

## 1 PROJECT LOCATION

The proposed Project is located in the unincorporated area of Stanislaus County and adjacent to the City of Riverbank, north of Patterson Road/State Route (SR) 108, east of McHenry Avenue, and approximately two miles northwest of downtown Riverbank. Figures 1 shows the Project's regional location and vicinity.

The proposed Project includes a proposed Specific Plan, as well as a Sphere of Influence (SOI) Amendment. The entire Project Area includes approximately 1,522 acres within the unincorporated county adjacent to the City of Riverbank. The River Walk Plan Area includes a 993-acre area to be annexed and subsequently developed. The remaining land within the Project Area is part of the SOI Amendment, and would be held as Reserve land for possible long-range planning at some future time.

The overall Project Area includes several distinct planning boundaries defined below. The following terms are used throughout this DEIR to describe planning area boundaries within the Project Area:

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

Project area boundaries are shown on Figure 2 and acreages associated with each area are shown in Table 1. As shown on Figure 2 and in Table 1, the proposed Project includes approximately 1,522 acres encompassing: (1) the Specific Plan Area that includes a total of 993 acres, including the Berghill Boundary, and (2) the SOI Expansion Boundary, which makes up the entire Project Area.

**TABLE 1: PLANNING AREA BOUNDARY ACREAGES**

| <i>PLANNING AREA BOUNDARY</i> | <i>ACRES (GIS)</i> |
|-------------------------------|--------------------|
| Specific Plan Area            | 993 acres          |
| Overall Project Area          | 1,522 acres        |

## 2 PROJECT SETTING

The Project Area is made up of 59 assessor parcel numbers (APNs). Parcels within the Project Area are listed in Table 2 and displayed on Figure 3.

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### 2: PARCELS WITHIN THE PROJECT AREA

| MAP ID         | APN         | ACREAGE* | MAP ID | APN         | ACREAGE* |
|----------------|-------------|----------|--------|-------------|----------|
| 1              | 074-001-001 | 61.77    | 31     | 074-002-007 | 5.46     |
| 2              | 074-001-015 | 9.91     | 32     | 074-002-033 | 17.10    |
| 3              | 074-001-016 | 5.34     | 33     | 074-002-032 | 4.79     |
| 4              | 074-001-003 | 0.60     | 34     | 074-002-001 | 305.49   |
| 5              | 074-001-011 | 3.47     | 35     | 074-003-022 | 366.22   |
| 6              | 074-001-012 | 3.02     | 36     | 074-003-021 | 40.90    |
| 7              | 074-001-013 | 3.02     | 37     | 074-003-020 | 2.61     |
| 8              | 074-001-005 | 3.01     | 38     | 074-003-016 | 23.94    |
| 9              | 074-001-014 | 2.68     | 39     | 074-003-013 | 28.30    |
| 10             | 074-001-008 | 0.83     | 40     | 074-003-012 | 15.39    |
| 11             | 074-001-009 | 2.00     | 41     | 074-003-023 | 68.06    |
| 12             | 074-001-010 | 18.49    | 42     | 074-003-002 | 14.30    |
| 13             | 074-002-020 | 2.84     | 43     | 074-003-015 | 8.84     |
| 14             | 074-002-019 | 2.42     | 44     | 074-003-014 | 9.29     |
| 15             | 074-002-018 | 2.04     | 45     | 074-003-011 | 2.39     |
| 16             | 074-002-017 | 2.12     | 46     | 074-003-010 | 3.55     |
| 17             | 074-002-025 | 2.19     | 47     | 074-003-019 | 3.78     |
| 18             | 074-002-024 | 1.51     | 48     | 074-003-018 | 5.75     |
| 19             | 074-002-014 | 56.16    | 49     | 074-003-024 | 26.27    |
| 20             | 074-002-013 | 11.63    | 50     | 074-003-008 | 9.99     |
| 21             | 074-002-011 | 34.44    | 51     | 074-003-007 | 9.60     |
| 22             | 074-002-028 | 2.35     | 52     | 074-003-006 | 9.59     |
| 23             | 074-002-026 | 21.00    | 53     | 074-003-005 | 4.83     |
| 24             | 074-002-006 | 32.35    | 54     | 074-003-004 | 5.05     |
| 25             | 074-002-010 | 27.07    | 55     | 074-003-003 | 9.95     |
| 26             | 074-002-031 | 48.26    | 56     | 074-005-012 | 1.03     |
| 27             | 074-002-021 | 28.10    | 57     | 074-005-013 | 1.68     |
| 28             | 074-002-030 | 40.20    | 58     | 074-005-010 | 1.27     |
| 29             | 074-002-029 | 39.43    | 59     | 074-005-011 | 0.40     |
| 30             | 074-002-034 | 23.87    |        |             |          |
| Total 1,497.94 |             |          |        |             |          |

NOTE ACREAGE INCLUDE LOTS ONLY AND DOES NOT INCLUDE ALL ROW AREA.

## SITE TOPOGRAPHY

The Project Area topography ranges greatly in elevation from approximately 75 to 159 feet above sea level. The high area to the south and west is approximately 100 to 125 feet above mean sea level and acts as a ridge surrounding the lowland areas which are approximately 75 to 80 feet above mean sea level. There is a steep banked slope that separates the high and low areas. Other than the prominent steep sloping banked areas, the majority of the Project Area contains gentle slopes and is generally characterized as flat. Figure 4 shows the topography of the Project Area.

## EXISTING SITE USES

The current uses in the Project Area are predominantly agricultural operations, including almond and walnut orchards in the eastern/southeastern portion of the Project Area and cherry orchards and fallow land in the western/central portion of the Project Area. The land in the north/northwestern portion of the Project Area contains fallow land and various trees including Eucalyptus and Willow trees. Twenty-five home sites and one-horse ranch exist within the Project Area and many of them have accessory structures on-site including storage buildings, shop buildings, and barn structures. The Project Area also includes a commercial nursery business and truck storage area. Additionally, an approximately 150-acre solar farm

and the Modesto Rifle Club exist in the southwest portion of the Project Area directly northeast of the intersection of Patterson Road and McHenry Avenue, and the Morris Nursery exists in the southeastern corner of the Project Area directly northwest of the intersection of Patterson Road and Rock Creek Road. Figure 5 shows aerial imagery of the Project Area.

