

# *DOWNTOWN SPECIFIC PLAN*

The Downtown Specific Plan  
City of Riverbank, California

---

Adopted by City Council by Resolution No. 2015-031

and

Ordinance No. 215-010

May 12, 2015

---



**CITY COUNCIL AND PLANNING COMMISSION  
STAFF THAT WORKED ON THE SPECIFIC PLAN  
BETWEEN 2007 AND 2013**

**CITY COUNCIL**

David I. White, Mayor  
Dave White, Vice Mayor  
Sandy Benitez, Councilmember  
Danny Fielder, Councilmember  
Jesse White, Councilmember

**PLANNING COMMISSION**

Joan Stewart, Chair/Commissioner  
Clint Bray, Vice-Chair/Commissioner  
Patricia Hughes, Commissioner  
John Degele, Commissioner  
Max Melendez, Commissioner

**CITY STAFF**

Richard P. Holmer, City Manager  
Tim Ogden, Economic Development & Housing Director  
J.D. Hightower, Community Development Director

**CITY COUNCIL AND PLANNING COMMISSION STAFF AS OF JANUARY, 2015**

**CITY COUNCIL**

Richard D. O'Brien, Mayor/Chair  
Cal Campbell, Vice Mayor/Chair  
Darlene Barber-Martinez, Councilmember  
Leanne Jones Cruz, Councilmember  
Jeanine Tucker, Councilmember

**PLANNING COMMISSION**

Joan Stewart, Chair/Commissioner  
Anthony McKinney, Vice-Chair/Commissioner  
Patricia Hughes, Commissioner  
John Degele, Commissioner  
Carlos Villapudua, Commissioner

**CITY STAFF**

Jill Anderson, City Manager  
John Anderson, Contract Community Development Director  
Janet Smallen, Senior Community Development Specialist

# P *ROJECT TEAM*

---

## **DOWNTOWN REVITALIZATION COMMITTEE**

Dennis Zinner, Chair

Ric McGinnis, Vice-Chair

Karen Bickford

Carla Strong

Evelyn Halbert

Debbie Libhart

Marian McBride Luman

David I. White

## **CONSULTANT TEAM**

The City Design Collective

Ian Wolfe Ross Urban Design

Mundie & Associates

David Evans, ASLA

Catherine Chang Design Studio

Mark Thomas & Company

Mathew Gerken, AECOM

John B. Anderson, JB Anderson Planning

# T ABLE OF CONTENTS

---

## INTRODUCTION

OVERVIEW .....	1
----------------	---

## SECTION I – COMMUNITY VISION .....3

1.1 BACKGROUND & SETTING .....	4
--------------------------------	---

1.1.1 – REGIONAL CONTEXT .....	4
--------------------------------	---

1.1.2 - SETTING.....	10
----------------------	----

1.2 – THE PLANNING PROCESS.....	15
---------------------------------	----

1.2.1 – OVERVIEW .....	15
------------------------	----

1.2.2 – DOWNTOWN VISION.....	19
------------------------------	----

1.2.3 – GUIDING PRINCIPLES .....	21
----------------------------------	----

1.3 – REVITALIZATION STRATEGIES .....	22
---------------------------------------	----

1.3.1 – OVERVIEW .....	22
------------------------	----

1.3.2 – CITY WIDE STRATEGIES.....	23
-----------------------------------	----

1.3.3 – DISTRICT-WIDE STRATEGIES.....	24
---------------------------------------	----

1.3.4 – DOWNTOWN CORE STRATEGIES .....	31
--	----

1.3.5 – DOWNTOWN CORE INFILL CONCEPT PLAN .....	33
---	----

## SECTION 2 – REGULATING CODE .....36

2.1 – ORIENTATION .....	37
-------------------------	----

2.1.1 – OVERVIEW .....	37
------------------------	----

2.1.2 – APPLICABILITY.....	38
----------------------------	----

2.1.3 – ORGANIZATION OF REGULATIONS .....	40
---	----

2.1.4 – HOW TO USE THIS REGULATING CODE.....	41
2.2 – DISTRICT ZONE REGULATIONS.....	42
2.2.1 – DISTRICT ZONES.....	42
2.2.2 – LAND USE CATEGORIES .....	45
2.2.3 – BUILDING PLACEMENT .....	49
2.2.4 – BUILDING HEIGHT .....	50
2.2.5 – BUILDING LENGTH .....	50
2.2.6 – FRONTAGE COVERAGE .....	51
2.2.7 – BUILDING TYPES .....	52
2.2.7.A – COMMERCIAL BLOCK.....	54
2.2.7.B – WORKPLACE COMMERCIAL.....	56
2.2.7.C – MULTIPLEX .....	58
2.2.7.D – LIVE-WORK .....	60
2.2.7.E – COURTYARD HOUSING .....	62
2.2.7.F – ROW HOUSE.....	64
2.2.7.G – SINGLE-FAMILY DETACHED .....	66
2.2.8 – FRONTAGE TYPES .....	68
2.2.8.A – SHOPFRONT .....	69
2.2.8.B – ARCADE .....	70
2.2.8.C – FORMAL ENTRY .....	71
2.2.8.D – FORECOURT.....	72
2.2.8.E – STOOP .....	73
2.2.8.F – FRONTYARD.....	74

2.3 – DISTRICT-WIDE REGULATIONS.....	75
2.3.1 – ARCHITECTURE .....	75
2.3.1.A – GENERAL PRINCIPLES.....	77
2.3.1.B – HEIGHT ARTICULATION .....	79
2.3.1.C – LENGTH ARTICULATION .....	81
2.3.1.D – CORNER TREATMENT .....	82
2.3.1.E – WINDOWS .....	83
2.3.1.F – WALLS.....	85
2.3.1.G – ROOFS.....	87
2.3.1.H – DOORS AND ACCESS .....	88
2.3.1.I – STYLE.....	89
2.3.2 – LANDSCAPE AND OPEN SPACE .....	97
2.3.2.A – SETBACK AREAS .....	98
2.3.2.B – OPEN SPACE.....	99
2.3.2.C – PARKING AREAS.....	101
2.3.2.D – PLANT MATERIALS .....	102
2.3.2.E – FENCES, WALLS AND SCREENING .....	103
2.3.2.F – LIGHTING .....	104
2.3.3 – PARKING.....	105
2.3.4 – SIGNAGE.....	108
2.3.4.A – WALL SIGNS.....	111
2.3.4.B – AWNING & CANOPY SIGNS .....	112
2.3.4.C – PROJECTED & BLADE SIGNS.....	113

2.3.4.D – WINDOW SIGNS.....	114
2.3.4.E – MARQUEE SIGNS.....	115
2.3.4.F – MONUMENT SIGNS .....	116
<b>2.4 – THE CANNERY DISTRICT .....</b>	<b>118</b>
2.4.1 – DISTRICT STRUCTURE .....	120
2.4.2 – NEW STREETS.....	122
2.4.2.A – SANTA FE STREET .....	123
2.4.2.B – NEIGHBORHOOD STREETS.....	125
2.4.2.C – PLAZA STREETS .....	126
2.4.3 – TOWN CENTER PLAZA .....	128
2.4.4 – CANNERY DISTRICT LAND USES .....	130
2.4.5 – CANNERY DISTRICT BUILDING TYPES.....	131
2.4.6 – CANNERY DISTRICT ARCHITECTURE.....	132
<b>SECTION 3 – IMPLEMENTATION .....</b>	<b>134</b>
3.1 – OVERVIEW .....	135
3.1.1 – OVERVIEW .....	135
3.2 – RELATED DOCUMENTS .....	136
3.2.1 – CITY DOCUMENTS .....	136
3.2.2 – SPECIFIC PLAN DOCUMENTS .....	137
3.3 – SUBSEQUENT APPROVALS .....	138
3.3.1 – EFFECTUATION OF ENTITLEMENTS.....	138
3.4 – CAPITAL IMPROVEMENT .....	140

3.4.1 – STREETScape IMPROVEMENTS .....	140
3.4.2 – SANTA FE AVENUE CONNECTIVITY THROUGH THE BNSF RAILROAD RIGHT OF WAY .....	144
3.4.3 – WAY FINDING.....	147
3.4.4 – TRAFFIC SIGNAL IMPROVEMENTS .....	148
3.5 – FINANCING STRATEGY .....	149
3.5.1 – FINANCING.....	149
3.6 – INFRASTRUCTURE & ENVIRONMENTAL .....	152
3.6.1 – INFRASTRUCTURE .....	152
3.6.2 – ENVIRONMENTAL REVIEW .....	153
3.7 – SPECIFIC PLAN ADMINISTRATION .....	154
3.7.1 – ADMINISTRATION .....	154
3.7.2 – INTERPRETATIONS .....	155
3.7.3 – ALTERNATIVE DEVELOPMENT & DESIGN STANDARDS .....	156
3.7.4 – MINOR SPECIFIC PLAN MODIFICATIONS .....	157
3.7.5 – SPECIFIC PLAN AMENDMENTS.....	158
3.7.6 – SPECIFIC PLAN ENFORCEMENT .....	159
3.7.7 – SEVERABILITY .....	160
<b>APPENDIX A – MITIGATION MONITORING AND REPORTING PROGRAM FOR THE DOWNTOWN SPECIFIC PLAN FINAL EIR.....</b>	<b>161</b>

# INTRODUCTION



## OVERVIEW

### Role of the Specific Plan

The Riverbank community desires a comprehensive revitalization of their historic downtown. This Specific Plan is intended to be a tool for catalyzing and achieving envisioned change. The vision, revitalization strategies, development regulations, and implementation measures contained within this Plan are provided to help decision-makers in the following ways:

1. Establish changes to policies and regulations to attract and guide desired new investment.
2. Assess proposed development projects to ensure they support the community's stated goals.
3. Focus capital improvements and public investment in support of desired change.
4. Coordinate and focus city-wide planning efforts in support of Downtown revitalization.

### Operating Principles

The following operating principles recognize that revitalization in the historic Downtown is likely to occur incrementally, and over a long period of time.

1. The Specific Plan is not a static document. Future vision will suggest that as the Downtown Specific Plan evolves, so too may the market forces and consumer preferences that affect development feasibility. On-going evaluation of the revitalization strategies and development regulations will ensure long-term success.
2. Revitalization is most successful when public and private investment are coordinated and directed towards achieving a common goal. The City has invested in capital improvements in hopes to catalyze and support envisioned transformation of the Downtown.
3. City districts are most successful when they are complementary, and do not unduly compete with one another. City-wide policies that guide economic growth and development shall be supportive of Downtown revitalization.

### Plan Organization

The Downtown Specific Plan contains an introduction and three sections as follows:

Introduction contains an overview describing the role of the Plan and the Plan's operating principles. A statement describing the Authority of the Specific Plan is followed by a description of the Plan Area.

Section 1 - Community Vision - opens with a summary and analysis of existing conditions. A description of the planning process is followed by a statement of the community's long-term vision and goals. Revitalization Strategies describe public and private actions necessary to achieve desired transformation. Section I. concludes with Downtown Core Infill Concept Plans illustrating possible long-term investment in the Downtown Core.

Section 2 - Regulating Code - contains development regulations to guide new development throughout the Plan Area.

Section 3 - Implementation - contains a description of City Actions designed to stimulate new investment. A description of Capital Improvements and Financing Strategies is followed by a synopsis of infrastructure and Environmental Review.



**Authority**

The City’s 2025 General Plan designates the Downtown Specific Plan area as an Infill Opportunity Area, in which the City will “focus reinvestment, and revitalization efforts” including public-private partnerships, public investments, infill incentives, and other strategies.

Under the legal authorization established in Article 8 of the State of California Government Code (Section 65000 et seq.) the community has created this Downtown Specific Plan to direct land use and development efforts in support of overall Downtown revitalization.

The Specific Plan’s Regulating Code replaces existing zoning policies, development standards and design guidelines. The Specific Plan does not replace or augment City of Riverbank regulations pertaining to health, safety and welfare issues. All applications for new construction, or substantial modifications to existing development, shall be reviewed for conformance with the policies contained in this Specific Plan’s Regulating Code.

**Specific Plan Area**

The Downtown Specific Plan planning area is illustrated below. The Plan Area consists of all parcels located between Callander Avenue, Fourth Street, Atchison Street and Patterson Road, and includes parcels having frontage along Atchison Street (SR 108) west of Seventh Street to City limits.



Specific Plan Area Map

# COMMUNITY VISION

### **1.1.1 REGIONAL CONTEXT**

#### **Historic Heart of the City**

Downtown Riverbank was founded adjacent to an early ferry crossing on the Stanislaus River. By 1900, the Atchison, Topeka, and Santa Fe Railroad was established throughout the central valley, and soon thereafter, the construction of the train depot near the river crossing ensured that Downtown would play a vital role as the heart of the emerging City. After incorporation in 1922, Downtown flourished in its location at the convergence of the river and the railroad, the region's primary corridors for the movement of goods, customers, and services.

As the City grew, Downtown emerged as the City's center for retail and industrial business as well as its earliest mixed-use neighborhood. Downtown was comprised of homes and commercial buildings, and Santa Fe Street was the community's 'main street' where residents would shop for daily needs, participate in civic life, attend cultural events such as parades and festivals, or simply gather with their neighbors. Development in Downtown came to embody the city's small-town character and helped to forge its identity. In addition to serving as the community's center for commerce, Downtown was the community's cultural heart.



Downtown grew relative to its location adjacent to the Stanislaus River and the Railroad, tying it to the region's agricultural economic base.



Downtown's proximity to the Stanislaus River was instrumental to its early development as a center for commerce.



Riverbank has its roots as an agrarian settlement. Agriculture continues to be an important industry throughout the City, the County, and the Region.



The establishment of the train depot along Atchison, Topeka and Santa Fe Railroad helped the town to grow as a regional destination.



The BNSF railroad continues to play a significant role in the region's overall economy.

As evidenced by the Images of America Riverbank by Glenn Allen Ditman and the Riverbank Historical Society published in 2013 there are six (6) historically significant structures in the Downtown Specific Plan Area. These include: Ditman Apartments (1913), Methodist Church (1912), Del Rio Theater (1937), First National Bank Building (Bordona Building of 1913), Carnegie Library (1917) and the Callander Building (Masonic Lodge of 1912). The plan provides general guidance towards the preservation of these historical landmarks. City staff has not officially conducted a Historical Sites survey, but the text within this plan serves to provide entitlement tools to preserve and enhance the significance of these identified structures.

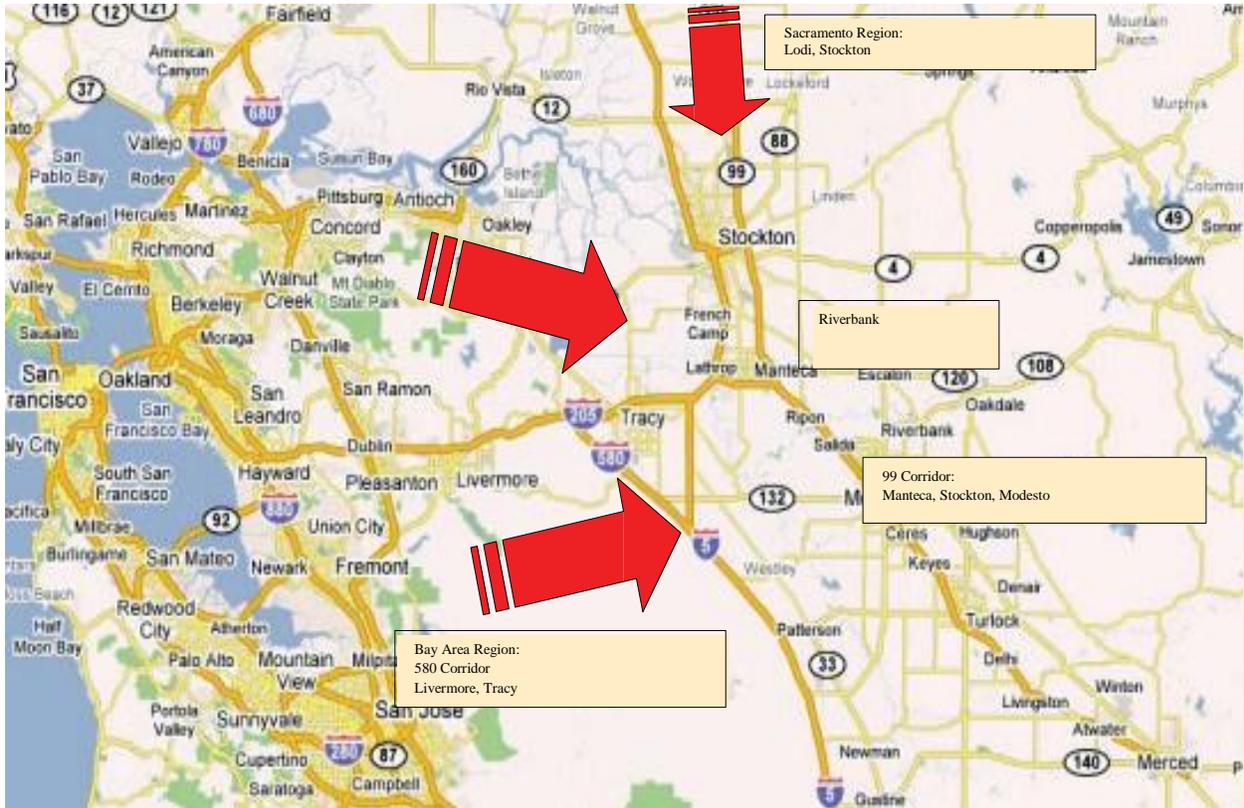
### **Regional Growth**

Between 2000 and 2014, Riverbank began to experience the early stages of what would become a dramatic increase in the growth of new residential and commercial development throughout the region. Pent-up demand for new housing transformed the cities of Livermore, Tracy, and Modesto as well as Riverbank. During this period of time, Riverbank experienced a population increase of almost 35%.

Residential growth in Stanislaus County has been transforming what were formerly agricultural lands into residential neighborhoods at a very rapid pace. Accompanying the arrival of new residents has been a significant increase in the demand for new commercial and retail development. As the region has grown, the primary corridors for the movement of goods and services have shifted from the river and the rail, to the region's automobile corridors, arterials, and highways. During the City's early years, commercial development located primarily in the Downtown core area near the river, the railroad, and within walking distance of many of the City's residents. In recent year's commercial development has shifted along the City's primary automobile thoroughfares including Atchison, Patterson, Oakdale, and Claribel Roads, where it is on-display for many of the region's residents and visitors who drive these corridors as part of their daily commute.

## 1.1 BACKGROUND & SETTING

In recent years, hundreds of thousands of square feet of new commercial development has been established throughout the city where it is strategically positioned to attract a large percentage of the County's residents and visitors, and able to draw customers from multiple cities. These new commercial centers offer a variety of retail stores including national retailers, and typically provide a large supply of surface parking.



Growth in the residential and commercial development has been expanding along regional corridors throughout the Region.

## 1.1 BACKGROUND & SETTING

---



Neighborhood commercial and entertainment Development along Patterson Road near Downtown.



Auto-oriented commercial development along Atchison Road, adjacent to Downtown.



A regional retail center located at the intersection of Claribel and Oakdale Roads serves a regional market.

### Effects of Regional Growth on the Downtown Plan Area

*Downtown should be the social and cultural heart of our community, and must not be left behind as the City grows. – Riverbank 2025 Vision*

In its earliest days, Downtown Riverbank was the community’s destination for townspeople in need of goods and services. It was the local destination for commerce, for civic life, and for entertainment. Downtown was the place for families to gather and for residents to shop for everything from groceries and apparel, to women’s accessories and saddles.

Today, Downtown finds itself in many ways, ‘off the beaten path’. Recent trends in development have shifted new residential and commercial development to areas located well outside of Downtown Core. This shift has taken a significant toll on Downtown’s economic health. Downtown remains the town’s centerpiece in the hearts and minds of many community members, but the current social and economic trends tell a very different story.

With almost all new development occurring in the south western portion of the City, the vast majority of residents now live well outside of the Downtown Core area. During the day, many residents work and shop in nearby cities and in the commercial centers located along their primary commute routes. In the evening, many Riverbank residents travel again to nearby commercial centers including the Crossroads Commercial Center to enjoy restaurants, cinemas, and an evening out. As a result, Downtown’s streets are all-but deserted in the early evening, with many shops owners closing their doors before the sun has fully set.

At a time when the city’s population has been growing at unprecedented rates and incomes have been on the rise, the city’s cherished Downtown has been in decline. Many Downtown businesses have been forced to shut their doors as customers gravitate towards the auto-oriented convenience offered by conventional development elsewhere in the City. With the decline in Downtown business and activity, and with most new development having little orientation or connection to the City’s historic Downtown, Riverbank is quickly becoming a landscape of community members who are dislocated from the physical, social, and cultural qualities that were fundamental to life when Downtown was the community’s vibrant cultural heart.



Vacant ground-floor space with one of downtowns most attractive buildings.



Vacant shop front space along Santa-Fe St. downtowns “main street”.

## 1.1 BACKGROUND & SETTING

---



Vacant lot location along Santa-Fe St. in the heart of Downtown.



The local hardware store was a favorite of many downtown residents, but closed after the opening of Home Depot.

### 1.1.2 SETTING

*Purpose*

*This section contains a brief summary of existing conditions at the time of the Plan's drafting.*

#### Urban Design Setting

East of the railroad, between Atchison Street and Patterson Road, Downtown for the most part retains its historic grid of walkable streets and blocks bisected by alleys. Santa Fe Street between Second and Fourth Streets contains the majority of the City's historic 'main street' fabric comprising commercial buildings fronting onto the sidewalk, and having shop fronts along the ground floor. Third Street connects Santa Fe Street to Downtown's primary east-west corridors, Atchison Street to the north, and Patterson Road to the south, and is home to civic buildings as well as the Del Rio Theater, Downtown's historic performing arts center.

East of the historic center, Downtown is composed primarily of residential development. Single family and multi-family homes, schools, a community center and a teen center support a distinctive small-town neighborhood character throughout this part of the City. South and west of the core, the Downtown Specific Plan Area contains a mix of residential, commercial, cultural, and workplace uses, located along Stanislaus and Sierra Streets.

West of the railroad, the Downtown Specific Plan Area comprises a more industrial and less urban structure; Topeka, Santa Fe and Stanislaus Streets extend from Callander Avenue towards the east, where they terminate within the Cannery District's industrial setting. South and west of the Cannery District, vestiges of Downtown streets and blocks contain a mix of single and multi-family residences. Callander Avenue is fronted by a range of commercial buildings and a church set back from the sidewalk.

Atchison Street (State Route 108) forms the northern edge of the Downtown Specific Plan Area. As a regional corridor, Atchison Street plays a vital role in connecting the region's residents and visitors to Downtown. Atchison Street is home to both commercial and residential uses and has a distinctively auto-oriented character with more than 25,000 average daily vehicle trips.

Patterson Road forms the southern edge of the Plan Area, and is one of the City's primary east-west thoroughfares. West of Downtown, Patterson Road contains numerous commercial centers extending from the city's western limit to its convergence with Atchison Street and Callander Avenue. Within Downtown, Patterson serves as a buffer between the Downtown Specific Plan Area and the mix of industrial and residential development to the south.



Near the corner of Third and Santa-Fe St. in the



Residence in the Downtown Neighborhood

## 1.1 BACKGROUND & SETTING

---



The cannery district west of the Railroad.



Downtown is home to parks, open spaces and a new skate park.

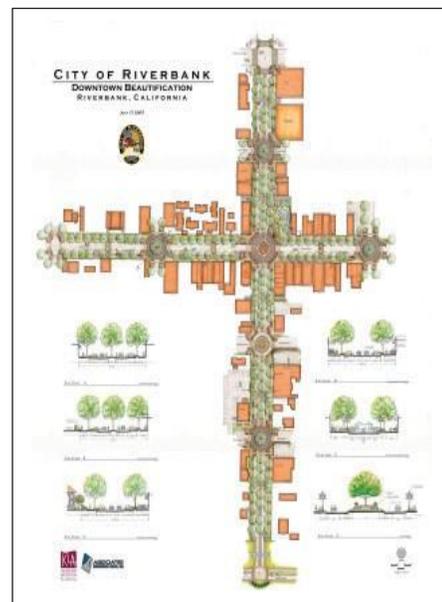
### Streetscapes

#### Santa Fe and Third Streets

The City's Downtown Beautification Project has transformed Third Street and Santa Fe Streets into a pedestrian-friendly environment set to attract new business to the Downtown Core.

#### Atchison Street / Hwy 108

Along Atchison Street, narrow sidewalks are located adjacent to fast-moving auto related traffic. There are few street trees, street lights, or street furnishings along the sidewalks, resulting in an auto-oriented character that is not supportive of pedestrian activity.



Downtown Beautification Plan

## 1.1 BACKGROUND & SETTING

---



Atchison Street west of Third Street.



Atchison Street east of Third Street.

### Patterson Road

South of Downtown, Patterson Road's lack of street trees results in an unattractive buffer between Downtown and nearby industry and older residential neighborhoods. The sidewalk along the south side is narrow, and often interrupted with utility poles.

Bicycle lanes are provided but the roadway environment is harsh and not welcoming to pedestrians. Bus shelters located along the north side of the road lack landscaping or other improvements that could help to soften the environment for pedestrian and transit use.



Sidewalk along the south side of Patterson Road.



Bus shelter along Patterson Road.

### Neighborhood Streets

Throughout the Downtown Specific Plan Area neighborhood streets tend to have narrow sidewalks located adjacent to the back-of-curb, and provide little buffer or shade for pedestrians. Street trees are limited, and street lights are often of a scale and style more suitable for street environments than for pedestrian use and safety. Many of Downtown's neighborhood streets have two lanes of angled parking which creates a character more typical of commercial districts than residential districts, and drastically increases the auto-oriented character of the public realm with wide uninterrupted hardscape.



Street lights are not of pedestrian-scale.



Angled parking on a residential street.

### **Opportunity Sites**

In consideration of the fact that Downtown is the city's oldest district and its historical commercial center, there exists a surprising number of opportunity sites primed for new investment. Along Santa Fe Street in the heart of the Downtown Core, many shop fronts are empty or show signs of significant disinvestment. Elsewhere in the Plan Area, numerous parcels are occupied by fairly low-quality development. Many of these parcels are identified on the accompanying Opportunity Sites Diagram.

The Cannery District presents the single largest opportunity site in the Downtown Specific Plan Area. Comprising over 32 acres, redevelopment of the site will help the City to realize significant new investment in the coming years, creating opportunities for a mix of land uses and public open spaces.

The City's Redevelopment Agency had been proactive in assessing and acquiring sites throughout Downtown Core which are strong candidates for new investment. Unfortunately, as part of the State Budget restructuring of 2012, the State of California has rescinded the authority of all Redevelopment Agencies and has demanded that all RDA properties be sold and the proceeds returned to the State. This has created a significant impact on the City's ability to play a financial role in the revitalization of the Downtown Core. The land use policies and strategies established with this Specific Plan will be critical in establishing a clear vision for private party investment in the revitalization of the Downtown area.

## 1.1 BACKGROUND & SETTING

### Opportunity Sites Diagram



-  City Interest:
-  Private Interest:  
Vacant / underutilized lot and/or building.



The 32 acre Cannery District is Downtown's largest opportunity site.



Directly across from the Del Rio, new development on this parcel could serve as a gateway to Downtown.



Opportunity site land in the heart of Downtown.



Opportunity site along Atchison Street.

### **1.2.1 OVERVIEW**

The Downtown Specific Plan's Vision and Guiding Principles grew out of an extensive public planning process.

Stage 1 of the planning process began in November 2007 with the Two Day Dialog consisting of two days of meetings between the consultant team and members City Staff, City Council, the Planning Commission, stakeholders, and residents. During these meetings, community members discussed their visions for revitalization, and their ideas for attracting new investment. The consultant team circulated a survey encouraging residents to describe the current role that Downtown plays in their daily lives, and what they would like to see in the future.

In January 2008, the consultant team met with community members at the Scouts' Hall to present preliminary urban design analysis, and to further the dialog with Downtown residents, land owners, and business owners. Community members were asked to describe their vision for Downtown. Details are included in the following pages.

Stage 2 began with a presentation of preliminary urban design strategies for revitalization during a second community workshop held in Downtown on February 6, 2008. Urban design strategies included preliminary recommendations for district formation, land use regulations, and capital improvements. Following the presentation, the consultant team recorded input from the community, and discussed the strategies in greater detail.

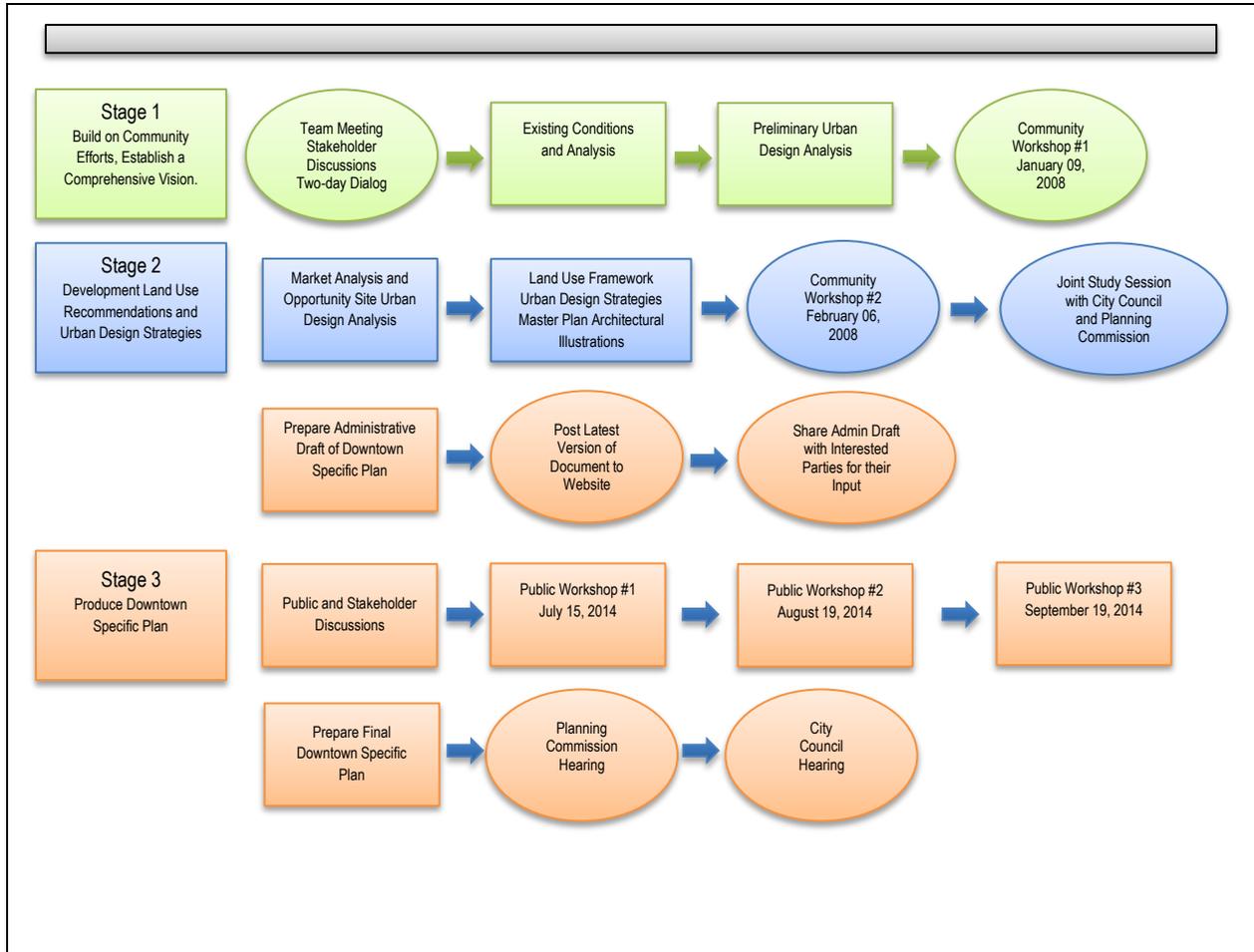
Based on the community's input in the second workshop, the consultant team modified the land use and urban design recommendations and presented refined strategies in a Joint Study Session with Planning Commission and City Council on April 14, 2008. Members of City Council and Planning Commission approved the direction of the land use and urban design recommendations and directed the consultant team to prepare the Administrative Draft of the Specific Plan.

The consultant team met with members of the Planning Commission and the Downtown Revitalization Committee to discuss preliminary regulations on August 18, 2008, and delivered the Administrative Draft of the Specific Plan to City Staff in September, 2008.

The Public Review Draft of the Plan was made available to the full Riverbank community in November, 2008

On March 25, 2013 the Riverbank City Council took action to certify the EIR for the Downtown Specific Plan by adopting Resolution 2013-015. The adoption of the Downtown Specific Plan has been delayed because of significant questions concerning the plan area boundaries, public involvement, the downturn in the economy and elimination of the Redevelopment Agency by Governor Brown. The Specific Plan has been vetted in the community through a series of one on one meetings with vested property owners and interested public members. The Riverbank Planning Commission will be commissioned to review and receive public comment on each element of the plan before final changes to the plan will be made. Through this additional public input, the City is encouraged that consensus can be reached on the vision for the Downtown and the rest of the Plan Area.

## 1.2 THE PLANNING PROCESS



Presentation to the Planning Commission occurred on [tbd].

Presentation to City Council was made on [tbd].

## 1.2 THE PLANNING PROCESS

### Public Input

Throughout the planning process, community members and stakeholders discussed their visions for Downtown revitalization, and the steps necessary to achieve their desired future. The following summary of community input and subsequent vision statement form a basis for the Plan's Revitalization Strategies.



### Community Input - Vision

- Downtown should feel like the center of the community. It has been 'losing ground' to the newer developments located in other areas of the City. If Downtown is to survive, it needs to attract new investment.
- Downtown is home to many residents and is the City's historic residential center. As Downtown grows, we must protect and enhance the existing residences, while attracting new residents to strengthen its role as a vibrant neighborhood.
- We need more reasons to shop Downtown: Banks, shops, boutiques, a pharmacy and other places to go every day.
- More restaurants would be a great asset in the Downtown. They would help to attract families on a regular basis.
- Downtown should be the place that everybody goes on the weekends. It should be a place for community gatherings and shouldn't feel like a shopping center or mall.
- Downtown must become home to Riverbank's art culture. We should expand the visual and performing arts program and make sure that Downtown is the City's center for art and cultural activities.



### Community Input - Strategies

- Focus new residential development in the Downtown Specific Plan Area.
- Attract many new businesses to Downtown. Use zoning controls to limit undue competition from nearby areas.
- The Downtown buildings need to be made more attractive. Right now, there are too many unattractive buildings. We need design standards for new buildings and programs to improve building facades.
- Work with the Chamber of Commerce to focus new businesses in the Downtown Specific Plan.
- Develop the Cannery District in a way that will bring more people to Downtown. Add more housing that will be affordable to empty-nesters, single folks, and young families. We also need more rental housing in the Downtown.
- Make sure that new streets and parks are designed to support pedestrians in the Downtown. The streets are too wide and we need many more trees and benches to make it more walkable.
- We need to identify the Downtown Area. It's hard to find Downtown if you don't know where you're going. We need more signage and better gateways.

