colors, and materials from nearby homes.
- All exterior walls of buildings should be designed to be seen. Fenestration, material treatment, and articulation contribute to building design that “turns the corner” or shows attention to design on all visible sides. Similar features to the street facing facades employed on visible sides of buildings contributes to this desirable quality.

##### **Massing, Scale and Form**

Massing, scale and form are used in development to encourage residential areas that are visually appealing, provide streetscape visual interest, establish pedestrian scale, and can provide architectural transitions to adjacent neighborhoods and land uses.

- Vertical and horizontal building articulation tools include the use of varying wall planes and offsets, overhangs, balconies, porches and patios and roof forms to establish a pedestrian oriented residential scale and create attractive buildings.
- Varied roof forms, ridge heights, roof pitches and roof materials should be integrated into residential home design. Roof forms including hipped roofs, gabled roofs, shed roofs, and dormers are encouraged.
- High Density Residential dwellings should be designed to appear as groupings of smaller buildings to maintain a human scale and express individual residential units.

##### **Architecture Styles Stylistic Elements**

Residential communities within the Plan Area are envisioned as traditional, single-family neighborhood villages with qualities of the older, established, neighborhoods and rural residential areas in Riverbank. Established neighborhoods tend to evolve over time and present a layered character. Characteristics and design devices that help

impair this quality include employing a diversity of specific styles, use of a range of materials that are different between nearby buildings, varied roof forms and pitches, and maintaining human or pedestrian scale through careful fenestration and building articulation. Example architectural styles are presented in this guidelines, however additional styles which adhere to the vision for this Specific Plan may be proposed to the City. Example styles include:



**Craftsman Style**

The Craftsman style is a distinct and easily recognizable one that arose as a reaction against industrialization and mass production methods. Craftsman homes typically have shallow pitched roofs with deep overhangs, rafter tails, broad porches, roof brackets, expressed beams and tapered columns.



Craftsman homes often employ, wood shingled roofs and wood shingle siding, river stone near the base of the building, divided light windows, and wide natural wood finish ornamented entry doors with small lights near the top. The color palette is typically earth tones with contrasting trim colors.

Porches typically extend the entire front expanse of a Craftsman home and are anchored by large, sturdy square columns on stone or brick piers. Craftsman Style design elements are summarized below.

ELEMENTS	MINIMUM EMBELLISHMENTS	ENHANCED EMBELLISHMENTS
Outward Appearance	Asymmetrical one- and two- story boxy forms; low lines with simple, wide projecting eaves, warm appearance through extensive use of wood exterior materials.	Rafter tails, wider overhangs, natural wood finishes.
Roof Elements	Low-pitched wood shingled gable roofs, occasionally hipped roofs; shed dormers; wide projecting eaves, brackets, exposed beams; rafter tails, shingles or flat tiles.	Varied porch roof styles; overhangs range from 18” to 48”; rafter tails wood shingle materials.
Exterior Wall Elements	Wood siding with accents of river rock, or brick.	Wood shiplap siding; wood shingles, smooth plaster finishes.
Window Elements	Divided light windows, double hung windows; large windows facing the street.	Window groupings often joined with a common sill.
Additional Embellishments	Exposed structural elements; roof brackets, prominent front porches with gabled roofs, tapered columns and trim; decorative shutters; decorative beams; expansive eaves.	Stout tapered square columns with stone or brick trim; tapered columns, tapered window trim; Arts and Crafts style light fixtures; dormers.
Exterior Wall Elements	Earth tone color palette with contrasting trim colors.	Natural wood siding, shiplap or shingle.
Outdoor Living Spaces	Grand, deep front porches.	Same



### American Traditional Style

American Traditional architecture draws inspiration from the colonial period as well as classical Greek-inspired architecture with the introduction of moldings and decorative borders. Typically, this home style features a smooth plaster or brick façade. Clapboard siding can also be used. The style is simple forms open, columned porches, symmetrical one- and two-story homes and steep pitched gabled roofs.

Neutral light toned colors with some brick reds and French blues. Off-whites, light beige, creams and tans dominate the exterior colors and trim colors are typically white. Window shutters and brick veneer often complete the front elevation of a classic American Traditional Style. Style elements are summarized below.

ELEMENTS	MINIMUM EMBELLISHMENTS	ENHANCED EMBELLISHMENTS
Outward Appearance	Symmetrical one- and two- story, simple forms and massing.	Common brick, ornamental trim.
Roof Elements	Steep pitched gable roof, often additions introduced an intersecting gables; wood or composite shingle roofing, small dormers.	Gambrel roof form.
Exterior Wall Elements	Stucco and/or wood siding with stone or brick trim and detailing.	Authentic clapboard siding with brick veneers and wainscot trim; decorative shingles; smooth plaster finish.
Window Elements	Symmetrical window placement on front elevation; vertically proportioned divided light windows; standard single-hung or double hung windows.	Divided light bay windows on front façade.
Additional Embellishments	Doric wood columns; porticos; decorative shutters; wood attic vents; decorative door trims and Greek-inspired moldings.	Decorative gable-end trims; panel doors with side lights.
Exterior Wall Elements	Primarily light color palette with off-whites, creams and tans with contrasting and complementary trim, French blue painted doors and window shutters.	Dark color window shutters.
Outdoor Living Spaces	Enclosed front yards with ornamental fencing and gates, shallow porches.	Same

**Italianate Style**

This style typically features low roof pitches with terra cotta Barrel or “S” tiles, tall Roman-arched windows, smooth plaster exteriors and dramatic entryways flanked by round columns.

The exterior walls of Italianate Style homes are typically finished in smooth or textured plaster and sometimes incorporate marble or stone embellishments such as pilasters flanking windows. The color palette is earth toned featuring tans, soft yellows and off-white shades with contrasting and complimentary trim colors. Italianate Style elements are summarized below.



ELEMENTS	MINIMUM EMBELLISHMENTS	ENHANCED EMBELLISHMENTS
Outward Appearance	Warm appearance, absence of wood, one- and two- story homes.	Stone trim elements.
Roof Elements	Low Pitched hip roofs with Barrel tiles; shingles; flat roofs with capped parapets composite.	Roof dormers, additional windows.
Exterior Wall Elements	Smooth stucco.	Textured stucco with marble and/or stone embellishments.
Window Elements	Tall, vertically proportioned windows with decorative trim; may be grouped but as separate windows with wall space between.	Roman arched windows; divided light windows.
Additional Embellishment	Greek-inspired moldings; projecting eaves, cornices and columns.	Cupolas, glazed doors.
Exterior Wall Elements	Primarily light color palette with off-whites, creams and tans with contrasting and complementary trims.	Sunny hues of yellow, orange.
Outdoor Living Spaces	Porticos, courtyards and fountains.	Same



### Spanish Colonial Style

Historic missions throughout California are the source of this distinctive style. Homes constructed in the Spanish Colonial style feature low-pitched roofs of Spanish tile or Barrel tile, arched doorways and window treatments, smooth plaster exterior finish reminiscent of adobe construction, textured and decorative wooden doors and ironwork details.

Homes of the Spanish Colonial style are simple in form with deep set windows and doors and occasional small window openings near the roof on gable ends. The use of wrought iron details, balconies, recessed windows with arched frames and the signature mission style parapet or dormer over the front door are typical elements of Spanish vernacular architecture. Spanish Colonial Style elements are summarized below.

ELEMENTS	MINIMUM EMBELLISHMENTS	ENHANCED EMBELLISHMENTS
Outward Appearance	Asymmetrical two-story homes with square and rectangular plan designs.	Square or rectangular floor plans with internal courtyard.
Roof Elements	Predominantly gable roofs with some hipped or flat roofs; low pitch with wide overhangs; Terra cotta “S” roof tiles.	Mission-shaped parapets.
Exterior Wall Elements	Smooth plaster exterior finishes.	Smooth or custom-troweled plaster finishes.
Window Elements	Decorative arched windows; divided light windows; accent bay windows.	Deeply recessed windows and doors; window groupings with decorative trim and column separation.
Additional Embellishments	Arched doorways and entry-ways; use of decorative wrought iron, terra cotta look roof tile; decorative shutters; plaster embellishments on exterior finishes.	Sculptured chimneys, clay barrel tiles.
Exterior Wall Elements	Primarily light color palette with deeper contrasting trim colors; warm color palette.	Same
Outdoor Living Spaces	Internal courtyards.	Same

**Country French Style**

The Country French style is recognizable for its strong vertical emphasis, use of steep (12:12 and steeper pitch), gable roofs finished in wood or slate shingles, divided light windows, and simple forms. Common details of this style include large, grand entry ways topped with segmented-arches and the use of field stone, and smooth plaster that add sophistication to the homes’ exterior elevations.