The Modesto Irrigation District (MID) provides the water supply for the existing agricultural uses and maintains two easements in the Project Area. A MID main canal with a crossing is located approximately 950 feet to the west and approximately 0.45 miles to the east of the intersection of Patterson Road and Coffee Road in the southern portion of the Project Area. The canal enters in the southwest portion of the Project Area and runs to the northeast eventually curving to exit the Project Area in the southeast. A series of private irrigation ditches and pipes distribute the MID water from the on-site canals throughout the Project Area for agricultural use.

Assessed uses as identified by the County Assessor include predominantly agricultural uses, with limited areas assessed by the County Assessor as single family residential, commercial, office and other miscellaneous uses. Figure 6 shows Assessed Land Uses within the Project Area as identified by the County Assessor.

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### EXISTING SURROUNDING USES

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Uses immediately adjacent to the southeast, south, southwest, and west of the Project Area include agricultural uses and limited residential uses, including ranchettes and large estate lots. Other nearby uses include residential subdivisions to the east within Riverbank and the unincorporated County, and to the west within the unincorporated County.

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### GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

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The Project Area is currently located within Stanislaus County, and just outside the Riverbank city limits and SOI. The City of Riverbank has identified much of the Specific Plan Area for urban development within their existing General Plan.

#### **Existing City of Riverbank General Plan Land Use Designations**

The City of Riverbank General Plan designates the Project Area as Lower Density Residential (0.0 to 8.0 du/ac), Medium Density Residential (8.0 to 16.0 du/ac), Higher Density Residential (16.0 or more du/ac), Mixed-Use, Civic, Park, Multi-Use Recreational/Resource, Buffer/Greenway/Open Space, Agricultural Resource Conservation Area, and Reserve. Table 3 shows the existing City land use designations and acreages for the Plan Area. Figure 7 depicts the existing City of Riverbank General Plan land use designations for the Project Area.

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**TABLE 3: EXISTING RIVERBANK LAND USE DESIGNATIONS WITHIN PROJECT AREA**

| <i>LAND USE</i>                              | <i>ACREAGE</i>  |
|--|-----------------|
| Agricultural Resource Conservation Area      | 517.17          |
| Buffer/Greenway/Open Space                   | 129.44          |
| CANAL  | 20.68           |
| Civic  | 15.79           |
| Higher Density Residential (16+ units/Acre)  | 17.25           |
| Lower Density Residential (0-8 units/Acre)   | 319.59          |
| Medium Density Residential (8-16 units/Acre) | 117.22          |
| Mixed Use                                    | 51.45           |
| Multi-Use Recreational/Resource              | 5.31            |
| NO GP  | 2.26            |
| Parks  | 14.79           |
| Reserve                                      | 306.63          |
| ROW  | 4.13            |
| <b>Total</b>                                 | <b>1,521.70</b> |

The General Plan contains the following standards to guide development for these land uses:

**Lower Density Residential (LDR):** The LDR land use designation includes single-family homes, one to each lot, developed at a net density of up to eight dwelling units per acre. Lots would be at least 6,000 square feet in size. This category would primarily include detached units, but attached single-family units may be permitted, provided each unit has ground-floor living area and private outdoor open space.

**Medium Density Residential (MDR):** The MDR land use designation includes small-lot, single-family detached homes, attached single-family homes, and other residences developed at a net density of between eight and 16 dwelling units per acre. Lots would be at least 2,500 square feet in size.

**Higher Density Residential (HDR):** The HDR land use designation allows for all types of attached single-family and multi-family housing, including condominiums, apartment buildings, townhouses, and other similar residential structures developed at a net density of 16 or more dwelling units per acre.

**Mixed-Use (MU):** The MU land use designation would accommodate neighborhood-scale retail uses, offices, personal and commercial services, and similar land uses. This is the primary category for Riverbank to accommodate neighborhood-serving retail, services, offices, and similar needs during the buildout of this General Plan. As such, this land use classification is anticipated to be mainly non-residential. However, the MU designation also explicitly allows for higher-density residential development in a vertical or horizontal mixed-use setting. This could include residential development above (on upper stories of a building) or adjacent to commercial operations on the same property.

**Civic (C):** The C land use designation includes civic and cultural land uses of various types. Examples include schools, places of worship, public facilities and infrastructure, community halls, and similar cultural and civic land uses. Where such land uses occur within an existing or planned neighborhood, they shall be designed to be compatible with the surrounding neighborhood. They shall be designed to be pedestrian friendly, include publicly accessible areas (where appropriate), and shall unify rather than divide neighborhoods. Certain land uses included in this category, such as day care centers, public facilities and services, places of religious worship, and other appropriate land uses will be allowed in other land use designations, as well, according to standards established in Riverbank's zoning ordinance.

**Park (P):** The P land use designation includes active and passive parkland of all types. New and existing neighborhoods in Riverbank shall have close and convenient access to community parks, neighborhood parks, and smaller “pocket parks.” This category can include public plazas, town squares, tot lots, parkways, linear parks, and other park space configurations.

**Buffer/Greenway/Open Space (B/G/OS):** This designation provides the opportunity to preserve important open spaces containing natural resources, such as sensitive biological habitat. This category also includes areas where buffering is necessary between different land uses. Bicycle and pedestrian pathways are also accommodated by this Land Use Designation.

**Multi-Use Recreational/Resource (MUR/R):** This designation would provide opportunities for stormwater management, renewable energy production, and community recreation amenities. This area would accommodate stormwater detention facilities, groundwater recharge areas, wind generators, solar collectors, wind breaks, as well as trails, benches, and other passive recreational uses.