## 1.2 THE PLANNING PROCESS

### 1.2.2 DOWNTOWN VISION

*In the morning hours, there is much activity along Santa Fe Street as shopkeepers arrive to open their business. Residents of downtown neighborhoods can be seen grabbing a coffee and a copy of the local paper as they are greeted by employees of local businesses. City officials and municipal employees are chatting beside City Hall as children can be seen hustling down the sidewalks on their way to school.*

*During the day, Downtown shops and services are busy with customers. Where vacant shop fronts once stood, Downtown is alive with new buildings that have a desirable mix of retail shops and restaurants on the ground floor, and professional offices and private homes on upper stories. Community members can be seen running errands, visiting City Hall, and taking care of their daily needs at local shops. There is ample parking for customers and walking to and from businesses and other destinations is a pleasure along tree-lined streets.*

*By midday, sidewalks are abuzz with residents and visitors dining al fresco where restaurants and cafes have placed tables on sidewalks, and in paseos and plazas beneath large shade trees. Near the Plaza Del Rio at the corner of Santa Fe Street and Third Street, local artists can be seen setting up easels in preparation for the weekend's art show, while a group of seniors practice Tai-chi in the shade.*

*As the sun sets and the air begins to cool, some residents make their way on foot, by bicycle, and on the ROTA Trolley to the Town Center Plaza in the Cannery District to participate in the evening's dance celebration. Residents living along Downtown's boulevards and throughout Downtown neighborhoods make a quick stop at a local foods store to pick up some dinner and a bottle of wine before heading home for the evening.*

*Downtown Riverbank is the vibrant and active center of the Riverbank community. What was historically the City's most cherished district has reclaimed its place as the social and cultural heart of the City.*



*“We should continue to build on the Rio Arts program and bring more events to Downtown for the community to enjoy”*



*“More open spaces would help. No more industrial uses. Parking areas should be located behind buildings. Downtown needs to be friendly to people.”*



*Many people live Downtown. It is important that we protect existing residences, and don't create conditions that adversely affect Downtown residents.*



*We need better conditions for pedestrians and bicycle riders. More attractive streets throughout Downtown is essential.*

### **1.2.3 GUIDING PRINCIPLES**

The following statements have been selected from the City's General Plan to best reflect the community's goals for Downtown. In combination with the public input recorded during this Plan's public planning process, and the accompanying Riverbank 2025 Vision, these statements form the basis for the Downtown Specific Plan's Revitalization Strategies.

#### Small Town Character

- Downtown should be the social and cultural heart of our community, and must not be left behind as the city grows.
- Small, locally-owned businesses are an important part of the unique character of Riverbank and essential to a healthy local economy.

#### Community Identity

- Downtown should remain a walkable, pedestrian-scaled commercial center that best reflects our community's unique identity and our desire to maintain our small town image.

#### Choice and Diversity

- We value the opportunities to live, shop, work, and recreate locally if we choose to.
- We will design our community so that people can walk, bicycle, or use public transit if they choose not to drive.

#### Improved Quality of Life as the City Grows

- The future health of Riverbank requires that older neighborhoods be improved at the same time that new areas develop.
- New development should increase, not impede our sense of being connected as one community.

#### Land Use

- The City will encourage development and redevelopment of Downtown as a mixed-use, high- activity area. Development and retention of retail and visitor-oriented uses, business and personal services, government and professional offices, communications facilities, civic uses, and high- density residential uses will be encouraged.

#### The Riverbank 2025 Vision

Riverbank in 2025 has a small-town character where residents can live, work, and play locally. The City has a thriving downtown that offers a variety of retail opportunities and services and functions as the social and cultural heart of the community.

Riverbank has a healthy and diversified industrial base served by its railroad, safe and walkable/bikeable neighborhoods, and a wide range of employment and housing opportunities for its diverse population. Although we welcome automobiles, Riverbank is a place for PEOPLE. Those who choose not to drive can easily and safely walk, bicycle, or use public transit to get to work, school, shopping, or a local park.

Riverbankers' strong sense of community identity is reflected in its public gathering places and activities, architectural variety, and the ways in which the City's riverfront location, railroad-oriented history, agricultural heritage, and other unique qualities are celebrated in the built environment.

Riverbank in 2025 has succeeded in creating a balance between housing and jobs for its residents, commerce and industries that support the local economy, and the protection of agriculture and natural resources

### 1.3.1 OVERVIEW

#### *Purpose*

*This section contains revitalization strategies that form the foundation for the Plan's development regulations and implementation strategies.*

#### **Background**

The Riverbank community has been making great strides to plan for growth and change. Recent planning efforts associated with the Riverbank 2025 General Plan Update established a framework for long-term growth in accordance with the community's "hopes, dreams, and expectations for themselves and future generations of Riverbank residents."

The former Riverbank Redevelopment Agency launched the Downtown Beautification Project, and created an attractive and pedestrian-friendly public realm.

#### **Approach**

Successful revitalization does not happen overnight. There is no 'silver bullet' action that holds all the keys to revitalization. Successful revitalization will rely on the coordinated efforts of many agencies and individuals. Advancement of the community's goals will require both private investment and public actions such as financial assistance to small businesses and capital improvements made to the public realm. While these forms of investment often occur at different times and in different areas, the combination of private and public actions will advance Downtown's physical appearance and economic vitality, evidencing the City's long-term commitment to revitalization.

#### **Interpretation**

The revitalization strategies provide a general framework for planning within the Downtown Specific Plan Area, by helping to set priorities, aligns resources, and guide development efforts. All of the strategies are interrelated and supportive of each other, and there is no hierarchy of importance intended by the order in which they are presented.

### **1.3.2 CITY-WIDE STRATEGIES**

#### **Introduction**

Revitalization of the Downtown Specific Plan Area hinges on its ability to become more competitive within the region's overall framework of retail and cultural destinations. Downtown cannot directly compete with regional commercial centers for large-scale commercial tenants or customers. To be successful, Downtown must solidify its role as the community's preferred destination. Downtown must provide an alternative to typical retail centers by becoming a highly desirable place for community members and visitors to walk, to sit, to stroll, to shop, and simply to gather and be part of a civic and community-oriented environment.

#### **1. LAND USE GOALS**

To be successful, Downtown must comprise an 'anti-mall' agglomeration of shops and services. One of the greatest threats to Downtown's success is competition from nearby neighborhood and regional commercial centers. As the city grows, decision makers should make every effort to attract new investment that supports Downtown's niche as a vibrant and pedestrian-oriented destination.

#### **2. COORDINATED EFFORTS**

Business owners and local merchants must do their part to strengthen Downtown's appearance, vibrancy and market appeal. To this end, members of the Community and the Chamber of Commerce must come together to support these strategies with a united front. Finally, the residents of Riverbank have a vital role to play in helping to build awareness, momentum, and a generally positive attitude towards achieving the change that is necessary to catalyze and sustain Downtown's long-term success.

### **1.3.3 DISTRICT-WIDE STRATEGIES**

#### **1. LAND USE**

- A. Grow Downtown's commercial base. Add new retail and commercial uses in strategic locations throughout Downtown to increase its overall vibrancy.
  - 1) Focus pedestrian activity-generating retail in the Downtown Core.
  - 2) Encourage development of daytime retail anchors to draw customers on a daily basis to the Downtown Specific Plan.
  - 3) Encourage the development of an entertainment anchor that will draw customers to Downtown during the evenings and on weekends.
- B. Expand residential opportunities throughout the District. Increase opportunities for families, young couples, seniors, singles, and empty nesters to live Downtown.
  - 1) Protect and enhance existing residential areas. This will be an increasing concern as additional investment is made downtown. City leaders will need to continue to listen to concerns of citizens who reside downtown.
  - 2) Promote new residential development throughout the Downtown. Encourage a variety of new single family and multi-family homes, live-work units, and apartments. Present Riverbank's diverse community with a range of lifestyle choices.
  - 3) Restructure Atchison Street and Patterson Road as livable boulevards which adhere to the Complete Streets Strategies to support the surrounding areas as well as to be supportive of downtown investment.
- C. Revive Downtown's role as a workplace.
  - 1) Encourage the development of workplace uses throughout the District.
  - 2) Increase market support by attracting and supporting new businesses, and increasing the local workforce.
- D. Focus new investment to be support of long-term economic health, and to avoid unnecessary competition and redundancy.
  - 1) Establish land use sub-districts. Encourage complementary land uses.
  - 2) Create flexibility to encourage new investment supportive of the community's long-term goals.
  - 3) Promote the redevelopment of underutilized parcels, vacant parcels, or otherwise disinvested parcels that degrade the image of the District and impede new investment.

# 1.3 REVITALIZATION STRATEGIES



**LEGEND**

- Downtown General
- Highway Boulevard
- Mixed-Use Neighborhood
- Downtown Neighborhood
- Specific Plan Area
- Cannery District
- Downtown Core

Plan - wide strategies.

### 1.3 REVITALIZATION STRATEGIES

---

## 2. CAPITAL IMPROVEMENTS

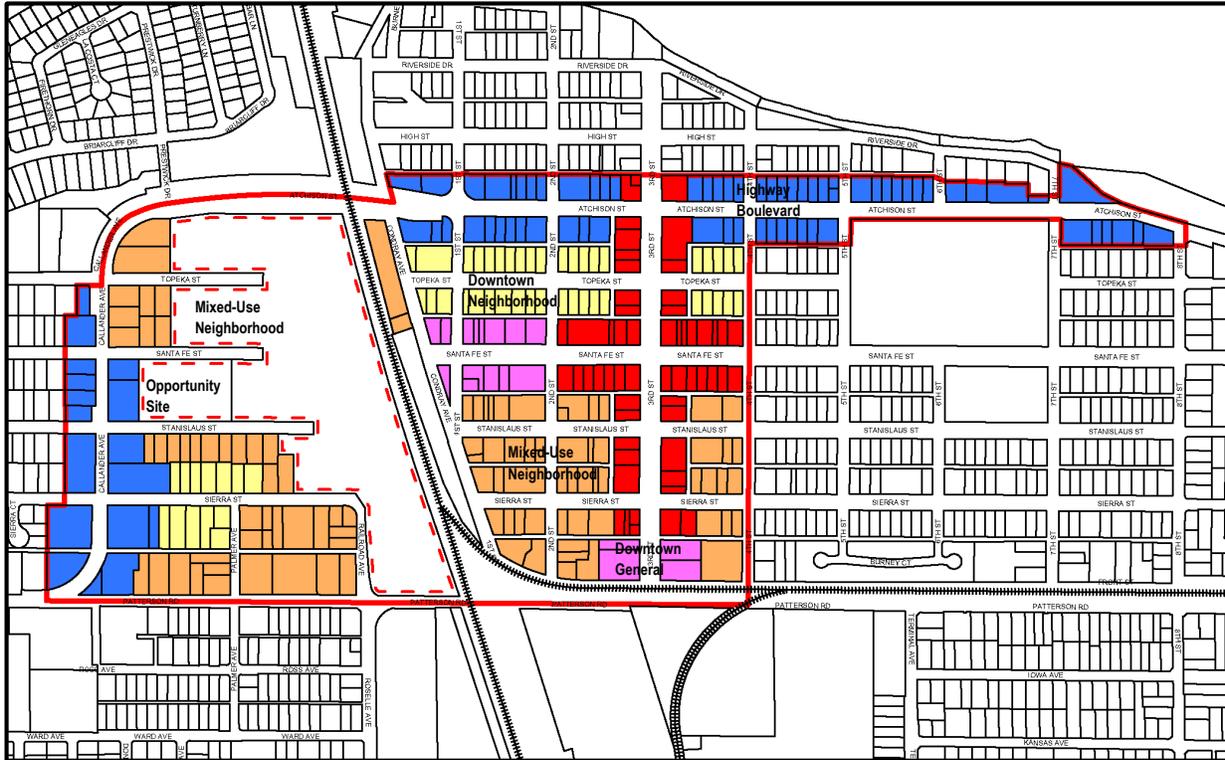
- A. Redesign Atchison Street and Patterson Road to create an attractive and welcoming setting for desired investment, and to support pedestrians, cyclists, and transit users. The corridors should be recognizable not just as the major traffic conduits of the city, but also as active and livable places in their own right.
  - 1) Work with CALTRANS to establish streetscape improvements to Atchison Street & Calander.
  - 2) Make Downtown more ‘visible’ to motorists travelling along Atchison Street and Patterson Road by creating attractive streetscapes that enhance the District and announce arrival at the Downtown Core.
- B. Restructure neighborhood streets throughout the Downtown Specific Plan to support existing and future residences and compatible workplaces.
  - 1) Improve streetscape conditions along neighborhood streets to support existing and future residences.
  - 2) Work with the affected neighborhoods to determine the most appropriate method to modify the street pavement patters to reduce auto related speeds and create safe neighborhood streets which promote pedestrian travel and safe neighborhoods.
- C. Announce the Downtown Core with gateways and signage at key locations.
  - 1) Locate signage at the intersection of First Street and Atchison Street directing motorists heading south from Escalon to the Downtown Core. Likewise locate signage at the corner of Third Street and Atchison to direct traffic south into the heart of the Downtown core. This could attract motorists from Oakdale, Modesto & Escalon.
  - 2) Promote Downtown through advertising along Atchison Street and Patterson Road, at all City entry points, and nearby commercial centers including the Crossroads shopping center.
  - 3) Work with the owners of the Crossroad Shopping Center to Place an information kiosk announcing Downtown businesses and special events.

## 3. DEVELOPMENT STRATEGIES

- A. Prioritize attracting new development to all gateway intersections.
  - 1) Redevelop the southwest corner of Third Street and Atchison Street. Encourage mixed-use development incorporating a daytime retail anchor or destination restaurant to complement the Del Rio theater and serve as a gateway to the Downtown Core.
  - 2) Relocate the auto-serving use from the northeast corner of Third Street and Atchison Street to a new location. Promote redevelopment of this location in coordination with this Plan’s regulation for the Downtown Core.
  - 3) Encourage new development at the intersection of Third Street and Patterson Road. Establish mixed use residential, workplace, or commercial uses in new buildings that put an attractive architectural presence ‘on-display’ and encourage motorists to enter the Downtown Core.
- B. Enable redevelopment of parcels having frontage on Third Street between Atchison and Topeka Streets. Encourage a mix of uses including restaurants, cafes and retail uses on the ground floor, and workplace, residential, and lodging uses on upper stories.

### 1.3 REVITALIZATION STRATEGIES

- C. Partner with the development community to transform parcels that are blighted, underutilized, or create conditions that do not support the community’s vision for Downtown.



Plan -wide strategies

## 4. PARKING

- A. Manage the Downtown parking supply to maximize efficiencies, accommodate growth, and reduce congestion.
  - 1) Plan parking supply and management strategies to accommodate different parking demands including short-term convenience parking, mid-term employee, and long-term parking.
  - 2) Implement on-street parking strategies in consideration of Downtown’s multiple land-uses and their respective parking demands. Maximize on-street parking throughout the Downtown Core and Downtown General in support of existing and desired commercial investment. Establish parallel parking on neighborhood streets in support of residential and mixed-use development and to enhance pedestrian conditions.
  - 3) Create incentives for employees of business and government agencies to park in auxiliary lots and off-street locations. Ensure that on-street parking spaces in the Downtown Core are not being occupied during business hours by business or government employees.
- B. Adopt progressive parking policies to catalyze future investment.
  - 1) Create incentives for shared parking agreements among business owners throughout the Downtown Specific Plan.
  - 2) Seek opportunities to utilize private parking lots for shared parking and public parking during non-business and ‘off-peak’ hours.

### 1.3 REVITALIZATION STRATEGIES

---

- 3) Protect and promote the residential character of the existing downtown neighborhoods.
- C. Establish long-term parking supply strategies.
- 1) Assess district-wide parking in consideration of current parking demands and anticipated development.
  - 2) Identify sites for establishment of public parking lots.

### 5. TRANSIT & CIRCULATION

- A. Increase transit connections between the Downtown Core and significant residential, commercial and workplace centers throughout the City. Make Downtown a central ‘node’ within the City’s transportation network.
- 1) Focus transit services where they assist seniors, students, and other community members who will directly benefit from having a desirable alternative to the automobile for connection to the City’s cultural center.
  - 2) Improve transit connections between the Downtown Core and significant commercial centers such as the Crossroads, and workplace center including the Riverbank Industrial Complex (RIC) and other large scale employers.
  - 3) Improve conditions for pedestrians waiting for transit. Locate bus shelters with seating at all transit stops. Provide street trees and drought-tolerant decorative landscaping where possible.
  - 4) Establish safe and attractive pedestrian linkages between the Downtown Core and the Cannery District.
  - 5) Establish safe and attractive pedestrian linkage between neighborhood North of Atchison and the downtown district.

### 6. ARTS AND CULTURE

- A. Expand Downtown’s role as a regional destination for arts and culture.
- 1) Maximize opportunities for local and regional performances.
  - 2) Work with private developers who are experienced in adaptive reuse to bring the theater building into compliance with applicable building codes including improvements to the building’s exterior to enhance the gateway location.
  - 3) Work with local artists and the Del Rio Arts organization to explore the feasibility of a permanent cooperative art and crafts gallery Downtown.
  - 4) Encourage displays of locally-made sculptures along streets and public spaces.
  - 5) Expand land uses that increase arts awareness, including, for example, a visual arts gallery, fine art studios, art classes, and performance studios and classes.
- B. Utilize recent construction of the Plaza Del Rio.
- 1) Host regular live performances in the plaza.
  - 2) Work with Valley Art Association to encourage local artists to display their art in the plaza on a rotating basis.
- C. Focus new ‘special events’ in the District. Increase advertising to all residents and business owners.
- 1) Encourage public special events produced by local schools, local organizations, and regional arts organizations.
  - 2) Coordinate with the Chamber of Commerce to invite corporate entities to sponsor events in Downtown.

### 1.3 REVITALIZATION STRATEGIES

---

- 3) Coordinate food-related special events including ethnic foods festival that appeal to families and visitors throughout the region.
  - 4) Locate all applicable holiday events in Downtown so that Downtown becomes the well-known destination for community celebration.
- D. Utilize the Town Center Plaza in the Cannery District for large-scale local and regional events, festivals, and celebrations.
- 1) Encourage production of live theater, outdoor music, and outdoor films.
  - 2) Work with local and regional cultural entities to produce festivals and other large-scale events.

### 7. THE CANNERY DISTRICT

- A. Require development in the Cannery District to build on Downtown's small-town character.
- 1) Require a network of walkable streets, blocks, and open spaces.
  - 2) Connect Santa Fe Street between Callander Avenue and First Street as a prominent connection between new and old downtown developments. This connection can be either pedestrian, vehicular or both.
  - 3) Ensure that a railroad crossing of some design is safe, attractive, and supportive of walking and cycling between the Cannery District and the Downtown Core District.
- B. Require development of a Town Center Plaza to provide a unique and flexible public open space that can be used for a variety of purposes. The public open space is seen as a significant investment by the community of Riverbank and would support the capital investment made in the downtown core area with the Plaza Del Rio.
- C. Encourage residential, workplace and commercial development throughout the Cannery District.
- D. Create opportunities for development of Destination Retail and Entertainment uses that will serve as a regional destination for residents and visitors.
- E. Announce the Cannery District using unique gateway signage at the intersection of Santa Fe Street and Callander Avenue.

### 8. MARKETING, PROMOTION, AND BUSINESS RECRUITMENT

- A. Provide assistance to the Chamber of Commerce and other organizations focused on the promotion and development of Downtown Business Improvement Organization. Coordinate outreach efforts.
- B. Promote development of the City's website to highlight Downtown businesses.
- C. Assist with the development and publishing of a monthly 'calendar of events' and circulate it to all residents and business owners.
- D. Work with the Downtown businesses to establish "Downtown Riverbank" as a branding tool to enhance the marketing presence throughout the community of Riverbank and the region.
- E. Work with the Chamber of Commerce and the Stanislaus County Alliance to formulate a strategy to target and recruit desirable businesses and to increase awareness of Downtown Riverbank and the City's commitment to revitalization.

### 1.3 REVITALIZATION STRATEGIES

---

- 1) Use market analyses and sales leakage analyses to identify retail and commercial uses that would attract Riverbank residents to the Downtown Core. Work closely with the Chamber of Commerce and other organizations and agencies to maintain awareness of the public's preferences for retail and commercial businesses.
  - 2) Assist in prioritizing needed improvements, including building code compliance issues on individual lots and buildings.
- F. Maintain an opportunity sites list, and pursue new businesses as spaces become available. Promote possible relocation of the Burger King training facility to create potential for hosting business related seminars and continuing education classes in the Downtown.
- G. Encourage the Chamber of Commerce - to work with the downtown business owners to coordinate special event weeknights on which Downtown businesses could remain open into the evening hours.

### 9. PUBLIC ASSISTANCE

- A. Promote assistance to businesses that seek to locate Downtown.
- 1) Provide assistance for permit facilitation.
  - 2) Promote technical assistance for business operations, marketing, and promotion efforts.
  - 3) Work with the Alliance to provide public assistance for human resource training.
  - 4) Establish standards and guidelines for building facade improvements to improve shop front appeal and continuity. Provide assistance to business owners to help facilitate improvements to building facades and signage.
  - 5) Investigate business relocation options to bring valuable community retailers into the Downtown (particularly types of businesses that are seen as "missing" from the current mix of businesses).

### **1.3.4 DOWNTOWN CORE STRATEGIES**

#### **1. DEVELOPMENT STRATEGIES**

- A. Anchor the Downtown Core. Catalyze new investment throughout the Core and make Downtown more attractive to visitors and residents by enabling the development of a retail, commercial, or entertainment anchor.
  - 1) Promote the recruitment of a retail, restaurant, or entertainment anchor to attract residents and visitors during the daytime, nighttime, and weekends.
  - 2) Facilitate the development of a new anchor tenant on the corner of Atchison Street and Third Street. An anchor tenant at this location will serve to attract shoppers, residents, and visitors to the Core.
- B. Grow Downtown's Commercial Base. Promote and attract new specialty retail and commercial uses to create a 'critical mass' of shops, boutiques, restaurants, and cafes. Plan to establish a continuous ground-floor retail presence along Santa Fe between Second and Fourth Streets, and along Third Street between Atchison Street and Stanislaus Streets.
  - 1) Promote new development of specialty retail shops, and personal services within the Downtown Core. Encourage gift shops, books and music stores, and shops selling local wares, foods, wines, apparel, and similar 'specialty retail'.
  - 2) Target personal services including hair salons, beauty salons and similar personal services, as well as dance and yoga studios, education centers, art galleries, and antique shops.
  - 3) Attract new restaurants, cafes, and eating and drinking establishments. Where possible, cluster multiple restaurants to create a 'restaurant row' along Sante Fe Street and/or Third Streets.
- C. Work with property owners to encourage the redevelopment of low-quality buildings that are unlikely to attract new investment and stand in the way of progress.
  - 1) Promote the redevelopment of parcels adjacent to Plaza Del Rio.
  - 2) Examine long-term possibilities to consolidate City government uses into a single building located in the Downtown Core.
- D. Encourage development of new housing on upper stories of mixed-use buildings in the Downtown Core. Ensure that Downtown offers a variety of housing types to attract Riverbank residents to live in the heart of the community's most mixed- use district.
  - 1) Create opportunities for flats, apartments and lofts to provide a range of housing choices for Riverbank's diverse population.
  - 2) Encourage new lodging uses to locate in the Downtown Core.

### 1.3 REVITALIZATION STRATEGIES



Downtown Core strategies.



### 1.3.5 DOWNTOWN CORE INFILL CONCEPT PLAN

The following Downtown Core Infill Concept Plan depicts possible future development on numerous parcels in the Downtown Core. The plan illustrates possible future infill development of buildings, parking areas, open spaces, a parking structure and streetscapes that support key components of the community’s vision including:

- Redevelopment of key opportunity sites at the intersection of Atchison Street and Third Street. Pedestrian-friendly site development comprising buildings located at the back of sidewalk, and parking located to the rear and side of buildings.
- A parking structure located adjacent to the Del Rio Theater. Auto access to the structure could be attained along Atchison Street. Pedestrian path- ways connect the structure to Third Street sidewalks.
- Redevelopment of opportunity sites along Third Street north of Topeka Street. New mixed-use buildings could include a mix of residences and workspaces above ground-floor retail shops and restaurants.
- Mixed-use infill development adjacent to Plaza Del Rio.
- Attractive streetscapes designed as part of the Downtown Beautification Project that support new development and create an appealing environment for pedestrians.

The plan is provided to illustrate possible ways that new development could help to achieve the community’s visions and goals for the district. The plan does not illustrate required development, nor does it represent proposed development. The plan was not produced in collaboration with any land owner, or business owner.

**LOCATION:** Intersection of Atchison Street and Third Street.



*Concept: Mixed-use infill development adjacent to the Del Rio Theater.*

**LOCATION:** Intersection of Santa Fe Street and Third Street.



*Concept: Mixed-use infill development adjacent to Plaza Del Rio..*

### 1.3 REVITALIZATION STRATEGIES



Existing conditions: Intersection of Atchison Street and Third Street.

#### Concept Plan

- Two story mixed-use development at the intersection of Atchison Street and Third Street could support workplace, commercial, or residential uses above a ground-floor retail or restaurant anchor.
- Plazas and ‘pocket parks’ create opportunities for outdoor dining and display of goods, and connect sidewalks to parking lots located to the rear of buildings.



Existing conditions: Intersection of Santa Fe and Third Street.

#### Concept Plan

- Two story mixed-use development at the intersection of Santa Fe Street and Third Street could support workplace, commercial, or residential uses above ground-floor ‘main street’ retail shops or restaurants adjacent to the plaza.
- Retail and commercial uses fronting onto the Plaza Del Rio would serve to activate the plaza, and could create areas for outdoor dining.



**Gateway to  
the Downtown  
Core**

*Atchison Street at Third Street  
(Concept Plan)*

# *REGULATING CODE*

## 2.1 ORIENTATION

### ***Purpose and Intent***

*The Regulating Code contains the regulations that govern future private development in the Plan Area. Applications for development must comply with all regulations herein.*

### **2.1.1 OVERVIEW**

The Regulating Code translates the community's vision for change into development standards and design guidelines. The standards and guidelines will be used to evaluate applications for new development and significant improvements to existing and planned new development.

This Code calls for a significant departure from conventional planning and zoning practice. Rather than limiting each parcel to a single land use, this code provides flexibility with regard to land use and development type to allow for a range of possible outcomes.

#### Site Plan Review

Any proposed construction or reconstruction of buildings and related facilities shall require Site Plan Review as established by Riverbank Municipal Code and must adhere to the development standards and design guidelines contained in this Specific Plan. City review will address building placement and layout, architecture, landscape and open space design, parking location and design, signage location, and design of proposed conditions affecting the function and visual appearance of the project and its surroundings.

#### Exceptions

The Downtown Specific Plan contains a number of unique conditions related to property configuration, parcel size, ownership, and access. These conditions may create design and construction challenges that require flexibility in the application of the Specific Plan's development regulations. It is therefore sometimes in the public interest to make an exception to regulations contained in the Plan.

Generally, the Community Development Director (CDD) may authorize minor adjustments to a development proposal not specified by or anticipated by this Plan. Significant deviations from the Downtown Specific Plan as related to site development shall be granted only after application and approval by the City. The City may require that the applications for major exception to the Plan be considered at a public hearing before the Planning Commission and/or City Council depending on the complexities of the proposed modifications.

A Major exception to the Downtown Specific Plan may be approved by the Planning Commission only when the following findings can be made:

1. The applicant demonstrates that a superior design solution would result if the exception were granted, and the new solution is supportive of the intent of the requirement and the Specific Plan.
2. The proposed exception will not result in conditions that adversely affect public health and/or safety.
3. The proposed exception will not detract from the peaceful enjoyment of residents, visitors and/or other Downtown properties.

### **2.1.2 APPLICABILITY**

#### **Relationship to the Riverbank Municipal Code:**

This Regulating Code of the Downtown Specific Plan compliments the City's Municipal Code with additional detail which is relevant to the strategies and goals of the Plan. In most cases the Specific Plan replaces the requirements of the City's Municipal Code, however:

- A. When the content of this Code conflicts with the City's Municipal Code for parcels in the Specific Plan Area, this Code shall govern.
- B. Applicable requirements of the Municipal Code addressing topics not covered by this Plan for example Tattoo Parlors, Hookah Lounges and such, shall apply to development and land uses in the Specific Plan Area.

The development regulations in this Regulating Code are applicable to all properties within the adopted Specific Plan Area. Application of the Riverbank Municipal Code's regulations to existing non-conforming land uses and site development is as follows:

#### **1. Use of Land**

The lawful use of land existing at the time of the adoption of this Specific Plan, although such use does not conform to the regulations herein specified for the District in which such land is located, may be continued, provided that no such use shall be enlarged or increased, nor be extended to occupy a greater area than that occupied by such use at the time of the adoption of this Plan, and shall be in conformity to the regulations specified for the District in which such land is located.

#### **2. Use Not Conforming**

The lawful use of a building existing at the time of the adoption of this Specific Plan may be continued although such use does not conform to the regulations specified for the District in which such building is located.

#### **3. Use of Restricted Nature**

The nonconforming use of a building may be changed to a use of similar or more restricted nature provided that prior to issuing a Use Permit, the Planning Commission, after a public hearing, shall find:

- A. The proposed change does not impose any unreasonable burden upon the lands located in the vicinity of the nonconforming use or structure.
- B. Will not under the circumstances of the particular case be detrimental to the health, safety, and general welfare of people in the area or the city in general.
- C. Is logically and reasonably related to the existing use and that the size and/or intensity of the enlargement, expansion, restoration or change is not such that it would more appropriately be moved to a District in which it is permitted.

#### **4. Abandonment**

If the nonconforming use of a building or land ceases for a continuous period of twelve (12) months, it shall be considered abandoned and shall therefore be used only in accordance with the regulations for the District in which it is located. A vacant building held for lease and/or sale shall not be deemed abandoned.

**5. Damaged Building**

A nonconforming building damaged or destroyed by fire, explosion, earthquake or other act to an extent of more than 75% of the appraised value thereof, according to either the assessor's records or an appraisal performed by a qualified real estate appraiser may be restored only if made to conform to all the regulations of the District in which it is located, provided that such building may be restored to a floor area not exceeding that of the former building provided a use permit is first secured.

**6. Repair & Alterations**

Ordinary maintenance and repairs may be made to any nonconforming building provided no structural alterations are made and providing that such work does not exceed 50% of the appraised value of the Land and Improvement's in any one-year period. Other repairs or alterations may be permitted provided that a use permit shall first be secured in each case.

**7. Interpretation**

Nothing contained in this Code shall be deemed to require any change in the plans, construction or designated use of a building for which a building permit has been properly issued, in accordance with the provisions of this Code then effective, and of this Code, provided that in all such cases actual construction shall be diligently carried on until completion of the project.

### **2.1.3 ORGANIZATION OF REGULATIONS**

The Regulating Code of the Downtown Specific Plan is organized into three sections as follows:

**2.1 District Zone Regulations** apply a common set of standards and guidelines to all lots located within a specific District Zone. They are intended to cluster complementary land uses, and to achieve a consistent physical outcome. Regulations include Land Use Categories, Building Placement, Building Height, Building Length, Frontage Coverage, Building Types, and Frontage Types.

**2.2 District-Wide Regulations** apply to all properties throughout the Plan Area. They include standards and guidelines for Architecture, Landscape and Open Spaces, Parking and Signage.

**2.3 Cannery District Regulations** establish urban design requirements to guide new development within the Cannery District.

### **CONTENTS**

This Code contains a description of the Downtown Specific Plan District Zones, a Regulating Plan, a Regulations Summary Chart, Standards and Guidelines for District Zones, District-Wide Regulations, and criteria for development of the Cannery District.

**The Regulating Plan** is the Code's regulatory map. It serves two primary purposes:

1. It illustrates the District Zones applicable to all properties within the Plan Area.
2. It illustrates additional requirements for specific locations within the Plan Area.

**The Regulations Summary Chart** summarizes standards for land use and site development for each District Zone.

**Standards** Illustrates a range of permissible outcomes for each regulation types and employ words such as "shall" and "shall not". Conformance with standards is mandatory.

**Guidelines** are discretionary and suggestive and therefore contain words such as "should", or "should not", in cases where the community's preferences may be achieved by a range of outcomes. Conformance with guidelines is not mandatory; however, conformance is encouraged to expedite the approval process. Applicants may propose alternative solutions that support the community's vision for Downtown as described in the Plan itself.

**Density** is determined by each parcels underlying General Plan Land Use Designation. Project proponents are encouraged to review the City of Riverbanks General Plan in this regard.

### **2.1.4 HOW TO USE THIS REGULATING CODE**

The following steps are applicable to all properties in the Downtown Specific Plan Area.

- Step 1. Locate the property on the Regulating Plan.
- Step 2. On the Regulating Plan, determine the property's District Zone.
- Step 3. Refer to the Regulating Plan, Regulations Summary Chart, and subsequent definitions to review all applicable requirements.
- Step 4. Review section 2.1 for all District Zone regulations for Land Use, Building Placement, Building Height, Building Length, Frontage Coverage, Building Type, and Frontage Type.
- Step 5. Review section 2.2 for all District-Wide regulations pertaining to Architecture, Landscape and Open Space, Parking, and Signage.
- Step 6. If the property falls in the Cannery District, review section 2.3 for applicable requirements.
- Step 7. Meet with City Staff to review the project land use and design intent prior to submitting a formal application. Staff input can be critical prior to site and architectural review.
- Step 8. Submit appropriate project applications.

### **2.2.1 DISTRICT ZONES**

#### **Introduction**

All parcels within the Downtown Specific Plan Area are assigned to one of the six District Zones as shown on the Regulating Plan.

#### **Downtown Core**

The Downtown Core is the most urban and most vibrant district within the Downtown Specific Plan. Commercial block buildings built to the back of the sidewalk have ground floor activity-generating uses in shop fronts and a mix of uses on upper floors. Parking is provided on-street and in shared parking lots located behind buildings.

At the heart of the Downtown Core is City Hall, and the Plaza Del Rio on the northeast corner of Third Street and Santa Fe Street.

#### **Downtown General**

Extending from the Downtown Core south to Patterson Road and west to the BNSF railroad, the Downtown General contains buildings having a mix of retail, workplace, and residential uses. Building types, land uses, and site design create a highly pedestrian-friendly environment forming a gateway to the Downtown Core.

#### **Mixed-Use Neighborhood**

Comprised primarily of residential and workplace uses, the Mixed-Use Neighborhood encourages new investment to create an urban neighborhood in the Downtown Specific Plan. Redevelopment of this District's many opportunity sites will add new investment that complements existing residences and businesses. Buildings are setback slightly from neighborhood streets, and new landscapes and open spaces support pedestrian activity.

#### **Highway Boulevard**

A mix of uses in boulevard-scale buildings creates an attractive and welcoming edge to the Downtown Specific Plan Area along SR 108. Streetscape designs are supportive of new investment and create a pedestrian and bicycle-friendly environment. Commercial, workplace, and residential uses are 'on-display' along the city's primary automobile thoroughfares.