The color palette of French architecture tends to be cool colors in contrast with the warm palettes of Spanish and Italianate which helps to emphasize the details and use of stone and smooth plaster finishes. Often times, pale blues or gray trim is added for a slight color variation and additional visual appeal. French Style elements are summarized below.

ELEMENTS	MINIMUM EMBELLISHMENTS	ENHANCED EMBELLISHMENTS
Outward Appearance	Symmetrical two-story homes with strong vertical emphasis influence.	Window shutters, ornamental trim at windows, dark colored roofing.
Roof Elements	Mansard roofs; steeply pitched roofs with wood shingles composite shingles, or slate, dark colored roofs.	Small overhangs; slate roofs.
Exterior Wall Elements	Smooth stucco or masonry; fieldstone or brick accents, articulated walls.	Stone trim.
Window Elements	Divided light windows; “flat”- (or segmental) arches, projecting windows fine scale of divided lights.	Bay window on front elevation.
Additional Embellishments	Covered entry; full porches and/or balconies; pairs of divided light doors; alcoves.	Extra-wide porch with trim.
Exterior Wall Elements	Cool tone color palette with contrasting trims; blue/ gray color palette.	Same
Outdoor Living Spaces	Courtyard of stone; gardens with water element.	Same

### General Residential Design Guidelines

The following general architectural guidelines should be considered for each residential design:

- Consistent proportions of doors, windows and other design elements;
- Exterior exposed metals such as aluminum or steel doors, windows, screens, rooftop, and other metal shall be paint finished with an approved color; and
- All roof or ground-mounted mechanical equipment, satellite dishes, antennas, or other similar structures should be screened from view with an enclosure that is compatible with the architectural theme of the building.

### Colors

The goal of the architectural color guidelines is to ensure that the exterior colors of building materials add continuity to phased developments. The overall color scheme should utilize an earth tone color scheme, focusing on warm hues of brown, tan, gray, and green. Colors that should be avoided include primary colors or colors that are bright, pastel, or fluorescent.

The color types listed below should be used as a guide in selecting a final color palette on all buildings:

- Tan, beige, or gray (medium to dark and in warm hues);
- Toast, cinnamon, or sage;
- Coffee, rust, or terra cotta;
- Olive, oak, moss, or evergreen; and
- Steel blue.

### Building Materials

Building materials that could create glare conditions beyond the project site are strongly discouraged. Recommended exterior materials include wood, cement plaster, stucco, tile, and masonry. Acrylic plaster finishes are discouraged. These materials along with the following examples of additional acceptable materials should be used to create a building design of quality and variety:

- Siding with wood banding and trim;
- Board and batten;
- Natural stone veneers/brick veneers;
- Smooth to medium texture plaster or stucco;
- Clay/concrete roof tile;
- Slate;
- Approved color metal roofing; and
- Tongue in groove and beveled board siding.

Materials and finishes that the City determines are incompatible with the above list are discouraged. The use of vinyl, aluminum, and T-111 plywood siding materials are strongly discouraged.

## 7.5: GENERAL RESIDENTIAL OUTDOOR GUIDELINES

The following guidelines apply to all residential project's outdoor storage areas, lighting, and privacy fencing.

### Outdoor Storage

Outdoor storage shall comply with the following guidelines that are to be contained in the River Walk CC&Rs:

- On LDR and MDR lots, outdoor storage of motor vehicles, trailers, tents, boats, or their component parts should not be allowed on any portion of the lot that is visible from the nearest public street frontage. Motor vehicles, motor homes, recreational vehicles, trailers or boats may be stored in locations that are screened from the nearest public street frontage by fences, walls or hedges. These items should not be stored within the front setback area. If parking for such vehicles is provided, spaces should be clearly designated;
- Rubbish or garbage should not be permitted to be stored outdoors in a manner that presents a nuisance and should be screened from view;
- Garbage receptacles should not be stored on any portion of a residential lot that is visible from public street frontage and should be screened from view; and
- Building materials should not be permanently stored outdoors but may be temporarily stored for use on the same lot or parcel during the time that a valid building permit is in effect for construction on that site.

### Residential Lighting

The following general guidelines shall apply to lighting for residential uses:

- All private exterior residential lighting should be less than 14 feet in height from finish grade, and in conformance with the Dark Sky Initiative recommendations;
- Landscape lighting should utilize low lumen lamp fixtures and should not allow direct light to project onto adjacent properties.
- Lamps should not be directly visible but shielded from direct view;
- Outdoor lighting should provide a warm color temperature, high Color Rendition Index and provide a maximum of 8 lumens of light at finish grade level; and
- Residential units should have illuminated house numbers located near the main entry to provide visibility to emergency personnel.

### Residential Privacy Fences

Privacy fences on residential lots should be located on common property lines and at residence fronts. Privacy fences should incorporate a base and top rail, with encased fence boards between posts, to create an identical appearance on both sides;



Fencing visible from the public way should be “open” fencing that has gaps between boards allowing a filtered view, with privacy obtained with landscape plantings.

- Standard privacy fencing is permitted to enclose side and rear yards; and
- Fencing should not be placed in front yards forward the front wall of the building, except for low courtyard walls (42” maximum height), which may extend to within 10 feet from back of curb or 5 feet from back of sidewalk, whichever is greater.

### Arterial and Collector Walls

Walls constructed along arterials and collectors should be graffiti-resistant solid masonry or precast concrete designed with regularly spaced enhanced pilasters. The materials shall be the same type and design throughout River Walk’s arterial and collector roadway network. Landscaping should be provided between a wall and the sidewalk or roadway.



## 7.6: MIXED USE DESIGN GUIDELINES - INTRO

The Specific Plan includes six areas designated as Mixed Use. This section establishes design guidelines applicable to the Mixed Use areas. Applicable land use development standards are included in Chapter 4 (Land Use).

The Mixed Use designation accommodates neighborhood-scale retail uses, offices, personal and commercial services, and similar land uses. This use classification is anticipated to be mainly non-residential; however, the Mixed Use designation also explicitly allows for higher-density residential development in a vertical or horizontal mixed-use setting. The following Mixed Use subcategories are included within the Plan Area:

**MU-1** – Given the larger size of this Mixed Use area (approximately 39 acres), combined with the accessibility/exposure to a higher traffic volume along Patterson Road, this is anticipated to be a general retail use, possibly shopping center with visitor serving uses. This land use could be developed for strictly for commercial/retail, although it allows for high density residential uses for up to half of the area.

**MU-2 and MU-3** – Given the smaller size of these parcels (approximately 8 and 7 acres respectively), combined with the accessibility/exposure to a higher traffic volume along Patterson Road, these parcels are anticipated to be a retail use that can serve a passerby, as well as local residents. Example uses would include a gas station, small restaurant, or other visitor serving use. This area could also function as an office use for service providers. Examples of services provides could include real estate sales, law firm, tax firm, medical/dental, etc. This Mixed Use area would not be anticipated to provide high density residential uses.

**MU-4** – This site is specifically located to serve as a clubhouse for the active adult community. The clubhouse is anticipated to have a fitness center, restaurant, lounge, event/meeting space, plus a variety of outdoor amenities including a pool/spa, outdoor BBQ and seating area, shade structures, tennis/pickle ball courts, bocce ball courts, community garden area, and other amenities. This clubhouse will serve as a focal point for the active adult village center. The roadway fronting this site

will involve a modification to the major collector to slow traffic and create a village center feel with on-street diagonal parking, two travel lanes, landscape area, and a large pedestrian storefront walkway. This Mixed Use area would not provide high density residential uses.