Areas designated MUR/R could also act as a buffer between ongoing agriculture and new residential areas and provide an identifiable and permanent boundary to the outward expansion of the City. Areas designated MUR/R between new growth areas and ongoing agricultural operations will be identified and appropriate widths established through the Specific Plan. The width of MUR/R areas will vary depending on the intended uses taking place within a particular area. The width of the MUR/R for agricultural buffering purposes will be designed to minimize noise, dust, and any adverse impacts related to application of agricultural chemicals as experienced by encroaching residential uses.

**Agricultural/Resource Conservation Area (AG):** This designation provides for ongoing agricultural operations and land uses compatible with ongoing agricultural operations. Generally, this designation occurs in areas with large properties, where agricultural practices are more feasible. This designation also tends to occur in areas with high-quality soils (for cultivation purposes). Examples of land uses compatible with ongoing agricultural operations include equestrian uses, groundwater recharge areas, public infrastructure, farmer’s market stands and other on-site sales of local produce, and farmworker housing.

**Reserve (R):** The Reserve category is intended for land that the City has not yet planned for a specific urban, agricultural, or resource land use.

## Existing Stanislaus County General Plan Land Use Designations

The Stanislaus County General Plan designates the majority of the Project Area as Agriculture (AG), and a small portion (5 acres including APNs 074-005-012, 074-005-013, 074-005-010, 074-005-011) of the eastern portion of Project Area as Urban Transition (UT). The General Plan contains the following standards to guide development for these land uses:

**Agriculture:** The Agriculture land use designation recognizes the value and importance of agriculture by acting to preclude incompatible urban development within agricultural areas. The designation is intended for areas of land which are presently or potentially desirable for agricultural usage. These are typically areas which possess characteristics with respect to location, topography, parcel size, soil classification, water availability and adjacent usage which, in proper combination, provide a favorable agricultural environment. This designation establishes agriculture as the primary use in land so designated, but allows

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dwelling units, limited agriculturally related commercial services, agriculturally related light industrial uses, and other uses which by their unique nature are not compatible with urban uses, provided they do not conflict with the primary use.

**Urban Transition:** The purpose of the Urban Transition designation is to ensure that land remains in agricultural usage until urban development consistent with a city's (or unincorporated community's) general plan designation is approved. Generally, urban development will only occur upon annexation to a city, but such development may be appropriate prior to annexation provided the development is not inconsistent with the land use designation of the general plan of the affected city. If this is to occur, a change in the General Plan designation consistent with the adopted goals and policies to some other land use designation shall be required.

### Existing Stanislaus County Zoning Designations

The Stanislaus County Zoning Ordinance currently designates the majority of the Project Area for General Agriculture 40 Acre (A-2-40) uses, and a limited portion (APNs 074-005-012, 074-005-013, 074-005-010, 074-005-011) as General Agriculture 10 Acre (A-2-10). The County Zoning Code contains the following standards to guide development for these designations:

**General Agriculture 40 and 10 Acre (A-2):** The A-2 zone supports and enhances agriculture as the predominant land use in the unincorporated areas of the County. These district regulations are also intended to protect open-space lands pursuant to Government Code Section 65910.

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## SURROUNDING GENERAL PLAN DESIGNATIONS

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Lands surrounding the Project Area within the County generally consist of AG uses, with limited areas of Urban Transition (UT) and low density residential along the easternmost boundary.

Lands to the south (within the Riverbank city limits) are designated by the City for low density residential (LDR) uses. Areas along the easternmost boundary are designated by the City for LDR uses, with limited areas of Mixed-Use (MU) designated areas adjacent to the southeast corner of the Project Area.

## 2.3 PROJECT GOALS AND OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the proposed Project shall be discussed.

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### OVERALL PROJECT OBJECTIVES

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The principal objective of the proposed Project is the expansion of the City of Riverbank Sphere of Influence, and approval and subsequent implementation of the Specific Plan. The quantifiable objectives include expansion of the Riverbank Sphere of Influence by approximately 1,522 acres, annexation of approximately 993 acres into the Riverbank City limits, extension of infrastructure to the annexed area to serve development, and the subsequent development of the annexed area for: Low Density Residential, Medium Density Residential, High Density Residential, Mixed-Use, and Parks/Recreation, including all infrastructure and utilities necessary to service the development.

## SPECIFIC PLAN OBJECTIVES

The primary objectives of the Specific Plan are to establish the framework for a new mixed-use community, allowing residents to live in a community where they can enjoy a high quality of life with abundant opportunities for outdoor recreation and social activities. The following goals have been established as a framework to achieving the primary objectives for the Specific Plan:

- Goal 1: Develop a mix of residential housing products to accommodate a variety of desires in the market.
- Goal 2: Prioritize the age-restricted development as a vibrant community with diverse housing types and densities allowing residents to age-in-place.
- Goal 3: Develop a community core area that serves as a central community gathering place for social interaction, recreation, retail, services, and living space.
- Goal 4: Promote health and wellness through extensive pedestrian and bicycle trails, outdoor recreation areas, and opportunities for social interaction.
- Goal 5: Respect the natural resources (i.e., Stanislaus River), terrain, and character of land by designing a residential community that highlights the scenic views of the Plan Area.
- Goal 6: Achieve a safe and efficient circulation system for all users and modes of transportation.
- Goal 7: Highlight village identity while promoting community amenities.

The following quantifiable objectives for the Specific Plan are identified below:

- Development of up to 2,432 residential dwelling units within residential designations including:
  - 1,550 – Low Density Residential Units
  - 702 – Medium Density Residential Units
  - 180 – High Density residential Units
- Development of approximately 71 acres of Mixed-Use for the development in six specific areas offering neighborhood-scale retail uses, offices, personal and commercial services, with opportunities for higher-density residential development in a vertical or horizontal mixed-use setting.
  - MU-1 – Approximately 38 acres of general retail use, possibly shopping center with visitor serving uses, resulting in up to 420,000 square feet of space under a .25 FAR, or up to 350 residential units, assuming a development density of around 18 units to the acre.
  - MU-2 and MU-3 – Approximately 15 acres, of a retail use that can serve a passerby, as well as local residents (i.e., gas station, small restaurant, real estate sales, law firm, tax firm, medical/dental, etc.) resulting in up to 175,000 square feet of space under a .25 FAR.
  - MU-4 – Approximately 8 acres for an age-restricted active adult community clubhouse with a 20,000 square foot clubhouse building with fitness center, restaurant, lounge, event/meeting space, outdoor pool/spa, outdoor BBQ and seating area, tennis/pickle ball courts, bocce ball courts, community garden area, and other amenities.