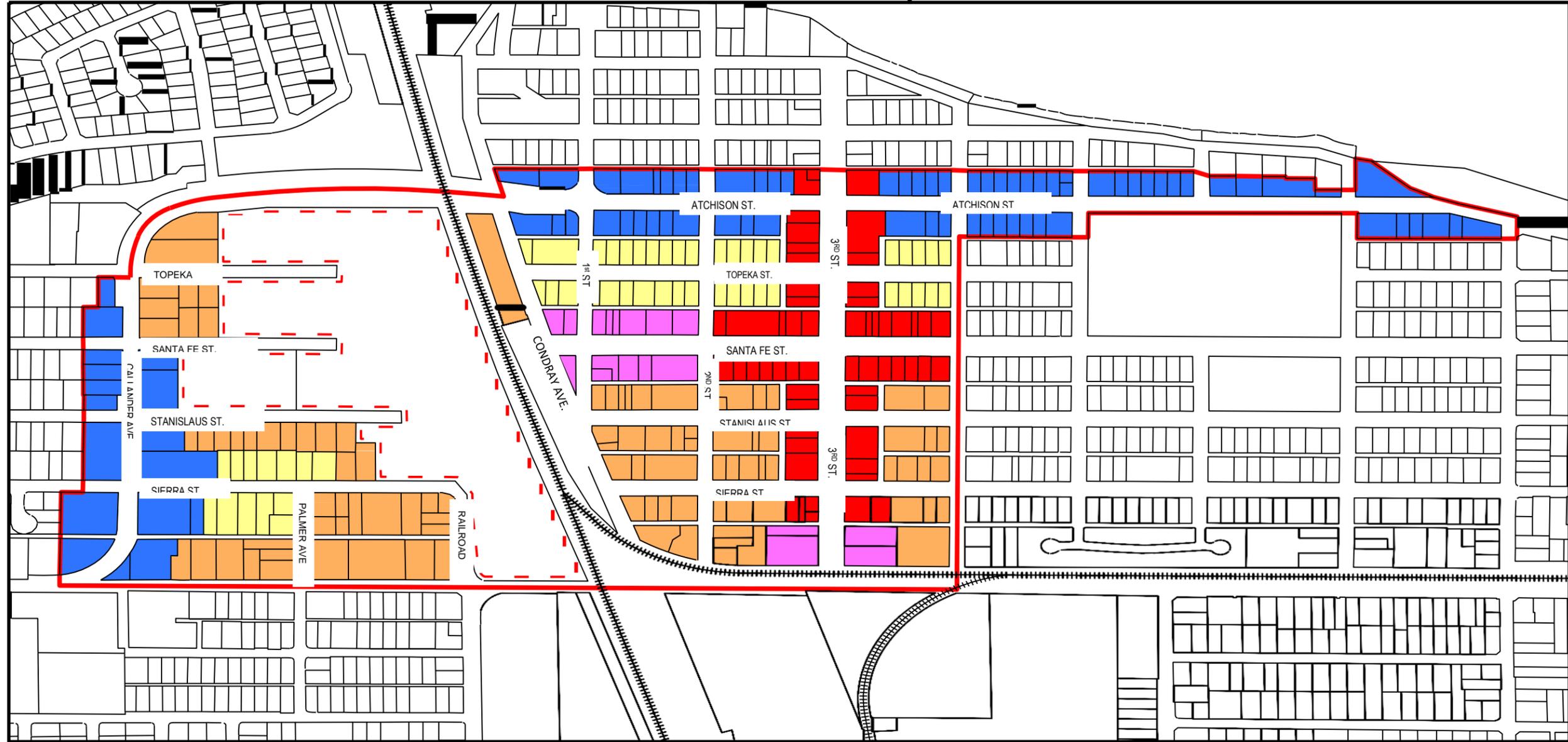
#### **Downtown Neighborhood**

The Downtown Neighborhood District is home to much of Downtown's residential fabric. Regulations for site development are designed to preserve and enhance residential character, while encouraging new residential development in support of the community's overall vision.

#### **Cannery District**

The Cannery District comprises approximately 31 acres west of the BNSF railroad that were formerly occupied by the Sun Garden-Gangi Canning Company. Sun Garden-Gangi owns approximately 1 acre east of the BNSF Railroad which is physically disconnected from the Cannery District and better sought as Downtown General. The code allows for a flexible approach to redevelopment of the site in support of overall Downtown revitalization and other Revitalization Strategies set forth in this Plan.

## Riverbank Downtown Specific Plan District Zones



LEGEND	
	Specific Plan Area
	Cannery District
	Downtown Core
	Downtown General
	Highway Boulevard
	Mixed-Use Neighborhood
	Downtown Neighborhood

0 200 400  
FEET

NORTH

DISTRICT BOUNDARIES TO BE USED IN THE REGULATING PLAN

## 2.2 DISTRICT ZONE REGULATIONS

Downtown Specific Plan Zone	Downtown Core	Downtown General	Mixed-Use Neighborhood	Highway Boulevard	Downtown Neighborhood	Cannery District
<b>Land Use Categories</b>						
Main Street Retail	Allowed – g	Allowed	---	---	---	Permitted at plaza only
General Commercial	Allowed	Allowed	Allowed	Allowed	---	Allowed
Corridor Commercial	---	---	---	Allowed	---	---
Destination Retail / Entertainment	---	---	---	---	---	Allowed
Residential	Allowed - u	Allowed	Allowed	Allowed	Allowed	Allowed
Workplace	Allowed - u	Allowed	Allowed	Allowed	---	Allowed
Light Industrial	---	Conditional	Conditional	---	---	Allowed *
Lodging	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed
Civic & Culture	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed
<b>Building Placement</b>						
Front Setback (min - max)	0' - 0'	0' - 10'	4' - 20'	10' - 20'	10' - 24'	4' - 20' ~ 0' - 4' @ plaza
Side Street Setback (min - Max)	0' - 0'	0' - 10'	4' - 10'	4' - 10'	4' - 10'	4' - 10' ~ 0' - 4' @ plaza
Side Yard Setback (min )	0'	4'	4'	4'	4'	4' ~ 0' @ plaza
Rear Setback (min)	0'	4'	8'	10'	10'	8'
Alley Setback (min)	0'	0'	8'	4'	10'	4'
Paseo / Courtyard (min)	4'	4'	10'	10'	10'	10' ~ 4' @ plaza
Space Between Buildings (min)	0'	8'	8'	8'	10'	8' - 0' @ plaza
Corner Treatment	Required at specific locations	Required at specific locations	NA	Required at specific locations	NA	Required @ plaza
<b>Building Height</b>						
<b>Primary Building</b>						
Minimum	2 floors, 24 ft.	1 floor, 20 ft.	1 floors, 20 ft.	1 floor, 24 ft.	NA	2 floors, 24 ft.
Maximum	4 floors, 50 ft.	2 floors, 35 ft.	2 floors, 35 ft.	4 floors, 50 ft.	2 floors, 35 ft.	4 floors, 50 ft.
Accessory Building (min - max)	12 ft. - 24 ft.	12 ft. - 24 ft.	12 ft. - 24 ft.	12 ft. - 24 ft.	12 ft. - 24 ft.	12 ft. - 24 ft.
Carriage House (min - max)	NA	NA	12 ft. - 24 ft.	NA	12 ft. - 24 ft.	12 ft. - 24 ft.
<b>Frontage Coverage</b>						
Frontage Coverage (min)	100%	100%	70%	70%	60%	60%. 80% @ plaza
<b>Building Types</b>						
Commercial Block	Required	Permitted	---	Permitted	---	Permitted at Plaza only
Workplace Commercial	---	Permitted	---	Permitted	---	Permitted
Multiplex	---	Permitted	Permitted	Permitted	Permitted	Permitted
Live-Work	---	Permitted	Permitted	Permitted	Permitted	Permitted
Courtyard Housing	---	---	Permitted	Permitted	Permitted	Permitted
Rowhouse	---	Permitted	Permitted	Permitted	Permitted	Permitted
Single-Family Detached	---	---	---	---	Permitted	Conditional
<b>Frontage Types</b>						
Shopfront	Required	Permitted	---	Permitted	---	Permitted at plaza only
Arcade	Permitted	Permitted	---	---	---	Permitted
Formal Entry	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Forecourt	---	Permitted	Permitted	Permitted	Permitted	Permitted
Stoop	---	Permitted	Permitted	Permitted	Permitted	Permitted
Front yard	---	---	Permitted	Permitted	Permitted	Permitted
<b>District Wide Regulations</b>						
Architecture	See District-wide Regulations	See District-wide Regulations	See District-wide Regulations	See District-wide Regulations	See District-wide Regulations	See District-wide & Cannery District Regulations
Landscape and Open Space						
Signage						
Parking						

### Regulations Summary Chart

g - ground floor      u - upper floor      NA - not applicable      -- not permitted  
 \* Industrial uses are permitted in cannery district buildings including warehouse buildings existing at the time of the Specific Plan's adoption.

### **2.2.2 LAND USE CATEGORIES**

#### ***Purpose and Intent***

*This section contains statements of intent, definitions, and lists of exemplary permitted and conditional uses for each Use Category.*

#### **Introduction**

The land uses listed in the Specific Plans *Land Use Definitions* are exemplary permitted and conditional uses. The land use definitions cannot contain all of the potential permitted and conditional land uses that would be appropriate for Downtown planning area. Rather each Project will need to be evaluated in terms of its conformance with the general intent of the *Land Use Category* and the Plan's vision for the each District Zone in which the use is proposed.

#### **Contents**

Permissible land uses for all properties within the Specific Plan Area are classified into the following nine Land Use Categories: *Main Street Retail, General Commercial, Corridor Commercial, Destination Retail, Entertainment, Residential, Workplace, Light Industrial, Civic & Cultural, & Lodging.*

#### **Main Street Retail**

*Intent: Main Street uses support a vibrant, walkable, and diverse environment for shopping, strolling, dining and entertainment. These uses typically occupy small scale shop fronts, and offer goods and services that generate pedestrian activity.*

#### **Permitted Uses**

- Eating establishments including and similar to: bistros, cafes, restaurants etc.
- Personal and Business Services that generate significant foot traffic including and similar to: beauty, hair and nail salons, clothing alterations and cleaners, copy shops, dance studios, fitness and health clubs, internet cafes and business web portals, martial arts, massage and physical therapy, shoe and luggage repair, tuxedo rentals, party rentals, rentals of small items which can be carried out by hand, dog groomers, travel agencies, yoga studios etc.
- Performing arts theaters.
- Specialty food sales including and similar to: bakeries, cheese shops, delicatessens, ice cream parlors, health foods, wine shops etc.
- Specialty retail including and similar to: antique sales, apparel, accessories, arts and crafts, beauty supplies, bicycles, skateboard shops, books, flowers, furniture, hardware, music and musical instruments, pharmacy, photographic equipment, sporting goods, toys, video rental etc.
- Temporary City-sponsored events.

#### **Conditional Uses**

- Dance clubs, dance halls.
- Eating and drinking establishments serving alcoholic beverages.
- Temporary public gatherings including non-City sponsored events.

## 2.2 DISTRICT ZONE REGULATIONS

---

### **General Commercial**

*Intent: General Commercial uses differ from Main Street Retail in that they consist of commercial sales and services that do not create significant pedestrian activity and generally serve customers arriving by automobile.*

#### Permitted Uses

- Business services including and similar to banks and financial institutions, catering services, print services, real-estate agencies, tax services, travel agencies etc.
- Eating establishments under 3,000 square feet. Drive-thru restaurants are *not* permitted.
- Educational services including and similar to: colleges, adult schools, music schools etc.
- Entertainment uses including and similar to: amusement centers, indoor entertainment, performing arts theaters, music venues etc.
- Food stores including and similar to grocery stores.
- Personal services including and similar to: adult care, child care, dance and gymnastics training centers, health spas, martial arts, medical and dental offices etc.
- Retail sales including and similar to: computer supply, equipment rental, boutique home appliance, home furnishings, office supply, paint supply, pharmacies, sporting goods and outfitters, etc.

#### Conditional Uses

- Auto-parts sales. *All merchandise must be displayed within the primary building. Merchandise may not be displayed outdoors.*
- Eating and drinking establishments over 3,000 square feet.
- Eating and/or drinking establishments serving alcoholic beverages.
- Parking Structures.

### **Corridor Commercial**

*Intent: Corridor Commercial uses consist of retail sales and services specifically oriented towards large-scale goods and/or large outdoor displays of goods. Businesses cater to customers arriving by automobile and do not typically generate or support a pedestrian-friendly environment.*

#### Permitted Uses

- Eating establishments under 5,000 square feet.
- Food and beverage stores under 7,500 square feet.
- Retail sales and services including and similar to appliances, decorator arts, home furnishings.

#### Conditional Uses

- Auto-oriented food sales including and similar to drive-in and drive-up restaurants.
- Eating establishments over 5,000 square feet.
- Food and beverage stores over 7,500 square feet.
- Eating and/or drinking establishments serving alcoholic beverages.
- Retail sales including auto and boat sales.

## 2.2 DISTRICT ZONE REGULATIONS

---

### **Destination Retail / Entertainment**

*Intent: Destination Retail and Entertainment may be conditionally permitted within the Cannery District. These uses are specifically intended to create a regional draw, attracting visitors and tourists to the Cannery District and Downtown.*

#### Conditional Uses

- Eating and drinking establishments over 5,000 square feet.
- Gyms and fitness centers, sports complexes, indoor amusement centers.
- Entertainment venues including and similar to dance halls, fair grounds, outdoor amusement centers, nightclubs, theaters etc.

### **Residential**

*Intent: The Residential Use Category comprises a range of permitted development types that support community's vision for a safe, active, and family-oriented district.*

#### Permitted Uses

- Apartments, flats, townhouses, or lofts located in upper stories of commercial block buildings.
- Multiplex buildings including duplexes, triplexes, quads, and villas.
- Live-work: An integrated dwelling and workplace. Live-work buildings can be single-family or multi-family. Work activity shall be registered as a business and may include residentially-compatible practices such arts, crafts, graphic design, photography, technology, and similar activities. Personal services and business services including and similar to art-therapy, financial planning, physical therapy, marriage and family therapy etc. Activities that require hazardous material, or generate significant noise are not permitted. Ancillary buildings are permitted.
- Courtyard Housing (single and multifamily).
- Row houses.
- Single-family residences.

### **Workplace**

*Intent: Workplace uses include professional office uses that shall be consistent in scale and character with Downtown, compatible with residential uses, and support Downtown's pedestrian-friendly environment.*

#### Permitted Uses

- Administrative, business and professional uses including and similar to accounting and financial, telecommunications, design related, real estate, research and development etc.
- Educational and Instructional Facilities.

## 2.2 DISTRICT ZONE REGULATIONS

---

### **Light Industrial**

*Intent: Light industrial uses are limited to reuse of existing industrial buildings with specialized equipment and warehouse buildings existing at the time of the Specific Plan's adoption. These uses are intended to be transitional in that they are intended to promote job creation and job retention and allow the property owners the opportunity to generate revenue to support property improvement.*

#### Conditional Uses

- Warehouse, storage, distribution, cheese manufacturing, auto repair and similar light industrial uses. Concerns related to employee parking and commercial truck traffic must be addressed as part of the review process. It is highly encouraged that manufacturing businesses conduct retail sales out of the operation on the same site.

### **Lodging**

*Intent: The Lodging Land Use Category defines lodging types permissible in the Plan Area.*

#### Permitted Uses

- Lodging uses including and similar to bed and breakfast, inns, motels, and hotels.

### **Civic and Cultural Uses**

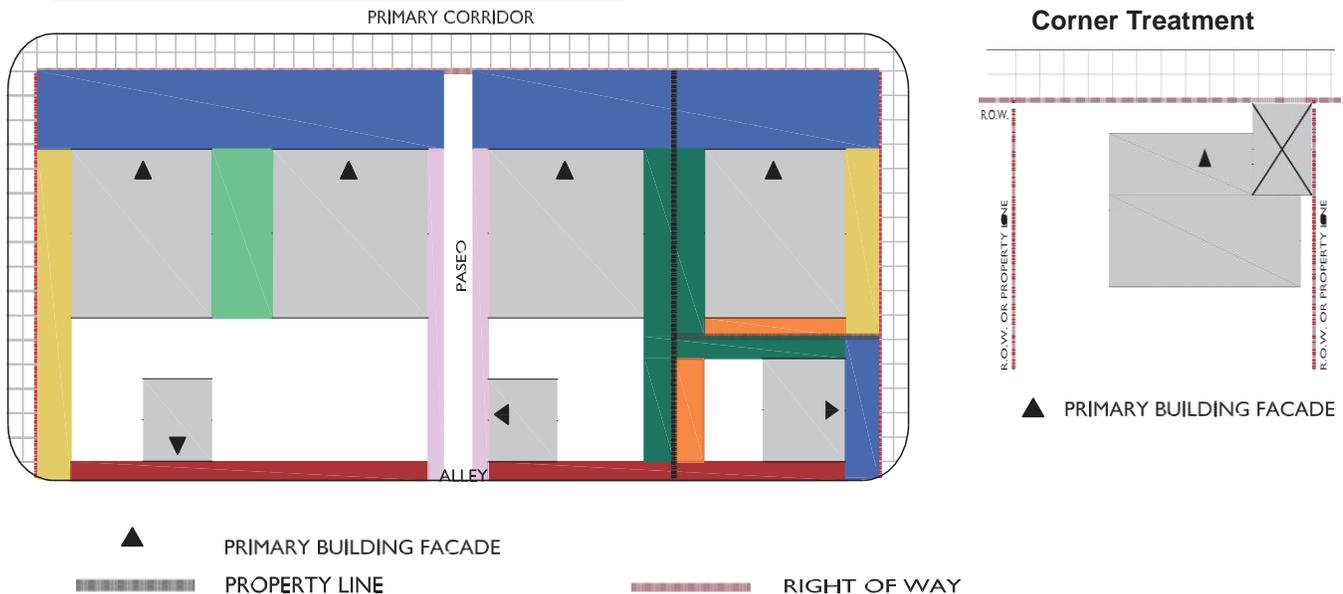
*Civic and Cultural uses include a range of public and quasi-public uses that attract a variety of residents and visitors.*

#### Permitted Uses

- Government center or office, library, museum etc.
- Quasi-public uses including and similar to conference centers, teen centers, senior centers etc.
- Non-profit services, fraternal organizations, clubs, union halls, and similar organizations.
- Public parks and open spaces.

## 2.2 DISTRICT ZONE REGULATIONS

### 2.2.3 BUILDING PLACEMENT

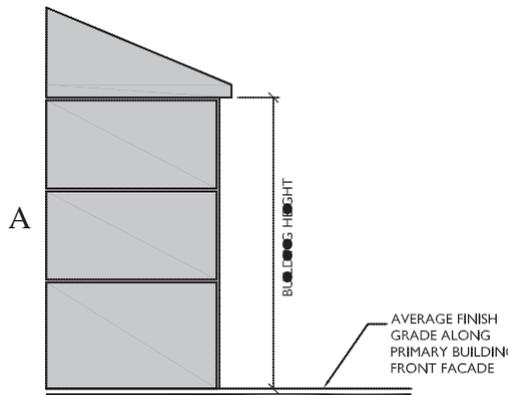


- Front Setback:** The required minimum and maximum distance permitted from the right-of-way line or property line along the primary street to the front building facade.
- Side Street Setback:** The required minimum distance from the public right-of-way on a side street to the side street building facade.
- Rear Setback:** The required minimum distance from the rear property line to the rear building facade.
- Side Yard Setback:** The required minimum distance from the side property line to the side wall of any building.
- Alley and Parking Lot Setback:** The required minimum distance from the paved edge of an alley or parking lot to any building facade.
- Paseo and Courtyard Setback:** The required minimum distance from the paved edge of a paseo or courtyard to the adjacent building facade.
- Space between Buildings:** The required minimum distance between two adjacent buildings on a single property.

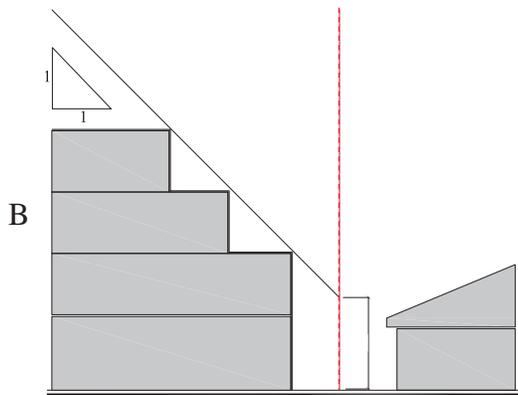
Where noted on the Regulating Plan, new buildings shall be built to the primary and side street right-of-way line for a minimum distance of 10 feet from the corner along the front and side property lines to “anchor” the corner.

Buildings shall include a significant architectural presence such as a corner tower at these locations. Refer to architectural standards and guidelines in District-Wide Regulations for details.

### 2.2.4 BUILDING HEIGHT

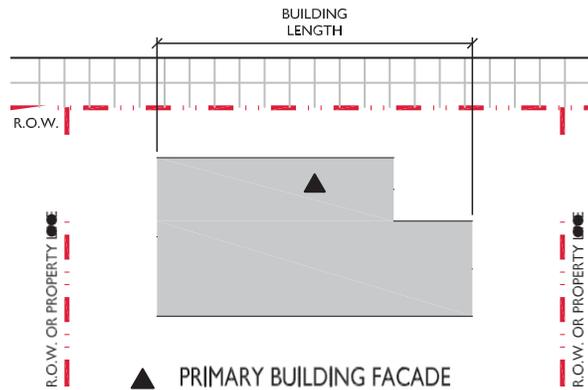


Building height is the vertical extent of any building mass measured from the average finished grade along the primary building façade to the top of cornice, parapet, eave line of a peaked or mansard roof. Corner towers may exceed maximum height by up to 12 feet.



Where adjacent to a single-family detached house, building height is limited by a 45 degree ‘relational’ line originating at a height of 15 feet along the side property line.

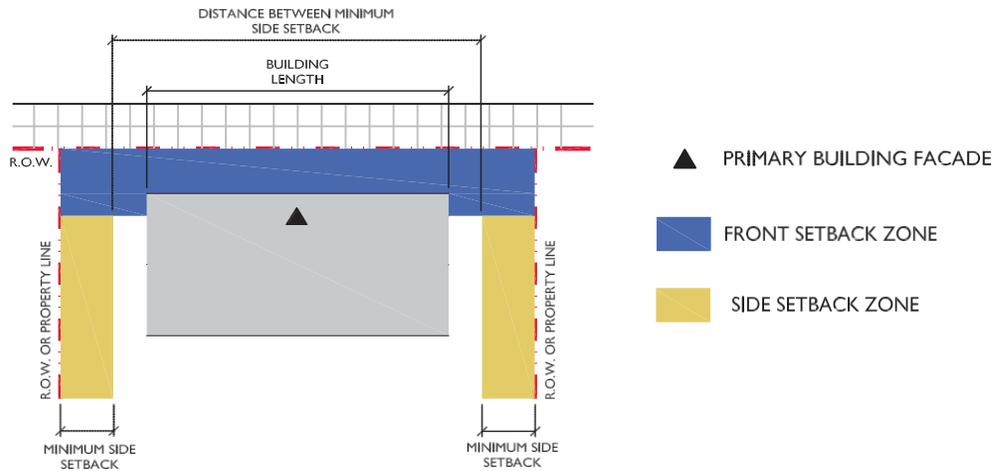
### 2.2.5 BUILDING LENGTH



Building length is defined as the total length of the primary building facade fronting on a corridor. For corner parcels, maximum building length standards apply to both front and side facades. For parcels containing more than one building, maximum building length regulations apply to each building independently. A developer may build multiple buildings, each with an individual length not in excess of the maximum building length specified on the Regulations Summary Chart.

## 2.2 DISTRICT ZONE REGULATIONS

### 2.2.6 FRONTAGE COVERAGE



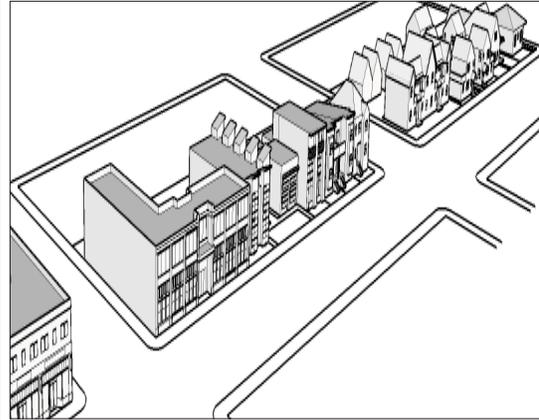
Frontage coverage is used to ensure that Downtown District streets are ‘framed’ by building mass. It is defined as the minimum percentage of the area between the minimum side setbacks that must be occupied by building mass, plazas, or paseo along the primary street frontage. The frontage coverage requirement may be satisfied by multiple buildings on a single property. To determine frontage coverage, divide the combined length of buildings, plazas and paseos by the distance between the minimum side setback lines.

### 2.2.7 BUILDING TYPES

#### ***Purpose and Intent***

*This section contains standards and guidelines for all building types permitted in the Plan Area. The standards and guidelines are provided to ensure that new development is consistent with the City's goals for building form, character, and quality throughout the Downtown Specific Plan.*

*Building type standards and guidelines shall be used in combination with other District Zone and District-Wide regulations.*



#### **Applicability**

Each proposed building shall be designed as one of the types permitted for the District Zone in which the property is located. A developer may build multiple building types on a single property.

**Exceptions:** In addition to the building types described in this section, buildings designed for civic and cultural uses are conditionally permitted throughout all Downtown Specific Plans. These buildings require design review and approval by the Community Development Department. For special consideration of unique ‘themed architecture’ buildings within the Cannery District, see section 2.3.

#### **Overview**

The City of Riverbank includes a rich variety of building types ranging from historic commercial buildings to single-family farm houses. The building types contained in this section are generic in their descriptions, to encourage creative design to emerge through the application process, while ensuring that new buildings in the Downtown Specific Plan complement the City's rich history of built forms.

The Regulations Summary chart lists the building types permitted for each District. With the exception of the Downtown Core, where commercial block buildings are required, a range of building types is permitted within each District Zone in support of the community's desire for a visually appealing and interesting Downtown Specific Plan.

Carriage Houses, defined as a free-standing building located at the rear of the property, and containing a separate living space, are permitted on properties containing multiplex, row houses, and single-family detached units. Carriage houses often contain garages on the ground floor and living spaces above.

For each building type, an overall description is followed by standards and guidelines for access, parking, height, length, windows, composition, and frontage types.

Plan and perspective line drawings illustrate typical massing configurations but do not represent a specific required design or configuration. A series of three photographs of exemplary buildings are provided for each building type to illustrate typical configurations, possible frontage conditions, and/or styles. These examples do not communicate standards or mandatory aspects of building design, rather, they are provided as visual aids to assist with the application process.

2.2 DISTRICT ZONE REGULATIONS

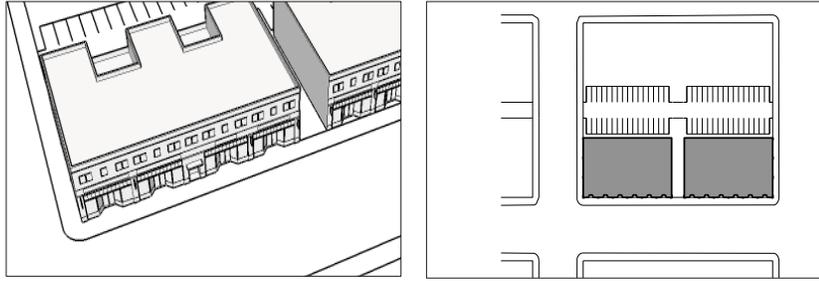
---

**Contents**

- A. Commercial Block
- B. Workplace Commercial
- C. Multiplex
- D. Live-work
- E. Courtyard Housing
- F. Row houses
- G. Single-family Detached

### 2.2.7.A COMMERCIAL BLOCK

A building designed with ground floor shop fronts for ‘main street retail’ uses, and upper stories designed for residential, commercial or lodging uses. Permitted upper floor residential types include flats, townhouses, and/or lofts.



#### STANDARDS & GUIDELINES

##### Access & Parking

- Shop front doors provide access to ground floor businesses.
- Upper story uses shall be primarily accessed through formal entries providing access to a lobby or interior stairwell.
- Parking shall be in shared surface lots, and on-street throughout the Downtown.

##### Height

- Base treatments may include a projected building volume, change in color, or change in material. Decorative tile is a recommended traditional base treatment for commercial buildings.
- Ground floor shop fronts should be 12 feet to 15 feet in height.
- Additional horizontal courses such as water tables and belly-bands are encouraged to help delineate upper stories.
- Roof treatment shall include a cornice, parapet, or distinctive eave to provide visual interest.

##### Length

- Building length should be well articulated using vertical elements such as columns and pilasters at structural bays.
- Building bays can be offset and roof lines varied to create a rhythm of building increment that supports pedestrian comfort.

##### Windows

- Refer to Shop front standards and guidelines for treatment of shop front windows in Section 2.2.8.A
- Upper story windows should be well designed with a high degree of craftsmanship. Window headers and sills should be used. Varying window size and style may be employed to add visual interest.

##### Composition

- Awnings and arcades are encouraged to create covered pedestrian environments.
- Alcoves, balconies and terraces are encouraged at upper stories to provide outdoor spaces.
- Ornamental wall-mounted outdoor lighting (sconces) are encouraged to accent entries, columns or pilasters.
- Wall-mounted signs are encouraged.

## 2.2 DISTRICT ZONE REGULATIONS

---

### Frontage Types

- Shop fronts are required along the ground floor.
- Formal entries shall be used to provide access to upper-floor land uses.
- Arcades or galleries are permitted.

2.2 DISTRICT ZONE REGULATIONS



Offices over shop fronts



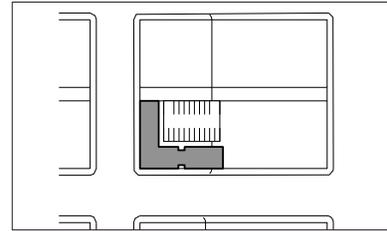
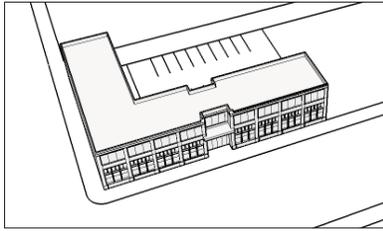
Mixed-use corner building



Residences over retail.

### **2.2.7.B WORKPLACE COMMERCIAL**

A building designed for retail, services, and/or professional uses on the ground floor, with upper floors configured for commercial, residential, and/or work- place uses.



### **STANDARDS & GUIDELINES**

#### Access & Parking

- Access to ground floor tenants shall be from the primary street.
- Primary access to upper story uses shall be achieved from formal entries on front or side doors, or from a central lobby or stairwell.
- Parking for workplace commercial buildings shall be primarily located in surface lots alongside and/or behind the primary structure and on-streets.

#### Height

- Buildings shall have a distinctive base and roof treatment.
- Base treatments may include a projected volume, change in color, or change in material. Roof treatment may include a cornice, parapet, cap, or distinctive eave to provide visual interest.
- Additional height articulation including water tables and belly-bands are encouraged to help delineate overall building height.
- Ground floors should be taller than upper floors.

#### Length

- Building length should be well articulated using vertical elements such as columns and pilasters.
- Corner treatment using unique roofs or volumes is encouraged to add visual interest.

#### Windows

- Upper story windows should generally be smaller than ground-floor windows.
- Sills, headers, and other details as well as varying window size and style may be employed to add visual interest.

#### Composition

- Alcoves, balconies and terraces are encouraged at upper stories to provide outdoor spaces.
- Ornamental wall-mounted outdoor lighting (sconces) is encouraged to accent entries or a sequence of repeating pilasters.
- Wall-mounted signs are encouraged.
- Wall signs are encouraged on special corner entries.

#### Frontage Types

- Shop fronts are permitted along the ground floor.
- Formal Entries shall be used to provide access to ground floor and upper floor uses.
- A portico may be used to emphasize the main entry.
- An arcade may be used to create a pedestrian-friendly environment along the building façade.

2.2 DISTRICT ZONE REGULATIONS



Workplace commercial along Patterson Road



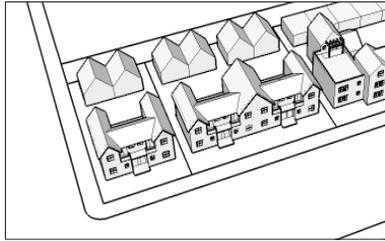
Parking located to rear.



Workplace commercial with formal entry.

### **2.2.7.C MULTIPLEX**

This building type contains two, three, four or more units which may be stacked. Dwelling units may be flats or townhouses. Common development types include duplex, triplex, quads, and villas. Carriage houses may be located at the rear of the property.



### **STANDARDS & GUIDELINES**

#### Access & Parking

- Primary access to ground floor dwelling units shall be from the primary street where possible. Entrances shall be clearly residential in character, be prominent, and easy to identify.
- Where buildings are setback less than 8 feet from the sidewalk, entrances shall be elevated a minimum of 4 feet above finished grade.
- Upper story units should be accessed from a central lobby, interior stairwell or enclosed exterior stairwells.
- Parking should be in garages or car ports accessed from rear alleys where possible.
- Free standing carriage houses may be located at the rear of property and accessed from an alley.
- Internal “tuck under” garages may be accessed from rear alleys.
- Garages may be accessed from the primary street only when no alley is present and site design prohibits construction of an alley.

#### Height

- Roof treatment should include a cornice, parapet, cap, or distinctive eave to provide visual interest.
- Additional belt courses including water tables and bellybands are encouraged to help delineate upper stories.

#### Length

- Building masses should articulate the living spaces within, and be aligned with primary structural components. Projecting and inseting of building volumes, delineation of bays, and varying roof lines should be employed to add visual interest.

#### Windows

- Windows and doors should be designed and located to avoid privacy conflicts with neighboring dwellings and buildings

#### Composition

- Building design should be residential in scale and character.
- Terraces and balconies may be used to create variety and support residential character.
- Entrances may be identified with porticoes, vestibules, and prominent doorways.
- Siding for residential buildings should appear light-weight.

## 2.2 DISTRICT ZONE REGULATIONS

---

### Frontage Types

- Stoops and porches are strongly recommended.
- Forecourts may be used to create shared open spaces.



Triplex with porch and yard.



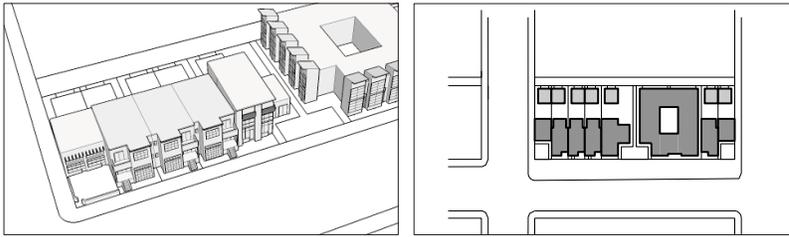
Quad-plex with formal entry.



Mediterranean villa.

### **2.2.7.D LIVE-WORK**

An integrated dwelling space and workplace in a single structure. Live-work buildings may be single multi-family buildings specifically designed and/or modified to accommodate joint residential occupancy and work activity.