**MU-5** – This site is specifically located in the age-restricted active adult village center, to complement other attractions planned in this focal area of the Specific Plan including the clubhouse, community park, and high density residential/assisted living housing. The buildings are anticipated to be multi-story with neighborhood retail uses on the first story and high-density housing or office on the second story. The first story uses would include small restaurants (i.e., coffee shop, deli, etc.) and small office services. The second story is anticipated to have age restricted high density units, or commercial/retail serving uses, or a combination of both. The roadway fronting this site will involve a modification to the major collector to slow traffic and create a village center feel with on-street diagonal parking, two travel lanes, landscape area, and a large pedestrian storefront walkway.

**MU-6** – Given the smaller size of these parcels (approximately 4 acres), combined with the accessibility/exposure to a higher traffic volume along McHenry Avenue, these parcels are anticipated to be a retail use that can serve a passerby, as well as local residents. Example uses would include a gas station, small restaurant, or other visitor serving use. This area could also function as an office use for service provider. Examples of services provides could include real estate sales, law firm, tax firm, medical/dental, etc. This Mixed Use area would be allowed to, but is not anticipated to provide high density residential uses.

## 7.7: MIXED USE DESIGN - PLACEMENT AND ORIENTATION

The careful siting of buildings is critical to the overall flow and continuity of the development. The mixed use parcels have been planned to provide compatible transitional land uses with ease of access to shopping, and community amenities. The following guidelines should promote high quality design and cohesive mixed use centers.

The following guidelines apply to the mixed-use areas of the Plan Area:

- Buildings should be oriented facing the street with entrances to ground floor space and floors above accessed from the sidewalk in front of the buildings. Loading and service areas should be screened from view such that a “back door” look along collector streets is avoided. In areas where commercial services including gas stations or other low intensity pass by uses are desired, placements should follow the applicable zoning standards for such uses. Such uses should also be subject to design guidelines in this chapter.
- The location of the main parking area for retail/commercial uses should be provided to the side of, in the rear of, or below buildings to the extent possible. Limited landscaped parking and areas could be moved to the front as necessary to accommodate residential development and tenant requirements.
- No minimum or maximum lot size should be required. This flexibility will allow the project to accommodate a variety of uses.

- Buildings should be oriented with main entrances facing primary streets with sidewalks and landscape treatments. The entry elevation should parallel the main pedestrian thoroughfare.
- Building designs are encouraged to include passive solar design and energy efficiency.

### **7.8: MIXED USE DESIGN - PARKING AND CIRCULATION**

An onsite circulation plan delineating any truck circulation, loading and unloading facilities is required for all new nonresidential development.

Special paving or pavement markings should be utilized at key onsite intersections and entries. Walkways which cross traffic lanes should have conspicuous paving treatment indicating pedestrian use.

Pedestrian walks should be provided connecting retail structures to the parking areas for safety; however, every effort should be made to concentrate pedestrian traffic in front of retail windows and building entrances. Rear access to buildings is discouraged except for emergency egress.

Parking should be provided to the sides, rear or underneath buildings, wherever possible. Front facing parking lots that block the building's primary elevations are discouraged. Side load or rear load parking facilities are encouraged and will help minimize the intrusion of vehicles on the streetscape. Shared parking facilities are strongly encouraged in the community commercial development to minimize the amount of area dedicated to parking.

Circulation within the parking areas should incorporate safety features for pedestrians including walkways, lighting, narrowed crosswalks and banded or textured paving. These features will help to highlight pedestrian connections and visibility as well as provide a buffer to pedestrians from the street. Drive aisles should be clearly delineated with directional arrows and provide adequate space for vehicles to pass one another while maneuvering through the parking area. The minimum width for two-way circulation with right angle parking should be 25 feet.

### **7.9: MIXED USE DESIGN - ARCHITECTURE**

The architectural character should be complementary to the other Specific Plans in Riverbank, yet establish its own identity. The objective is to create a high-quality neighborhood serving mixed use commercial areas, as well as a mixed use village center and clubhouse that provide the Plan Area with a focal point amenity. A layered look is desirable so that buildings appear to have been constructed at different times by different designers.

#### **Style and Design**

The development should incorporate variable roof heights, tower features, articulated façades, juxtaposition of contrasting materials, colors and storefronts. Awnings, banners, outdoor patios, light sconces, site lighting, and street furniture should be integrated within the design and oriented towards the street and community area.

The general character of all building exteriors should be consistent with the style of theme established for the development. Projects should

provide purposeful variations in color, texture, materials, articulation, and architectural treatments that are consistent with the associated architectural style.

Projects should incorporate public gathering places such as plazas into new commercial, multi-family, and mixed-use developments to support social interaction. The spaces should be human scale with good access to sunlight throughout the day, shielded from traffic noise and strong winds. They should be programmed for extended hours use by careful planning of adjacent uses that have both day and evening operating hours.

### **Massing, Scale and Form**

Buildings that include residential mixed uses, and areas within the MU 4 and MU 5 development areas should not exceed four stories or 50 feet in height. Mixed Use areas that are planned without residential uses should not exceed two stories or 35 feet with an exception for tower elements and rooftop equipment screening. Mixed Use areas outside the community core that include residential mixed-use development should not exceed the lesser of 4 stories or 50'. Height exceeding these allowances must be authorized by the Community Development Director.

Rooflines should vary in height between adjacent buildings and may include a blend of sloping and flat rooflines. Rooflines should allow for screened solar collectors out of public view or be integrated into the building in a finished manner as intentional design elements.

Projects should avoid long expanses of blank, monotonous walls or fences through the use of vertical and horizontal façade articulation. Changes in wall planes and roof forms, colors, materials, landscaping could be employed to establish a human scale. Large, continuous structures should be designed to appear as groupings of smaller structures. Window patterns and styles could be varied from left to right and top to bottom.

An equal level of architectural detail should be given to façades that face arterial and collector roads as to buildings facing local streets. No mechanical equipment should be exposed on visible wall surfaces. Mechanical and utility equipment should be located behind an equipment screen, the roof line or parapet wall out of public view. All roof-mounted mechanical equipment or ductwork which project vertically above the roof or parapet should be screened by an enclosure which is consistent or compatible with the building's architectural design. Gutters and downspouts located on the exterior wall should be treated or painted to blend into the façade unless used as a design element or architectural feature.

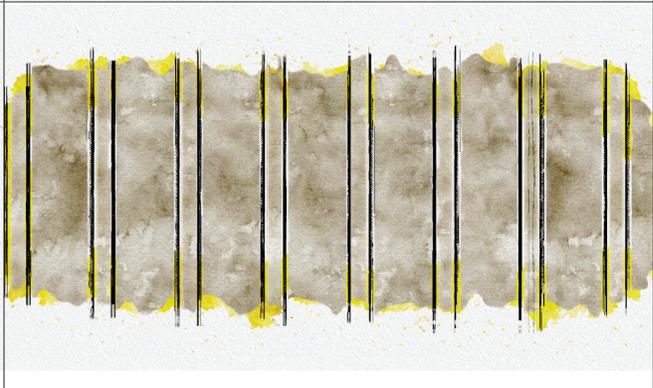
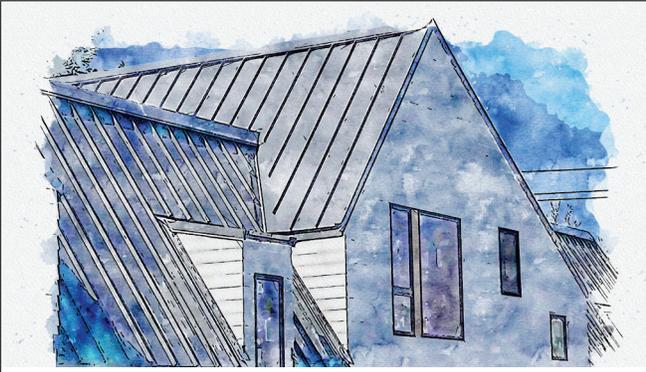
### **Exterior Finish Materials**

Stucco, plaster, split face or other textured concrete block, patterned poured in place concrete, brick veneer, metal panels and wood siding are acceptable materials. Mirrored glass is strongly discouraged.

Visible roof materials are recommended to be architectural grade composition roof coverings, cement tiles imitative of wood shakes, shingles, or slate tiles and standing seam metal roofing.

Building material examples are included below.