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- MU-5 – Approximately 5 acres for an age-restricted active adult multi-story building with neighborhood retail uses on the first story and high-density housing or office on the second story. The first story uses would include small restaurants (i.e., coffee shop, deli, small office services). The first story is anticipated to have up to 110,000 square feet of building space. The second story is anticipated to have up to 110,000 square feet of building space, which could be up to 100 high density units, or commercial/retail serving uses, or a combination of both.
- MU-6 – Approximately 4 acres of a retail use that can serve a passerby, as well as local residents (i.e., gas station, small restaurant, real estate sales, law firm, tax firm, medical/dental, etc.) resulting in up to 44,000 square feet of space under a .25 FAR.
- Development of approximately 244.9 acres of Park, Greenway, and Open Space.

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### PROJECT ENTITLEMENT REQUESTS

The proposed project is the expansion of the City of Riverbank Sphere of Influence, and approval and subsequent implementation of the Specific Plan. The Sphere of Influence expansion covers approximately 1,522 acres. The Specific Plan covers approximately 993 acres of the Sphere of Influence expansion area, and includes an annexation into the Riverbank City limits, extension of infrastructure to the annexed area to serve development, and the subsequent development of the annexed area for: Low Density Residential, Medium Density Residential, High Density Residential, Mixed-Use, and Parks/Recreation, including all infrastructure and utilities necessary to service the development.

The proposed Project would require a City of Riverbank General Plan Amendment to change land uses in the Project Area. Table 4 shows the proposed land uses within the Project Area.

**TABLE 4: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS**

| <i>PROPOSED LAND USE</i>    | <i>GIS ACRES</i> |
|-----------------------------|------------------|
| BGOS - Bluff                | 66.8             |
| BGOS - Canal                | 23.1             |
| BGOS - River Park           | 69.8             |
| Dual Use Park/Ponding Basin | 41.0             |
| HDR                         | 10.0             |
| LDR                         | 365.5            |
| MDR                         | 54.4             |
| Mixed Use                   | 76.8             |
| Park                        | 44.2             |
| Reserve                     | 583.5            |
| ROW                         | 186.6            |
| <b>Total</b>                | <b>1,521.70</b>  |

Figure 7 illustrates the current Riverbank General Plan land uses within the Plan Area. Proposed General Plan land uses are shown on Figure 8. The proposed amendment to the City's Circulation Element would include relocation of certain planned roads identified in the General Plan.

This EIR analyzes the SOI Expansion area, and it is intended to be used by Stanislaus County Local Agency Formation Commission (LAFCo) for their consideration of the SOI amendment and annexation of the Specific Plan Area. LAFCo will require the Specific Plan Area to be pre-zoned by the City of Riverbank in conjunction with the proposed annexation request. The City's pre-zoning for the annexation area will include the Specific Plan (SP) zoning designation for the entire Specific Plan Area, and a small portion of Mixed-Use (CX-1) in the southeast portion of the Project Area and adjacent to the Specific Plan area. The remainder of the Project Area to the west would remain unassigned. The pre-zoning would go into effect upon a LAFCo annexation approval. The proposed pre-zoning for the Project Area is shown on Figure 9.

The Specific Plan requires adoption by resolution or ordinance, following public hearings before both the Planning Commission and the City Council. Additional entitlement applications that are necessary for the implementation of the Specific Plan may be made concurrently with the Specific Plan application, while others may follow. It is noted that the Environmental Impact Report is intended to be a project-level analysis of the Specific Plan area.

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### SPECIFIC PLAN CHARACTERISTICS

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

#### Residential

The Specific Plan provides for up to 2,432 dwelling units in 18 residential villages. A portion of the Specific Plan is designed as an age restricted active adult community, while a portion of the Plan is not age-restricted. The Specific Plan would result in the development of up to 1,550 Low Density Residential (LDR) units, up to 702 Medium Density Residential (MDR) units, and up to 180 High Density Residential (HDR) units within these 18 residential villages. Housing products would range from single family detached, accessory dwelling units (ADUs), duplexes, cluster homes, courtyard homes, alley loaded homes, motor courts, townhomes, condominiums, apartments, senior apartments, assisted living, or memory care. Densities would range from 0-8 units per acre under the Low Density Residential designation, 8-16 units to the acre under the Medium Density Residential designation, and 16+ units to the acre under the High Density Residential designation. Zoning for these villages would fall under the R-1, R-2, and R-3 designations. Table 5 provides a breakdown of each village. The total development potential is estimated at up to 2,432 dwelling units as follows:

- 1,550 – Low Density Residential Units
- 702 – Medium Density Residential Units
- 180 – High Density residential Units

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

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varying anticipated housing product types and densities to offer flexibility and variation within an active adult community.

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

**Not Age-restricted:** The residential portion of the Specific Plan provides for 5 villages planned for more traditional single-family development, each designed with varying anticipated housing product types and densities to offer flexibility and variation within the community.

**Flexible Design Provision:** The Specific Plan includes a flexible design provision to enable each residential village to be designed with a variety of housing products varying in lot and product sizes. Under this flexible design provision, the final design of villages may include up to 25% of the lots designed at a density consistent with greater density products, as long as the average density does not exceed density allowed for the land use.