### **STANDARDS & GUIDELINES**

#### Access & Parking

- Ground floor workspaces shall be accessed directly from the primary street, court, or paseo where possible.
- Parking for each unit shall be provided in garages, carports, or in surface lots located behind or alongside the primary building and accessed from rear alleys where possible.
- Where buildings are setback less than 8 feet from the sidewalk, entrances shall be elevated a minimum of 4 feet above finished grade.

#### Height

- Live-work buildings should be designed to be attractive, unique, and to be compatible with adjacent residential architecture.
- Base treatments are encouraged and may include a projected volume, change in color, or change in material.

#### Length

- When structured as attached buildings, a variety of roof forms and building increment should be used to communicate the extents of individual units.
- Projecting and inseting of building volumes as wells as delineation of bays and entries should be employed to add visual interest.

#### Windows

- Ground-floor windows should be designed to be welcoming and attractive, and may be uniquely designed to accentuate the interior workspace. Upper story windows shall be designed to support privacy for residential spaces.

#### Composition

- Terraces, balconies, and roof gardens can be effective ways to create unique outdoor spaces. Ground-floor entrances can be further identified with porticoes, vestibules, and prominent doorways.

#### Frontage Types

- Shop fronts can be used for ground-floor workspaces to support pedestrian activity and commercial activity.
- Arcades may be used to create pedestrian-friendly space adjacent to live-work buildings.
- Formal entries shall be used to provide access to interior corridors where applicable.
- Forecourts are encouraged to provide welcoming outdoor space that is accessible from the primary street. Forecourts may be used for the display of wares or for outdoor workspace.

## 2.2 DISTRICT ZONE REGULATIONS

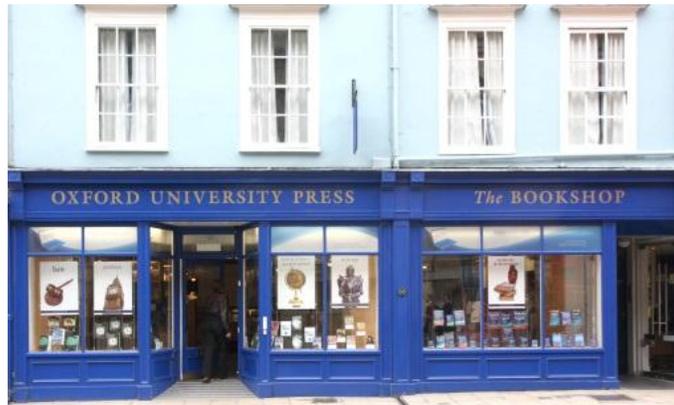
---



Single and multifamily bldgs.



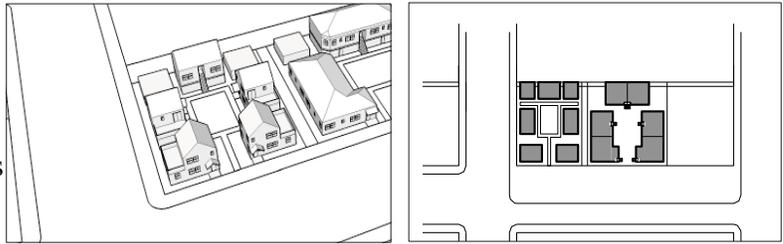
Adaptive re-use to live-work.



Live-work with shop fronts

### **2.2.7.E COURTYARD HOUSING**

A group of dwelling units arranged around a shared courtyard or series of courts accessed from the primary street. Buildings may include stacked flats, multiplexes, row houses or single-family detached houses.



#### **STANDARDS & GUIDELINES**

##### Access & Parking

- Each building shall have direct access from the courtyard. Buildings that front the primary street may have an additional entry fronting onto the street.
- Parking for courtyard housing shall be located behind units or in adjacent lots or carports and may be accessed from a rear alley, side street, or driveway.
- Clustered garages or carports are recommended and shall be hidden from view from the primary street and from the courtyard.

##### Height

- Courtyard houses should be articulated so that all buildings are residential in character.
- A variety of roof forms and building heights should be used to add visual interest and create attractive environments.

##### Length

- Building masses should articulate the living spaces within, and be aligned with primary structural components. Projecting and inseting of building volumes, delineation of bays, and varying roof lines should be employed to add visual interest.

##### Windows

- Windows and doors should be designed and located to avoid privacy conflicts with neighboring dwellings and buildings.
- Windows that front onto the courtyards should be designed to ensure that a comfortable level of privacy is maintained.

##### Composition

- Porches, balconies, and terraces are encouraged to create private open spaces.
- A formal entry to the courtyard is encouraged, and may be achieved using plant materials, and/or a low ornamental wall or fence. Courtyards should appear welcoming and not feel walled-off. They should provide views onto adjacent streets and be visible from adjacent sidewalks to increase safety. For a description of Courtyard Design, see Landscape and Open Space standards and guidelines.

##### Frontage Types

- Arcades may be used along the base of multiplex buildings.
- Formal entries may be used to provide access to multiplex buildings.
- Stoops with porches may be used to provide access to ground-floor dwelling units.

## 2.2 DISTRICT ZONE REGULATIONS

---



Multiplex buildings along a small court



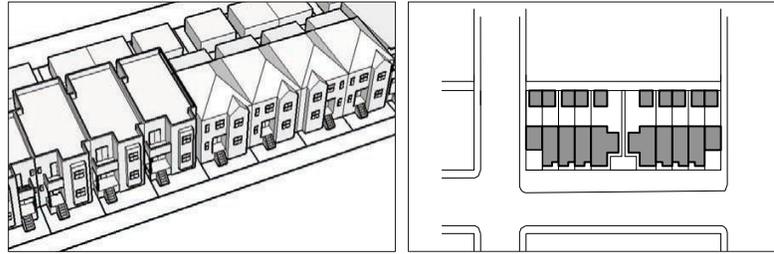
Row houses along a court.



Bungalow court with formal entry.

### 2.2.7.F ROW HOUSE

A building with two or more dwellings attached side by side. A single row house building may contain up to five attached dwellings. Dwelling units are typically occupied by one primary residence. A two or three story row house may contain a ground-floor flat and a townhouse above. Carriage houses may be located at the rear of the property.



### STANDARDS & GUIDELINES

#### Access & Parking

- Each row house shall be accessed directly from the primary street. Entrances shall be clearly residential in character, and be prominent and easy to identify.
- Where buildings are setback less than 8' from the sidewalk, entrances shall be elevated a minimum of 4' above finished grade.
- Parking should be accessed from rear alleys where possible.
- Free standing garages or carriage houses may be located at the rear of property and accessed from an alley or side street.
- Internal "tuck under" garages may be accessed from rear alleys.
- Garages may only face the primary street where site development prohibits rear access.

#### Height

- Row houses are attached homes, and should convey a strong residential character. Building height shall be articulated with residential architecture including pitched roofs, gables, dormers, and deep eaves if applicable to the style. Brackets and other design features may be used to add visual interest.

#### Length

- Building length should articulate the extents of individual dwellings. Projecting and inseting of building volumes and delineation of bays and entries should be employed to add visual interest. Individual façade composition should not be excessively replicated. A variety of unit plans or façade designs should be employed over the length of a block face.

#### Windows

- As with all residential building types, windows and doors should be designed and located to avoid privacy conflicts with neighboring dwellings and buildings.

#### Composition

- Terraces and balconies can be used to create additional variety and support residential character. Entrances can be further identified with porticoes, vestibules, and prominent doorways.

#### Frontage Types

- Stoops and porches are recommended where first floors are raised above the sidewalk.
- Front yards are permitted to enhance the transition between the sidewalk and the building façade and can be adorned with a low wall or fence.

2.2 DISTRICT ZONE REGULATIONS



Row houses with stoops



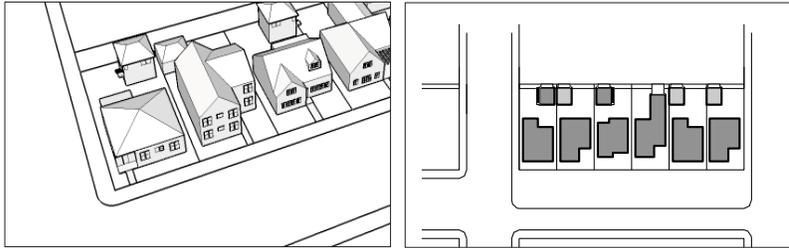
Row houses with common-yard.



Row houses with terraced private yards

### **2.2.7.G SINGLE-FAMILY DETACHED**

A free-standing structure designed specifically to accommodate one residence. Carriage houses may be located at the rear of the property.



#### **STANDARDS & GUIDELINES**

##### Access & Parking

- Primary entry to the home shall be from the primary street and may be located on the front or side façade of the building.
- Where buildings are setback less than 8' from the sidewalk, entrances shall be elevated a minimum of 4' above finished grade.
- Access to carriage houses should be accommodated from a rear alley where possible.
- Parking should be accommodated in a garage located at the rear of the property and accessed from rear alleys or side streets where possible. Where a side street or alley is not present, garages may be accessed by a driveway.

##### Height

- Single-family houses shall convey a strong residential character. Building height shall be articulated with residential architecture including pitched roofs, gables, dormers, and deep eaves. Brackets and other design features may be used to add visual interest where appropriate to the building style.

##### Length

- Building masses should articulate the living spaces within, and be aligned with primary structural components. Projecting and inseting of building volumes as well as delineation of bays and varying roof lines should be employed to add visual interest.

##### Windows

- Windows and doors should be designed and located to avoid privacy conflicts with neighboring dwellings and buildings.

##### Composition

- Porches, balconies, and terraces are encouraged to create private open spaces, variety of massing, and support residential character. Entrances can be identified with porticoes, vestibules, and prominent doorways.

##### Frontage Types

- Porches are strongly recommended to announce the primary entrance and to enhance the pedestrian environment along neighborhood streets.
- Front yards should enhance the transition between sidewalk and the building façade, and can be accentuated with a low wall or decorative fence. Yards should appear welcoming and maintain a high level of transparency to adjacent streets and properties.
- Front doors should be prominent and may be enhanced with a vestibule or portico.

2.2 DISTRICT ZONE REGULATIONS



Recessed entry and stoop.



Spanish style bungalow.



Alley-loaded carriage house.

**2.2.8 FRONTAGE TYPES**

**Purpose and Intent**  
 This section defines the frontage types that are permitted in the Plan Area. Each permitted frontage type is illustrated and described below. All new development shall comply with applicable requirements regarding accessibility.

**Applicability**

At least one frontage type is required for each new building proposed in the Plan Area. Frontage types are controlled by both District Zone and Building Type. Permitted frontage types are listed in the Regulations Summary Chart and in the Frontage Types Chart (below) according to Building Type. For each proposed building, applicants must select a frontage type that is permitted in their District Zone, and is permitted with their building type.

**Overview**

Frontage is defined as the area extending from a building facade to the public right-of-way or back of sidewalk line. Throughout the Downtown, a range of frontage types is permitted to ensure that buildings orient towards the primary street, and create clear and identifiable entries. Well-designed frontage conditions are a key component of creating an attractive and pedestrian-friendly environment.

**Contents**

- A. Shopfront
- B. Arcade
- C. Formal Entry
- D. Forecourt
- E. Stoop
- F. Front yard

FRONTAGE TYPES CHART							
Building Types	Commercial Block	Workplace Commercial	Multiplex	Courtyard Housing	Live-Work	Rowhouse	Single-family Detached
Frontage Types as Permitted by Building Type							
A. Shopfront	required	permitted	---	---	permitted	---	---
B. Arcade	permitted	permitted	permitted	---	permitted	---	---
C. Formal Entry	permitted	permitted	permitted	permitted	permitted	---	---
D. Forecourt	permitted	permitted	permitted	---	permitted	---	---
E. Stoop	---	---	permitted	permitted	permitted	permitted	permitted
F. Front yard	---	---	permitted	permitted	permitted	permitted	permitted

### 2.2.8.A SHOPFRONT

Shopfronts are building facades designed specifically for Main Street Retail uses. Shopfronts are required frontage types on commercial block buildings in the Downtown Core.

#### Standards

1. The primary entrance shall be accessed directly from the public sidewalk, court, or paseo.
2. Entrances may be recessed in an alcove no more than 5 feet to allow for door swing.
3. A minimum of 70% of the shopfront facade shall be comprised of display windows having clear glazing. Opaque or reflective glazing is not permitted.
4. Buildings shall have a base of no less than 18 inches, display windows shall not extend to the ground.
5. Display windows may encroach into the public right-of-way up to 18 inches in the form of bay windows or window boxes.
6. Awnings or architectural projections shall be located above all doors leading to lobbies and upper floor uses.

#### Guidelines

1. Shopfronts should be designed in harmony with building architecture.
2. Awnings are strongly encouraged to provide shade and shelter, and should be located above windows and entries. Awnings should be designed to span individual windows and entries. Awnings should not span across building walls or pilasters or span more than a single shopfront window.
3. Shopfronts should be designed in coordination with the horizontal massing and increment of building architecture.
4. Transom windows are encouraged.
5. Where located outside of the Downtown Core, portions of the shopfront may be setback a maximum of 10 feet to create opportunities for outdoor seating and display of goods. Setback areas must have hardscape treatment and be unobstructed.
6. A colonnade may be appended to shopfront and encroach into the public right-of-way to create a “gallery” as follows:
  - a. The colonnade shall be no less than 8 feet in depth.
  - b. Space between colonnade columns shall no less than 6 feet.
  - c. The colonnade should be designed to correspond to shopfront increments and building architecture.



Shopfront windows and recessed along Santa Fe Street.



Canvas awnings are common to commercial buildings.



Large display windows and entry on architectural awning create a welcoming shopfront setting.

**2.2.8.B ARCADE**

Arcades are first floor colonnades that are covered by upper stories. This frontage type is well-suited for retail or commercial uses located on the ground floor, or may be used to create shaded pedestrian environments along commercial or residential buildings such as workplace commercial, multiplex, and live-work.

Standards

1. Minimum depth of arcade shall be 8 feet.
2. Minimum space between columns shall be 6 feet.
3. The colonnade shall be designed to correspond to building architecture.

Guidelines

1. Arcades should be designed to feel welcoming to pedestrians. Low walls or other obstructions should be avoided.
2. Plant materials can enhance and soften an arcade and create an attractive haven for pedestrians.



Arcade with terrace above

### 2.2.8.C FORMAL ENTRY

Formal entries define the primary entrance to a workplace commercial building or a lobby of a residential or mixed use building. Formal entries shall be prominent and easy to identify from the sidewalk. Entries shall have roof overhangs to provide shelter and to further distinguish the entrance. A portico, consisting of a roofed entrance supported by columns is a strongly recommended treatment for formal entries to add gravitas and grandeur.

#### Standards

1. Where formal entries are elevated above finished grade, stairs having decorative sidewalls and/or handrails shall be provided.
2. Entry roofs shall project from the building facade a minimum of 2 feet to provide adequate shelter.
3. Entries shall be designed in accordance with overall building architecture.
4. Formal entries shall be well-lit. Sconce lighting or other decorative lighting that frames the entry is strongly recommended.

#### Guidelines

1. Formal entries should be treated with significant architectural expression.
2. A grand stairway leading to a portico is a recommended treatment for large buildings.
3. Entrances may be inset slightly from the primary building wall and are typically raised above finished grade.



Formal entries to commercial block and workplace commercial buildings provide access to upper floor uses



Formal entry to lobby of multiplex building



Raised formal entry with portico on live-work Units.

**2.2.8.D FORECOURT**

A recessed area where a portion of the primary building facade is significantly setback from the public sidewalk and enclosed by building volumes on adjacent sides. For residential development, the forecourt is ideally suited for shared gardens and plazas. For commercial and live-work development types, the space may be used for outdoor dining or display of goods.

Standards

1. The side of the forecourt that opens to the public sidewalk shall be a minimum of 15 feet wide and a maximum of 40 feet wide.
2. The forecourt shall not exceed 20 feet in depth.

Guidelines

1. Forecourts may be raised above the sidewalk and enclosed with a decorative wall or plant materials.
2. Fountains and other water features make an excellent amenity in a forecourt.



Forecourt serves as shared garden and patio for residents of this villa.

## 2.2 DISTRICT ZONE REGULATIONS

### 2.2.8.E STOOP

Stoops are entry stairs located close to the back of sidewalk and leading to one or more entries to residential buildings. Stoops may encroach into the front setback area. Stoops are well-suited for Downtown residences as they contribute to ‘eyes on the street’ and support a safe and community-oriented public realm.

#### Standards

1. Stair treads shall be no less than 4 feet wide.
2. Stoops shall comprise no fewer than 2 stairs.
3. Stairs shall be enclosed on both sides by a decorative stairwell and/or handrail.
4. A landing or recessed alcove of no less than 4 feet in depth shall be located at the top of the stairs.

#### Guidelines

1. A portico roof that overhangs the landing is encouraged to provide shelter where no alcove is present.
2. Where stairs approach the sidewalk grade, widening or ‘flaring’ of lower stairs is encouraged to create a welcoming condition.
3. Materials and colors for stoops should be selected to complement building design.
4. Recommended materials include wood and concrete. Where concrete is used, staining, coloring, or inlaying of tile or stone is recommended to enhance overall design.



Stoop and recessed alcove provide entry to multiplex.



Row houses with stoops and porches enhance residential character.



Shared stoop and porch on multiplex



Stoop and handrail designed in harmony with building architecture.

**2.2.8.F FRONTYARD**

Front yards are common to residential development where the primary building facade is setback from the right-of-way line.

Porches are ideal companions to front yards and may be enclosed within the primary building or may be appended to the front or side facade. Porches may encroach into the front or side setback area.

Standards

1. Where no porch is present, a front door shall be elevated above finished grade by no less than 18 inches and accented with a portico or other architectural roof overhang, or recessed into an alcove.
2. Porches shall be completely roofed.
3. Porches shall be a minimum of 6 feet in depth and 8 feet wide.
4. Front doors shall be accessed by stairs having sidewalls and/or decorative handrails.

Guidelines

1. Front yards and porches may serve multiple entries and dwellings.
2. Yards may be slightly raised above finished grade and retained with a low decorative wall to further distinguish the separation of private and public space.
3. Porches may wrap around building corners and may provide access to side yards.



Multiplex buildings having front yard with decorative fence.



Single-family homes with terraced front yard retained by decorative wall.



Multiplex building with terraced front yard retained by decorative wall.



Multiplex with common yard.

### 2.3.1 ARCHITECTURE

#### *Purpose and Intent*

*This section contains standards and guidelines to guide the look and feel of new and rehabilitated buildings throughout the Downtown Specific Plan Area. The information contained in this section is provided to ensure that new architecture fulfills the community's vision for built forms that are attractive, while preserving the existing neighborhoods and enhancing the city's small town character.*

*“Riverbank’s strong sense of community identity is reflected in its public gathering places and activities, architectural variety, and the ways in which the City’s riverfront location, railroad-oriented history, agricultural heritage, and other unique qualities are celebrated in the built environment.” - Riverbank 2025 Vision*

#### **Applicability**

The architectural standards and guidelines contained in this section are provided to assist the City of Riverbank and future applicants in the following ways:

1. Establish high standards of design quality by building on the Policies for Community Character and Design established in the Riverbank 2025 General Plan.
2. Facilitate the application, design review, and planning approval process by establishing preferred criteria for key aspects of building design in support of Downtown revitalization.

#### **Introduction**

The City of Riverbank is fortunate to have a rich history of building forms emanating from its historical roots as an agrarian center located along the banks of the Stanislaus River. The city’s continued relationship to agriculture, industry, and to the railroad has become a fundamental aspect of community identity and cultural heritage. The buildings that have evolved within this context embrace a style and character that is modest, distinctive, and authentic.

The homes, shops, and offices that are inhabited and viewed from city streets and public spaces communicate a great deal about community identity.

Unlike ‘tract’ housing and conventional ‘tilt-up’ commercial buildings, building forms throughout the Downtown Specific Plan shall be constructed of durable materials and embody an overall sense of quality that builds on the historic and authentic qualities of its surroundings. Well-articulated buildings throughout the Plan Area shall be built in support of the community’s vision for an attractive, pleasant, quiet, friendly community with a distinctive small-town character.

To this end, applicants are responsible to follow the standards for new architecture, and are strongly encouraged to embrace the spirit of the guidelines. Each new development is responsible for adding to the community’s valued character, and for contributing to the community’s vision for a high-quality built environment.

## 2.3 DISTRICT -WIDE REGULATIONS

---

### Contents

Standards and Guidelines for building design criteria and components are as follows:

- A. General principles
- B. Building height articulation
- C. Building length articulation
- D. Design of corner buildings
- E. Design of windows
- F. Design of walls
- G. Design of roofs
- H. Design of doors and access
- I. Architectural style

## 2.3 DISTRICT -WIDE REGULATIONS

---

### **2.3.1.A GENERAL PRINCIPLES**

#### **Building Design**

##### Standards

1. Buildings shall embrace and support the city's small-town character.
2. Building materials and colors shall complement the historic character of the city and region without replicating it. Creativity in design is encouraged.
3. Architecture shall be based on a language of structural systems; wall openings along the primary facades shall correspond to internal spaces.
4. Building elements shall be real and operational. Pastiche shall be avoided.

##### Guidelines

1. Buildings should appear welcoming and support pedestrians through attractive facade design.
2. Buildings should be distinctive. Where multiple buildings are constructed as part of a single- development, each building should appear unique. Monotony should be avoided.
3. Dwellings should be designed with spaces such as porches and living rooms oriented toward the street and/or courtyard. Private rooms such as sleeping and service rooms should be oriented toward side and rear yards.

#### **Finish and Articulation**

##### Standards

1. All visible building facades shall maintain a high degree of finish and articulation.
2. Building facades that are visible from public spaces shall be designed and finished to be consistent with the primary building facade. All building facades should be unified in style and character.

#### **Ancillary Buildings and Carriage Houses**

##### Guidelines

1. The design of ancillary buildings including the style of roofs, windows, doors, building materials and colors, and overall architectural style should be consistent with those of the primary building.

#### **Materials**

##### Guidelines

1. Buildings should be constructed from durable materials.
2. Materials should be represented honestly; heavier and stronger materials such as masonry should generally support lighter materials such as wood.

#### **Energy Efficiency**

##### Guidelines

1. Building design should address solar heat gain through building orientation, site landscaping, and use of shading devices, deeply inset windows, and roof overhangs.
2. New development should optimize energy efficiency for site design, building materials, and building construction techniques where possible. Refer to a recognized green building rating system such as LEED (Leadership in Energy and Environmental Design) or Build It Green for applicable guidelines at the time of application.

### 2.3 DISTRICT -WIDE REGULATIONS

---



Building architecture shall build on the City's heritage.



Downtown has distinctive small-town character.



Riverbank's building stock is comprised of durable, authentic materials.



Downtown architecture shall be welcoming and support a Pedestrian friendly environment.

### **2.3.1.B HEIGHT ARTICULATION**

All buildings in the Downtown Specific Plan shall have a well-articulated base and roof line.

#### **Building Base Treatment**

##### Standards

1. A horizontal base treatment is required along the front facade of all buildings with the exception of live-work buildings and single-family houses.
2. The base treatment shall extend a minimum of 18 inches and a maximum of 4 feet from the ground plane.

##### Guidelines

1. Base treatment may be accomplished using a horizontal projection of the wall material and/or a change in materials and/or colors.
2. Where a colonnade is present, additional base treatments are not required.
3. Ceramic tile is strongly recommended as a base treatment for commercial block buildings having shop fronts.

#### **Building Top Treatment**

##### Standards

1. Cornices, parapets, building caps, or other architectural features shall accentuate the top of building walls where roof surfaces and overhanging eaves or other roof lines are not present.
2. Cornices shall project from the building facade a minimum of 6 inches and a maximum of 30 inches.

##### Guidelines

1. Compound cornices, having a series of horizontal courses are encouraged to add visual interest.

#### **Intermediate Treatment**

##### Guidelines

1. Varying the setback of building masses above the ground floor is an effective means to articulate building height.
2. Water tables, belly bands, and other horizontal courses are encouraged to accentuate upper stories or to delineate step back areas.



Base treatment, variation in materials, and unique roof forms create visual interest.



Recessed entry, balcony, belt courses and overhanging eave articulate building height.

2.3 DISTRICT -WIDE REGULATIONS

---



Building bays are offset to create a welcoming pedestrian environment.



Off-set of building bays and individual roof forms 'break down' overall building length.

### **2.3.1.C LENGTH ARTICULATION**

Horizontal building mass should be subdivided into sections to create a finely-grained rhythm indicative of small-town character. Long uninterrupted wall sections are not permitted and must be articulated as smaller scale (narrower) sections to support the pedestrian-oriented nature of Downtown.

#### Standards

1. Maximum uninterrupted building length shall be 30 feet.
2. Elements of length articulation shall be coordinated with the structural systems and building increment where possible. Articulation elements shall not appear 'tacked-on' or as 'after thoughts'.
3. Preferred methods for articulating building length include offsetting of adjacent building bays and volumes, and use of individual roof forms on each volume or bay. Where used, an offset volume shall be setback or protrude from the facade no less than 24 inches.



Offsetting of building bays and change in materials help to articulate this parking structure.

4. Use of vertical notches, pilasters, columns and piers are effective means to articulate length. Where used, a notch, pilaster, column, or pier shall recess or protrude no less than 4 inches and shall be no less than 8 inches wide.

#### Guidelines

1. Grouping of facade elements including windows and balconies may be used to further emphasize facade articulation.
2. Distinct color schemes or changes in materials or orientation (pattern) of materials should be used in combination with other architectural treatments to emphasize facade articulation.
3. Monotonous building facades should be avoided.

## 2.3 DISTRICT -WIDE REGULATIONS

### **2.3.1.D CORNER TREATMENT**

The Regulating Plan requires buildings at certain locations to ‘hold’ the corner in order to accentuate a primary point of entry into the Downtown Specific Plan Area. In addition to these locations, it is generally desirable to articulate building corners on corner lots.

#### Standards

1. Corner treatment may encroach into the sidewalk or setback environment by no more than 8 feet.

#### Guidelines

1. Corner volumes can be accented by creation of a landmark roof form such as a domed, conical, or pyramidal roof.
2. Articulation of corner building masses can include horizontal and vertical massing elements that are distinct from adjacent building facades.
3. Special composition of windows and doors, upper story porches, specialized architectural trim, and changes to colors and materials, are recommend methods for articulating corner building volumes.
4. Corner building volumes can include prominent entries that may protrude from or be inset from the corner building volume.
5. Corner volumes can take the form of a tower having a unique roof form.
6. Corner towers may include rounded or faceted building facades to add visual interest.



Mixed use buildings with architecturally emphasized corner building volumes.



Mixed use building with prominent corner building mass and distinguished entry.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.1.E WINDOWS

Well-designed windows can contribute significantly to creating an attractive environment throughout Riverbank’s Downtown.

#### Materials, design, and composition

##### Standards

1. All windows shall be highly energy efficient.
2. Windows shall not be flush with building walls. Window glass shall be inset a minimum of 2 inches. Exceptions include windows located in protruding bays, in between bays, or behind an arcade frontage type.
3. Large display windows shall comprise no less than 70 percent of shop fronts facades.

##### Guidelines

1. Windows should be true divided light. Snap-on mullions and those located between double-paned glass should be avoided.
2. Upper story windows should be operable. Non- operable windows should be used only when part of a group of operable windows, or when designed as a shop front display window.
3. Windows on upper stories should generally be smaller in size than ground-floor windows.
4. Transom windows are recommended above shopfront display windows and doors, and should be operable to assist with ventilation.

#### Elements

##### Standards

1. Window sills shall be wood, clad wood, brick, or metal, and consistent with overall building design.

##### Guidelines

1. Window glass should be clear. Specialty windows may comprise stained glass or other distinguished qualities in coordination with building design.
2. Vinyl covered frames should be integrally colored.
3. Window shutters should be sized to cover the window opening.
4. Shade devices should be large enough to reduce light emission. “Eye brow” and other purely ornamental shade devices should be avoided.



True divided light windows provide important visual interest and shadow lines.



Shopfront awning and shade devices reduce light emissions and enhance appeal.

2.3 DISTRICT -WIDE REGULATIONS

---



A variety of window types, shapes, and sizes adds to visual interest.



Light weight siding and earth tones support the community’s vision for downtown.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.1.F WALLS

Building walls should reflect and build on the materials and styles indicative of Riverbank's rich history of built forms. Natural and sustainable materials should be used where possible. Where visible from the street, special care should be taken to ensure that building walls communicate a high level of craftsmanship and are built of durable materials.

#### Wall Materials

##### Standards

1. Permitted materials include brick, stone, masonry, wood, metal, ceramic tile, cement fiber (Hardie-Plank or equivalent), cement plaster, and materials of equivalent quality, durability, and appearance.
2. T-111 plywood and equivalent materials are not permitted.
3. Where simulated materials are used, they shall be of exceptional quality and durability.

##### Guidelines

1. For commercial buildings, pre-cast and cast concrete with a texture finish is recommended for building base treatments, columns, pilasters, and unique facade areas. Masonry blocks and 'tilt-up' walls should be avoided.



Stucco finishes should be smooth. Wood and terra-cotta are appropriate accent materials.



Wood clapboard and wood trim accents are appropriate materials.



Variety of roof forms in light and medium brown colors are appropriate.



Terra-cotta tiles and deep overhang accentuate this Spanish Revival building.

2. Lap siding should be clapboard, tongue-and-groove, board and batten, shingles, and shakes.
3. Stucco finishes and hand applied trowel finishes should employ very simple textures.
4. Metal buildings should be designed with exceptional detail and craftsmanship. Barrel vault and deep reveals can be used to add variety and visual interest. Corrugated metal finishes are strongly discouraged.
5. 'Plinth' blocks at building bases are recommended and should be constructed of concrete, cut stone or masonry.

## 2.3 DISTRICT -WIDE REGULATIONS

---

### **Accent Materials**

#### Standards

1. All materials listed as permitted in the preceding section are appropriate as accent materials.

#### Guidelines

1. Glazed ceramic or clay tile in rich colors can be used at window and door surrounds, bulkheads and other distinguished areas.
2. Terra-cotta is encouraged to be used as an accent material, especially with Spanish and Mediterranean styles.
3. Painted wood materials, ornamental tile, natural stone, and brick are strongly encouraged around the base of buildings.
4. Low-grade simulated materials, plastics, and other non-durable materials should not be used for building accent.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.1.G ROOFS

Roofs should be designed to complement overall architectural style, materials, and details. A variety of roof forms is encouraged.

#### Standards

1. Permitted materials include clay, slate, or integrally colored concrete tiles, wood shingles, high-quality metal roofing, and architectural grade composition shingles.
2. Colors for roofs include light and medium shades of earth tones. Medium browns, tans, cooper, bronze, and grays may be used.
3. Roof overhangs:
  - a. On pitched roofs, eaves and rakes shall overhang building walls a minimum of 18 inches.
  - b. Roofs overhanging sidewalks, courtyards, paseos or other pedestrian areas, shall be 8 feet clear in height.
  - c. Brackets and corbels may be used to add variety when applicable to architectural style.
  - d. Soffits shall be designed with a level of finish and detail consistent with architectural facades.



Roof overhangs and use of brackets support residential design.



Roof form reflects dwelling unit increment.



Pedestrian doors should be prominent and in accordance with overall building design.



Garages shall be recessed and accessed from the rear of buildings where possible.

#### Guidelines

1. Green roofs, garden roofs, and vegetated roofs are highly encouraged. Solar panels should be located on roofs or awnings where possible.
2. Roof types and design should be selected in consideration of climate, pitch, drainage and maintenance. Permitted roof types include flat roofs, barrel vaults, and pitched roofs including gable, hip, and pyramidal. Shed roofs are permitted for accessory buildings.
3. Roof design should reflect building increment where possible.

## 2.3 DISTRICT -WIDE REGULATIONS

---

### **2.3.1.H DOORS AND ACCESS**

Entry design shall be integral to building facade composition and be composed of similar materials.

#### **Pedestrian Doors**

##### Guidelines

1. Pedestrian doors should be built of wood, clad- wood, metal, or glass.
2. Porticos, columns, alcoves and other design features should be used to accentuate entries.
3. Primary access to upper stories should be through a formal entry facing the street. Carriage houses may be accessed from an exterior stairway.
4. Where shop front doors are recessed, they should have a clear view and unobstructed path at 45 degrees to the sidewalk.
5. Metal 'roll-down' security gates are strongly discouraged.

#### **Garage Doors**

##### Standards

1. Garages shall be located and accessed at the rear of properties where possible.
2. Garage doors shall be recessed no less than 8 inches into the building facade.
3. Single-car garage doors shall be used wherever possible and may be grouped to access multiple spaces. Double-car doors shall be a maximum of 18 feet wide.

##### Guidelines

1. Garage doors should include small windows and design features to reduce overall visual impact.

#### **Loading and Service**

##### Standards

1. Service entries shall be located to the rear or side of building and not visible from the primary street wherever possible.
2. Service areas shall be constructed of durable materials, and be designed and finished in accordance with overall building design and materials.
3. Trash enclosures shall be located to the rear of buildings and be compatible with building design.

### **2.3.1.I STYLE**

#### *Purpose and Intent*

*This section describes some of the prominent architectural styles found in Riverbank and throughout the region.*

*The style guidelines contained herein are provided as a basic primer on 'authentic' details commonly associated with a particular style. To truly achieve an representation of a given style, additional aspects of massing, composition, and design features will be required.*

#### **Introduction**

This Regulating Code does not dictate architectural style. The Riverbank community desires a Downtown Specific Plan Area that embraces its architectural heritage, but does not necessarily replicate it.

Unlike other sections of this Regulating Code, these style guidelines are not regulatory. Applicants are not required to select an architectural style. Rather, applicants are encouraged to design buildings that draw from local building traditions, styles, and character, and may refer to these guidelines for context in doing so. Design creativity and innovation are strongly encouraged.

When new construction or rehabilitation of existing Riverbank structures is proposed, the following style descriptions provide a guide and context for the treatment of building elements.

#### **Contents**

- Early 20th Century Commercial
- Craftsman
- Spanish / Mission Revival
- Art Deco / Modern
- Colonial Revival
- California Contemporary
- Victorian

#### **Early 20th Century Commercial (Main Street Commercial)**

##### Application

Common to commercial block and workplace commercial building types.

1. A single simple volume or single dominant volume having additional wings of similarly shaped volumes. The ground floor may read as the building base articulated by large shop front windows, and often includes walls or columns in different materials than upper floors.
2. Roofs are typically flat, hipped or gabled. Well- detailed cornices and parapets are common.
3. Building facades are flat, often composed of brick, wood, or masonry work including precast concrete.
4. Canvas or fabric awnings are common above shop front windows and above formal entries.
5. Upper story windows have vertical proportions. Transom windows are common above shop fronts and entrance doors.
6. Materials for walls include brick, wood, masonry, and stained wood. Base treatments often include concrete and stone plinths, and may be decorated with ornate colored tiles. Masonry

## 2.3 DISTRICT -WIDE REGULATIONS

block shall be avoided.

7. Arcades supporting upper story terraces are common.



Decorative cornice lines lend a 'western' flare to building style.



Single story building with brick and masonry facades.



Distinctive columns separate individual shop fronts.

### Craftsman

#### Application

Common to residential, office, and lodging uses. Building types typically include multiplex and single- family dwellings.