<p><b>STUCCO FINISH</b></p> 	<p><b>BOARD AND BATTEN SIDING</b></p> 
<p><b>LAP SIDING</b></p> 	<p><b>STONE VENEER</b></p> 
<p><b>BRICK VENEER</b></p> 	<p><b>METAL SIDING</b></p> 
<p><b>STANDING SEAM METAL ROOF</b></p> 	<p><b>ROOFING TILE</b></p> 



## 7.10: GENERAL MIXED USE OUTDOOR GUIDELINES

The following guidelines apply to all Mixed Use projects as they relate to lighting, landscaping, and site amenities. Additional public and semi-public realm design guidelines are included in Section 7.12 through 7.15.

### Lighting, Landscaping, and Site Amenities

The general characteristics of the landscape palette for the development should be a combination of year-round color and textural interest. Plants should be selected on the basis of color combinations, growth patterns, low maintenance, water conservation characteristics, and compatibility with the area.

Canopy-providing trees should be planted in parking lot planter islands to produce shade, reduce heat island effect, and improve appearance. Landscape plantings that would result in a fifty (50) percent surface shading within ten (10) years are encouraged.

A landscaped median may be provided at the main collector road.

Trash enclosures should be constructed of solid material including without limitation wood, metal, concrete and masonry material, and should be six feet in height with solid view obstructing gates.

## 7.11: VILLAGE CENTER DESIGN VISION

The Village Center mixed use (MU 4 and MU 5) areas are specifically located to serve as an active adult community village with a clubhouse focus, and a small retail/commercial experience. This area also includes a Community Park, and high density residential/assisted living housing.

### Village Center Local Circulation Vision

Encouraging pedestrian activity is a major objective for the entire Village Center development. New development in this area should encourage walking, bicycling, and neighborhood electrical vehicle modes of transportation. Motor vehicle use should be calmed in this area to create a feeling of comfort and safety for bicycle and pedestrian traffic.

The circulation vision includes a modification to Coffee Road in a segment that travels through the Village Center area. This modification is necessary to reduce travel speeds that in turn increase pedestrian safety, allow for on-street/store front parking, and create a unique atmosphere for citizens to gather and spend time shopping and recreating. This roadway would taper from the 110' right of way with four travel lanes into a 92' right-of-way with two travel lanes. The median would be eliminated, and a 20' on-street parking area would be created for diagonal parking with curb/gutter. A separated 10' class 1 bike/ped path is included with 4' of landscaping separating the pedestrians from the vehicles. This modification is intended for approximately one block, and is accessible for citizens traveling from the northern and southern portions of the active adult residential villages.

### Village Center Building Design Vision

The design intent of the Village Center should evoke the scale, massing and physical relationships of a small town complete with plazas, small parks and a main street.

Buildings and site elements should establish human scale through materials and forms, that evoke the character of an agricultural Central Valley community.

Buildings should establish a human scale through a combination of building articulation and fenestration and by designing large buildings to appear as groupings of smaller buildings rather than one large structure. Buildings should be carefully sited and aligned to maximize view sheds and give clear visual definition to the street.

### 7.12: PUBLIC/SEMI-PUBLIC REALM - INTRO

This section contains design guidelines for public realm development in the Plan Area. The guidelines provide recommendations for how the Plan Area, lighting, signage, site features and amenities should be designed to create a safe, functional, and attractive public realm for all users. The guidelines are intended to facilitate a cohesive, desirable identity for the area’s public realm.

### 7.13: PUBLIC/SEMI-PUBLIC REALM - SIGNAGE

Plan Area signage should provide a coordinated graphic system that communicates wayfinding information in a visually pleasing manner. These guidelines are intended to establish visual consistency for signage throughout the Plan Area.

#### Signage Theme

Signage should be of a uniform design theme and sized in a hierarchy ranging from Plan Area entryway and gateway identification signage as the largest signs to smaller neighborhood monument signage. Signage of each type should be constructed of uniform building materials to ensure visual consistency throughout the Plan Area.

A sign program identifying locations, dimensions, and appearance of signs must be presented for review and approval of the Community Development Department as part of the Architectural and Site Plan Review process.

#### Temporary Signs

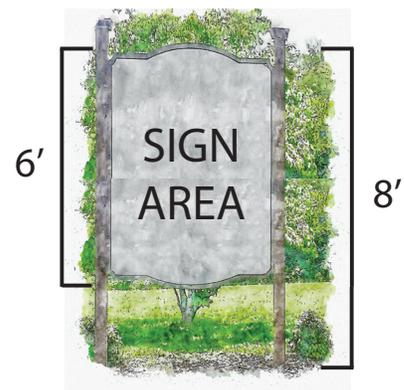
Temporary signs for marketing, leasing, real estate sales, and community identities are permitted subject to the following guidelines:

- Sign faces should not be any greater than six feet (6 feet) in height and eight feet (8 feet) width, and should not be any higher than eight feet (8 feet) from the adjacent finish grade.
- Signs should be constructed of wood, plaster, and/or stone and be designed to reflect a relative degree of permanence.
- Signs must comply with the City’s Signage Ordinance, except as allowed by these guidelines.

#### Prohibited Signage

Prohibited signs include:

- Billboards or any large signs that change artwork frequently.
- Signs that promote any other project or site other than the Plan Area (i.e. offsite signage).
- Inflatable signs, icons or logos.



- Animated, flashing or moving signs.
- Signs with exposed fluorescent lighting.
- Single pole signs.
- Signs that are prohibited pursuant to Section 153.284 of the Zoning Ordinance, except as specifically recommended by this section.

### Regulatory Signs

Signage that is required to regulate safety aspects such as street speed limits and other advisory traffic signage should be consistent with City of Riverbank and State of California motor vehicular sign standards. Regulatory signs may include street signs, speed limit signs, access signs, and parking signs.

### Street Signs

Street signage should be consistent with the following guidelines:

- Street signs should meet City of Riverbank sign standards.
- Street signage should identify the names of the streets and other circulation corridors within the Plan Area.
- Poles should be finished in a color to match the other site furnishings to be used throughout the project.



- Holiday banners and decorations on poles consistent with street signage may be used at parks and recreation centers.

### **Trail Signage**

The River Walk trail system should incorporate wayfinding signage that identifies trail locations, access points, and permitted users. Signs should have a simple design, consisting of a post with a small informational placard.

Each sign should have a maximum height of 6-feet and a sign area less than two square feet. Smaller “mile marker” signs may be installed throughout the trail systems identifying distance from the main trailhead at the community park.

At access points to the trail system, signs should indicate the type of user (bicycle, pedestrian, e-bike and cart) permitted to use the trail:

- Signs should indicate that allowed users include pedestrians, and bicyclists. It should also indicate that motorized vehicles are prohibited, except for authorized maintenance or public safety vehicles.

## **7.14: PUBLIC/SEMI-PUBLIC REALM - LIGHTING**

### **General Lighting Guidelines**

Poles and fixtures for street lighting will be selected from the electrical provider’s approved master list. The street light poles and fixtures should be uniform throughout the Plan Area, especially along the arterials and major collector streets. Street light poles and fixtures should be sized appropriately to provide illumination without being intrusive. In residential areas, lighting is subject to the approval of the design review committee and the City and shall utilize the guidelines identified below.

The following general guidelines shall apply to lighting for all land uses:

- A lighting plan must be prepared for each phase of development. The lighting plan should demonstrate that the lighting systems and other exterior lighting throughout the phase of development have been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. Use of LED lighting or other proven energy efficient lighting shall be required for facilities to be dedicated to the City of Riverbank for maintenance.
- Lighting color temperature should be in the 2700 to 3200 degrees Kelvin range with a Color Rendition Index CRI of close to 95.
- Lighting fixtures should be consistent with the Dark Sky Initiative.
- The design of the exterior building lighting poles and sconces should be compatible with the overall architectural style of the development.
- Parking lot lighting should be consistent throughout the development. The maximum pole height of the lighting should be thirty-eight (38’) feet measured from top of pole base. 14 to 16 feet is preferable.