**TABLE 5: RIVER WALK SPECIFIC PLAN RESIDENTIAL VILLAGE SUMMARY**

| VILLAGE | LAND USE                   | AGE RESTRICTED | LOT COUNTY |
|---------|----------------------------|----------------|------------|
| A       | Low Density Residential    | No             | 101        |
| B       | Low Density Residential    | No             | 42         |
| C       | Low Density Residential    | Yes            | 254        |
| D       | Low Density Residential    | Yes            | 207        |
| E       | Low Density Residential    | Yes            | 148        |
| F       | Low Density Residential    | Yes            | 173        |
| G       | Low Density Residential    | Yes            | 97         |
| H       | Medium Density Residential | Yes            | 157        |
| I       | High Density Residential   | Yes            | 180        |
| J       | Medium Density Residential | Yes            | 227        |
| K       | Medium Density Residential | Yes            | 318        |
| L       | Low Density Residential    | Yes            | 176        |
| M       | Low Density Residential    | Yes            | 73         |
| N       | Low Density Residential    | Yes            | 42         |
| O       | Low Density Residential    | Yes            | 106        |
| P       | Low Density Residential    | No             | 31         |
| Q       | Low Density Residential    | No             | 51         |
| R       | Low Density Residential    | No             | 49         |
| Total   | --                         | --             | 2,432      |

NOTES: DU/AC = DWELLING UNITS PER ACRE;

The proposed residential land uses are further described below:

**Low Density Residential (LDR):** The LDR designation is intended to provide primarily detached, single-family dwellings on a variety of lot sizes and neighborhood configurations. Lot sizes will vary, and are expected to range in size from 4,500 square feet and larger. The density within this category, however, ranges from 0-8 dwelling units per acre which allows for a variety of lot sizes.

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

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

### **Mixed-Use**

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

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

- **MU-1** – Given the larger size of this Mixed-Use area, combined with the accessibility/exposure to a higher traffic volume along Patterson Road, this is anticipated to be a general retail use, possibly shopping center with visitor serving uses. This land use does not have a specific FAR restriction, but it is anticipated that this site could develop up to 420,000 square feet of space under a .25 FAR if it were developed for strictly for commercial/retail. This Mixed-Use area could also provide high density residential uses for up to half of the area, about 300 to 350 units, assuming a development density of around 18 units to the acre. If high density residential development occurs, it will have a commensurate reduction in the square footage of retail uses provided. For purpose of this analysis, it is assumed that 75% of the development potential will be commercial/retail and 25% will be high density residential. This assumption equates to approximately 315,000 square feet of retail and approximately 175 residential units. It is noted that the existing uses are allowed to continue under the Existing Non-conforming standard noted at the end of this chapter.
- **MU-2 and MU-3** – Given the smaller size of these parcels (approximately 8 and 7 acres respectively), combined with the accessibility/exposure to a higher traffic volume along Patterson Road, these parcels are anticipated to be a retail use that can serve a passerby, as well as local

residents. Example uses would include a gas station, small restaurant, or other visitor serving use. This area could also function as an office use for service providers. Examples of services provides could include real estate sales, law firm, tax firm, medical/dental, etc. Under a .25 FAR, these parcels could develop up to 175,000 square feet of space. This Mixed-Use area would not be anticipated to provide high density residential uses.

- **MU-4** – This site is specifically located to serve as a clubhouse for the active adult community. The clubhouse is anticipated to include an approximately 20,000 square foot clubhouse building with fitness center, restaurant, lounge, event/meeting space, plus a variety of outdoor amenities including a pool/spa, outdoor BBQ and seating area, tennis/pickle ball courts, bocce ball courts, community garden area, and other amenities. This clubhouse will serve as a focal point for the active adult community core. The roadway fronting this site will involve a modification to the major collector to slow traffic and create a community core feel with on-street diagonal parking, two travel lanes, landscape area, and a large pedestrian storefront walkway. This Mixed-Use area would not provide high density residential uses.
- **MU-5** – This approximately 5-acre site is specifically located to serve age-restricted active adult uses and, to complement other attractions planned in this focal area of the Specific Plan including the clubhouse, community park, and high density residential/assisted living housing. The buildings are anticipated to be multi-story with neighborhood retail uses on the first story and high-density housing or office on the second story. The first story uses would include small restaurants (i.e., coffee shop, deli, small office services). The first story is anticipated to have up to 110,000 square feet of building space, not including outdoor seating areas. The second story is anticipated to have up to 110,000 square feet of building space, which could be up to 100 age restricted high density units, or commercial/retail serving uses, or a combination of both. The roadway fronting this site will involve a modification to the major collector to slow traffic and create a community core feel with on-street diagonal parking, two travel lanes, landscape area, and a large pedestrian storefront walkway.
- **MU-6** – Given the smaller size of these parcels (approximately 4 acres), combined with the accessibility/exposure to a higher traffic volume along McHenry Avenue, these parcels are anticipated to be a retail use that can serve a passerby, as well as local residents. Example uses would include a gas station, small restaurant, or other visitor serving use. This area could also function as an office use for service providers. Examples of services provides could include real estate sales, law firm, tax firm, medical/dental, etc. Under a .25 FAR, these parcels could develop up to 44,000 square feet of space. This Mixed-Use area would not be anticipated to provide high density residential uses.

### Parks and Open Space

The Specific Plan provides for the development park, greenway, and open space areas with a variety of passive and active recreational opportunities. The park and open space will fall into two different land use designations: Parks (P), and Buffer/Greenway/Open Space (B/G/OS). Each of these uses are described below:

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

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

## Reserve

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

## SPECIFIC PLAN ENTITLEMENT REQUEST

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To enable the development of the land uses and zoning described above, the proposed Project includes a request for a General Plan Amendment, Specific Plan adoption, pre-zoning, and annexation of the entire Specific Plan Area as well as APNs 074-005-012, 074-005-013, 074-005-010, and 074-005-011. All other lands that are included within the SOI expansion area, but outside the Specific Plan area are not proposed for development at this time and thus are not included in the Specific Plan adoption, pre-zoning, or annexation request.