1. Buildings are composed of horizontal single and two-story masses. The ground floor is often elevated above grade.
2. Large, shallow pitched gabled roofs cover primary building volumes and often partially conceal upper stories.
3. Dormers may be used to provide light and air into upper story rooms and the attic space.
4. Overhanging eaves, roof rafters, wood braces and brackets are common.
5. Heavy timber throughout the roof and veranda (porch) structures are common.
6. Porches, loggias, and trellises adorned with tapered columns create a variety of outdoor spaces.
7. Walls are typically wood shingle, clapboard, board and batten, stucco (California bungalow), stained wood or painted wood in dark to medium earth tones. An emphasis on rustic surfaces is common.
8. Base and entry stairs may be adorned with concrete, stone, or brick.

## 2.3 DISTRICT -WIDE REGULATIONS

---



Brackets and large porches are common.



Craftsman buildings are often elevated above the sidewalk.



This home uses a limited palette of brick and wood.

### **Spanish Revival (Mediterranean)**

#### Application

Common to all building types and uses.

1. Horizontal building volumes accentuated with vertical towers, especially at corners.
2. Exterior walls are typically single plane expanses of smooth plaster wall (stucco) and may be articulated with traditional building ornament of stone or cast concrete.
3. Roofs are either flat or gabled, with overhangs to create deep shadow lines. Roofs may be clad in red or brown clay tiles.
4. Windows and doors are deeply recessed into the wall surface.
5. Windows are vertical in proportion and may be arched in key locations. Large windows should be multi-paned and window groups may be separated by columns.
6. Double-hung and casement windows are common. Aluminum and/or white-vinyl should be avoided.
7. Building facades are typically pale shades of grey, white or flesh tones.
8. Stairs, balconies, terraces, and loggias may be accentuated with color tile, wrought iron, and lightly painted wood.

## 2.3 DISTRICT -WIDE REGULATIONS

---



Roof treated with red tile.



Deep overhangs and gallery create shadow lines.



Tiled courts are common to Spanish Revival and Mediterranean architecture.

### Art Deco / Modern

#### Application

Common to commercial block, workplace commercial, mixed-use, civic and lodging buildings.

1. Rectangular building volumes.
2. Primary walls may be constructed of cast concrete or plaster.
3. Roofs are typically flat, with exterior columns and pilasters extending vertically beyond the roof line to form parapet walls.
4. Horizontal planes dominate building facades and may be accentuated with vertical ornamentation.
5. Corners may be rounded or extruded to create a streamline appearance.
6. Windows may 'wrap' around corners or may be located between pilasters and recessed.
7. Metal window grates and window ornamentation including stained and tinted glass may be used.
8. Cornices are extruded and may project from the building facade and/or roof forms. Compound cornices having multiple steps and volumes are common.
9. Base treatment may consist of concrete plinths, stone, cast concrete, glazed terra cotta tile, or glazed ceramic tile.
10. Use of decorative motifs are common to building facades and elements such as columns, entries, and roof articulation.

## 2.3 DISTRICT -WIDE REGULATIONS

---



Art deco is often appropriate for entertainment uses.



Chevrons and similar stylistic ornament is common.



Distinctive columns separate individual shopfronts and often break the roof plane

### Colonial Revival

#### Application

Common to workplace, commercial, residential, and lodging building types.

1. Rectangular simple volume, may be more square in the case of 'classic box' and more vertical for row houses.
2. Roofs are typically low-pitched hipped or gabled and may contain a front dormer. Wide, over- hanging eaves are common.
3. Windows are vertically proportioned and may be adorned with sills, protruding trim, and shutters.
4. Windows are typically arranged symmetrically on building facades, and align between stories.
5. Doors are commonly accentuated with porticos and are centered on the primary building facade.
6. Walls are typically composed of horizontal wood siding, and may contain classical trim elements including pilasters and cornices.
7. Building entries may be enhanced with columns located symmetrically about the entry.
8. Classical detailing includes stained glass windows, dentils, pilasters, and columns.

## 2.3 DISTRICT -WIDE REGULATIONS

---



Front dormer, gabled roof and roof overhangs are common.



Framed formal entry, classical detailing.



Distinctive colonial style supports small- town character.

### **California Contemporary** Application

Common to all building types.

1. Simple accentuated rectilinear or square building volumes. Volumes may be more vertical (urban) for attached row houses and live-work buildings and more horizontal for commercial and work- place buildings.
2. Roofs may be flat, pitched, shed, sloped or domed. Barrel vaults and gables may be asymmetrical.
3. Horizontal and vertical masses may be accentuated with extruded materials or contrasting colors.
4. Windows may be large and square compared with other more traditional styles, and may be stylistic and asymmetrical.
5. Materials may be contemporary or modern including brushed metals, painted woods or stuccos with a smooth finish.
6. Detailing is very minimal and rarely ornate.
7. Building materials and massing may provide visual interest through use of shadow lines.
8. Buildings may be accentuated with bold colors and unique or industrial materials.
9. Green roofs, green technology and solar panels are commonly used on flat roofs.

## 2.3 DISTRICT -WIDE REGULATIONS

---



Interlocking rectilinear volumes and planes.



Residential lofts.



Rowhouses in the California Contemporary style

### **Victorian**

#### Application

Common to residential, live-work, commercial and mixed-use building types.

1. Vertically proportioned masses clad in wood, stone and masonry.
2. Asymmetrical and picturesque building volumes.
3. Porches, gables, protruding window bays, angled or rounded corners combine to create complex structures.
4. Decorative elements including window moldings, cornices, and decorative brackets create visual interest.
5. Roofs may be composed of a series of gables in both perpendicular and parallel orientation. A prominent gable may dominate the front facade, or roof lines may be partially hidden behind prominent facades and/or parapets. Steeply sloping pitched roofs may adorn unique building volumes.
6. Windows are typically multi-paned and vertically proportioned. Windows and doors are often framed with decorative wood trim including scalloped shingles, latticework and spindles.
7. Balconies, awnings, bay windows, arcades, columns and galleries articulate building mass.

2.3 DISTRICT -WIDE REGULATIONS

---



Decorative wood trim and prominent dormer.



Double-hung windows and overhanging eaves.



Ornate decoration, bold colors, and arched windows.

### **2.3.2 LANDSCAPE AND OPEN SPACE**

***Purpose and Intent***

*This section contains standards and guidelines to guide the development of landscapes and open spaces throughout the Plan Area. Outdoor spaces in the Downtown Specific Plan Area shall be welcoming, attractive, and supportive of small-town character.*

**Applicability**

The standards and guidelines herein are applicable to all District Zones. New development throughout the Downtown Specific Plan is required to provide open space according to the standards contained in this section. Open space standards establish the minimum provisions of open space required for each building type. Design guidelines are provided to assist with the composition and style of open spaces in Downtown.

Notes:

1. Setback areas do not count towards required provision of open space.
2. Refer to Stanislaus County and City of Riverbank for storm water managements requirements.

**Contents**

- A. Setback Areas
- B. Open Space
- C. Parking Lots
- D. Plant Materials
- E. Fences, walls, and Screening
- F. Lighting

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.2.A SETBACK AREAS

1. Where shop fronts are present, front, side, and side yard setback areas shall be hardscape and used for pedestrian activities including outdoor seating, dining, the display of goods, or similar uses.
2. Front setback areas in the Downtown General, Mixed Use Neighborhood and Highway Boulevard shall be comprised of hardscape, gardens, courts, and other landscape design that are welcoming and supportive of pedestrian activity. Side setbacks, side yard setbacks, and the space between buildings may contain paseos leading to building entrances and parking areas.
3. In the Downtown Neighborhood, front, side, and side yard setback areas, and the space between buildings must be landscaped. Small hardscape courts are permitted and may not exceed 15 feet in length in any direction. This standard is intended to ensure that there shall be no parking or storage of autos in setback areas.



Setback area is hardscaped to encourage pedestrian use.



Landscaped front setback area adjacent to multiplex.



Hardscaped setback area at base of live-work building.

## 2.3 DISTRICT -WIDE REGULATIONS

### **2.3.2.B PRIVATE OPEN SPACE**

#### Standards

1. Provisions: Open space provisions must be met on-site (see chart below for open space requirements and descriptions).
2. Courtyards and common yards shall be rectangular and have a minimum dimension of 20 feet.
  - a. Courtyards shall contain hardscape areas, outdoor seating, and plant materials.
  - b. Courtyards shall be connected to the public right-of-way by attractive pathways.
3. Private yards shall be rectangular and have a minimum dimension of 12 feet. Private yards shall be accessible from the respective dwelling unit.
4. Terraces and balconies shall be functional outdoor spaces and have a minimum dimension of 5 feet.

#### Guidelines

1. Courtyards and common yards serving multiple dwellings should have hardscape and landscape areas, and should provide outdoor seating.
  - a. A water feature or fountain is an attractive centerpiece for a courtyard.
2. Private yards may be differentiated from common areas using low decorative fences and ornamental planting.
3. At least one large deciduous tree shall be provided for each unit in each courtyard, common yard, and private yard.
4. Terraces and balconies should have at least partial roof overhang and should be constructed of durable and attractive materials.



Balcony.



Tiled court.

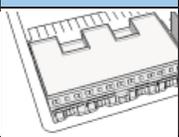
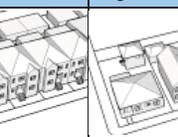


Common yard.



Private yard.

## 2.3 DISTRICT -WIDE REGULATIONS

OPEN SPACE PROVISIONS CHART							
Building Types	Commercial Block	Workplace Commercial	Multiplex	Courtyard Housing	Live-Work	Rowhouse	Single-family Detached
							
Open Space							
Minimum Required	40 sq.ft. per dwelling unit upper story	40 sq.ft. per dwelling unit upper story	150 sq.ft. usable outdoor space per ground floor unit	Central courtyard plus: 40 sq.ft. each upper story unit 100 sq.ft. each single-family detached unit,	200 sq.ft. per unit	240 sq.ft. per unit	300 sq.ft. per unit
Type	Loggia, terrace, balcony, courtyard, roof garden	Loggia, terrace, balcony, courtyard, roof garden	Loggia, terrace, yard, courtyard, common yard, roof garden	Upper units: terrace, balcony. Single-family detached units: private yard	Private yard, common yard, workspace	Private yard	Private yard

## 2.3 DISTRICT -WIDE REGULATIONS

### **2.3.2.C PARKING AREAS**

#### Standards

1. Parking lots shall be setback no less than 4 feet from any public right-of-way.
2. Parking lots shall include clearly defined path-ways to adjacent buildings and sidewalks. Path-ways shall be no less than 5 feet wide and shall be separated from vehicular areas by curbs.
3. Setback areas shall be planted with fast-growing deciduous trees at 24 feet on center maximum spacing. Trees may be located in planting strips or in decorative planters. Low lying ground cover is also appropriate but shall not obstruct visibility to and from the parking areas.
4. Trees in parking areas shall be planted in curbed islands or flush-mounted grates between parking stalls at no less than 1 tree per 4 parking stalls.
5. Permanent irrigation shall be provided.
6. Parking lots shall be illuminated using pedestrian scale decorative lights along pathways and where pedestrians cross vehicular travel ways.

#### Guidelines

1. Parking lot surfaces and concrete surfaces should utilize permeable materials where possible to increase infiltration and reduce run-off
2. Light colored concrete and brick surfaces are recommended to reduce heat glare compared with typical asphalt.



Parking lot with shade trees.



Pervious materials can be used to decrease run-off.



Bioswale water detention system internal to parking lot.

## 2.3 DISTRICT -WIDE REGULATIONS

---

### **2.3.2.D PLANT MATERIALS**

#### Standards

1. Plant materials shall be included in all site development to preserve small-town character.
2. Mature, existing trees shall be preserved where possible pursuant to the City's Oak and Heritage Tree Ordinance.
3. Plant materials should be drought tolerant, low maintenance and plants should be selected to fit the space they are intended to occupy. Plant selections should be made from the palette of the region.
4. Deciduous trees in the Downtown Core and Downtown General shall be consistent with the landscaping pallet of the Downtown Renovation Project
5. Trees shall be located on the southwest and west side of buildings where possible to maximize energy efficiency.
6. Comply with RMC related to water efficient landscape standards.

#### Guidelines

1. Seasonal and year-round flowering shrubs and trees should be used where they can be most appreciated; adjacent to pathways and sidewalks, and positioned where they frame and accent unique building features and entries.
2. Evergreen shrubs may be used for screening along rear property lines and near trash and service areas.



Create landscape buffer between residential and commercial use.



Trees should allow views to shops and signage.



Ornamental planting used to frame entry.

## 2.3 DISTRICT -WIDE REGULATIONS

### **2.3.2.E FENCES, WALLS AND SCREENING**

#### Standards

1. All fences and walls shall be built with attractive, durable materials in the character of adjacent building design.
2. Roof-mounted equipment, utility access and refuse equipment shall be located in enclosures or screened from view using architectural features, a fence or hedge.
3. The solid portion of a fence or wall shall not exceed 3 feet; 'open' design areas such as lattice work, wrought iron, or grille work may extend the total fence height to 6 feet.
4. Barbed wire and chain link fencing is prohibited.

#### Guidelines

1. Preferred materials for fences and walls include wood, masonry, stone, and other durable and natural materials.
2. Fence and wall designs should include a base treatment and cap treatment or may be include a series of piers and ornate grille work to 'break down' the fence or wall into segments.
3. Where visible from public areas, low walls should incorporate decorative elements.
4. Use of security fences should be minimized, and limited to locations where additional safety is needed such as adjacent to the railroad tracks.
5. Security fences, where needed, should incorporate decorative grille work or art murals to enhance their overall appeal.



Low masonry wall with décorative wrought iron grille work.



Masonry piers, caps, and ironwork.



Low wall and planting complement building architecture.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.2.F LIGHTING

#### Standards

1. Lighting fixtures shall include cut-off and other 'dark-sky' technology to reduce light pollution.
2. Street lights shall consist of a decorative base, and luminaire, and shall be pedestrian-scale.
3. Streetlight light sources shall be between 11 and 16 feet in all Downtown Specific Plans.
4. All lights shall incorporate prismatic lenses, diffusers, or refractors to avoid glare.
5. LED and other energy efficient technologies shall be used for street lighting.
6. Area lights shall not throw light onto upper stories or onto residential buildings.
7. Pedestrian areas including sidewalks, pathways, parking areas and courts shall be illuminated to increase safety and provide clear views to and within the site.
8. Low pressure sodium vapor or other lights casting an orange glow are prohibited.

#### Guidelines

1. Commercial buildings and landscapes should be illuminated indirectly; uplighting and decorative lighting of building facades is strongly encouraged throughout the Downtown Core and Downtown General.
2. Bollard-mounted lights and in-ground lights are encouraged for pedestrian areas.



Buildings in the Downtown Core should be indirectly illuminated and/ or illuminated from within.



Low level interior lighting adds visual interest.



Pedestrian-scale street lights support small town character.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.3 PARKING

#### *Purpose and Intent*

*This section contains standards and guidelines to guide the development of parking supply throughout the Downtown Specific Plan. Regulations ensure that parking throughout Downtown is convenient and accessible, accommodates all land uses, and preserves Downtown's small-town character.*

*“Although we welcome automobiles, Riverbank is a place for PEOPLE. Those who choose not to drive can easily and safely walk, bicycle, or use public transit to get to work, school, shopping or a local park.” - Riverbank 2025 Vision*

#### **Applicability**

New development is required to provide parking, based on land use category, as stated in the Parking Provisions Chart. Parking requirements for renovations, enlargements, or use changes apply only to net new floor area and/or the incremental increase in parking demand that accompanies a higher use intensity.

#### **Approach**

Riverbank's Downtown has historically been a walkable and pedestrian- oriented district. Businesses that choose to locate Downtown do so primarily to be part of the city's most community-oriented district. These businesses tend to rely in part on pedestrian activity rather than 'drive-by' shoppers, and they know that Downtown is most effective when it fosters an atmosphere that is attractive to walkers and repeat visitors.

#### Objectives

The following 'park once' objectives support new and existing businesses by ensuring that 'walkability' remains a top priority. Residents and visitors shall be encouraged to park their vehicle and to explore Downtown on-foot.

1. Maximize on-street parking supply for shoppers and visitors.
2. Increase flexibility for redevelopment of Downtown parcels.
3. Share parking spaces among multiple users.

#### **Satisfying Requirements**

1. Residential parking shall be provided on-site as well on street.
2. Non-residential parking requirements may be provided on-site, or off-site within 800 feet of the project site which is within two City blocks.
3. All or part of non-residential parking requirements may be satisfied through payment of a one time in-lieu fee per each space of required parking.
4. Off street parking spaces located in shared parking lots:

Private parking spaces are encouraged to be shared by more than one use. Shared Parking is defined as the practice whereby two or more independent land uses use the same parking spaces and count them towards satisfying the requirements. Requests for shared parking reductions may be approved by the Community Development Department (CDD) if the following conditions are satisfied:

- a. Peak requirements among users occur at different times. Methods to determine occupancy rates shall include analysis of business type showing parking demand broken

## 2.3 DISTRICT -WIDE REGULATIONS

- down into six-hour intervals for each day of the week.
- b. All users are located within 800 feet of the parking supply.
- c. Directional signage is provided if appropriate, and pedestrian links between businesses and parking are clear and unobstructed.
- d. Adjacent lots provide reciprocal easements to ensure unobstructed access.

### Location

Not all users of parking have similar needs. Parking supply should be designed to accommodate a variety of users as described in the following chart.

PARKING OVERVIEW			
Parking Term	Description	Duration	Location
Short Term	Convenience parking for shoppers, pick-up and drop-off, quick errands etc.	0-2 hours	On-street, off-street in nearby shared lots.
Mid Term	Users of personal and business services, restaurant customers, guests of residents, theater goers etc.	2-4 hours	On-Street and off-street in shared lots in the Downtown Core, Downtown General, and Mixed-use Neighborhood
Long Term	Employees of district businesses, government employees	4-8 hours	Off-street lots, perimeter lots throughout Downtown
Special Events	Civic events and special events	full day	Off-street lots, perimeter lots throughout Downtown

### Provisions

1. Minimum and maximum parking requirements apply only to surface lots.
2. There is no maximum for structured or underground parking supply.

PARKING PROVISIONS			
LAND USE CATEGORY	MINIMUM REQUIREMENT	MAXIMUM PERMITTED	SHARED REDUCTION
Main Street Retail	2 spaces per 1000 sq. ft.	2.5 spaces per 1000 sq. ft.	1 space per 1000 sq. ft.
General Commercial	2 spaces per 1000 sq. ft.	4 spaces per 1000 sq. ft.	1 space per 1000 sq. ft.
Corridor Commercial	2 spaces per 1000 sq. ft.	4 spaces per 1000 sq. ft.	1 space per 1000 sq. ft.
Destination Retail	meeting with CDD required	meeting with CDD required	meeting with CDD required
Residential			
Studio / 1 Bedroom	1 space	2 spaces + 1 guest space per 4 units	N/A
2 Plus Bedrooms	1 space	2 spaces + 1 guest space per 4 units	N/A
Work Place	2 spaces per 1000 sq. ft.	4 spaces per 1000 sq. ft.	2 spaces per 1000 sq. ft.
Light Industrial	1 spaces per 300 sq. ft.	N/A.	1 spaces per 1000 sq. ft.
Lodging	1 space per lodging unit	1 space per lodging unit + 1 space for owner/occupier + 1 space for each full-time staff position	N/A
Theaters	1 space per every third fixed seat	1 space per every third fixed seat	Per CDD requirement
Churches	1 space per every third fixed seat	1 space per every third fixed seat	Per CDD requirement
Public Assembly Areas	1 space per every third fixed seat	1 space per every third fixed seat	Per CDD requirement

## 2.3 DISTRICT -WIDE REGULATIONS

---

### **Access**

1. Parking spaces shall be accessed from alleys wherever possible.
2. Garages shall be located to the rear or side of buildings wherever possible.
3. Auto access to parking lots may not be provided along Santa Fe Street between Second and Third Street, or between Third and Fourth Streets.
4. Maximum number of curb cuts associated with non-residential buildings in the Downtown Core is 1 two-lane or 2 one-lane curb cuts. All curb cuts must be approved by the CDD appealable to the Planning Commission.
5. For residential development, driveways that connect to the primary (fronting) street should be constructed with two paved wheel-ways separated by a porous material such as landscape material or decorative pavers set in a sand base.
6. Corner lots shall be accessed from the rear or side street where possible.

### **Dimensions**

1. Standard diagonal and head-in parking spaces in surface lots shall be a minimum of 9 feet wide and between 17 and 20 feet long.
2. Compact diagonal and head-in parking spaces in surface lots shall have a minimum size of 8 feet wide and 16 feet long.
3. Parallel parking stalls shall be between 7 feet wide by 20 feet long and 8 feet wide by 22 feet long. Where a vertical element such a curb is present at either end of the stall, dimensions may be lengthened to 22 feet.
4. Drive aisles shall be a minimum of 10 feet wide for each travel lane to allow for backing up of parked cars.
5. Width of one-way curb cut shall not exceed 12 feet.
6. Width of two-way curb cut shall not exceed 22 feet.

### **Increasing the parking supply**

1. The City should work with the Business Community to develop off-street surface parking to accommodate 'mid-term' and 'long-term' users including business and government workers.
2. If demand justifies development of a parking structure, the City should work with the Business Community to identify the proper location and determine a method of fair share assessment to pay for the facility.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.4 SIGNAGE

#### Purpose and Intent

This section contains standards and guidelines to control the location, type, and size of signage throughout the Downtown Specific Plan.

#### Applicability

New development that chooses to adorn their building or buildings with signage, whether to attract customers or to welcome home its residents, is required to follow the standards for permitted sign types contained within this section. Guidelines in this section suggest additional qualities that will help to shape the future look of Downtown as it continues to grow.

#### Overview

Signs in the Downtown Specific Plan shall embrace the qualities of scale and materials that are supportive of Riverbank's small-town character. Permanent signs throughout the Downtown are limited to types that are incorporated into building architecture or are affixed to buildings and/or the landscape.

#### Permitted Sign Types

Downtown Specific Plan Zones	Downtown Core	Downtown General	Mixed-Use Neighborhood	Highway Boulevard	Downtown Neighborhood	Cannery District
A. Wall Sign	permitted	permitted	permitted	permitted	---	permitted
B. Awning/ Canopy Sign	permitted	permitted	permitted	permitted	---	permitted
C. Projected/ Blade Sign	permitted	permitted	permitted	permitted	---	permitted
D. Window Sign	permitted	permitted	permitted	permitted	---	permitted
E. Marquee Sign	permitted	permitted	---	permitted	---	permitted
F. Monument Sign	---	---	---	permitted	---	conditional
G. Electronic (City)	permitted	---	---	permitted	---	permitted

#### Prohibited Sign Types

Any sign type not expressly permitted by this Code shall be prohibited. Examples of prohibited sign types include but are not limited to the following:

- a. Pole mounted signs.
- b. Signs referring to off-site commercial uses on non-contiguous parcels.
- c. Billboards.
- d. Flags & Bunting.
- e. Sandwich boards which block pedestrian access to public sidewalks and thoroughfares.

#### General Standards and Guidelines for all Types

1. For each establishment, 2 feet of total sign area is allowed per lineal foot of building frontage, distributed among permitted sign types.
2. Signs shall be located to coordinate with building architecture. Signs should be coordinated with architectural features, and shall not obscure or interfere with them.

## 2.3 DISTRICT -WIDE REGULATIONS

---

3. Animated signs are discouraged. Electronic displays, blinking, flashing, or otherwise motioning signs should be designed in consideration of Riverbank's small-town character.
4. Signs shall promote the aesthetic of the envisioned Downtown Specific Plan. Signs shall in no way detract from the attractiveness of the Downtown as a place to live, work, and shop.
5. No permanent or temporary sign shall project above the roof lines or cornice or parapet lines of a building, except when the sign is an integral feature of the building such as a marquee sign.
6. Community directory signs such as public information signs shall not be deducted from the sign allotment of the private property on which it is located.
7. Temporary construction signs are limited to a maximum size of 16 square feet. No off-site construction signage is permitted. Such sign shall be removed 30 days after construction has been completed.

### Content

1. Content may identify, advertise, or attract attention only to a business, product, service, event, or activity located on the premises.
2. Permanent signs should not include price information or phone numbers (except electronic city signs).

### Materials and Colors

1. Materials should be consistent with building architecture and may include wood, metal, glass, and ceramic.
2. Synthetic materials including plastics and acrylics should be discouraged and only used if they are designed to a high level of quality and craft.
3. Each permanent sign shall be constructed using durable materials and shall be structurally secured to the building by direct attachment to a rigid wall, frame, or structural element.
4. Colors should relate to and contribute to overall building design and aesthetic. A simple palette of colors that creates attractive contrast between letters and background or graphics and borders is preferred.
5. Fluorescent colors are strongly discouraged.
6. Cabinet signs shall be discouraged.

### Lighting

1. Lighting of signs should be considered an element of overall building and site design and presents an opportunity to heighten overall district character.
2. Signs should be illuminated directly from external lighting sources located immediately adjacent to the sign. Preferred methods include direct spot lighting, front lighting from above or below, and backlighting letter volumes to project a shadow or halo on a backing surface.
3. Lighting shall not cause glare on surrounding rights-of-way, properties, or adjacent structures.
4. Individual letters should be back-lit using low-level lighting that does not cause glare or cast light on other building elements, or shall be internally illuminated.
5. Recommended light sources include compact fluorescent, LED, neon gas signs, low wattage incandescent, and other energy-efficient modes.
6. High-pressure sodium, low pressure sodium, and tube fluorescent lighting is strongly discouraged.

## 2.3 DISTRICT -WIDE REGULATIONS

---

### Temporary Signs

A temporary sign includes any impermanent sign or banner advertising a business promotion, grand opening, sale, or community event. Only one temporary sign per business is permitted and shall be removed no longer than 30 days after the first day of the event.

### Display Boards, Menu Boards, and Sidewalk Signs

Temporary signs including menu display boards and other pedestrian-oriented signs are encouraged for commercial uses throughout the Downtown Specific Plan Area. Signs shall be constructed with a heavy base and durable materials and should incorporate a free-swinging message board placed within an open designed, non- rectangular frame. Signs shall be located so that they do not interfere with pedestrians or sight distance requirements.

One (1) temporary on-site sign such as a display board, menu board, or sidewalk sign is permitted in front of each downtown business. Each downtown business is allowed one (1) directional a-frame sign (no larger than 48" x 32" x 4" closed) to be located on private property (with that property owner's permission) on either Highway 108/Atchison Street (between 1st and 4th Streets) or Patterson Road (between 1st and 3rd Streets), subject to any Caltrans or railroad restrictions. The directional sign may include the business name and/or logo and one (1) arrow on each side.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.4.A WALL SIGNS

Located on and parallel to a building wall.

#### Standards

1. Maximum of 1 wall sign is permitted per business.
2. Maximum individual sign area is 1 square foot per 1 linear foot of primary business frontage.
3. One additional wall sign such as masonry or bronze plaque bearing an owner's or building's name is permitted in the building's cornice or parapet wall or under the eaves, not to exceed 8 square feet.
4. Maximum height of sign shall be 48 inches.
5. Letters should be 3 dimensional, created by raised letter forms mounted to the building's facade or sign panel. Maximum height of letters shall be 18 inches.
6. Signs shall be mounted a minimum of 2 feet below parapet or eave line.

#### Guidelines

1. Preferred locations for ground-floor uses include sign bands and architectural features within shop front architecture, above first floor windows, and between upper story windows.
2. Upper story uses may locate signs on walls centered between upper story windows.



Wall sign located in sign band.



Wall sign on workplace commercial building



Wall sign on mixed use building.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.4.B AWNING & CANOPY SIGNS

#### Standards

1. Maximum of 1 sign is permitted per awning
2. Maximum sign area is 50% of awning valence area.
3. Maximum height of letters on valence is 18", or 2/3 of valence height, whichever is smaller.

#### Guidelines

1. Signs may be painted directly on the awning or attached. Letters may also be 'punched' into or cut out of metal awnings.
2. Awnings should be illuminated using external lighting sources.
3. Colors of letters and graphics should complement building architecture yet provide contrast to be visible and attractive.



Business name on valence.



Business name on valence and on wall sign.



Sign on side of ornate canopy.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.4.C PROJECTED & BLADE SIGNS

#### Standards

1. Maximum of 1 sign is permitted per business frontage.
2. Maximum sign area is 8 square feet.
3. Signs must remain minimum 8 foot clear above the sidewalk.
4. Signs shall be mounted using durable structural elements.

#### Guidelines

1. Signs should be made of wood, metal, or other architecturally compatible material.
2. Signs should be consistent with overall character of building architecture.
3. Signs should be illuminated using external lighting sources.



Projecting blade sign.



Community directory sign.



Blade sign projecting from upper story.

## 2.3 DISTRICT-WIDE REGULATIONS

### 2.3.4.D WINDOW SIGNS

#### Standards

1. Maximum of 1 sign is permitted per business window.
2. Maximum sign area shall be 25% of window area.
3. Maximum letter height is 18 inches.
4. Letters may be painted on windows or signs may be suspended behind or appended to the interior of windows.

#### Guidelines

1. Exposed neon tube illumination should be limited to a single color.
2. The combination of all window signs, including both primary and temporary window signs should not cover more than 25 percent of the total window area.
3. Window signs should present a neat and aligned appearance.
4. Adhesive 'stick-on' letters should not be used.
5. Signs identifying hours of operation, menus, newspaper reviews and other customer information should be framed, board-mounted, or laminated for a finished appearance.



Subtle window sign lettering complements building style.



Window and door signs designed to be compatible.



Simple text makes for an effective window sign.

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.4.E MARQUEE SIGNS

#### Standards

1. Marquee sign is limited to Theater, Playhouse, or similar Civic/Cultural Use.
2. Maximum of 1 sign is permitted per business.
3. Signs shall project a maximum of 12 feet from the façade of the building.
4. Signs must maintain a minimum 8 foot clear area above the sidewalk.

#### Guidelines

1. Signs should be consistent with overall character of building architecture.
2. Signs should be illuminated using external bulbs, exposed neon tubes, internal, or external lighting.



Grand marquee sign on historic theater building



Neon light details the Grand Lake marquee.



Grand Blade Sign announce the Theatre

## 2.3 DISTRICT -WIDE REGULATIONS

### 2.3.4.F MONUMENT SIGNS

A free standing sign resting on the ground (not pole mounted) used to announce an address, building name, or name of business.

#### Standards

1. Maximum of 1 sign is permitted for each building.
2. Maximum permitted height of letters on monument is 18 inches.
3. Signs shall be constructed with a base treatment and a cap treatment.
4. Monument shall not exceed 6 feet in length and 5 feet in height. Maximum sign area occupied by text shall be 24 square feet.
5. Signs shall be located to allow sufficient sight distances at all intersections and driveways and to maintain adequate visibility for pedestrians, vehicles, and bicycles.

#### Guidelines

1. Monuments signs should be constructed of materials and style similar to that of primary building architecture. Recommended materials include masonry, wood, stucco, brick and pre-cast concrete.
2. Monument signs should be illuminated from external light sources only.
3. Colors of letters and graphics should complement building architecture yet provide contrast to be visible and attractive.



Building address and business names on monument.



Low lying monument set in landscape.



Monument sign designed as part of decorative fence.

2.3 DISTRICT -WIDE REGULATIONS

---

THIS PAGE INTENTIONALLY LEFT BLANK TEMPORARILY

### *Purpose and Intent*

*This section contains an overview of the Cannery District and a description of Special Conditions related to its development.*

### **Applicability**

Development in the Cannery District shall be in accordance with District Zone Regulations for the Cannery District as shown in the Regulations Summary Chart and all District-Wide Regulations. Additional Special Conditions applicable to development of the Cannery District are described on the following pages.

The Cannery District is defined on the Regulating Plan with a red-dashed line. It is comprised of two parcels west of the BNSF railroad. Parcel 1 (Assessor Parcel No. 132-034-012) comprises approximately 28 acres and is bounded by Patterson Road to the south, the railroad to the east, State Route 108 to the north, and property between Atchison Street, Topeka Street, Santa Fe Street, Stanislaus Street, Sierra Street, and Railroad Avenue. Parcel 2 (Assessor Parcel No. 132-023-020) is bound by Parcel 1 to the east, and comprises 3.13 acres between Santa Fe Street and Stanislaus Street. Parcels east of the BNSF Railroad: APN 132-034-017 (1.04 acres) + APN 132-010-027 (.11 acres) are currently owned by the Sun Garden Gangi Canning Company, LLC, but because of the physical separation of these properties from the special development area of the “Cannery District” these properties are treated differently.

### **Overview**

Redevelopment of the Cannery District is vital to achieving the community’s vision for Downtown. The Cannery District presents an excellent opportunity to encourage revitalization by providing compatibility and connection to the Downtown Core that will attract residents, visitors, and workers throughout the region. The Cannery District will likely play a vital role in attracting new investment in Downtown Riverbank Area.

It is anticipated that the redevelopment of the Cannery District will help the older downtown area regain a foothold in the city-wide (and regional) competition for residents, businesses, and customers. It is a parallel goal of this plan to increase Downtown’s overall vibrancy through public private investment.



The Cannery District

### **Objectives**

#### Urban Form:

1. Maintain the intimate scale and setting that makes Riverbank a desirable place to live and to visit.
2. Create a pleasant and functional public realm consisting of common open spaces and attractive streets that encourage slow vehicular speed, and support walkability.
3. Build on Riverbank's small-town character by establishing compact, identifiable neighborhoods with distinctive character.
4. Embrace high-quality design that complements Riverbank's history of authentic forms.
5. Establish clear and direct connections between the Cannery District and the Downtown Core.

#### Land Use:

1. Create a desirable mix of land uses that attracts residents, visitors and employees to Downtown.
2. Provide a range of housing types and densities to support Riverbank's growing community.
3. Permit commercial development that creates a regional draw to increase the Downtown Specific Plan's overall appeal and customer base. Focus Main Street Retail uses where they will activate and support a new Cannery District Plaza.

### **2.4.1 DISTRICT STRUCTURE**

The following special conditions create opportunities for new development in the Cannery District to enrich Downtown's walkable urbanism while supporting the community's vision for small-town character.