- All lighting should be energy efficient and be directed and shielded in such a manner so as not to directly cast light on neighboring properties.
- Recessed down lighting or indirect lighting should be used to prevent direct light from shining beyond property lines such that the outdoor light-emitting source is not visible from the property line or beyond.
- All lighting fixtures should be of appropriate scale and intensity for the use, and building lighting shall be designed to blend in with the architectural design of the buildings without creating hot spots or glare conditions.
- Architectural lighting from indirect or hidden (recessed) sources may be used for wall washing and overhead down lighting.
- Lighting of flags should be narrow spot type with fixtures shielded from direct view.
- Any lighting issue not clearly defined in these guidelines will be subject to the City of Riverbank's Lighting Standards.

### Street Lighting

The following general guidelines shall apply to lighting for streets:

- Streetlights and traffic signals, as well as other lights in public areas, should be of a simple design and consistent in color and style with the surrounding architecture.

### Prohibited Lighting

The following types of lights are strongly prohibited:

- Mercury-vapor lighting.
- Xenon lighting.
- Lighting with a low CRI, lighting with a color temperature higher than 3200 degrees Kelvin, excessively high levels of lighting.
- Searchlights other than for public safety or emergencies.
- Laser lights or any similar high intensity light.
- Moving, flashing, blinking or bright colored lights other than those exempted for emergency use.



### Exemptions

Holiday and seasonal lighting, temporary outdoor lighting, and construction lighting are exempt from these guidelines.

## 7.15: PUBLIC/SEMI-PUBLIC REALM - SITE AMENITIES

Site furniture and other amenities in public areas should be both functional and visually pleasing. The overall design themes in the Plan Area should extend to the design and construction of public amenities.

### Site Furniture and Gathering Areas

Site furniture will generally consist of pedestrian benches and picnic tables. These will be located at destination points in the Plan Area along trails and in parks. The following design principles will apply to site furniture in the Plan Area:



- Site furniture should be constructed of durable, long-lasting materials that can be easily cleaned, repaired or replaced.
- Where site furniture is located as an amenity to a particular structure, the site furniture should be selected to match the individual architectural style and should utilize the same or complementary colors and materials.
- Site furniture located along trails or in parks should be located in convenient locations and made of materials and colors that complement the surrounding landscape.
- Site furniture in parks and along trails should be spaced at a maximum distance of about a five-minute walk.
- Benches should generally have backs, but backless benches may be interspersed to add variety in style and design.
- Within public gathering areas, site furniture should be located in a manner that allows residents of the community to assemble. Design concepts include, but are not limited to, small individual groupings of benches or groupings of picnic tables and/or benches that encourage outdoor gatherings.

### Informational Kiosks

Unmanned informational kiosks and public notice boards are permitted in parks and other public gathering areas. Kiosks can provide transportation information, maps of trail systems, and other public information.

The architectural design of informational kiosks should be consistent with the architectural design, materials, and colors of Plan Area's signage, per the design concepts included within this Chapter.

### Trash Receptacles

Trash bins (except single-family dwellings, duplexes, or "dwelling groups") shall be provided in a fully enclosed trash storage area. This area shall be provided at locations that are readily accessible to residents and sanitation collectors.

Large trash receptacles should be located in service areas only and should be screened or otherwise enclosed by landscape elements or similar means to conceal them from public view. Where permanent enclosures are used for screening, the enclosure should be considered an extension of the architecture of the building served and should be constructed of the same or similar materials. Enclosures to trash receptacle storage areas should be of solid construction and should completely screen the facility from public view when closed.

### Bicycle Racks and Bicycle Parking

Bicycle racks and parking shall be provided at parks and recreation centers and at retail locations including grocery stores. Bicycle racks shall be secured to the ground. These facilities should also provide for enclosed and secured bicycle storage, depending on use and location.



*This page was intentionally left blank.*





**During a lifetime, people develop connections to place and form important social relationships within their neighborhoods and communities. Maintaining these relations is pivotal to aging well. The River Walk Specific Plan aims to establish a community-centered environment that provides ample amenities and opportunities for socialization.**

## CHAPTER 8: A Community Aging Together

This chapter provides strategies, goals, and policies to establish the River Walk Specific Plan Area (Specific Plan Area) as a community-centered development that strives to provide ample amenities and opportunities for socialization to allow residents to comfortably age in the community. The strategies describe how development in the Specific Plan Area can help Riverbank establish itself as the premier senior-citizen community in the San Joaquin region. The goals and policies describe the various approaches that the City may take to encourage future development to be designed to activate spaces and support a community aging together.

This chapter is organized into the following sections:

- 8.1. The River Walk Community
- 8.2. An Aging Community Environment

### 8.1: THE RIVER WALK COMMUNITY

“Aging in community” refers to older adults that are able to live as independently as possible as members of the community of their choice. For some, this means growing older in a long-time home; for others, it means transitioning to a more appropriate and supportive setting but still in their community. During a lifetime, people develop connections to place and form important social relationships within their neighborhoods and communities. Maintaining these relations is pivotal to aging well. The River Walk Specific Plan aims to establish a community-centered environment that provides ample amenities and opportunities for socialization. Whether residents’ interests include special events, fitness, gardening, golfing, or other social interaction, the

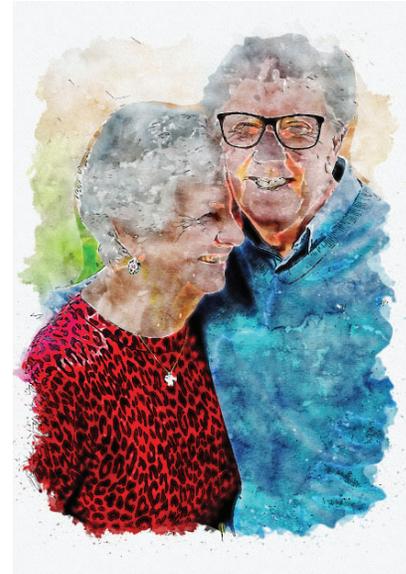
River Walk Specific Plan is committed to guiding future development to ensure the highest quality lifestyle. The sense of community is one of the most praised aspects of living in a 55+, active-adult community. Studies have shown that having a sense of community greatly impacts a person's well-being and quality of life<sup>1</sup>. Neighbors build lasting friendships and often become close like a family. Opportunities to give back, share hobbies, and engage within the community foster a sense of pride and belonging.

One of the guiding principles of the City of Riverbank's General Plan is "improved quality of life as the City grows." Specifically, "a healthy community requires that its citizens feel a sense of connection. Physical, economic, or social barriers that prevent us from living as one community should be removed whenever possible." The community elements of the River Walk Specific Plan are essential to unifying the Plan Area and creating a sense of identity. The River Walk Specific Plan will provide common features throughout to help merge the different residential densities together and provide continuity.

### 8.1.1 River Walk Amenities

The River Walk Specific Plan Land Use Plan is designed to increase socialization, maximize viewsheds, and provide the following high-quality amenities accessible to all of its residents:

- **Community Club House:** The approximately 1.6-acre Club House will function as the social and activity 'heart' of the neighborhood, centrally located adjacent to community commercial and high density residential uses to activate the area for community socialization. The Club House will contain facilities such as a business center with computer access for residents, meeting rooms, library, full gym with exercise equipment, aerobic rooms, heated pools, spa, billiards, and arts and crafts room. The Club House will also provide a space for community groups to meet, as well as provide a space for community events and classes.
- **Community Park:** The Community Park is an 18.7-acre park located directly north of the clubhouse and is anticipated to provide various recreational activities, such as bocce ball courts, tennis courts, and other recreational options for residents and nearby neighbors to socialize and exercise.
- **River Walk Park and Trail System:** The River Walk Park is a 63.4-acre park along the Stanislaus River. The River Walk Trail would surround the entire Specific Plan boundary, linking the proposed network of open space/buffers to the River Walk Park along the River.
- **River Walk Community Garden:** The 15.0-acre community garden reflects the agrarian history of the site and area while providing an opportunity for green thumbs and new gardeners to connect over their love of gardening. Proper nutrition is a key to maintaining good health; community gardens can facilitate



<sup>1</sup> PAUL J. MASOTTI, ROBERT FICK, ANA JOHNSON-MASOTTI, STUART MACLEOD, "HEALTHY NATURALLY OCCURRING RETIREMENT COMMUNITIES: A LOW-COST APPROACH TO FACILITATING HEALTHY AGING", *AMERICAN JOURNAL OF PUBLIC HEALTH* 96, NO. 7 (JULY 1, 2006): PP. 1164-1170.

healthy eating and access to fresh fruits and vegetables as well as opportunities for social engagement.