The Specific Plan estimates between 2,432 – 2,682 residential units, and 375,000 and 875,000 square feet of Mixed-Use for commercial, office, service, or retail use, as well as some transitional care facilities. A large portion of the Specific Plan is intended to be an age-restricted active adult community, while a portion will not be age restricted. Table 6 provides a land use summary of the Specific Plan. Figures 8 and 9 illustrates the land use and zoning designations. Figure 10 illustrates the layout of the villages.

## PROJECT DESCRIPTION

**TABLE 6: RIVER WALK SPECIFIC PLAN LAND USE SUMMARY**

| MAP SYMBOL                                    | ACREAGE      | DENSITY RANGE          | UNIT OR SF RANGE                                       |
|---|--------------|------------------------|--|
| LDR – Low Density Residential                 | 365.5        | 0 – 8 du/ac            | 1,550  |
| MDR – Medium Density Residential              | 54.4         | 8 – 16 du/ac           | 702  |
| HDR – High Density Residential                | 10.0         | 16 + du/ac             | 180  |
| MU – Mixed-Use<br>(outside of community core) | 58.64        | 16 + du/ac<br>0.25 FAR | 0 – 350 du<br>275,000-635,000 sf                       |
| MU – Mixed-Use<br>(inside of community core)  | 5.06         | 16 + du/ac<br>0.50 FAR | 0 – 100 du<br>110,000-220,000 sf                       |
| MU – Mixed-Use<br>(Clubhouse)                 | 8.0          | 0.50 FAR               | 20,000 sf  |
| Park  | 44.2         | N/A                    | N/A  |
| B/G/OS - Bluff                                | 66.8         | N/A                    | N/A  |
| B/G/OS - Canal                                | 23.1         | N/A                    | N/A  |
| B/G/OS - River Park                           | 69.8         | N/A                    | N/A  |
| Park - Ponding Basin                          | 41.0         | N/A                    | N/A  |
| Reserve                                       | 60.2         | N/A                    | N/A  |
| ROW   | 186.6        | N/A                    | N/A  |
| <b>TOTAL</b>                                  | <b>993.4</b> | <b>--</b>              | <b>2,432 – 2,682 du</b><br><b>375,000 – 875,000 sf</b> |

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

ASSUMPTION FOR ANALYSIS: MODELING ASSUMPTIONS WILL BE BASED ON 644,000 SQUARE FEET OF RETAIL/COMMERCIAL AND 275 RESIDENTIAL UNITS IN THE MIXED-USE LAND USES.

### Circulation and Transportation

Implementation of the proposed Project will provide additional roadways, bicycle lanes, multi-use trails, and pedestrian amenities which link the Plan Area and other nearby developments. The Circulation Plan shows the relationship between existing roads and the future planned roads as identified in the Specific Plan and the City of Riverbank Circulation Element of the General Plan. These connections provide regional and local accessibility between land uses within and adjacent to the Plan Area.

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

The Specific Plan Area is primarily served by the following roadways:

- Patterson Road** is a major east-west arterial that extends easterly from an intersection on McHenry Avenue through Riverbank across rural Stanislaus County into the area south of Oakdale to its eastern terminus at the Albers Road / Oakdale Road / Waterford Highway intersection. The segment through western Riverbank to Callander Avenue is State Route (SR) 108.

Patterson Road is a two-lane rural highway from McHenry Avenue to the Hot Springs Lane intersection in western Riverbank. The route is a four-lane facility from that point east to Jackson Avenue and is a two-lane road from Jackson Avenue through the Callander Avenue

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

- **McHenry Avenue** is a major north-south arterial that extends from the City of Modesto across the Stanislaus River to Escalon. The portion of McHenry Avenue south of Patterson Road is SR 108.

McHenry Avenue varies in width, as the roadway has six lanes south of Coralwood Road, four-lanes from Coralwood Road through the Kiernan Avenue / Claribel Road intersection, and two-lanes north to San Joaquin County. Stanislaus County is currently pursuing a project to widen northern McHenry Avenue to four lanes. McHenry Avenue forms the western boundary of the SOI Expansion Area.

- **Coffee Road** is a north-south arterial street that extends south from Patterson Road across Claribel Road into Modesto and its southern terminus on Scenic Drive along the Tuolumne River. Coffee Road is a two-lane facility from Patterson Road to Mable Avenue and is a four-lane facility from that point south.

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

The Specific Plan Area is primarily served by the following alternative modes of transportation:

- **Pedestrian and Bicycle Network:** Pedestrian and bicycle movement along the Plan Area boundary is generally accommodated by existing streets and sidewalks along Patterson Road and McHenry Avenue. Mobility is significantly constrained by the existing street network's lack of continuous and adequate pedestrian and bicycle facilities and absence of roadways that extend into the Plan Area's interior.
- **Transit Service:** The Plan Area is served by Stanislaus Regional Transit (StaRT). StaRT offers fixed route services within the region. StaRT Route 60 operates Monday through Friday between 5:00 AM and 9:43 PM. This bus operates thirteen round trips between Modesto and Oakdale and passes through Riverbank. On Saturday between 6:15 AM and 8:34 PM, seven round trips are provided. The Saturday service is combined with the Modesto/Turlock route. This route follows Claribel Road and Oakdale Road and has a designated stop on Oakdale Road north of the Freddi Lane intersection.

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

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

Parking in the Plan Area is located at the residences and businesses. The majority of the public parking supply is limited to the commercial businesses along Patterson Road in the southeastern portion of the

Plan Area. The remainder of the Plan Area, occupied by agricultural and/or residential uses, offers limited off-street parking facilities. On-street parking facilities are not located along Patterson Road or McHenry Avenue.

**Proposed Circulation Network:** Figure 11 illustrates the circulation network for the Specific Plan. The Specific Plan provides for an extension of Coffee Road as a major collector road north into the Plan Area before heading northwest until the roadway meets McHenry Avenue. In addition, several new minor collector streets are also planned to link the villages, parks, amenities, clubhouse, and commercial area. It is noted that the Specific Plan provides a plan to develop a Neighborhood Electric Vehicle (NEV) system for the active adult villages and community core. The NEV system would require an ordinance approval and would be restricted to the Specific Plan Area. The proposed NEV Plan is summarized below following the discussion of street classifications.