#### **Approach**

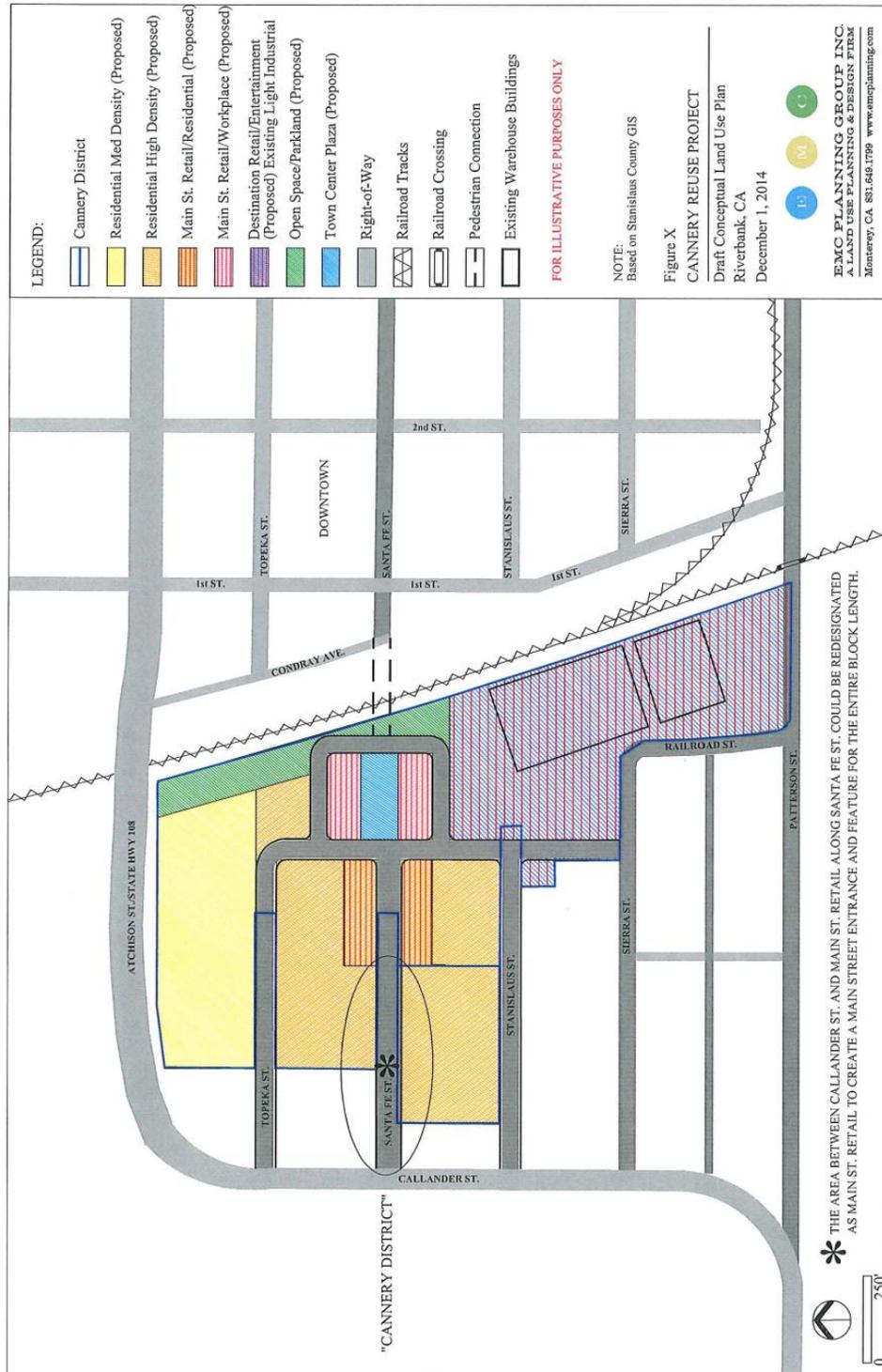
Development in the Cannery District is likely to occur incrementally and over time. When project applicants propose projects for areas within the Cannery District, they are required to show how their proposed project is designed to work with other developed and undeveloped areas within the Cannery District to result in a walkable, pedestrian-oriented neighborhood at full build out.

#### **Special Conditions**

1. The Cannery District shall be comprised of streets, blocks, and open spaces primarily organized parallel with and perpendicular to Santa Fe Street.
2. New buildings in the Cannery District shall front on to public streets and open spaces. New buildings shall not have frontage onto parking lots.
3. Santa Fe Street shall have a clear and direct connection between Callander Avenue and the proposed railroad underpass with the exception of the required Plaza, and shall be designed in accordance with the 'New Streets' standards and guidelines.
4. Roselle Ave./Railroad Street shall extend north of Patterson Road and shall connect to Santa Fe Street.
5. Blocks should be bisected by alleys where possible to provide access to the rear of buildings, carriage houses, parking, and services.
6. A centrally-located Town Center Plaza shall be located within the Cannery District in accordance with standards and guidelines for Town Center Plaza on the following pages.
7. Maximum block length for new block faces not backing onto the railroad or onto Atchison Street shall be 400 feet which is similar in length to the existing Riverbank Townsite.
8. Public Open Space: In addition to private open spaces required per Section 2.3.2.B, the City will work with the developer to satisfy fee obligations for public open space per section 152.037 of the Riverbank Municipal Code. The following public open space options are provided for consideration by the City and are not required outcomes:
  - a. A landscaped public open space consisting of open grassy areas, deciduous shade trees and/or a town center plaza. In each case, public benefit will be weighed to determine the appropriateness of the public open space area in light of recreational goals set by the City Council.

## 2.4 The Cannery District

The following illustration is a suggested layout of streets, blocks and possible Cannery District Land Uses. They are presented to illustrate networks of streets, blocks, and open spaces that build on Downtown's historic block pattern and neighborhood fabric.



## **2.4.2 NEW STREETS**

### **Applicability**

The following standards and guidelines for new streets shall be employed by applicants to satisfy street and block requirements in the Cannery District. If an applicant wishes to propose significant modifications to the street designs, they must demonstrate their design's capacity to enhance the pedestrian character of the streetscape environment. All proposed modifications must be approved by the Planning Commission.

### **General Standards and Guidelines for New Streets**

#### Standards

1. Permitted street types include Santa Fe Street, Neighborhood Streets, and Plaza Streets.
2. Streets shall be paved using concrete, asphalt concrete, or unit pavers.
3. Sidewalks shall be constructed of integrally-colored and scored concrete or unit pavers.
4. Crosswalks shall be clearly demarcated.
5. New streets shall intersect at right-angles where possible. Turning radii shall be minimized to reduce vehicle speeds and auto-oriented character.

#### Guidelines

1. Bulb-outs may be used to reduce crossing distances at intersections.
2. In addition to required street trees, trees may be planted within the parking lane (between on-street parking stalls) to increase shade.
3. Benches, bicycle racks, and decorative plant materials are encouraged in bulb-out areas.

### **2.4.2.A SANTA FE STREET**

Santa Fe Street serves a crucial role in connecting the Cannery District and the Downtown Core. It shall be designed to be a highly attractive and amenitized street that embraces the qualities and character of the Downtown Beautification treatment in the Downtown Core.

#### Description:

Two travel lanes and on-street parking shall extend between Callander Avenue and the point of connection to the future railroad crossing. On-street parallel parking shall be standard. Angled parking may be provided to increase parking supply for commercial uses, public open space, and/ or the plaza. Santa Fe Street may be designed as one-way couplet when adjacent to or circumscribing a public open space or plaza.

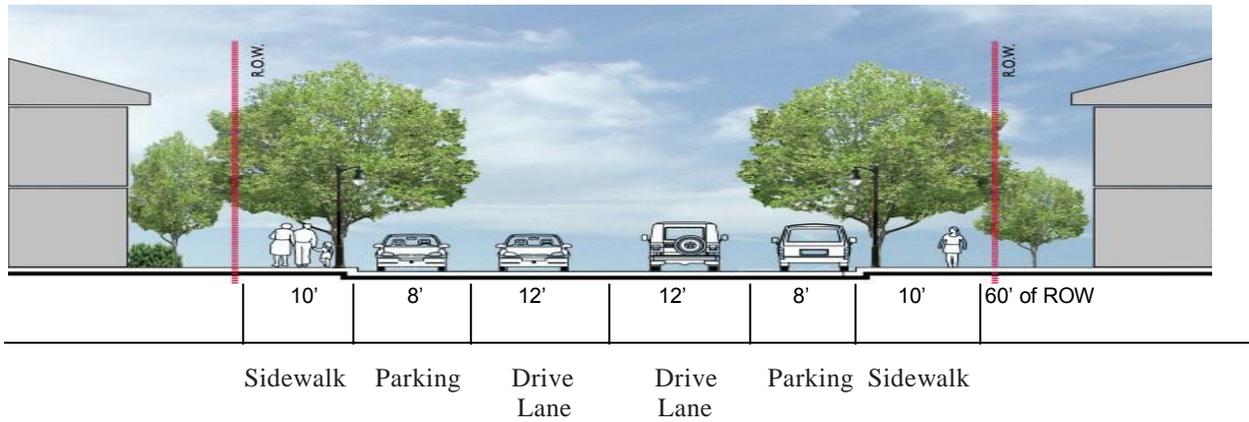
#### Standards

1. Travel lanes shall be 12' wide maximum.
2. Parking
  - a. Parallel spaces shall be maximum of 8' wide.
  - b. Angled parking lanes shall be 18' wide.
3. Sidewalks shall be a minimum of 8' wide.
4. Street trees shall be planted at the back of curb 30' on-center maximum spacing.
5. Decorative pedestrian-scale streetlights shall be located at the back of curb 45' on-center maximum spacing.
6. At the intersection of Santa Fe Street and Callander Avenue, bulb-outs shall extend into the Santa Fe right-of-way to announce the transition between the corridor and the more pedestrian nature of the Cannery District.

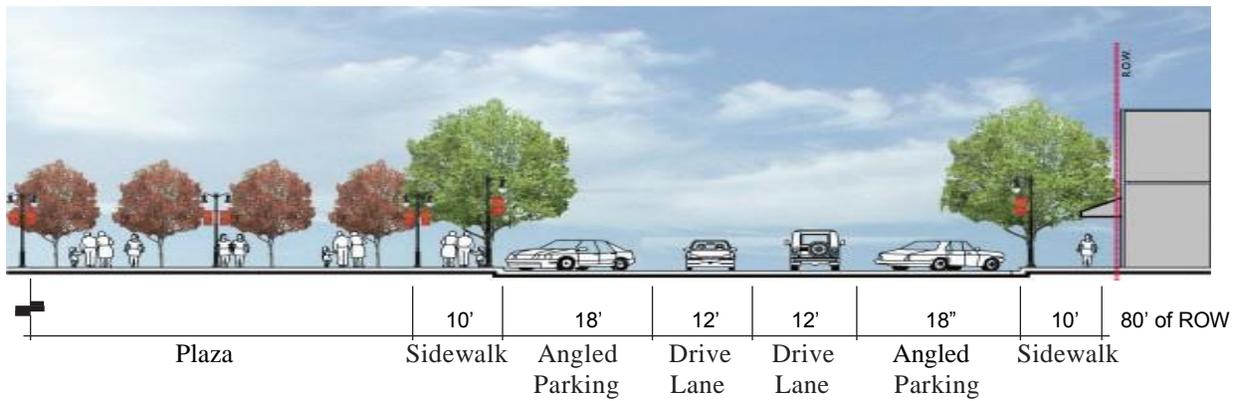
#### Guidelines

1. Trees shall be planted in tree wells or in flush- mounted grates.
2. Trees should be fast-growing and deciduous to achieve a high canopy, and shall be consistent with the landscaping pallet of the Downtown Renovation Project.
3. At the intersection of Santa Fe Street and Callander Avenue, decorative double-head or candelabra streetlights should be used to announce the gateway location.
4. Streetlights along Santa Fe Street should employ banner arms to announce businesses and plaza events where applicable.
5. Use of banner poles, decorative street trees and up lighting of trees should be used where Santa Fe Street is adjacent to a public open space or plaza to draw attention and highlight key public locations.

## 2.4 The Cannery District



Santa Fe Street - Parallel parking condition in support of adjacent residential and workplace development.



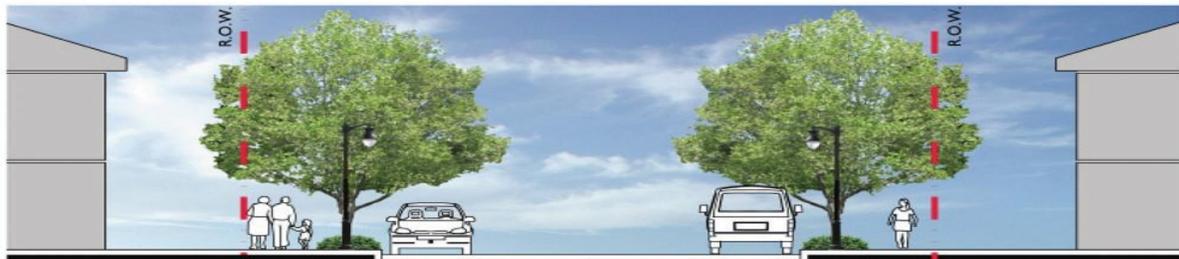
Santa Fe Street - Angle parking condition in support of adjacent retail, commercial, and plaza development.

**2.4.2.B NEIGHBORHOOD STREETS**

Neighborhood Streets in the Cannery District shall contain two travel lanes and on-street parallel parking to support a range of neighborhood uses and pedestrian activity. To this end, the following standards and guidelines are intended to guide the design of Neighborhood Streets in the Cannery District.

Standards

1. Travel lanes shall be between 10 and 12 feet wide.
2. Parallel parking lanes shall be a maximum of 8 feet wide.
3. Sidewalks shall be minimum 5 feet wide.
4. Planting strips shall be located at the face-of-curb and be 9 feet wide minimum.
5. Street trees shall be planted in the planting strip 30 feet on-center maximum spacing.
6. Decorative pedestrian-scale streetlights shall be located at the back of curbs 45 feet on-center maximum spacing and coordinated with tree planting.
7. New alleys shall be a maximum of 22 feet wide, and shall contain decorative lighting to support pedestrian safety.



5	9	8	10-12	10-12	8	9	5	64' of ROW
SW	Plant Strip	Parking	Drive Lane	Drive Lane	Parking	Plant Strip	SW	

Neighborhood Street typical condition

### **2.4.2.C PLAZA STREETS**

The following standards and guidelines are applicable to streets built adjacent to the Town Center Plaza.

#### Description:

One or two way streets are permitted, with angled parking adjacent to shopfronts, and angled or parallel parking adjacent to the plaza.

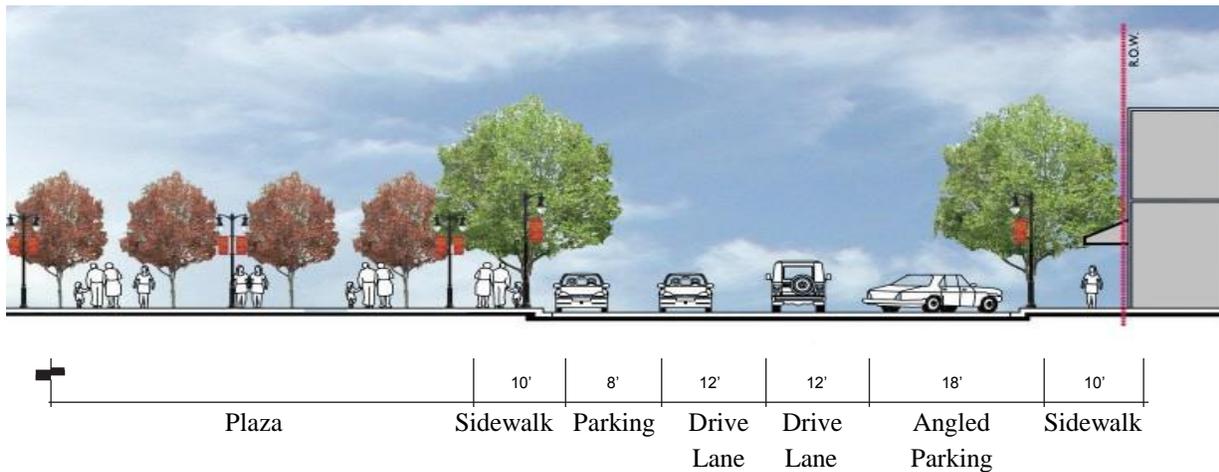
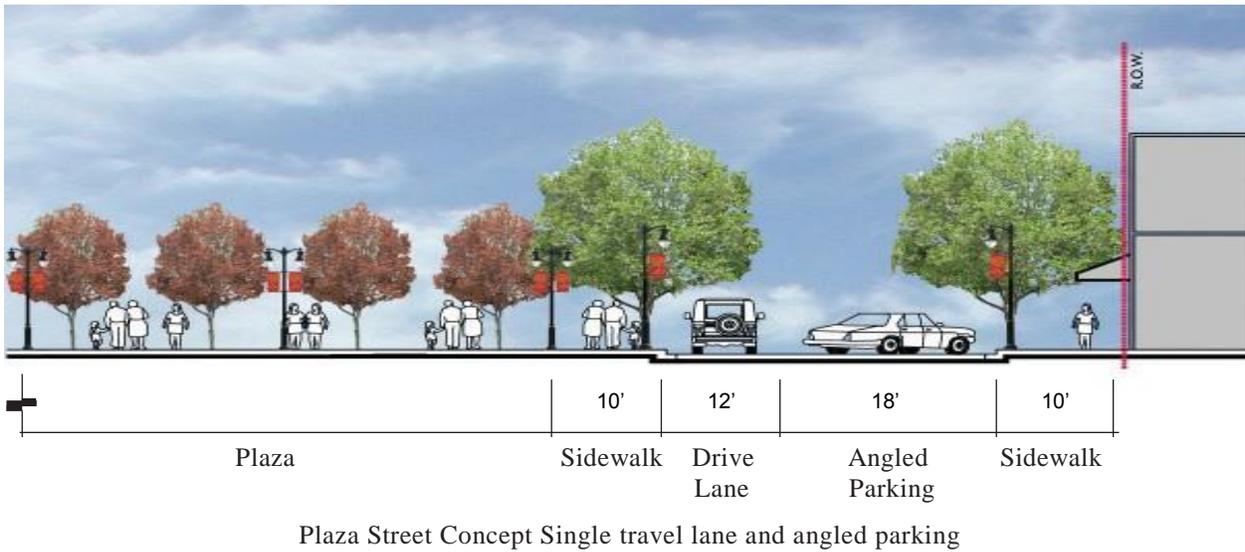
#### Standards

1. Travel lanes shall be between 10 to 12 feet wide.
2. Angled parking lanes shall be 18 feet wide
3. Parallel parking lanes shall be a maximum of 8 feet wide.
4. Sidewalks shall be a minimum of 8 feet wide.
5. Street trees shall be planted at the back-of-curb adjacent to shopfronts at 24 feet on-center maximum spacing.
6. Decorative pedestrian-scale streetlights shall be located at the back of curbs 36 feet on-center maximum spacing.

#### Guidelines

1. Decorative concrete unit-pavers are highly recommended for Plaza Streets to enhance overall pedestrian character.
2. Bollards may be used instead of vertical curbs to create a flush condition between shopfronts and the plaza environment.

## 2.4 The Cannery District



Plaza Street Concept

Two travel lanes, angled parking adjacent to commercial or mixed-use development, parallel or angled parking adjacent to plaza.

### **2.4.3 TOWN CENTER PLAZA**

A centrally-located Town Center Plaza (plaza) shall be located along Santa Fe Street within the Cannery District. The plaza shall serve as a unique public gathering space, should provide a forum for significant cultural special events and festivities, and should serve in a regular role as a beautiful respite for the District's residents and visitors. The town center plaza shall be dedicated to the City as a public park.

#### **Standards**

1. At least one edge of the plaza shall front directly onto Santa Fe Street.
2. The plaza shall be rectilinear with no side exceeding 400 feet in length.
3. The plaza shall include hardscape areas and constructed of high-quality durable materials.
4. Where buildings front directly onto the plaza, primary access to the buildings shall be from the plaza. Buildings shall not 'side' or 'back' onto the plaza.
5. No surface parking lot shall have frontage on any side of the plaza.
6. Where Santa Fe Street or Plaza Streets are present, a vertical curb or row of bollards shall distinguish between pedestrian and automobile areas.
7. Where buildings have frontage directly on the plaza, a minimum of 8 foot shall be maintained between the building facade and any permanent plaza furnishing to allow for shop front access.

#### **Guidelines**

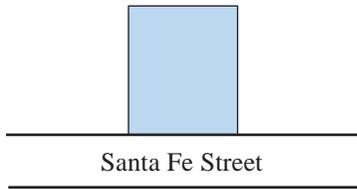
1. Trees and decorative planting should be used throughout the plaza.
2. Decorative paving, ornamental lights, high-quality planter boxes, decorative bollards and other decorative elements should be used to furnish the plaza for pedestrian comfort.
3. A central water feature or series of water features is highly recommended to create an attractive pedestrian atmosphere.
4. Plaza design should correspond to design of adjacent architecture. For example, if Spanish/Mediterranean architecture is prominent, the plaza design could incorporate extensive use of tiles, water features, and painted murals.
5. Up lighting of trees within and adjacent to the plaza is highly encouraged.
6. The plaza may be elevated above adjacent streets and treated with a decorative wall and formal stair. All areas of the plaza shall be accessible.

#### **Suggested Plaza configurations**

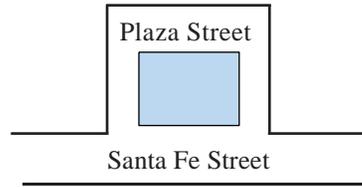
The following plaza configuration diagrams illustrate plausible relationships between Santa Fe Street and the plaza. These configurations are not required outcomes and are provided for reference only. The diagrams are not drawn to scale.

## 2.4 The Cannery District

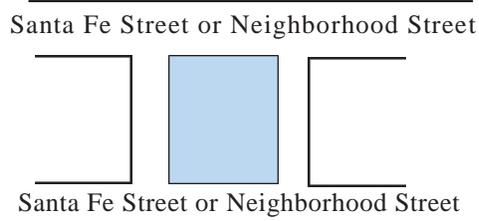
Plaza having frontage only on Santa Fe Street.  
Buildings open directly onto plaza on other three sides.



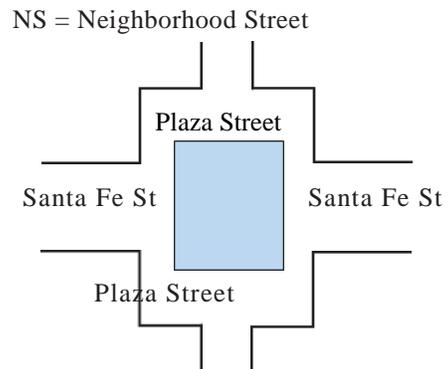
Plaza surrounded on three sides by Plaza Streets.  
Neighborhood Streets may extend Plaza Streets to the north, east, and west



Plaza between Santa Fe Street and either Topeka Street or Stanislaus Street.



Santa Fe Street is 'interrupted' by Plaza, which is surrounded by Plaza Streets. Neighborhood Streets may also lead to plaza.



### **2.4.4 CANNERY DISTRICT LAND USES**

In addition to the definitions for permitted and conditional Land Use Categories in Section 2.2.2, the following provisions for new land uses are applicable to the Cannery District:

#### **Main Street Retail**

1. Main street retail uses are permitted in shopfronts fronting into the plaza and along Santa Fe Street where new buildings are along a continuous pathway to or are directly across from the plaza.
2. Vendors may apply for use permits to establish impermanent vending stations for the making and sales of food and crafts.

#### **General Commercial**

1. General commercial uses are conditionally permitted in buildings having frontage on Callander Avenue, Santa Fe Street, and Plaza Streets.

2. Parking Structure

A parking structure is permitted within the Cannery District should new development create an increased demand for parking supply as follows:

- The structure should be located adjacent to the plaza and connected to the plaza with pedestrian pathways designed as an extension of the plaza's overall aesthetic.
- The parking structure shall be designed in accordance with height and length articulation standards and guidelines for Workplace Commercial buildings.

#### **Destination Retail / Entertainment**

Destination Retail and Entertainment uses are conditionally permitted within the Cannery District. The following conditions apply.

1. Uses may not create conditions that will adversely affect public health and/or safety of the neighborhood.
2. Entertainment uses such as films, music and theater are conditionally permitted within or adjacent to the plaza. Drive-in venues are not permitted.

#### **Residential**

Residential development in the Cannery District should provide a range of housing types to attract new residents to the Downtown.

#### **Workplace**

New workplace uses shall not create conditions that will adversely affect public health and/or safety of the neighborhood.

#### **Light Industrial**

Industrial uses may occupy existing buildings in accordance with definitions for Light Industrial uses found in Section 2.2.2

#### **Civic**

Civic uses are encouraged adjacent to the Plaza.

#### **Lodging**

Lodging uses are permitted throughout the Cannery District.

### **2.4.5 CANNERY DISTRICT BUILDING TYPES**

In addition to the building types permitted for the Cannery District in the Regulation Summary Chart, reuse of buildings existing at the time of the Plan's adoption is permitted according to the following conditions:

1. It can be shown by master plan that buildings can be incorporated into anticipated overall street and block network in a way that supports pedestrian activity.
2. Buildings can be treated architecturally through facade improvements supportive of neighborhood character.

### **2.4.6 CANNERY DISTRICT ARCHITECTURE**

In general, new building architecture in the Cannery District shall be in accordance with all District Zone Regulations and District-Wide Regulations. All proposed building types and architecture that do not comply with this Code’s standards and guidelines are subject to design review and must be approved by the Planning Commission. “Themed architecture” that simulates architectural character and site design elements common to distinctive historical styles, is subject to the conditions below.

1. The applicant shall meet with the Community Development Director to discuss the proposed project concept, associated building types, and architectural styles prior to submittal of the application.
2. The applicant shall work with a highly-qualified and professionally licensed architect for the duration of the design and permitting process. The project architect shall have a record of successfully built projects in the style of the proposed architecture.
3. All buildings and site furnishings shall be constructed of high-quality durable materials.
4. All buildings in the Cannery District shall support the community’s overall vision for a highly-walkable and pedestrian-oriented district.

2.4 *The Cannery District*



Spanish mission revival



Spanish traditional



Chinese contemporary



Spanish mission revival



Mural, Lynnwood, CA



Fountain, Lynnwood, CA



Mayan theme courtyard detail



Mayan theme fountain detail



Mexican theme, Lynnwood, CA

# IMPLEMENTATION

### **3.1.1 OVERVIEW**

*Purpose*

*This chapter contains an overview of recommended Implementing Actions to be taken by the City to assist with revitalization as set forth in this Specific Plan.*

#### **Introduction**

Realizing the goal of growing, strengthening, and revitalizing Downtown so that it is able to adapt to the unique vision of the community will require a comprehensive approach consisting of private investment and public assistance. This means that a variety of planning efforts must be coordinated and directed toward similar objectives. The City of Riverbank's implementation strategy is action oriented. The following strategies and actions are intended to enable and catalyze desired transformation.

#### **Contents**

The actions to be taken to assist revitalization of the plan area are broadly divided into Capital Improvements, Financing Strategies, Infrastructure, and Environmental Review as follows:

Capital Improvements set the stage for revitalization. The anticipated benefits for improvements such as new streetscapes, the Town Center Plaza and the construction of connection between the Cannery District and the Downtown Core railroad overpass and way finding are as follows:

- First, by creating signs of investment in areas that have not received private investment for some time, capital improvements attract the interest of prospective new investors.
- Second, improvements recondition the physical space within the public rights of way to provide the type of environment in which desired land uses will best perform. Therefore, new capital investments serve to "set the stage" for new investment by creating ideal places for envisioned development.
- Finally, by building support from both the private sector and the public community, capital improvements can act as a starting point to generate the momentum needed to revitalize Downtown. The investment that the City of Riverbank has made in its public realm serves as physical evidence indicating the City's intentions and its commitment to revitalization.

Financing Strategies provides a brief description of methods and potential financial sources available to assist with revitalization efforts including capital improvements and public assistance programs.

Infrastructure addresses the proposed distribution, location, extent, and intensity of essential facilities proposed in the Specific Plan Area.

Environmental Review describes the process in which assessment of environmental impacts pursuant to this Specific Plan has been coordinated within the overall Program EIR for the Specific Plan certified by the City Council 3-25-2013 and the integration with the Riverbank 2025 General Plan.

### **3.2.1 CITY DOCUMENTS**

#### General Plan

The City of Riverbank 2025 General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

The Specific Plan implements the goals and policies of the General Plan and supplements these goals and policies by providing specific direction to reflect conditions unique to the Specific Plan area. Prior to the initial approval of this Specific Plan, a comprehensive citywide update to the General Plan was approved, which incorporated the appropriate land use and policy framework to reflect the Specific Plan development program. The Specific Plan is consistent with the City's 2025 General Plan as adopted.

#### Zoning & Other Codes

The City of Riverbank Municipal Code is one of the primary tools for implementing the General Plan. Included in the Municipal Code is the City's Zoning Code, which will be used in conjunction with the Specific Plan to implement the development program. Other related components of the Municipal Code include the Subdivision Ordinance, Sign Ordinance, and Tree Ordinance, all of which will be used to implement the Specific Plan where applicable.

The Specific Plan modifies the permitted uses, development standards, and other regulations of the City's Municipal Code. In these cases, the standards and regulations provided in the Specific Plan supersede those in the Municipal. Where the Specific Plan is silent, regulations in the Municipal Code remain applicable. If a conflict occurs between the requirements of the Specific Plan and the City's Municipal Code, the requirements of the Specific Plan shall prevail.

#### Standard Specifications

The City of Riverbank Standard Specifications provide detailed drawings and design standards to guide public improvement projects within the City. Topics addressed include safety, streets, lighting, water, sewer, storm drains, parking, walls, fire standards, utilities, landscaping, irrigation, standard measures, backflow and cross connections, and bike and pedestrian trails.

The Specific Plan includes plans, standards and guidelines that supplement the City's adopted Standard Specifications. If a conflict occurs between the requirements of the Specific Plan and the City's Standard Specifications, the requirements of the Specific Plan shall prevail.

### **3.2.2 SPECIFIC PLAN DOCUMENTS**

#### Environmental Impact Report

An Environmental Impact Report (EIR) was certified for the Specific Plan by the City Council through the adoption of resolution No. 2013-015 on March 25, 2013. The EIR, prepared in accordance with CEQA, examines the potential direct and indirect environmental effects of the project and identifies appropriate mitigation measures, where feasible, to reduce impacts determined to be potentially significant.

The environmental analysis for the Specific Plan is part of a larger analysis prepared for the City's 2025 General Plan update. A single EIR was prepared, which examines the General Plan update at a programmatic level, and development of the Specific Plan at a more detailed project level. This EIR serves as the base environmental document for purposes of evaluating subsequent development entitlements, discretionary permits, and ministerial approvals. Included is a Mitigation Monitoring and Reporting Programs to be used by the City and project developers in ensuring compliance with adopted mitigation measures as the Specific Plan area builds out. The Specific Plan Mitigation Monitoring and Reporting Program is included as Appendix A.

### 3.3 SUBSEQUENT APPROVALS

---

#### **3.3.1 EFFECTUATION OF ENTITLEMENTS**

Concurrent with adoption of this Specific Plan, the City will rezone all properties within the Specific Plan Area to SP-3 pursuant to Section 153.309 of the Riverbank Municipal Code. In order to fully effectuate land use and zoning entitlements, and allow development on any property with the Specific Plan Area to proceed, the following subsequent approvals are required:

##### Development Agreement

Development agreements are anticipated for Cannery District of the Downtown Specific Plan. Development agreements are to be processed in accordance with the Riverbank Municipal Code.

##### City Project Entitlements

Individual development projects within the Specific Plan are subject to review and approval of subsequent permits and entitlements by the City. Typical entitlements may include architectural and site plan review, use permits, variances, parcel maps, subdivision maps, and/or other permits. Application and processing requirements shall be in accordance with the City's Zoning Code and other regulations, unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements, and other activities shall be consistent with the provisions of the Specific Plan, applicable development agreements, and pertinent City of Riverbank policies, requirements and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the Specific Plan and all then applicable plans and regulations.

##### Outside Agency Approvals

Other permits and approvals may be required by federal, state and/or regional agencies. These agencies may include the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Services, California Department of Fish and Game, California Department of Transportation, Regional Water Quality Control Board, San Joaquin Valley Air Pollution Control District, and others as applicable.

##### Subsequent Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA). The program EIR, certified for the Specific Plan serves as the base environmental document for subsequent entitlements within the Specific Plan. Development applications are to be reviewed on a project-by-project basis to determine consistency with the EIR.

The EIR prepared for the Specific Plan identifies specific mitigation measures to be applied to projects within the Specific Plan as applicable. Some of the mitigation measures necessitate additional study or review to be undertaken prior to a project moving forward. Such measures include:

See the Specific Plan Mitigation Monitoring and Reporting Program (Appendix A) for a full listing of applicable mitigation measures.

### 3.3 *SUBSEQUENT APPROVALS*

---

#### Existing Uses

At the time of Specific Plan approval, there were a number of existing homes and related structures within the Specific Plan Area. While some of these uses may remain either indefinitely or for an extended period, it is expected that many will ultimately be replaced to accommodate new development consistent with Specific Plan land uses.

Certain existing land uses that were legal under prior land use regulations may not conform to the standards specified in this Specific Plan. Since the Specific Plan is oriented towards the future, it is intended that these nonconforming uses will eventually be phased out consistent with the City's Zoning Code. Permits should not be granted for expansion of structures to accommodate nonconforming uses, but routine interior and exterior maintenance is permitted under certain circumstances. This Specific Plan does not establish a specific time frame for non-conforming uses to comply.

### **3.4.1 STREETSCAPE IMPROVEMENTS**

#### **ATCHISON STREET**

##### Description

New street improvements to Atchison Street are an opportunity to restructure the Highway Boulevard District so it is attractive to pedestrians, and supportive of a mix of desired land uses. Streetscape improvements will restructure the corridor to create an attractive setting for residential, mixed-use, workplace, and commercial investment. The City will work closely with CalTrans to coordinate efforts prior to anticipated relinquishment of the roadway.

One Travel lane, one bicycle lane, and one parallel parking lane in either direction. The central median narrows to allow for left turn lanes at major intersections and key locations. A planting strip with deciduous trees creates a buffer adjacent to the sidewalk. Decorative street lights have both boulevard scale luminaires and pedestrian scale luminaires.

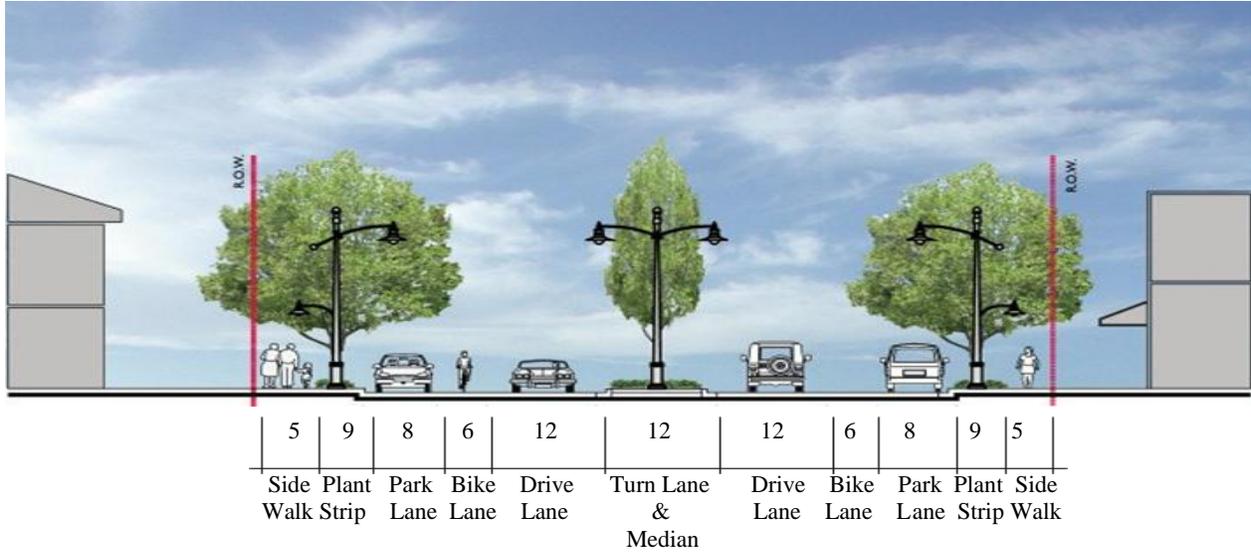
##### Standards

1. Travel lanes shall be 10 feet wide.
2. Parallel parking lanes shall be a maximum of 8 feet wide.
3. Sidewalks shall be minimum 5 feet wide.
4. Bicycle lanes shall be a minimum of 6 feet wide.
5. Planting strips shall be located at the back-of-curb and be 9 feet wide minimum.
6. Street trees shall be planted in the planting strip 30' on-center maximum spacing.
7. Decorative pedestrian-scale streetlights shall be located at the back of curb 45' on-center maximum spacing and coordinated with tree planting.