- Parks and Open Space Areas:** The River Walk Specific Plan includes a variety of parks and open space areas including neighborhood parks, dual neighborhood parks/basins, and open space buffers. The neighborhood parks are spread throughout the Specific Plan Area to provide a buffer between land uses and provide visual relief and variability. Additionally, the spread of parks throughout the Specific Plan Area ensures that all residents have access to a nearby park no matter their mobility status. The open space buffer is provided around the perimeter of the Specific Plan Area to preserve the existing environment while creating a trail system for the local residents. Parks and recreation facilities and community amenities provide opportunities for not only physical activity, but also social engagement, education, nature study, and environmental awareness.

## 8.2: AN AGING COMMUNITY ENVIRONMENT

America is aging rapidly – fueled by the 72 million baby boomers aging through the life cycle with profound longevity. The average life expectancy since the mid-1930's has nearly doubled to an age of 78 in 2014. According to the U.S. Census Bureau, older adults – 65 and over – represented 13 percent of the population in 2014; however, by 2030, nearly 20 percent of the U.S. population is expected to be over 65.

**Table 8.1: Aging Population Statistics (2000-2018) - Riverbank**

	2010		2015		2018	
	#	%	#	%	#	%
55 Years and Older	3,423	15.8%	4,328	18.4%	5,185	21.4%
<b>TOTAL</b>	<b>21,778</b>	<b>100%</b>	<b>23,564</b>	<b>100%</b>	<b>24,237</b>	<b>100%</b>
Median Age	36.9		37.6		37.9	

SOURCES: U.S. CENSUS BUREAU, ACS 5-YEAR ESTIMATES (DP05)

The City of Riverbank has seen an approximately 51.4 percent increase in citizens 55 years of age and older from 2010 to 2018, resulting in an annual growth rate of 5.3 percent from 2010 to 2018. In 2010, citizens 55 years of age and older represented 15.7 percent of the total population; however, in 2018, they represented 21.4 percent of the total population. Table 9.0-1 highlights the City of Riverbank total population and population of 55 years and older citizens.

The data highlights a growing population of citizens 55 years and older, which can account for the increasing median age of the population. This trend points will result in an increased need to plan for services, such as health and medical services for this older community.

The Riverbank Specific Plan recognizes that the aging population creates a unique opportunity and responsibility to apply sound policy to serve the spectrum of needs and abilities of older adults. The River Walk Land Use Plan has been designed to help older adults remain functional and active in the community so that they can successfully age in their homes and community. According to the American Planning Association

(APA), an aging population faces a number of challenges in housing, transportation, and connected communities that need to be addressed to ensure the community is designed specifically for its older residents. Specifically, the APA has developed six guiding goals for planning for an aging population to assist planners and jurisdictions to understand the varying needs of an older population:

1. Actively involve older adults and engage the aging perspective in the Planning Process.
2. Provide accessible housing options at a range of price points.
3. Ensure access to a variety of quality transportation options.
4. Use land-use and zoning tools to create welcoming communities.
5. Support the economic well-being of older adults and their caregivers.
6. Strengthen the community assets and supports for older adults.

The Specific Plan takes a multigenerational planning approach to ensure that the needs of all residents are met and that older members of our communities are not at risk of social isolation, poverty, declining health, and poor economic well-being. The following sections will discuss frequent challenges faced by an aging community and how the River Walk Specific Plan addresses these challenges by implementing the six APA goals for planning for an aging population.

### 8.2.1 Housing Variety

Older adults are the fastest growing homeless demographic in the United States, estimated to increase by 33 percent from 2010 to 2020. Additionally, the number of 65 to 79-year-olds with “severe rent burdens” – half of income spent on housing – is projected to increase to 7.6 million in 2035, up from 4 million in 2015. Seniors tend to live on fixed incomes dictated by Social Security and other retirement benefits, those who do not own their homes are significantly affected by rising housing costs. Also, while some seniors may prefer to live in single-family detached homes, others may desire smaller homes with less upkeep, such as condominiums, townhouses, apartments, or mobile homes. For these reasons, the River Walk Specific Plan proposes housing options that are accessible, close to services, and at a range of price points.

The River Walk Specific Plan is designed to provide a variety of housing options to support older adults ranging from those who are fully independent to those requiring progressively more assistance in daily life. This variety of housing types creates opportunities for residents to age in place within the Riverbank community. These homes, because of location, size, and variety, will meet the needs of their residents, as opposed to their current, often larger homes that lack community features. The neighborhood is designed for a diverse range of abilities, incomes and needs. The proposed land use plan includes:

- **Rural Residential** for large-lot single family homes developed at a density of 0.2 to 1 dwelling unit per acre with large areas of the property preserved for agriculture or open space, including both cultivation and grazing activities;

- **Low Density Residential** for single-family homes developed at a density of up to eight dwelling units per acre on a minimum lot size of 5,000 square feet;
- **Medium Density Residential** for small-lot, single-family detached homes, attached single-family homes, and other residences developed at a net density between eight and 16 dwelling units per acre with a minimum lot size of 2,500 square feet; and
- **High Density Residential** for all types of attached single-family and multi-family housing, including condominiums, apartment buildings, townhouses, and other similar residential structures developed at a density of 16 or more dwelling units per acre.

The Rural Residential uses are located around the outer edges of the Specific Plan Area near existing agricultural and equestrian operations. The Low Density Residential uses are located at the northern and southern portions of the plan area and are anticipated to be the most expensive for residents. Both the Rural Residential and Low Density Residential areas provide for larger lots and residences, which may appeal to more active and “younger” seniors who still have teens or agricultural operations to maintain. The Medium and High Density Residential uses will provide options that require less maintenance and are located closer to the heart of the Plan Area. The variety of land uses guides the future development of a range of housing types to ensure the community is accessible to more households.

### 8.2.2 Disability

A disability is defined broadly by state and federal agencies as a physical, mental, or emotional condition that lasts over a long period of time, makes it difficult to live independently, and affects one or more major life activities. Persons with a disability include persons with a sensory disability (sight or hearing), physical (walking, climbing stairs, reaching, lifting, or carrying, dressing, bathing, mobility within the home), mental, or emotional condition causing difficulty in learning, remembering, or concentrating. According to the APA, two-thirds of individuals 85 years and older have at least one disability and 90 percent of individuals 65 years and older with disabilities still live in private homes.



The River Walk Specific Plan is designed to establish design and visitability standards to promote the well-being of people of all ages and abilities. “Visitability” refers to a measure of a place’s ease of access for people with disabilities. Enhancing the mobility and independence of people of all abilities contributes to community vitality. Chapter 7 Development Standards and Design Guidelines of the River Walk Specific Plan establishes design features that enable residents with a range of ages and abilities to live as independently and interdependently as possible across their lifespan. For example, the development standards ensure the maintenance of sidewalks and lights for safe environments, walkable neighborhoods, and natural areas to recreate.

Additionally, because mobility limitations may increase with age, it is important to facilitate quality of life for older adults by creating mixed-use, well connected neighborhoods with access to health centers, pharmacies, grocery stores, parks and cultural activities. For this reason, the River Walk Specific Plan creates enabling environments that raise the

level of functioning and independence of older adults through land use patterns. For example, the High Density Residential land use is placed in the center of the Specific Plan Area adjacent to the Community Garden, neighborhood parks, community commercial uses, and Club House. It is important to ensure that essential goods and services are centrally-located closer to higher density residential uses for those residents who are unable to drive.

### 8.2.3 Isolation

Isolation is a growing problem in older citizens with the number of people 75 years and older living alone expected to double in the United States from 2015 to 2030. Isolation is directly linked to the deterioration of mental and physical health. Isolation typically impacts older adults with disabilities and those who have limited mobility. Because mobility limitations may increase with age, it is important to create well connected neighborhoods with access to community commercial uses, such as grocery stores and pharmacies, and community amenities to support social interactions.