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

The Specific Plan provides the River Walk Trail which would loop around the entire Plan Area, providing connections from the residential areas to the various park and open space areas located throughout the Plan Area. The River Walk Trail is intended to provide complete connectivity, and may be a network of paved Class I Bike Paths and NEV lanes, as well as natural dirt trails.

Working together, this network of roadways, NEV lanes, bicycle lanes, trails, and sidewalks will provide convenient and safe access to all villages within the Plan Area. Construction of the roadway network will adhere to the adopted City Standards and Street Cross Sections. Figure 12 illustrates the Bicycle and Pedestrian Network.

The final alignments, footprints, and exact locations of the streets are subject to change and refinement as development inside and outside of the Plan Area proceeds. The final alignments and configurations will be determined at the improvement plan level in order to provide for operational safety and integration with the existing and planned traffic network. The final designation of NEV lanes as Class II or III within the roadway network will also be determined at the improvement plan phase. The circulation network's exact locations and alignments will be determined through collaboration between builders and City Staff during the development review process.

**Street Classifications Included Within the Plan Area:** The following describes the various street classifications and specific details associated with certain segments of roadway throughout the Specific Plan Area. Figure 13a and 13b illustrate the location of each roadway section, along with a section view of the roadway.

- **Arterial streets:** Fully built out arterial streets feature four travel lanes, sidewalks on both sides of the street, bike lanes and landscape strips. Arterial streets are intended to function like boulevards or thoroughfares and therefore do not allow on-street parking. Arterial streets are illustrated on Figure 11. (Circulation Network).

- **100-110' Arterial – Patterson Road (West of Canal Crossing):** This arterial roadway is an existing roadway along the southern boundary of the Specific Plan Area west of the MID Canal. The roadway currently has two 12' travel lanes, and two 8' shoulders. This roadway is a regional roadway and full buildout is anticipated to occur as more capacity is needed. The anticipated roadway section ranges from 100' to 110'. One half is expected to have two 12' travel lanes, a 7' median, an 8' bike lane/shoulder with curb/gutter, and 16' section with a separated sidewalk/bike path. The other half may mirror the half section described above, but is not defined at this time.
- **90-110' Arterial – Patterson Road (East of Canal Crossing):** This arterial roadway is an existing roadway along the southern boundary of the Specific Plan Area east of the MID Canal. The roadway currently is built out on the southside adjacent to the South Bend Estates neighborhood. The southside of the roadway has two 12' travel lanes, an 8' shoulder with curb/gutter, and a 10' section with sidewalk and landscaping. The north side has a 14' two-way left turn lane, a 12' travel lane, and an 8' shoulder. This roadway is a regional roadway and full buildout is anticipated to include converting the 14' two way left turn lane into a 14' median, adding a second 12' travel lane, a 7' median, adding an 8' bike lane/shoulder with curb/gutter, and adding up to 22' for landscaping with a separated sidewalk/bike path. It is noted that the right of way is currently 90' and given the existing development on the north side of Patterson Road in this area, it may be necessary to modify the roadway section based on the availability of right of way. Any reduction in right of way is anticipated to be accommodated within the 22' of landscaping/sidewalk area.
- **Collector roadways:** Collector roadways are smaller than arterials and typically have two to four travel lanes, sidewalks on both sides of the street, bike lanes where applicable and landscape strips. Collector roadways can be categorized as major or minor depending on their function. A major collector functions more like an arterial, moving higher volumes of traffic through an area. A minor collector functions to distribute traffic from the major collectors in residential villages. The Coffee Road extension is the most prominent collector within the Specific Plan Area, providing access from Patterson Road through the entire Specific Plan Area and exiting on McHenry Avenue. A second major collector provides access to the villages located in the high area of the Specific Plan, and is anticipated to have lower traffic volumes.
  - **110' Major Collector (Coffee Road):** This collector roadway is an extension of Coffee Road through the Specific Plan Area. The roadway enters from Patterson Road, and exits on McHenry Avenue. There are two modifications along this route that are described separately below. This roadway includes a 110' right-of-way with four 12' travel lanes, a 14' landscaped median, two 4' shoulders with curb/gutter, two separated 10' class 1 bike/ped paths, two 5' landscape area separated the travel and pedestrian areas, and two additional 5' landscape strips on the outer portion of the roadway section.
  - **82' Major Collector Modification (Coffee Road - Downslope):** This collector roadway includes a modification to Coffee Road in a segment that travels downslope from the high area down to the low area of the Specific Plan Area. This modification is necessary to minimize the cut and fill of the bluff/slope area while maintaining the vehicle travel and

bike/ped functions of the roadway. This roadway would taper from the 110' right of way into an 82' right-of-way, but would still maintain four 12' travel lanes. The median would be reduced to a 4' landscaped median, and the shoulders would be increased to two 8' with curb/gutter. A separated 10' class 1 bike/ped paths, with 10' of landscaping would be eliminated on the upslope side of the roadway. The downslope side of the roadway would include a 4' separated landscape strip and a 10' class 1 bike/ped path.