##### Guidelines

1. Decorative paving may be used along sidewalks and in crosswalk areas.
2. Landscaping on the median can be enhanced using drought-tolerant ground cover beneath deciduous trees.
3. Bulb-outs may be used to reduce crossing distances at intersections.
4. Benches and bicycle racks are encouraged in bulb-out areas and transit areas.

### 3.4 CAPITAL IMPROVEMENTS



#### Atchison Street

Pedestrian and bicycle-friendly environment in support of envisioned residential, workplace, and commercial development.

Atchison Street existing Conditions photos



### **PATTERSON ROAD**

#### Description

Improvements to Patterson Road will help to support new and existing residential, workplace, and commercial development along the Downtown Specific Plan southern edge. East of the railroad, the streetscape shall comprise one travel lane and one bicycle lane in either direction. A planting strip and sidewalk support pedestrians along the south side of the street, and a planted buffer on the north side of the street creates an attractive setting for transit shelters and buffers the eastern spur of the railroad.

#### Standards

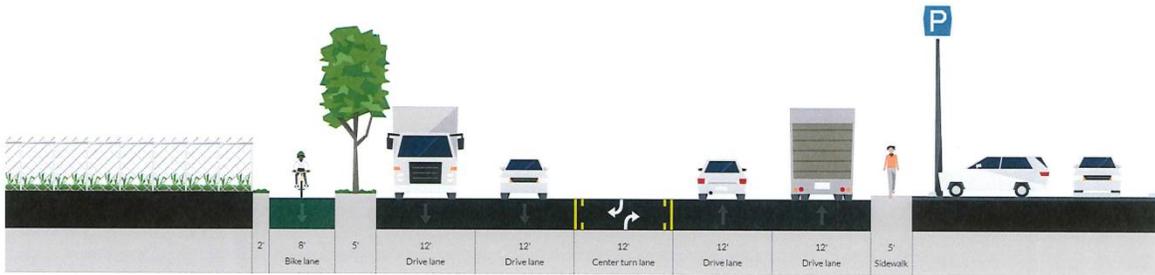
1. Travel lanes shall be between 10 and 12 feet wide.
2. Parallel parking lane not allowed.
3. Sidewalk shall be a minimum of 5 feet wide.
4. Bicycle lanes shall be a minimum of 6 feet wide.

### 3.4 CAPITAL IMPROVEMENTS

5. Planting strip shall be located at the back-of-curb and be 5 feet wide minimum.
6. Street trees shall be planted in the planting strip 30 feet on-center maximum spacing.
7. Decorative pedestrian-scale streetlights shall be located at the back of curbs 45 feet on-center maximum spacing and coordinated with tree planting.
8. The planted buffer on the north side of the street shall incorporate attractively paved areas for pedestrians waiting at transit shelters.

#### Guidelines

1. Decorative paving may be used along sidewalks and in crosswalk areas.
2. Landscaping on the median can be enhanced using drought-tolerant ground cover beneath deciduous trees.
3. Bulb-outs may be used to reduce crossing distances at intersections.
4. Benches and bicycle racks are encouraged in bulb-out areas and transit areas.



#### Patterson Road (80' Row)

Pedestrian and bicycle-friendly environment in support of envisioned residential and workplace development.

Patterson Road existing Conditions photos



### **NEIGHBORHOOD STREETS**

#### Description

The majority of streets throughout the Plan Area support existing residences and are envisioned to continue in that role. As funds become available, the City shall redesign neighborhood streets throughout the Plan Area to better support residential and compatible development, encourage walking, and increase safety by reducing the overall auto-oriented character of the public realm.

### 3.4 CAPITAL IMPROVEMENTS

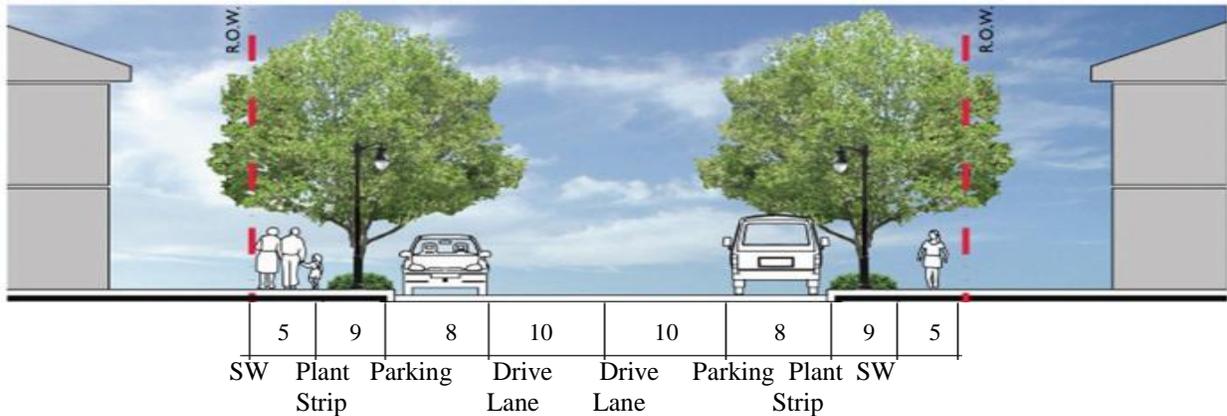
Neighborhood Streets shall contain two travel lanes and on-street parallel parking. The following standards are provided as a general template for the design of Neighborhood Streets. Where public rights-of-way exceed the 64 feet accounted for in the adjacent street section concept, additional width may be allocated to planting strips and sidewalk environments to increase pedestrian safety and walkability.

#### Standards

1. Travel lanes shall be 10 feet wide. A fog line may be used to delineate a 10 foot lane where wider street conditions are present.
2. Parallel parking lanes shall be a maximum of 8 feet wide.
3. Sidewalks shall be maximum of 5 feet wide.
4. Planting strips shall be located at the back-of-curb and be 9 feet wide minimum.
5. Street trees shall be planted 30 feet on-center maximum spacing.
6. Decorative pedestrian-scale streetlights shall be located at the back of curbs 60 feet on-center maximum spacing and coordinated with tree planting.
7. New alleys shall be a maximum of 22 feet wide, and shall contain decorative lighting to support pedestrian safety.

#### Guidelines

1. Decorative paving may be used along sidewalks and in crosswalks.
2. Bulb-outs may be used to reduce crossing distances at intersections.
3. In addition to required street trees, trees may be planted within the parking lane (between on-street parking stalls) to increase shade.
4. Benches, bicycle racks, and decorative plant materials are encouraged.



#### Neighborhood Street (typical)

Pedestrian and bicycle-friendly environment  
in support of envisioned residential and compatible development

### **3.4.2 SANTE FE AVENUE CONNECTIVITY THROUGH THE BNSF RAILROAD RIGHT OF WAY**

#### Description

The City will manage the design, funding and construction of a point of connectivity between the potential redevelopment of “The Cannery District” and the Riverbank Downtown Core area. The method of connectivity may consist of a pedestrian bridge over the B.N.S.F. railroad using the Sante Fe Street alignment. The City Council based on a complete review of the connectivity options shall decide which method of connectivity is the best for the community of Riverbank.

#### Objectives

1. Provide a point of connectivity along the Santa Fe Street alignment between the Downtown Core and Callander Avenue.
2. Create attractive pedestrian connection between the Downtown Core and the Cannery District.
3. Ensure that the connection incorporates highly attractive and decorative lighting to increase safety.
4. Incorporate opportunities for public art such as murals, sculpture, or other artwork to enhance the overall character of the structure.
5. Avoid auto-oriented materials, furnishings, and decor.
6. Enhance the sidewalk environment on either side of the point of connectivity with trees, decorative street lights, and street furniture adjacent to the entries.
7. Use decorative paving such as colored concrete or unit pavers for pedestrian areas.

Concept B.N.S.F. Undercrossing.

**Option #1 - Vehicular Undercrossing**



**Option #2 - Pedestrian Overpass**



Pedestrian Overpass Concepts



### **3.4.3 WAY FINDING**

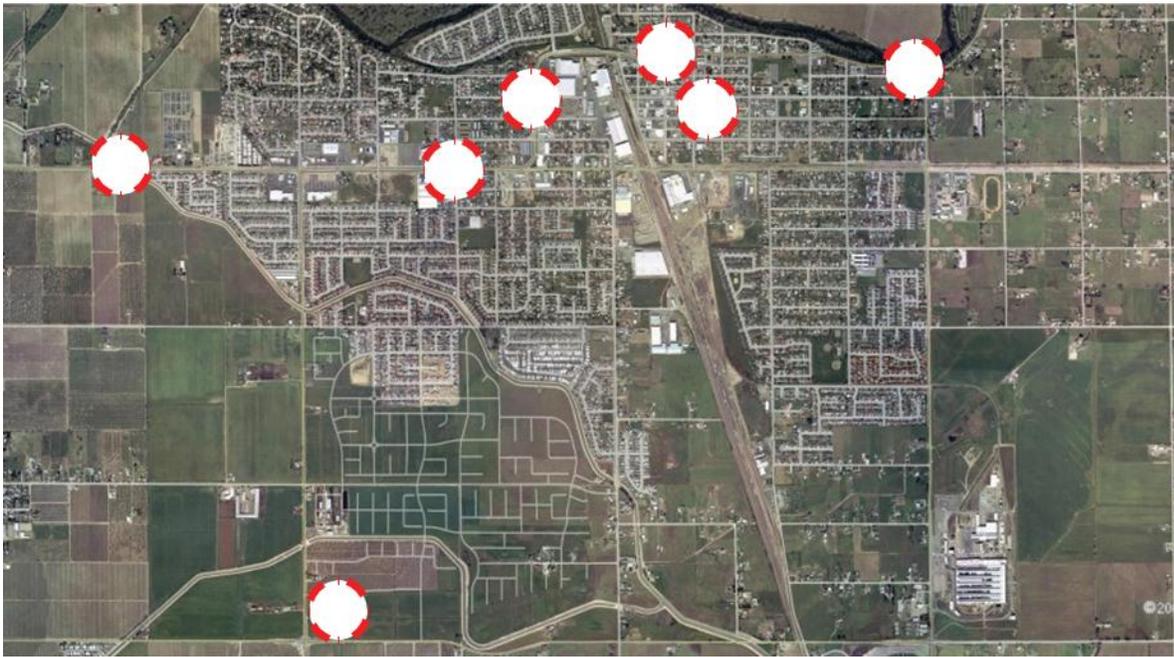
#### Description

Announce the Downtown Specific Plan at key locations along the City's well-traveled corridors and at key destinations to encourage Riverbank's residents and visitors to frequent the Downtown Core. Signage should include simple directions and distances.

For example, a sign located east of Downtown along Atchison Street might include the following information:

*Historic Downtown Riverbank 1 mile ahead, left on Third Street*

See below for map and key for preferred wayfinding improvement locations.



#### Keys to Wayfinding Map

1. Signage along Atchison Street.
2. Signage at the intersection of First Street and Atchison Street.
3. Signage along Patterson Road.
4. Information kiosk located at the intersection of Third Street and Santa Fe Street.
5. Signage announcing Downtown at the intersection of Santa Fe Street and Callander Avenue.
6. Signage or kiosk located at the Crossroads regional center announcing and directing visitors to the Downtown.

### **3.4.4 TRAFFIC SIGNAL IMPROVEMENTS**

#### Description

The City shall work closely with CALTRANS and other appropriate agencies to coordinate the establishment of a traffic signal at the intersection of Callander Avenue and Santa Fe Street.

The traffic signal will serve to control traffic at this key entry point into the Downtown Specific Plan and to support the safety of pedestrians and bicyclists.

### **3.5.1 FINANCING**

Identification and utilization of financial resources necessary for capital improvements and public assistance to businesses will most likely be a combination of the methods outlined below, and will be determined in a way that maximizes public benefit.

Factors the City shall consider when selecting the financing methods include:

- A. Required timing of the improvements.
- B. Feasibility of constructing an improvement on a “pay as you go” basis compared to “all at once” construction requiring bond or tax-increment financing.
- C. Feasibility of simultaneous processing of several development applications to assure an adequate basis for financing major improvements.
- D. Capacity to coordinate the timing and approval of individual bonds and other funding sources with construction requirements.

#### **Possible Funding Sources:**

- General Obligation Bonds
- Federal and State Grants including Community Development Block Grants
- Business improvement districts
- Facility fees
- Enterprise fund fees
- Development impact fees
- Community Facility Districts
- Other Special Assessment Districts

#### **Financing Strategy Principles**

The following principles govern the implementation of the financing strategy for the Specific Plan area:

- Consistent with General Plan policies, the Specific Plan Area shall fund the full cost of all required services and on-site/off-site infrastructure and facilities required to serve the project with no added cost, or decline in service levels, to existing residents and businesses in the City.
- The Specific Plan area shall fund the maintenance of public infrastructure facilities within and serving the project including private parks, open space areas, drainage and water quality basins, landscape corridors, gateways/entries, and similar public-use facilities through mechanisms such as formation of a CFD Maintenance Community.
- Each benefitting property in the Specific Plan Area is required to pay its fair (pro-rata) share of the backbone infrastructure and public facilities construction, maintenance and land acquisitions cost.
- Existing City and other agency fee programs will be used to fund Specific Plan area improvements to the degree the improvements are eligible for such funding. Fee credits are to be applied where the developer designs and constructs such fee based improvements, or such improvements are included in Specific Plan area financing mechanisms/districts.
- The City will consider establishment of appropriate debt financing (e.g., community facilities districts, assessment districts) to help finance construction and maintenance of

backbone infrastructure, facilities and services. When using debt financing, the total annual special tax and /or assessment rates for developed land shall not exceed fiscally prudent standards constituent with State and City guidelines.

- Establishment of special financing district(s) will not preclude a property owner from paying a cash amount equivalent to its proportionate share of the costs for such district(s) prior to the issuance of bonds.
- Concurrent with the formation of any special financing district(s), the property owners and City shall enter into a shortfall agreement whereby property owners will covenant to finance their fair share of the costs of the special financing district(s) improvement to the extent that bonds issued by the district do not provide sufficient funding for the completion of such improvements.
- Funding mechanisms shall consider establishment of a reserve fund for the repair and replacement of infrastructure and facilities serving the Specific Plan area.
- The City will use best efforts to establish appropriate reimbursements in the event that the Specific Plan area or an individual landowner is required to pay for oversizing of backbone infrastructure and facilities, dedicate land, or incur other costs beyond the Specific Plan area's/property's fair share benefit through mechanisms such as the CFF for projects with city-wide benefit and a Specific Plan infrastructure fee of benefit area for projects with a more focused benefit.
- Prior to effectuating full development entitlements for a property, the landowner shall be required to enter in to a development agreement with the City, consenting to participation in the Specific Plan area financing mechanisms, improvement obligations, land/easement dedications, maintenance, and related obligations (see Section 5.2).

#### Specific Plan Fee

The Downtown Specific Plan Area is comprised of multiple property ownerships with varying motivations for future development and redevelopment. The City of Riverbank over the past several years has expended a substantial amount of community investment in both the Downtown Beautification project as well as this Specific Plan. It is the expectation of the City Council that the costs associated with the preparation of the Downtown Specific Plan and EIR be recovered through the enforcement of a reimbursement fee paid at the time of Building Permit issuance for any new construction within the Specific Plan Area. Government Code Section 65456 allows a legislative body to impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the adopted specific plan. The fees assessed cannot exceed the amount of dollars invested in the specific plan by the legislative body .

**The Specific Plan Fee suggested here will not be imposed on existing businesses or residences wishing to conduct minor remodels and/or to conduct ordinary maintenance and repairs.**

#### Informational Assistance

Public assistance may be provided to business owners and operators to help create a unique and customer-friendly experience in Downtown that customers are unlikely to find in larger regional commercial centers. The City may provide assistance directly to business owners, or work with the Chamber of Commerce to invest in education for business practices that encourage successful customer relations.

### **3.6.1 INFRASTRUCTURE**

#### **Overview**

Generally, the infrastructure (public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities) in the Specific Plan Area are either adequate or are actively being upgraded to serve the proposed level of development included in the Specific Plan.

#### **Objectives and General Policies**

The following general policies are applicable to the provision of water, sewer and storm drainage infrastructure to new infill development within the Downtown Specific Plan Area.

1. In general, financing the cost of necessary utility improvements is the responsibility of the benefited properties. Use of the existing utility infrastructure where adequate will reduce overall investment costs. Where modifications or upgrading of existing utility facilities is necessary in conjunction with new development, it is anticipated that the cost of such improvements have been programmed through the City of Riverbank's System Development Fees as are modified from time to time. The cost of providing or upgrading on-site utilities to an individual property will be borne by the applicant for new development of the site, and on-site improvement costs serving more than one property will be shared proportionately by the benefiting developments based on project demand and/or discharge.
2. Development in the Downtown Specific Plan shall not result in flows of storm water that diminish the prior quality of receiving waters, nor shall such development create an overall increase in storm water flows. Specific requirements pertaining to utility construction and landscape improvements should be considered for each individual project prior to construction.
3. New development within the Cannery District will be required to provide infrastructure and associated facilities as development occurs, including the requirement to underground all dry utility infrastructure including transformers and secondary boxes.

### **3.6.2 ENVIRONMENTAL REVIEW**

A Program EIR has been certified for the Specific Plan which evaluates and addresses environmental impacts anticipated from likely build-out of the Plan Area. The EIR focused on Land Use, Noise, Public Facilities and Services, Air Quality and Traffic.

The majority of possible impacts resulting from build-out of the Specific Plan Area are associated with changes to permitted land uses within the Cannery District. Build-out of the remaining Specific Plan Area is expected to have very minimal impacts. Not including the Cannery District, there is less than 5 acres of vacant land in the Plan Area, making development of any particular site categorically exempt pursuant to laws governing Class 32, infill Development.

The Downtown Specific Plan EIR was prepared at a Program level and was intended to supplement the EIR work performed as part of the 2025 General Plan Comprehensive Update. The Downtown Specific Plan EIR serves as the base environmental document for purposes of evaluating subsequent development entitlements, discretionary permits, and ministerial approvals. Included is a Mitigation Monitoring and Reporting Program to be used by the City and project developers to ensure compliance with adopted mitigation measures as the Specific Plan builds out. The Downtown Specific Plan EIR Mitigation Monitoring and Reporting Program is included in this document as Appendix A.

Project specific environmental review may be required pursuant to the CEQA Guidelines on subsequent entitlement actions as required by State Law. The Downtown Specific Plan Program EIR is considered to be a first tier EIR. A number of potential environmental impacts have been identified of which certain mitigation measures have been incorporated into the Downtown Specific Plan policy language. The siting of certain noise sensitive receptors in close proximity of the BNSF mainline will certainly be of concern and subject to subsequent analysis and study as project specifics are brought forward for consideration by the City.

### 3.7 *Specific Plan Administration*

---

#### **3.7.1 ADMINISTRATION**

The City of Riverbank is responsible for the administration, implementation, and enforcement of 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 and property owners to react quickly to changes in the market place within the intent of the Specific Plan.

### **3.7.2 INTERPRETATIONS**

Interpretations of any standards, guidelines, and requirements included within this Specific Plan are to be made at the discretion of the Community Development Director (Director). In making an interpretation, the Director shall determine that the interpretation is consistent with, and will not otherwise obstruct the attainment of, the Specific Plan. The Director may forward any interpretation directly to the Planning Commission for determination. All interpretations of the Director or Planning Commission may be appealed in accordance with the Riverbank Zoning Code.

For purpose of interpretation the terms “shall”, “will”, “must”, “are to”, and “is to” are mandatory. “Should” and “encouraged” are highly recommended, and “may” is permissive.

### **3.7.3 ALTERNATIVE DEVELOPMENT & DESIGN STANDARDS**

The Specific Plan allows for the approval of alternative development and design standards that differ from those specified in the Specific Plan. The intent is to provide flexibility to respond to evolving market conditions, promote innovation design, and consider the merits of individual projects. Alternative standards may be approved by the Planning Commission and do not require amendment to the Specific Plan when they:

- Provide for efficient, diverse, and innovative development.
- Encourage the mixing of uses.
- Enhance pedestrian orientation, connectivity, and social interaction.
- Promote attractive and active streetscapes.
- Support high quality and district design that strengthens community character and identity.
- Respect the character and quality of adjacent uses.
- Respond to unique natural, cultural, and/or scenic resources.
- Are consistent with the intent and character of the Specific Plan and the 2025 General Plan.
- Achieve the original design intent to a same or better level.

A request for alternative standards is to be submitted and approved concurrent with the subdivision map or site plan review application required for the applicable project. The request shall include explanation and illustration of the proposed alternative standards. How they achieve the above criteria and any other information deemed necessary for evaluation by the Community Development & Services Director.

In reviewing a request for alternative standards, the Planning Commission shall consider whether the application complies substantially with the above criteria.

#### **3.7.4 MINOR SPECIFIC PLAN MODIFICATIONS**

The Specific Plan allows for approval of minor modifications to the Specific Plan. The Community Development Director (Director) shall determine whether a proposed revision is minor, and may act upon a minor modification administratively without amendment to the Specific Plan. A minor modification may be approved if determined by the Director to be in substantial conformance with:

- The vision and overall intent of the Specific Plan;
- Applicable development agreement(s);
- The City of Riverbank General Plan;
- The Specific Plan Environmental Impact Report.

Examples of minor modifications include, but are not limited to:

- Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
- Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Specific Plan area.
- Other modifications determined by the Director to be in substantial conformity with the Specific Plan.

A request for a minor modification is to be submitted to the Director. The request shall include explanation of how the request is in substantial conformance with the above, and any other information deemed necessary for evaluation by the Director. The Director may forward any minor modifications to the Planning Commission for determination. All minor modifications to the Specific Plan may be appealed in accordance with Riverbank Municipal Code.

### **3.7.5 SPECIFIC PLAN AMENDMENTS**

When it is determined that a specific development project or requested interpretation, alternative standard, or minor modification is not in substantial conformity with the Specific Plan, an amendment to the Specific Plan will be required. A Specific Plan amendment may be initiated by a developer, property owner, or the City. Specific Plan amendments are to be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council as specified in Section 36-21 of the Riverbank Municipal Code. Depending upon the nature of a Specific Plan amendment, a concurrent amendment to the General Plan, Municipal Code, Development Agreement, or other related City and Specific Plan documents may be required.

All requests for a Specific Plan amendment and related documents shall include text (redline/strike-out), graphics and other materials suitable to replace or augment the sections being amended. The graphic format and style of the original documents is to be followed for ease of incorporation and consistency. All amendments to the Specific Plan and related documents are subject to compliance with CEQA.

**3.7.6 SPECIFIC PLAN ENFORCEMENT**

Any violation of the requirements of this Specific Plan is to be enforced in the same manner as a violation of the Municipal Code.

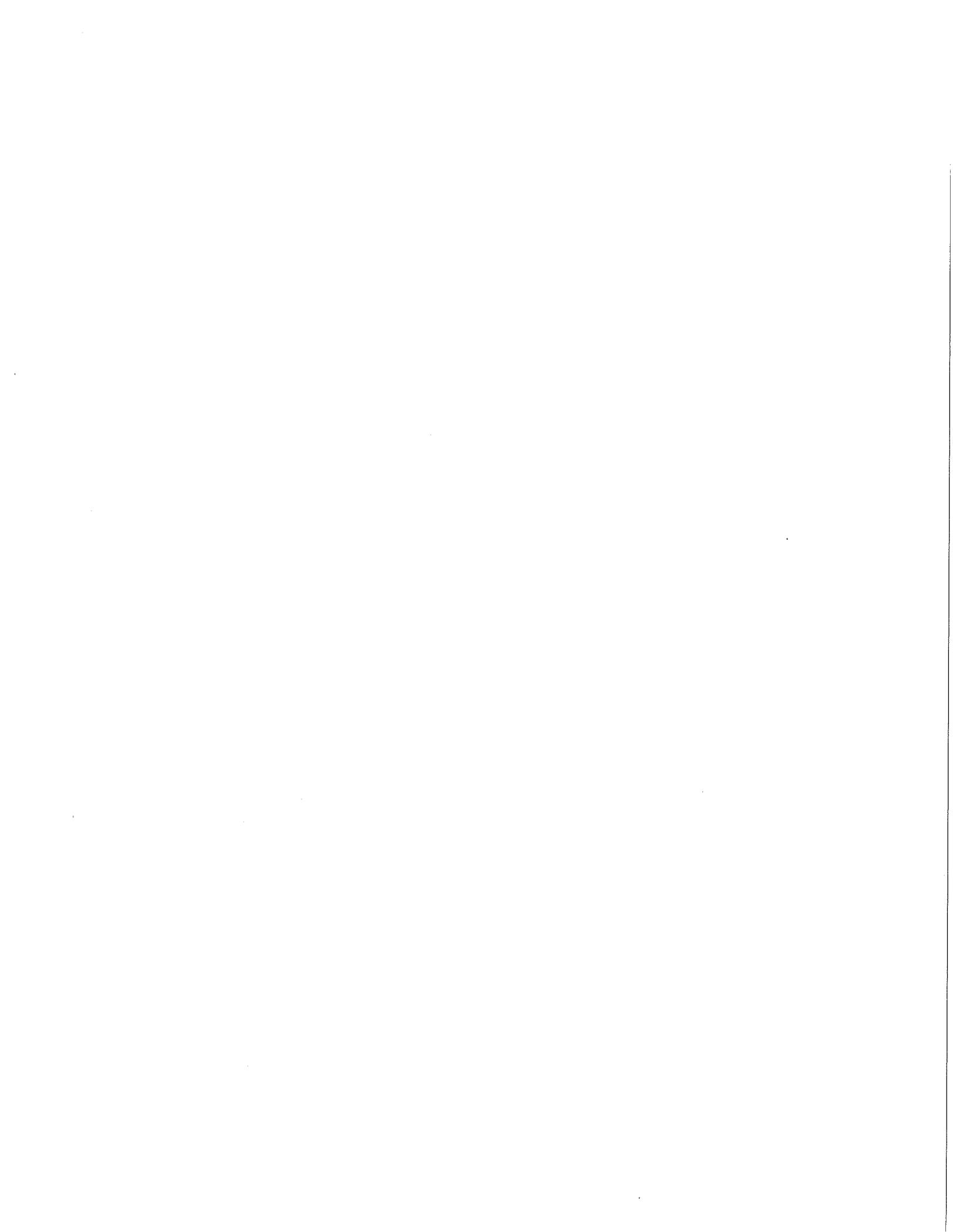
**3.7.7 SERVERABILITY**

If any section, subsection, phrase, regulation, condition, program or portion of this Specific Plan, or any future amendment, is for any reason held to be invalid or unconstitutional by any court or competent jurisdiction, such decision shall not affect the validity of the remaining portion of this Specific Plan, or any future amendment.

# **APPENDIX A**

---

Mitigation Monitoring and Reporting Program



# MITIGATION MONITORING AND REPORTING PROGRAM

## 1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENT

Where a CEQA document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required of the Implementation of the 2005-2025 General Plan for Downtown Riverbank (the project), as set forth in the Final Environmental Impact Report (FEIR).

The City of Riverbank (City) is the Lead Agency that must adopt the MMRP for development and operation of the project. This report will be kept on file with the City of Riverbank Development Services Department, 6707 Third Street, Riverbank, CA 95367.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

## 1.2 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP is intended to be used by City staff and others responsible for project implementation.

This document identifies the individual mitigation measures, timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and space to confirm implementation of the mitigation measures.

## 1.3 ROLES AND RESPONSIBILITIES

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Riverbank. Applicants of projects proposed under the project will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP.

The table attached to this report identifies the mitigation measure, the responsible agency for the monitoring action, and timing of the monitoring action. The City would be responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure.

## 1.4 CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP shall be reported in writing. Modifications to the mitigation measures may be made by the City subject to one of the following findings, documented by evidence included in the public record:

- ▶ The mitigation measure included in the FEIR and the MMRP is no longer required because the significant environmental impact identified in the FEIR has been found not to exist, or to occur at a level which makes

the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- ▶ The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the FEIR and the MMRP; and,
- ▶ The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the FEIR and the proposed project; and,
- ▶ The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can ensure implementation.

## **1.5 SUPPORT DOCUMENTATION**

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with this MMRP and shall be made available to the public upon request.

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p><b>Aesthetics</b></p> <p><b>Lighting</b></p> <ul style="list-style-type: none"> <li>▶ Lighting fixtures shall include cut-off and other 'dark-sky' technology to reduce light pollution.</li> <li>▶ Street lights shall consist of a decorative base, and luminaire, and shall be pedestrian-scale.</li> <li>▶ Streetlight light sources shall be between 11 and 16 feet in all Downtown districts.</li> <li>▶ All lights shall incorporate prismatic lenses, diffusers, or refractors to avoid glare.</li> <li>▶ LED and other energy efficient technologies shall be used for street lighting.</li> <li>▶ Area lights shall not throw light onto upper stories or onto residential buildings.</li> <li>▶ Pedestrian areas including sidewalks, pathways, parking areas and courts shall be illuminated to increase safety and provide clear views to and within the site.</li> <li>▶ Low pressure sodium vapor or other lights casting an orange glow are prohibited.</li> </ul>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit</p>	
<p><b>Air Quality</b></p> <p><b>4.1-3: Require Implementation of SJVAPCD On-Site Mitigation Measures for Development Projects</b>                      The City shall require each project applicant, as a condition of project approval, to design of all development projects to include feasible on-site mitigation measures for development projects as recommended by SJVAPCD. An example of a mitigation measure would be to provide bicycle parking and storage facilities, such as indicated by Policy AIR-1.7 of the Draft Specific Plan. As mentioned above, the Draft Specific Plan includes a number of policies that are consistent with the on-site mitigation measure recommended by the SJVAPCD. Compliance with SJVAPCD Rule 9510 and Regulation VIII for operational emissions, as required by law,</p>	<p>City of Riverbank and SJAPCD</p>	<p>Throughout design and operational phases of projects accommodated under the Specific Plan that would trigger review by the SJVAPCD under Rule 9510</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>would result in a minimum 33% reduction in NO<sub>x</sub> emissions and a 50% reduction in PM<sub>10</sub> emissions, according to estimates provided by SJVAPCD. The City will provide the SJVAPCD with contact information for project proponents to facilitate communication related to Rule 9510.</p>			
<p><b>Toxic Air Contaminants</b></p> <ul style="list-style-type: none"> <li>▶ Policy AIR-3.1: The City will provide adequate sites for industrial development, while minimizing the health risks to people resulting from industrial toxic or hazardous air pollutant emissions.</li> <li>▶ Policy AIR-3.2: The City of Riverbank will require residential development projects and projects categorized as sensitive receptors to be located an adequate distance from existing and potential sources toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations.</li> <li>▶ Policy AIR-3.3: The City of Riverbank will ensure that industrial, manufacturing, and processing facilities that may produce toxic or hazardous air pollutants are located at an adequate distance from residential areas and other sensitive receptors.</li> <li>▶ Policy AIR-3.4: The City will discourage major arterial roadways within new or existing neighborhoods and will require new line sources of air pollution, such as a proposed major freeway or major arterial roadway, to be located an adequate distance from sensitive receptors.</li> <li>▶ Policy AIR-3.5: The City will coordinate with the Air District to identify sources of toxic air emissions and determine the need for health risk assessments for proposed development. The City will consult with project proponents during a pre-application review process to avoid inappropriate uses at affected sites and during the environmental review process for general plan amendments and general plan updates.</li> <li>▶ Implementation Strategy AIR-8: The City will</li> </ul>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit for projects proposing sensitive receptors near sources of known toxic air contaminants or projects that could generate toxic air contaminants</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>require project proponents to prepare health risk assessments in accordance with Air District-recommended procedures as part of environmental review when the proposed industrial process has associated air emissions that have been designated by the State as a toxic air contaminant or, similarly, by the federal government as a hazardous air pollutant. Also, the City will require health risk assessments for major arterial roadways or major freeways proposed near sensitive land uses and sensitive land uses proposed near existing or planned major freeways. Major freeways, for these purposes, are those that handle more than 50,000 vehicles per day. In general, the City will apply the California Air Resources Board Air Quality and Land Use Handbook (California Air Resources Board 2005), and relevant updates, for recommendations on siting distances for sensitive or noxious uses.</p>			
<b>Biological Resources</b>			
<p><b>3.4-1: Pre-Construction Survey</b></p> <ul style="list-style-type: none"> <li>▶ For projects proposing demolition or construction within 250 feet of the edge of the riparian area associated with the Stanislaus River north of the Specific Plan Area between February 1st and September 15th, surveys for active Swainson's Hawk nests shall be conducted by a qualified biologist no more than 10 days prior to the start of construction. This survey shall include riparian areas with mature trees on the south side of the Stanislaus River within 250 feet of the edge of the proposed demolition/ construction site. A distance of 250 feet is used because beyond this distance potential disturbance would be screened by existing development or riparian vegetation.</li> <li>▶ If no active nests are observed, no further action is required.</li> <li>▶ If an active nest is observed, a qualified biologist shall be consulted to determine whether</li> </ul>	City of Riverbank	Prior to construction	