The Riverbank Specific Plan includes a number of community amenities to combat isolation and provide ample opportunities for residents to connect. The Community Club House will function as the social and activity ‘heart’ of the neighborhood, centrally located to community commercial and residential uses to activate the area for community socialization. Additionally, the Community Park is located directly north of the clubhouse and is anticipated to provide various recreational activities for residents and nearby neighbors to socialize and connect. The Specific Plan also includes a number of neighborhood parks and a community garden to facilitate access to fresh fruits and vegetables and provide an opportunity for social engagement. The goal is to establish a sense of community among residents. One of the most praised aspects of living in a 55+, active-adult community is the sense of community. Neighbors build lasting friendships and often become close like a family. Opportunities to give back, share hobbies, and engage within the community foster a sense of pride and belonging.

### 8.2.4 Transportation Safety

People live, on average, for a decade after they reach “driving retirement”. Consequences of older adults giving up their car keys include: 15 percent fewer trips to the doctor; 59 percent fewer shopping trips; and 65 percent fewer trips for social, family, religious and other life-enhancing activities. Additionally, people differ in their degree of physical and cognitive ability, especially among the oldest community members, resulting in a need for a safe multi-modal transportation system. Further, individuals 65 years and older account for 19 percent of pedestrian fatalities and 14 percent of all motor vehicle fatalities.

Age-sensitive design and proper maintenance of the transportation system enables persons of all ages and abilities to benefit from system investments. Older adults in many communities rely on their own personal vehicle for transportation, and if that option is restricted or removed, older adults may become isolated and depressed, as well as lose their ability to contribute to the economy and the community. As such, a variety of transportation options are needed.

The River Walk Specific Plan includes appropriate design guidelines of transportation components such as benches, bus shelters, good lighting,



cross walks that are well marked, and crossing signals with adequate time to cross for persons of all abilities. Additionally, the River Walk Specific Plan includes policies consistent with the principles of Complete Streets, whereby everyone has convenient, safe, and reliable transportation regardless of whether they get around by car, bicycle, on foot, or by public transportation, and regardless of age and ability.

The River Walk Specific Plan shall incorporate areas for future bus stops or other public transit facilities as needed. Bus routes and other public transit options will be planned for within the confines of the Plan Area. Riverbank Dial-a-Ride operates routes throughout the City and will likely add additional routes as new development occurs. Stanislaus Regional Transit operates loop Route 60 through Riverbank and into Oakdale. These public transit providers will be integral partners in developing suitable bus turnout locations and bus shelter facilities within the plan area. To support the use of public transit, it is likely these facilities will be placed near the highest intensity uses in the plan area including the Clubhouse, High-Density Residential units, and the Community Commercial center.

Lastly, the neighborhood roadways will be limited to speeds of 25 MPH or lower and will be designed to accommodate neighborhood electric vehicles (NEV) travel, such as golf carts, BugEs, and CityCars. NEVs can safely use the same streets as vehicles because of lower travel volumes and reduced automobile speeds. NEV access along roadways provides connections among residential areas, recreation centers and parks. NEVs provide a safe and cost-effective way to get around the community. With lower speeds, NEVs allow residents to safely get around. NEVs are also significantly less expensive than a standard economy car while still giving residents the same function of cruising/transporting friends and family around the community and running to the nearby stores.





A watercolor illustration showing a building under construction on the right, with its wooden frame exposed. To the left is a completed, two-story house with a gabled roof and stone accents. The background features soft, blue and green washes suggesting a landscape.

**New development will require a variety of improvements... In order to achieve these improvements, a strategic, collaborative approach to development will be required which builds on development opportunities to create value and enhance the potential for additional development and public investment.**

## CHAPTER 9: Implementation and Administration

This chapter describes the Specific Plan's implementation plan, phasing, funding/financing strategies, and administration. The Specific Plan provides an exceptional opportunity for Riverbank to provide a mix of uses, including extensive commercial mixed-use and service uses, four different residential densities, age-restricted residential uses, and a broad array of parks, recreational, and open space amenities to serve the community.

The land use mix will expand the local job base through the addition of the commercial uses, while providing an active adult residential community that is largely missing from Riverbank and the region. This land use mix was developed to achieve a balanced growth pattern with an emphasis on an opportunity to present the regional real estate market with a residential product that is largely absent from Riverbank's current residential offering. Many of the uses and amenities within the Specific Plan are designed as supportive and complementary to the active adult residential community, which serves as the focal point of the Specific Plan.

New development will require a variety of improvements including those typically associated with site development, including infrastructure improvements needed to create sufficient capacity for the new development anticipated in the area as well as amenities that benefit the entire city. In order to achieve these improvements, a strategic, collaborative approach to development will be required which builds on development opportunities to create value and enhance the potential for additional development and public investment.

This chapter is organized into the following sections:

- 9.1 Infrastructure Implementation Overview
- 9.2 Funding and Financing Strategies
- 9.3 Phasing Plan
- 9.4 Plan Administration
- 9.5 Design and Development Standard Exceptions and Deviations
- 9.6 Residential Unit Transfers

### 9.1: INFRASTRUCTURE IMPLEMENTATION OVERVIEW

There are two broad categories of infrastructure improvements that will need to be implemented within the Plan Area in order to support future development.

- The Primary Infrastructure Network, which comprise the arterial and collector streets, as well as the wet and dry utilities that will be constructed within the right-of-way of these streets, and all major offsite improvements needed to serve the Community based on the City's Master Plans. These improvements will be included in the City's Capital Improvement Program, and the City will assume the lead on construction of these improvements, once funding and right-of-way are secured, in collaboration with stakeholders. In some cases, developers may construct some of the improvements, which would include the receipt of proportional fee credits or waivers for their proportional contribution. Funding for improvements is discussed later in this chapter.
- Project-specific infrastructure improvements will also be required in order to provide access, internal circulation, and utility connections to individual development projects as they are constructed. These improvements will be the responsibility of individual property owners and developers and will not be constructed with City assistance.

Buildout of the Specific Plan will require a full complement of public and private improvements, including roadways and other traffic infrastructure, utilities, landscaping, bicycle and pedestrian facilities, and parks.

### 9.2: FUNDING AND FINANCING STRATEGIES

In order to properly design, build and maintain the public facilities and infrastructure for the Specific Plan, several funding sources and financing strategies will be utilized.

Since the Plan will likely develop in phases, it is expected that each phase may establish its own financing strategy based on the infrastructure for that particular phase. There are common infrastructure items which benefit a combination of phase areas. In this case, shared financing strategies amongst phases may be necessary to capture all costs based on benefits received. This would be the case for fee reimbursements, oversizing, fee offsets, maintenance districts, community facilities districts, and similar items. At the same time, if a developer of a

certain phase chooses to join another phase in any of these districts, mechanisms, or agreements, they may at the developer's discretion.

The following is a detailed discussion regarding the types of funding sources and financing mechanisms needed to finance the Plan Area improvements.

### **Specific Plan Impact Fees**

Specific Plan fees may be developed as part of the Financing Strategy discussed above. In this case, fees will be calculated for the Specific Plan based on benefit, and levied against all new development within the Plan Area. The fees can then be used to facilitate construction of public facilities and infrastructure to serve the Plan Area. Specific Plan impact fees may be imposed as a result of a Financing Plan and may result in fee credits and/or fee waivers.

The Subdivision Map Act allows cities to require developers to dedicate land or make cash payments for backbone infrastructure and public facilities required for their project. Land dedications are most often done for road rights-of-way and utility easements, park sites and other public facilities.

### **Assessment Districts and Special Tax Districts**

The State of California has laws and procedures in place to levy assessments against properties benefiting from improvements and to issue tax-exempt bonds to finance said improvements. Assessment Districts and Special Tax Districts must be initiated by the governing body (City Council) and are subject to a majority protest of the property owners. Assessments are distributed based on the benefits received by each property and act as a lien against the property. The assessments are typically a fixed dollar amount and may be prepaid; however, most property owners or developers pay them back over time with accrued interest.

### **Community Facilities District**

California's Mello-Roos Community Facilities Act of 1982 allows for the creation of special districts authorized to levy a special tax and issuance of tax-exempt bonds to finance public facilities and services. These Districts are often referred to as "Mello-Roos Districts," but are more accurately called "Community Facilities Districts." Because Community Facilities Districts (CFDs) use non-resource bonds that eliminate risk to the municipality, they are an attractive funding source for large projects like the Specific Plan. The creation of a CFD can be initiated by the governing body (City Council) or by the property owner. The property owner must submit a petition and garner a 2/3 vote of all registered voters living in the area.