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>demolition/construction activities shall be rescheduled or whether operations should be managed in order to avoid disturbance. Factors to be considered in this evaluation would include whether there is any line of sight between the proposed demolition/construction site (including any proposed buildings) and the active nest; construction noise levels in the context of State Route 108 noise levels; and construction vibrations levels in the context of vibration from truck traffic along State Route 108.</p> <p>▶ If demolition/construction is determined by the qualified biologist, based on this assessment, to have the potential to disturb the active nest, demolition/construction shall be rescheduled to occur outside the breeding season or shall be managed to avoid disturbance, as determined by a qualified biologist.</p> <p>▶ If demolition/construction activities cannot be managed in a way that would avoid disturbance, as determined by a qualified biologist, then demolition/construction activities must wait to initiate until after birds have fledged and are no longer reliant upon the nest or parental care for survival.</p>	<p>City of Riverbank</p>	<p>Prior to construction</p>	
<p><b>3.4-2: Implement Policies CONS-5.2 and CONS-5.4 of the General Plan</b></p> <p>Where necessary to avoid potential impacts to candidate, sensitive, or special-status species, projects proposed under the Specific Plan shall implement the following:</p> <p>Policy CONS-5.2. Development applications involving areas with important habitat shall submit site plans that specifically show how development will avoid impacts to habitat that is rare, declining, unique, or supportive of special-status species.</p> <p>Policy CONS-5.4. When the loss of important habitat is unavoidable, mitigation measures will be designed</p>	<p>City of Riverbank</p>	<p>Prior to construction</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>to reduce impacts to the maximum extent feasible. This mitigation may include, but is not limited to off-site mitigation banking with restoration and enhancement components. For projects that would affect the function and value of river, stream, lake, pond, or wetland features, each of these features shall be delineated. For wetlands, the delineation shall be conducted in accordance with the USACE Wetland Delineation Manual and verified by USACE. The project applicant shall determine the exact acreage of important habitat (including those protected by federal, state, regional, and/or local regulations) that would be impacted by project implementation. A mitigation plan to replace or rehabilitate affected habitats in a manner that ensures no net loss of habitat functions and values shall be prepared and implemented in accordance with applicable regulations. The plan shall be reviewed and approved by the appropriate regulatory agencies and all relevant permits and authorizations shall be obtained. Mitigation monitoring shall be conducted to ensure performance criteria are met.</p>			
<p><b>Cultural Resources</b></p>			
<p><b>3.5-1: Worker Training and Paleontological Resources Recovery Plan</b></p> <p>To minimize potential adverse impacts on unique, scientifically important paleontological resources, the project applicant(s) shall do the following:                      Before the start of grading or excavation activities on the project site, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel (including the site superintendent) involved with earthmoving activities, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.                      If paleontological resources are discovered during earthmoving activities, the construction crew shall</p>	<p>City of Riverbank</p>	<p>Prior to, and during grading or excavation activities</p>	

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>immediately cease work in the vicinity of the find and notify the City Public Works Department. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a proposed recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the City to be necessary and feasible shall be implemented before construction or demolition activities can resume at the site where the paleontological resources were discovered.</p>			
<p><b>4.2-1a: Conduct Historic Inventory and Evaluation Architectural Resources</b></p> <ul style="list-style-type: none"> <li>▲ As part of the future project-level analysis conducted prior to construction activities, the City will require project applicant/s to conduct an inventory and CRHR evaluation for architectural resources for the former cannery site. The inventory and evaluation will be prepared by a qualified architectural historian and will include conducting an intensive field survey, background research on the history of the area, and property-specific research.</li> <li>▲ Based on this research, the significance of architectural resources will be evaluated by the architectural historian using criteria for listing in the CRHR.</li> <li>▲ If any on-site historic resources are determined to be significant, the City will encourage the project applicant to incorporate such significant resources into the project in a manner that preserves the historic integrity.</li> <li>▲ If avoidance of a significant architectural resource is not feasible, the City will ensure that Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)</li> </ul>	<p>City of Riverbank</p>	<p>Prior to construction or demolition on former cannery site</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>documentation is completed. The HABS and HAER are programs to formally document historic resources through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. Such documentation packages are entered into the Library of Congress, and a second copy generally is archived in the regional information centers of the CHRIS.</p>			
<p><b>4.2-1b: Avoid Impacts to Significant Architectural Resources in Specific Plan Area</b></p> <ul style="list-style-type: none"> <li>▶ Project applicants outside the Specific Plan Cannery District that propose physical changes to structures of 45 years or older shall provide an inventory and CRHR evaluation of such structures. Based on this evaluation, the significance of architectural resources will be evaluated.</li> <li>▶ If the subject project could affect potentially significant historic resources, the project applicant shall consider redesign to avoid adverse impacts to significant architectural resources that appear to be eligible for the CRHR or NRHP.</li> <li>▶ If redesign of the project to avoid adverse impact to the significant architectural resource is not feasible, the City will ensure that HABS / HAER documentation is completed.</li> </ul>	City of Riverbank	Prior to renovation, demolition, or construction involving structure of 45 years or older	
<p><b>4.2-1b: Conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Relocating Historic Buildings in the Event of Relocation</b></p> <ul style="list-style-type: none"> <li>▶ In the event of building rehabilitation or relocation, the City will require that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Relocating Historic Buildings.</li> </ul>	City of Riverbank	Prior to renovation, rehabilitation, or relocation of significant historic buildings	
<p><b>4.2-2 : If Unrecorded Cultural Resources are</b></p>	City of Riverbank	During construction and earth	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p><b>Encountered during Project-Related Ground-Disturbing Activities, a Qualified Cultural Resources Specialist Shall be Contacted to Assess the Potential Significance of the Find</b></p> <ul style="list-style-type: none"> <li>▶ If an inadvertent discovery of cultural materials (e.g. unusual amounts of shell, animal bone, bottle glass, ceramics, structure/building remains, etc.) is made during project-related construction activities, ground disturbances in the area of the find will be halted and a qualified professional archaeologist will be notified regarding the discovery.</li> <li>▶ The archaeologist shall determine whether the resource is potentially significant as per the CRHR and develop appropriate mitigation, as directed by Public Resources Code Section 21083.2.</li> </ul>		<p>disturbing activities</p>	
<p><b>4.2.3: If Human Remains are Uncovered during Ground-disturbing Activities, all Excavation/Construction Activity in the Vicinity of the Find shall cease and State of California law applied</b></p> <ul style="list-style-type: none"> <li>▶ In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the contractor and/or the project proponent shall immediately halt potentially damaging excavation in the area of the burial and notify the County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). Following the coroner's findings, the property owner, contractor or project proponent, an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that</li> </ul>	<p>City of Riverbank, County Coroner, and Native American Heritage Commission</p>	<p>During construction and earth disturbing activities</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California PRC 5097.9.</p> <p>▲ Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have 48 hours to complete a site inspection and make recommendations after being are granted access to the site. A range of possible treatments for the remains, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment may be discussed. PRC 5097.9 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. The following is a list of site protection measures that the landowner shall employ:</p> <ol style="list-style-type: none"> <li>1. Record the site with the NAHC or the appropriate Information Center</li> <li>2. Utilize an open-space or conservation zoning designation or easement</li> <li>3. Record a document with the county in which the property is located</li> </ol> <p>▲ The landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site. The landowner or their authorized representative may also re-inter the remains in a</p>			

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>location not subject to further disturbance if they reject the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.</p>			
<b>Geology and Soils</b>			
<p><b>3.6-1: Geotechnical Report for the Santa Fe Underpass</b> The City shall require the preparation of a soils report as described in Section 155.06 (e) of the Riverbank Code of Ordinances. The design of the underpass shall incorporate the recommendations of the soils report.</p>	City of Riverbank	During design and construction phases for Santa Fe Street underpass	
<b>Hazards and Hazardous Materials</b>			
<p><b>3.8-1: Use, Storage, Transport, and Disposal of Hazardous Materials</b> Project applicants within the Specific Plan Area shall implement Policy SAFE-1.8 of the General Plan: Policy SAFE-1.8: The City will require that hazardous materials are used, stored, transported, and disposed in a safe manner and in compliance with local, State, and federal safety standards.</p>	City of Riverbank	During construction and operational phases of uses that require hazardous materials	
<p><b>3.8-2: Address Hazardous Materials Issues</b> To reduce health hazards associated with potential exposure to hazardous substances, project applicants within the Specific Plan Area shall implement the following measures before the start of ground-disturbing or demolition activities, as they apply to future project sites developed within Specific Plan Area:                      ▶ Prepare a Phase I Environmental Site Assessment (ESA) investigation before development.                     <ul style="list-style-type: none"> <li>○ If recommended by the Phase I(s), a Phase II ESA investigation is also required.</li> <li>○ These investigations shall follow Phase I and/or II ESA guidelines and shall include, as necessary, analysis of soil and/or groundwater samples taken at or near the potential</li> </ul> </p>	City of Riverbank	Before ground-disturbing activities or demolition	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>contamination sites.</p> <ul style="list-style-type: none"> <li>○ Recommendations in the Phase I and/or II ESA(s) to address any contamination that is found shall be implemented before ground-disturbing activities are initiated in these areas.</li> <li>○ If Phase I and/or Phase II ESAs indicate the presence of soil and/or groundwater contamination on a subject project site, a site remediation plan shall be prepared pursuant to Section 25401.05(a)(1) that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material on the project site, and remediation of contaminated groundwater (e.g., installation of groundwater extraction and treatment [GET] facilities). The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site (e.g., compliance with Division of Traffic Operations (DTO) and Caltrans transport regulations, and disposal at facilities permitted by EPA and/or DTSC to accept hazardous wastes).</li> <li>○ If contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the Stanislaus County Department of Environmental Resources, DTSC, and other appropriate regulatory agencies, and shall follow required actions specified by the regulatory agencies (e.g., dewater the excavated area, properly dispose of contaminated groundwater, or set up GET facilities as required). The contractors of all project phases shall be required to comply</li> </ul>			

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>with the site remediation plan, which shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the site at an appropriately permitted off-site disposal facility.</p> <p>▲ If there are any underground storage tanks (USTs), LUSTs, or aboveground petroleum storage tanks (ASTs) within the project site, the applicant shall retain a licensed contractor to remove any subject tanks. Any stained soils associated with the debris piles, USTs, and/or ASTs shall also be removed by the licensed contractor, in accordance with Stanislaus County Department of Environmental Resources and Central Valley RWQCB regulations, including Division 7 of the California Water Code (Porter Cologne Water Quality Control Act) and the State Water Resources Control Board regulations (Underground Tank Regulations, CCR 23 Division 3, Chapter 16).</p> <p>▲ Retain a California Occupational Safety and Health Administration (Cal-OSHA)-certified Asbestos Consultant and Lead Based Paint Inspector/Assessor before demolition of any on-site buildings to investigate whether any asbestos-containing materials or lead-based paints are present. If any materials containing asbestos or lead are found, they shall be removed by an accredited contractor in accordance CCR 17 Section 36000 and 36100 (lead based paint) and Section 39658(b)(1) of the Health and Safety Code (asbestos). Construction or demolition in the vicinity of any on-site asbestos or lead-based paint materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The materials containing asbestos and lead shall be disposed of properly at an appropriately permitted disposal facility.</p>	<p>City of Riverbank</p>	<p>Prior to issuance of building</p>	
<p><b>Cardozo Middle School</b></p>	<p>City of Riverbank</p>	<p>Prior to issuance of building</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>▶ Policy AIR-3.1: The City will provide adequate sites for industrial development, while minimizing the health risks to people resulting from industrial toxic or hazardous air pollutant emissions.</p> <p>▶ Policy AIR-3.2: The City of Riverbank will require residential development projects and projects categorized as sensitive receptors to be located an adequate distance from existing and potential sources toxic emissions such as freeways, major arterials, industrial sites, and hazardous material locations.</p> <p>▶ Policy AIR-3.3: The City of Riverbank will ensure that industrial, manufacturing, and processing facilities that may produce toxic or hazardous air pollutants are located at an adequate distance from residential areas and other sensitive receptors.</p> <p>▶ Policy AIR-3.5: The City will coordinate with the Air District to identify sources of toxic air emissions and determine the need for health risk assessments for proposed development. The City will consult with project proponents during a pre-application review process to avoid inappropriate uses at affected sites and during the environmental review process for general plan amendments and general plan updates.</p> <p>▶ Policy SAFE-1.10: The City will review development requests and require that any airborne, waterborne, windborne, and other hazardous materials issues are fully disclosed, analyzed, and mitigated to ensure against any risk relative to any nearby planned or existing land uses and their users.</p>	<p>City of Riverbank</p>	<p>permit for projects that would generate, handle, or transport hazardous materials</p>	
<p><b>Emergency Response and Emergency Access</b></p> <p>▶ Policy SAFE-2.1: The City will require development and maintenance of a road system that provides adequate access for emergency equipment.</p> <p>▶ Policy SAFE-2.2: The City will consult with fire protection service providers in reviewing</p>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit</p>	

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>development proposals. Development proposals will include City conditions that respond to concerns of fire protection service providers.</p>			
<p><b>Global Climate Change</b></p>			
<p><b>4.3-1 : Construction-Generated GHG Emissions</b>                      Applicants for development projects permitted under the Specific Plan shall implement feasible measures for reducing GHG emissions associated with construction including, but not limited to the following:                      ▶ Use alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet; using local building materials of at least 10 percent;                      ▶ Use locally sourced or recycled materials for construction materials (with a goal of at least 10% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials); and                      ▶ Recycle or reuse at least 50 percent of construction waste or demolition materials.</p>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit</p>	
<p><b>Hydrology and Water Quality</b></p>			
<p><b>Water Quality Standards</b>                      ▶ Policy CONS-4.2: Approved projects, plans, and subdivisions shall provide for collection, conveyance, treatment, detention, and other stormwater management measures in a way that does not decrease water quality or alter hydrology in the Stanislaus River or associated groundwater recharge areas (City of Riverbank 2008:CONS-6).                      ▶ Policy CONS-6.2: The City will coordinate with appropriate regional, State, and federal agencies to address local sources of groundwater and soil contamination, including underground storage tanks, septic tanks, agriculture, and industrial uses standards (City of Riverbank 2008:CONS-8).                      ▶ Policy CONS-6.4: The City will encourage the use</p>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>of permeable surfaces for hardscape. Impervious surfaces such as driveways, streets, and parking lots will be minimized so that land is available for a natural drainage system to absorb stormwater, reduce polluted urban runoff, recharge groundwater, and reduce flooding.</p> <ul style="list-style-type: none"> <li>▶ Policy CONS-6.7: The City will require mitigation measures, in coordination with the Regional Water Quality Control Board, as a part of approved projects, plans, and subdivisions to address the quality and quantity of urban runoff, including that attributable to soil erosion.</li> <li>▶ Policy DESIGN-19.1: The City will establish site design criteria for allowing natural hydrological systems to function with minimum or no modification.</li> <li>▶ Policy DESIGN-19.2: The City will promote the use of rain gardens, open ditches or swales, and pervious driveways and parking areas in site design to maximize infiltration of storm water and minimize runoff into environmentally critical areas.</li> <li>▶ In general, financing the cost of necessary utility improvements is the responsibility of the benefited properties. Use of the existing utility infrastructure where adequate will reduce overall investment costs. Where modifications or upgrading of existing utility facilities is necessary in conjunction with new development, it is anticipated that the cost of such improvements will be provided for through the City of Riverbank standard fees that are charged to all new development on a proportionate basis. The cost of providing or upgrading on-site utilities to an individual property will be borne by the applicant for new development of the site, and on-site improvement costs serving more than one property will be shared proportionately by the benefiting developments based on project demand and/or discharge.</li> </ul>			

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<ul style="list-style-type: none"> <li>▶ Installation, operation and maintenance of utilities should not adversely affect significant natural resources. Where such impacts are unavoidable, they shall be mitigated.</li> <li>▶ Development in the Downtown District shall not result in flows of storm water that diminish the prior quality of receiving waters, nor shall such development create an overall increase in storm water flows. Specific requirements pertaining to utility construction and landscape improvements should be considered for each individual project prior to construction.</li> <li>▶ New development within the Cannery District will be required to provide infrastructure and associated facilities as development occurs.</li> <li>▶ Parking lot surfaces should utilize permeable surfaces where possible to increase infiltration and reduce run-off.</li> </ul>			
<p><b>Groundwater</b></p> <ul style="list-style-type: none"> <li>▶ Policy CONS-4.2: Approved projects, plans, and subdivisions shall provide for collection, conveyance, treatment, detention, and other stormwater management measures in a way that does not decrease water quality or alter hydrology in the Stanislaus River or associated groundwater recharge areas.</li> <li>▶ Policy CONS-6.1: The City will require that waterways, floodplains, watersheds, and groundwater recharge areas are maintained in their natural condition, wherever feasible.</li> <li>▶ Policy CONS-6.4: The City will encourage the use of permeable surfaces for hardscape. Impervious surfaces such as driveways, streets, and parking lots will be minimized so that land is available for a natural drainage system to absorb stormwater, reduce polluted urban runoff, recharge groundwater, and reduce flooding.</li> </ul>	City of Riverbank	Prior to issuance of building permit	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p><b>Erosion</b></p> <ul style="list-style-type: none"> <li>▲ Policy PUBLIC-4.5. New development shall be designed to control surface runoff discharges to comply with the National Pollutant Discharge Elimination System Permit and the receiving water limitations assigned by the Regional Water Quality Control Board.</li> <li>▲ Policy PUBLIC-4.6. The City will establish and new development shall implement nonpoint source pollution control measures and programs designed to reduce and control the discharge of pollutants into the City's storm drains and river.</li> <li>▲ Policy PUBLIC-4.8. The City will encourage pollution prevention methods, supplemented by pollutant source controls and treatment. Use small collection strategies located at, or as close to possible to the source (i.e., the point where water initially meets the ground) to minimize the transport or urban runoff and pollutants off-site.</li> <li>▲ Policy PUBLIC-4.9. The City will require the preservation and, where possible, will encourage that creation or restoration of areas that provide important water quality benefits, such as riparian corridors, wetlands, and buffer zones.</li> <li>▲ Policy PUBLIC-4.11. The City will require that new development avoid development in areas that are particularly susceptible to erosion and sediment loss; or, will require that these areas are identified and protected from erosion and sediment loss.</li> <li>▲ Policy PUBLIC-4.12. The City will encourage and/or require the use of open, vegetated swales, stormwater cascades, and small wetland ponds instead of pipes and vaults, as a part of urban development proposed outside current City limits to mitigate stormwater impacts.</li> </ul>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit and ongoing during project operation, as appropriate</p>	
<p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>▲ Policy PUBLIC-4.1. The City will maintain and</li> </ul>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit and during buildout of</p>	

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>improve, as necessary, existing public storm basins and flood control facilities, as identified in the Stormwater Master Plan.</p> <p>▲ Policy PUBLIC-4.2. The City will coordinate with County and Regional agencies, as well as the railroad, in the maintenance and improvement of storm drainage facilities to protect the City's residents, property, and structures from flood hazards.</p> <p>▲ Policy PUBLIC-4.3. The City will consider a variety of means for floodplain management, depending on the context, which may include development, improvement, and maintenance of structural flood control facilities; land use policy and zoning to prohibit incompatible urban development within the floodplain; erosion control techniques; set backs from flood-prone areas; and other measures, as circumstances dictate.</p> <p>▲ Policy PUBLIC-4.4. The City will identify areas, such as wetlands, low-lying natural runoff areas, and pervious surfaces and percolation ponds, for natural storm water collection and filtration, in concert with the City's existing and future drainage infrastructure, to help reduce the amount of runoff and encourage groundwater recharge.</p> <p>▲ Policy PUBLIC-4.7. The City will require minimization of the amount of new impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and, where feasible, maximize onsite infiltration of stormwater runoff.</p> <p>▲ Policy PUBLIC-4.13. The City will enforce a no-net-runoff policy for areas proposed for development outside the current City limits.</p>	<p>City of Riverbank</p>	<p>the Riverbank General Plan, as appropriate</p>	
<p><b>Levee or Dam Failure</b></p> <p>▲ Policy SAFE-2.4. The City will coordinate with the County Office of Emergency Services to identify</p>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit and during buildout of the Riverbank General Plan,</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>evacuation routes and operational plans to be used in case of dam failure, flood disaster, and wildfire for any new growth areas in addition to any updates required to serve the existing developed City.</p> <p>▲ Implementation Measure SAFE-2. The City will, in coordination with the County Office of Emergency Services, implement and periodically update disaster Plans, including the City's Emergency Operations Plan, to meet federal, state, and local emergency requirements. Included in this work will be the identification and planning for evacuation routes for dam failure, flooding, and wildfire that may affect existing developed areas of the City, as well as new growth areas.</p> <p>▲ Implementation Measure SAFE-3. The City will coordinate with public safety service providers serving the City to ensure proper training and disaster preparedness, and period testing of equipment and facilities, in coordination with the County Office of Emergency Services.</p> <p>▲ Implementation Measure SAFE-4. The City will work with emergency responders serving the City to support the purchase and maintenance of proper emergency communication systems and equipment, and other necessary tools dealing with emergencies.</p>		<p>as appropriate</p>	
<p><b>Noise</b></p> <p><b>Construction Noise</b></p> <p>▲ Construction activities shall be prohibited between the hours of 6:30 p.m. and 6:00 a.m. on weekdays and between 5:00 p.m. and 8:00 a.m. on weekends and legal holidays.</p> <p>▲ Project applicants and contractors shall ensure that all construction equipment is equipped with noise-reduction devices, such as mufflers to minimize construction noise, and that all internal combustion engines are equipped with exhaust and intake silencers, in accordance with manufacturers'</p>	<p>City of Riverbank</p>	<p>During site preparation and construction activities</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>specifications.</p> <ul style="list-style-type: none"> <li>▶ Electric construction equipment shall be used for construction activities occurring adjacent noise-sensitive uses to the greatest extent feasible.</li> <li>▶ Temporary noise barriers around construction sites and temporary barriers around noisy stationary construction equipment (generators, compressors, etc.) shall be used in construction of projects located adjacent to noise-sensitive land uses to the greatest extent feasible.</li> </ul>			
<p><b>Ambient Noise Increase</b></p> <ul style="list-style-type: none"> <li>▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes.</li> <li>▶ Projects proposed under the Specific Plan shall enclose or otherwise shield noise-generating mechanical equipment that could create noise in excess of City standards to avoid impacts to adjacent noise-sensitive land uses.</li> </ul>	City of Riverbank	Identify enclosures or shielding prior to approval of building permit, post signage in truck loading docks and truck loading areas during operation of relevant uses.	
<p><b>Traffic Noise</b></p> <ul style="list-style-type: none"> <li>▶ Project applicant(s) of projects under the Specific Plan that propose noise-sensitive land uses in areas affected by traffic noise in excess of City standards shall incorporate feasible measures to reduce interior and exterior noise to meet the City's noise standards.</li> <li>▶ Exterior noise levels for noise-sensitive land uses shall use all feasible mitigation to achieve a noise level of 60 dB Ldn or less as measured at outdoor activity areas (such as yards, common play areas, and other areas intended for gathering and recreation etc.) through the use of shielding with proposed buildings, site design, or other means. Where it is not possible to reduce noise in outdoor activity areas of proposed noise-sensitive uses to 60 dB Ldn or less using practical application of the best available noise reduction measures, an exterior noise level of up to</li> </ul>	City of Riverbank	Identify strategies to reduce interior and exterior noise exposure, according to recommendations from an acoustical study, where appropriate, prior to issuance of building permit.	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>65 dBA Ldn may be allowed.</p> <ul style="list-style-type: none"> <li>▶ Interior noise levels for noise-sensitive uses shall be mitigated according to City standards through acoustical glazing (thicker glass or increased air space between panes) in frames with low air infiltration rates, using fixed (nonmovable) acoustical glazing, increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double or staggered stud walls, mounting interior walls on resilient channels, reducing door area, using solid-core doors, acoustically sealing door perimeters with suitable gaskets, roof treatments, and/or other feasible and effective means.</li> <li>▶ If future projects could result in potentially significant impacts associated with exceeding City ambient noise standards, the City may require the preparation of an acoustical analysis to study noise mitigation strategies for the purpose of decreasing noise levels through site or building design.</li> </ul>			
<p><b>Vibration</b></p> <ul style="list-style-type: none"> <li>▶ Projects that propose uses that could generate substantial long-term vibration shall provide analysis and mitigation, as necessary, to achieve vibration levels, as experienced at habitable structures of existing and planned vibration-sensitive land uses, of less than 80 VdB.</li> <li>▶ The City will not allow development of new habitable areas of residential uses, which exclude semi-occupied areas such as hallways, bathrooms, and storage areas, within 80 feet from the center of the railroad line.</li> <li>▶ Pile driving required within a 95-foot radius of normal structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, pre-drilling, cast-in-place systems, resonance-free vibratory pile drivers, press-in pile</li> </ul>	City of Riverbank	Identify strategies to reduce vibration and exposure to vibration levels prior to issuance of building permit.	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>driving). Specifically, geo pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to pile driving to reduce the number and amplitude of impacts required for seating the pile.</p> <p>▶ Any proposed pile driving required within a 50-foot radius of any historic structures of greater than 45 years in age shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, pre-drilling, cast-in-place systems, resonance-free vibratory pile drivers, press-in pile driving). Specifically, geo pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to pile driving to reduce the number and amplitude of impacts required for seating the pile.</p>			
<p>▶ The existing condition of all buildings within a 50-foot radius and historic buildings of greater than 45 years in age within the immediate vicinity of proposed pile driving activities shall be recorded in the form of a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating any damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. Any damage will be repaired back to its preexisting condition.</p>			
<p>▶ Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of any historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.</p> <p>▶ Provide protective coverings or temporary shoring of any on-site or adjacent historic features as necessary,</p>			

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>in consultation with the City.</p>			
<b>Recreation</b>			
<p><b>Parks</b></p> <p>► Policy PUBLIC-11.1: New developments shall set aside land and dedicate improved parkland according to City standards at a minimum rate of five acres per 1,000 residents. Landscaped areas along streets or other rights-of-way without trails, or other park and recreational facilities do not count toward this standard. Other open spaces without park facilities do not count toward the five-acre parkland minimum, although this land may be required to meet open space or landscaping requirements of the City's applicable development codes. For small projects, in cases of financial hardship, or where the required facility would serve areas outside the proposed project or plan, the City may allow participation in an in-lieu fee program to provide improved parkland. The distribution of parkland shall be as follows:</p> <ul style="list-style-type: none"> <li>○ Community Parks: Minimum of 1.5 acres per 1,000 residents. Minimum of 15 acres in size. Specific design and facilities are as directed by the City based on population density, demographic structure, community preferences, use levels, and other criteria.</li> <li>○ Neighborhood Parks: Minimum of 1.5 acres per thousand residents. Minimum of 5 acres in size. Maximum of ½ mile from all proposed residences. Specific design and facilities are as directed by the City based on population density, demographic structure, community preferences, use levels, and other criteria.</li> <li>○ Playgrounds, plazas, tot lots, linear parks, recreation trails, and other similar parklands may count for up to 1.5 acre per thousand of</li> </ul>	<p>City of Riverbank</p>	<p>Prior to issuance of building permit</p>	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>the 5-acre standard. Maximum of ¼ mile from all proposed residences. There is no minimum size. Specific design and facilities are as directed by the City based on population density, demographic structure, community preferences, use levels, and other criteria.</p> <p>▲ Policy PUBLIC-11.2: The City of Riverbank will maintain park in-lieu fees at a level adequate to provide parks in a ratio of acres to population, as established by this element.</p> <p>▲ Policy PUBLIC-11.3: The City will maintain and improve existing parks and develop new parks to serve existing developed portions of the City, as feasible.</p> <p>▲ Policy PUBLIC-11.4: The City will encourage the use of greenways and natural open space areas for certain compatible recreational opportunities, such as pedestrian pathways, while preserving important ecological habitats.</p>	City of Riverbank		
<b>Utilities</b>			
<b>Solid Waste</b>	City of Riverbank	Prior to issuance of building permit	
<p>▲ Policy PUBLIC-5.1: The City will approve new developments only if adequate capacity exists to accommodate solid waste demand, including processing, recycling, transportation, and disposal.</p> <p>▲ Policy PUBLIC-5.2: The City will encourage provision of recycling and conservation service and public education to reduce the amount of solid waste at the landfill.</p>	City of Riverbank	Prior to issuance of building permit	
<b>Transportation and Traffic</b>			
<p><b>4-5-1: Contribute Fair Share toward the Cost of Signalizing the SR 108 / Santa Fe Street Intersection</b></p> <p>▲ Projects accommodated under the Specific Plan shall contribute, on a fair-share basis, to the cost of signalizing the intersection of SR 108 and Santa Fe Street.</p>	City of Riverbank	Prior to issuance of building permit	

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<ul style="list-style-type: none"> <li>▶ The City will ensure that the signal is installed when warrants are actually satisfied or are expected to be satisfied.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>			
<p><b>4.5-2: Contribute to Fair Share toward the Cost of Modifying the SR 108 (Callander Avenue) / Patterson Road Intersection</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of modifying the intersection of SR 108 (Callander Avenue) and Patterson Road to add either a second northbound through lane or a separate right turn lane.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-3: Contribute Fair Share toward the Cost of Improving the Patterson Road / Roselle Avenue Intersection</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of improving the Patterson Road / Roselle Avenue intersection by paying adopted infrastructure fees.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>	City of Riverbank	Prior to issuance of building permit	

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p><b>4.5-4: Install All-Way Stop</b></p> <ul style="list-style-type: none"> <li>▶ The City shall have installed an all-way stop sign at the intersection of Santa Fe Street and 1st Street as traffic volumes grow with land use change under the Specific Plan in order to deliver satisfactory LOS.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-5: Contribute Fair Share toward the Cost of Signalizing the Intersection of Patterson Road and 1st Street</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of signalizing the intersection of Patterson Road and 1st Street.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> <li>▶ The intersection and crossing gates shall be coordinated to ensure safe circulation in the area surrounding this intersection and the BNSF railroad crossing.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-6: Contribute Fair Share toward the Cost of Signalizing the Intersection of Patterson Road and 3rd Street</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of signalizing the intersection of Patterson Road and 3rd Street.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-7: Contribute Fair Share toward the Cost of Signalizing the Patterson Road / 8th Street Intersection</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of</li> </ul>	City of Riverbank	Prior to issuance of building permit	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>signaling the intersection of Patterson Road and 8th Street.</p> <ul style="list-style-type: none"> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>			
<p><b>4.5-8: Contribute Fair Share toward the Cost of Improving the Intersection of SR 108 and Claus Road</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of improving the intersection of SR 108 and Claus Road.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-9: Contribute Fair Share toward the Cost of Adding Left-Turn Lanes</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of adding northbound and southbound left-turn lanes at the intersection of Patterson Road and Roselle Avenue and left-turn lanes on both the Santa Fe Street and 1st Street approaches at the intersection of Santa Fe and 1st Streets.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-10: Contribute Fair Share toward the Cost of Widening Callander Avenue</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of widening Callander Avenue to four lanes by improving the frontage of parcels along SR 108 to accommodate two through travel lanes in each direction.</li> <li>▶ The City shall collect fair-share traffic fees from</li> </ul>	City of Riverbank	Prior to issuance of building permit	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</p>			
<p><b>4.5-11: Contribute Fair Share towards the Cost of Widening Patterson Road</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of widening Patterson Road by paying adopted fees.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-12: Contribute Fair Share towards the Cost of Adding Southbound Right-Turn Lane</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of adding a southbound right-turn lane at the intersection of Atchison Street and 1st Street.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-13: Contribute Fair Share towards the Cost of Widening Patterson Road</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of widening Patterson Road.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-14: Contribute Fair-Share towards the Cost of Maintaining and Improving Railroad Crossings</b></p> <ul style="list-style-type: none"> <li>▶ The City will review traffic data, in communication with the California Public Utilities Commission to identify improvements needed to ensure public safety in portions of the Specific Plan surrounding at-grade railroad crossings.</li> <li>▶ As appropriate and feasible, the City will condition approval of projects under the Specific Plan that add</li> </ul>	City of Riverbank	Prior to issuance of building permit	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p>traffic across at-grade crossings to participate, on a fair-share basis, in the funding for improvements needed to ensure the public safety, as determined by the City.</p> <ul style="list-style-type: none"> <li>▶ Such improvements may include coordinated traffic signals, enhanced rail crossing signage, warning equipment, and markings, and grade-separations, which shall be added to the City's infrastructure fee program, as appropriate.</li> </ul>			
<p><b>4.5-15: Construct Pedestrian and Bicycle Amenities and Appropriate Connections to Existing Facilities</b></p> <ul style="list-style-type: none"> <li>▶ The City will ensure that pedestrian and bicycle amenities needed to serve the Specific Plan Area are constructed and accompanied by appropriate connections to existing facilities that avoid "gaps" in the circulation system.</li> <li>▶ Projects accommodated under the Specific Plan shall construct frontage improvements, as required by the City, to provide sidewalks and other streetscape improvements.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-17: Contribute Fair Share to Widening Callander Avenue</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of widening Callander Avenue to a four-lane section.</li> <li>▶ The fair-share contribution shall include frontage improvements as applicable and widening SR 108 at the Santa Fe Street intersection when traffic signals are installed to as to accommodate two through lanes in each direction when the balance of the roadway is also widened.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-18: Contribute Fair Share towards the Cost of Widening 1st Street (Implement Mitigation Measure 4.5-12.)</b></p>	City of Riverbank	Prior to issuance of building permit	

Table 1-1

Summary of Mitigation Measures, Responsible Parties, and Timing

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of adding a southbound right-turn lane at the intersection of Atchison Street and 1st Street.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area.</li> </ul>			
<p><b>4.5-19: Contribute Fair Share toward the Cost of Signalizing the SR 108 / Santa Fe Street Intersection (Implement Mitigation Measure 4.5-1.)</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute, on a fair-share basis, to the cost of signalizing the intersection of SR 108 and Santa Fe Street.</li> <li>▶ The City will ensure that the signal is installed when warrants are actually satisfied or are expected to be satisfied.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-20: Contribute Fair Share towards the Cost of Modifying the Intersection of SR 108 (Callander Avenue) and Patterson Road</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of modifying the intersection of SR 108 (Callander Avenue) and Patterson Road to add a second northbound through lane.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and add this improvement to the City's infrastructure fee program.</li> </ul>	City of Riverbank	Prior to issuance of building permit	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<p><b>4.5-21: Contribute Fair Share toward the Cost of Signalizing the Intersection of Patterson Road and 3rd Street (Implement Mitigation Measure 4.5-6.)</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of signalizing the intersection of Patterson Road and 3rd Street.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>			
<p><b>4.5-22: Contribute Fair Share toward the Cost of Signalizing the Intersection of Patterson Road and 8th Street (Implement Mitigation Measure 4.5-7.)</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of signalizing the intersection of Patterson Road and 8th Street.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and shall include this improvement in an updated infrastructure fee program.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-23: Contribute Fair Share toward the Cost of Signalizing the Clause Road / Santa Fe Intersection</b></p> <ul style="list-style-type: none"> <li>▶ Projects accommodated under the Specific Plan shall contribute on a fair-share basis to the cost of signalizing the intersection of Claus Road and Santa Fe Street.</li> <li>▶ The City shall collect fair-share traffic fees from projects developed within the Specific Plan Area and add this improvement to the City's infrastructure fee program.</li> </ul>	City of Riverbank	Prior to issuance of building permit	
<p><b>4.5-24: Contribute Fair Share towards the Cost of Maintaining and Improving Railroad Crossings (Implement Mitigation Measure 4.5-14.)</b></p>	City of Riverbank	Prior to issuance of building permit	

**Table 1-1  
Summary of Mitigation Measures, Responsible Parties, and Timing**

Mitigation Measure	Party Responsible for Monitoring	Timeframe for Implementation	Monitoring Compliance (Provide Name/Date)
<ul style="list-style-type: none"> <li>▶ The City will review traffic data, in communication with the California Public Utilities Commission to identify improvements needed to ensure public safety in portions of the Specific Plan surrounding at-grade railroad crossings.</li> <li>▶ As appropriate and feasible, the City will condition approval of projects under the Specific Plan that add traffic across at-grade crossings to participate, on a fair-share basis, in the funding for improvements needed to ensure the public safety, as determined by the City.</li> <li>▶ Such improvements may include coordinated traffic signals, enhanced rail crossing signage, warning equipment, and markings, and grade-separations, which shall be added to the City's infrastructure fee program, as appropriate.</li> </ul>			