Bonds issued to a CFD provide greater flexibility to developers because a broader range of improvements can be funded through a CFD. These bonds also provide flexibility with the timing of improvements because the monies are available as-needed and not on a pay as you go system.

The Plan Area is required to annex into CFD 2016-01, the city's maintenance district for maintenance of road, storm water systems, street lighting, parks, and landscaping as well as extended police protection services. The Maintenance CFD would likely have a number of zones of benefit to reflect actual services provided to each development phase by land use type which will result in a tiered assessment approach.

### Private Funding

The majority of improvements for the primary infrastructure network within the Plan Area is anticipated to be installed and funded through the direct construction and dedication of the improvements. A developer is free to seek out private funding sources, equity or debt financing to complete the necessary improvements. The developer assumes significant risk in private funding due to the high up-front costs associated with construction of the improvements. Often the backbone improvements benefit other properties not owned by the developer installing the improvements. Under these circumstances, a reimbursement agreement is necessary to ensure that the developer paying for the improvements is made whole by other property owners that are benefiting from the improvement. Reimbursement Agreements are generally made between the developer and the City, where the City serves as the party responsible for collecting monies from benefiting property owners and redistributing the monies to the developer that paid for the improvement.

### Development Agreements

Structured negotiations between cities and developers are often conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to the provision of infrastructure depends on the project's specific economics, including the relationship between development costs and the revenues that the developer would collect from either leasing or selling the completed development; the amount of funding to be provided through development agreements is negotiated between the City and the property owner.

## 9.3: PHASING AND FINANCING PLANS

A phasing plan for the Specific Plan will be developed in coordination with infrastructure and financing analysis prior to tentative map approval. This plan will ensure that each phase of development has the infrastructure necessary to meet the demands of the new construction.

The Specific Plan outlines some backbone infrastructure needed to serve the Plan Area. However, a more in-depth phasing plan and financing analysis will be required prior to the approval of any tentative map or development plan review to ensure that all infrastructure will accommodate each phase, and ultimately buildout of the Specific Plan. The phasing plan and financing analysis will at a minimum include:

- Phasing plan
  - Village phasing plan
  - Infrastructure needs analysis by village
  - Infrastructure phasing to serve each village phase
  - Maintenance, operation, and public services needs analysis by phase
- Financial analysis
  - Infrastructure costs for each phase
  - Fiscal analysis for planning the ongoing maintenance, operation, and public services
  - Financing mechanisms to fund the costs for each phase.

- CFDs, special assessments, impact fees, taxes, etc.
- Fee credits, in-lieu dedication, reimbursement agreements, Area of Benefit, etc.

The purpose of a phasing plan and financial analysis is to generate the information needed to develop a financing plan. The financing plan will ensure that new development will pay the full costs for infrastructure and other public facilities and services needed to serve the project. An Area of Benefit would be established, and property owners benefiting may be assessed a fair share of cost for any improvements that are constructed to benefit areas outside of the Specific Plan. Additionally, reimbursement agreements will be necessary to ensure that developers that privately fund improvements are able to recoup the costs for other landowners that benefit from the improvement.

#### **9.4: PLAN ADMINISTRATION**

The City of Riverbank is responsible for and shall cause its staff to perform the administration, implementation, and enforcement of the Specific Plan, without requiring additional public notice and/or public hearing, provided the design is in conformance with the Specific Plan.

Implementation of the Specific Plan is anticipated to occur over several years, and over time conditions may change that necessitate interpretation, minor modification, and possible amendment to the Specific Plan. It is intended that the Specific Plan be administered with flexibility and creativity to allow the City staff and property owners to react quickly to changes in the market place within the intent of the Specific Plan.

To the extent a property owner and the City staff cannot agree, the property owner may appeal staff's decision to the Planning Commission for approval, and if the property owner disagrees with such Planning Commission decision, the property owner may appeal to the City Council.

#### **Project Review**

Future development projects proposed within the Plan Area shall be reviewed for consistency with the design and policy standards established by this Specific Plan. Future projects shall also be reviewed for consistency with the adopted Riverbank General Plan, as the General Plan includes numerous policies and actions to ensure that future development within Riverbank minimizes potential environmental impacts and contributes to the quality of life envisioned by the General Plan.

#### **Environmental Review**

An environmental impact report (EIR) accompanies this Specific Plan. The intent of the EIR is to analyze the potential impacts associated with full buildout of the Specific Plan. The EIR identifies a range of performance-based mitigation measures that must be implemented by future development projects in order to reduce potential environmental impacts to the greatest degree feasible.

When future development applications within the Plan Area are received by the City, these projects will be reviewed for consistency with this Specific Plan, and shall be subject to conditions of approval in order to ensure that all relevant mitigation measures, General Plan policies,

and Specific Plan policies are incorporated into the project or otherwise properly implemented.

For projects that are found to be consistent with the scope of activities analyzed in the EIR, and which properly implement all relevant policies and actions contained in the General Plan, additional project-specific CEQA analysis is not anticipated. Future projects within the Plan Area would be subject to other City procedures, such as those related to design and site development review, conditional use permits, tentative subdivision maps, improvement and grading plans, final maps, building permits, etc.

### **9.5: DESIGN AND DEVELOPMENT STANDARD EXCEPTIONS AND DEVIATIONS**

It is the intent of the Specific Plan to provide guidance while also permitting flexibility in design to meet market needs and conditions. Exceptions and deviations to a development standard and or design guideline may be requested. Exceptions and deviations shall not require a concurrent Specific Plan Amendment. Approval of exceptions/deviations to these standards shall be allowed provided the following findings are made:

1. The exception/deviation does not result in any unmitigated impacts to the Plan Area that were not already anticipated by the Specific Plan EIR;
2. The exception/deviation does not materially change the general land use pattern of the Specific Plan or the physical character of the project;
3. The objectives and intent of the Specific Plan are equally or better served through the exception/deviation of the development or design standard;
4. The exception/deviation will not compromise the Specific Plan's design that would otherwise exist without the requested exception;
5. The alternative development or design standard will result in a project of equal or improved design and/or equal or greater community benefits than would otherwise be possible without the proposed alternative standard; and,
6. No increase in total unit counts, or nonresidential square footage will result through exception/deviation of the standard.

If consistent with the above criteria, exceptions and deviations are considered administrative in nature, is contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan, zoning, Development Agreement, or the General Plan.

### **9.6: RESIDENTIAL UNIT TRANSFER**

It is the intent of the Specific Plan to permit flexibility in adjusting the residential allocation within each residential village land use category (Low, Medium, and High Density Residential). The Specific Plan allows the City to approve transfers of residential units among villages and parcels.

Each residential large lot parcel (village) on the Specific Plan land use plan is assigned a residential unit allocation (See Table 4.6-1 of the Specific Plan), with associated land use density (du/ac), and total unit counts. Residential unit allocations are based on an initial assessment of the constraints and opportunities of each area and anticipated long-term demand for various housing types.

As individual tentative subdivision maps and final maps are processed over time, a more detailed assessment of site, market, and other conditions will occur. It is anticipated this process may result in the need to adjust (reduce or increase) the number of residential units assigned to some residential areas (lots and villages).

This Specific Plan includes a provision to allow the City to approve transfers of residential units between villages and parcels. The Planning & Building Manager may administratively approve a residential unit transfer/density adjustment between any Specific Plan Village or parcel provided the following conditions are satisfied:

1. The transfer and receiving parcels are located within the Plan Area, the parcels have been identified for development, and the total number of approved units for the entire Specific Plan does not exceed a maximum of units specified in Chapter 4;
2. The transfer of units does not result in a change to the land use designation (i.e., Low Density Residential, Medium Density, or High Density Residential), specifically, the transfer does not: (a) reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation;
3. The transfer of units does not result in increased impacts beyond those identified in the Specific Plan EIR or significantly affect planned infrastructure, roadways, or other public facilities beyond what was anticipated in the Specific Plan EIR; and,
4. The cumulative increase or decrease in units resulting from the adjustment does not change the unit allocation by more than 30% of the units to either the transfer or receiving parcel. Transfers greater than 30% may be granted, but require review and approval by the Planning Commission.

The transfer of residential units, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan, zoning, Development Agreement, or the General Plan.