- **92' Major Collector Modification (Coffee Road – community core):** This collector roadway includes a modification to Coffee Road in a segment that travels through the community core area of the Specific Plan Area. This modification is necessary to reduce travel speeds, that in turn increase pedestrian safety, allow for on-street/store front parking, and create a unique atmosphere for citizens to gather and spend time shopping and recreating. This roadway would taper from the 110' right of way with four travel lanes into a 92' right-of-way with two travel lanes. The median would be eliminated, and a 20- on-street parking area would be created for diagonal parking with curb/gutter. A separated 10' class 1 bike/ped path is included with 4' of landscaping separated the pedestrians from the vehicles. This modification is intended for approximately one block, and is accessible for citizens traveling from the north and southern portions of the active adult residential villages.
- **82' Major Collector (access to Villages A, B, and R):** This collector roadway is a second access into the Specific Plan Area from Patterson Road. This roadway will primarily provide access only for the larger lot villages located in the high area of the Specific Plan Area (i.e., Villages A, B, and R), although it does extend into the remainder of the project. This roadway is not expected to have large travel volumes that are anticipated on the Coffee Road extension; therefore, a reduced roadway section is warranted. This roadway includes an 82' right-of-way with two 12' travel lanes, a 14' landscaped median, two 6' bike lane/shoulders with curb/gutter, two 6' landscaped area separating the two 5' sidewalks from the roadway, and two additional 5' landscape strips on the outer portion of the roadway section.
- **70' Minor Collector:** These collector roadways provide access from major collectors into the residential villages throughout the Specific Plan Area. These roadways are not expected to have large travel volumes that are anticipated on the major collectors because they function to distribute the volumes from the major collectors into the individual villages. This roadway includes a 70' right-of-way. One side of the roadway will include a 12' travel lane, 6' bike lane/shoulders with curb/gutter, a 6' landscaped area separating the a 5' sidewalk from the roadway, and an additional 5' landscape strip on the outer portion of the roadway section. The other side of the roadway will include a 12' travel lane, 5' bike lane, 8' parking/shoulders with curb/gutter, and a 5' landscaped area separating the 5' sidewalk from the roadway.
- **Local Residential Streets:** These smaller streets are designed to handle small volume, neighborhood traffic with low speeds. The local residential streets proposed for the Project will feature two travel lanes, sidewalk and landscape strips on both sides. On-street parking

is permitted on local residential streets to provide additional parking for the residents of the villages within the Plan Area.

- **56' Local Residential Street (separated sidewalks):** This local roadway is one alternate section of roadway within the residential villages. This roadway includes a 56' right-of-way with two 10' travel lanes, two 8' on-street parking/shoulders with curb/gutter, two separated 5' sidewalks, and two 5' landscape area separating the sidewalk from the roadway.
- **48' Local Residential Street (without separated sidewalks):** This local roadway is one alternate section of roadways within the residential villages. This roadway includes a 48' right-of-way with two 10' travel lanes, two 8' on-street parking/shoulders with curb/gutter, and two 6' sidewalks.
- **Cul-de-Sacs:** Cul-de-sacs are a popular street treatment in residential villages and are appealing to families with children because they provide a closed end street that does not allow through traffic. Cul-de-sacs proposed within the Plan Area will be designed and built according to City of Riverbank Street Standards and will provide adequate turning radius for emergency vehicles.

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

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

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

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

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

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

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

### **Proposed NEV Plan**

#### Definitions:

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

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

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

**Proposed Pedestrian, Bicycle, and Transit circulation:** The Specific Plan proposes an integrated network of pedestrian, transit, and bicycle facilities, including continuous sidewalks, crossings at intersections, new pedestrian and bicycle routes, and transit facilities.

New bicycle and pedestrian facilities are provided along streets as well as along off-street multi-use paths, such as the River Walk Trail. Figure 12 illustrates the proposed pedestrian, bicycle, and transit facilities within the Plan Area.

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

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

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

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

- **Class I Bike Paths and Class II Bike Lanes:** The bicycle network consists of approximately 4.8 miles of Class I bike paths and 14.2 miles of Class II bike lanes, as shown on Figure 5.3. The bikeway system encourages pedestrian and bicycle movement within the Plan Area and provides linkages among land uses, neighborhood sidewalks, and the River Walk Trail.

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

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

Class II bikeways are designated bike lanes located on roadways, separated from auto travel by signage and striping. The width of these lanes varies depending on the roadway type, with

collector streets having bike lanes 5-7 feet wide and arterials having sidewalk/bike lanes 8-10 feet wide.

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

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

- **Public Transportation:** Stanislaus Regional Transit operates loop Route 60 through Riverbank and into Oakdale. Riverbank Dial-a-Ride operates routes throughout the City. These public transit providers will be integral partners in establishing routes, developing suitable turnout locations, and shelter facilities within the Plan Area. To support the use of public transit, it is likely these facilities will be placed near the highest intensity uses in the Plan Area including the Clubhouse, High-Density Residential units and the Community Commercial center.

Transit facilities, such as shelters, bus turnouts, benches and ticketing facilities will be incorporated into improvement plans in conjunction with the City's Development Services Department and Stanislaus Regional Transit.

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

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

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

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## UTILITIES AND PLANNED INFRASTRUCTURE IMPROVEMENTS

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The construction of on-site infrastructure improvements would be required to accommodate development of the proposed Project, and are briefly described below.

### **Proposed Water System**

Domestic water service will be provided to the Plan Area through the installation of a pressurized water system made up of wells, water tanks, water mains, and a pressure regulating station. Figure 14 illustrates the preliminary water plan. It is noted that the final location of water mains, tanks, wells, and pressure regulating stations is subject to change.

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

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

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

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

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

### **Sanitary Sewer System**

Sanitary sewer will be provided to the Plan Area through the installation of force mains, pump stations, and a network of gravity flow sewer mains. Figure 15 illustrates the preliminary sanitary sewer plan. It is noted that the final location of force mains, pump stations, and sewer mains is subject to change.

## PROJECT DESCRIPTION

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

The gravity flow system is made up of 24", 18", 15", 12", 10", and 8" sewer mains located predominately in the arterial and collector roadways. The system will also have a network of 8" sewer mains within the residential villages ultimately connecting to each home. Gravity sewer mains will convey all collected wastewater from the Plan Area to one of the three pump stations, which will in turn ultimately discharge all flows to the Northeast Pump Station.

The ultimate strategy for the Specific Plan requires force mains to cross under the Stanislaus River from the Northeast Pump Station and travel approximately 1.4 miles to the Wastewater Treatment Plant, following the approximate alignment of an existing farm road. The river crossing involves installing a 10" force main to serve the Specific Plan, and a 16" force main that can be used for future development in the City of Riverbank Sewer Sheds 2 and 3, which are located south of Patterson Road. Any extension of the 16" sewer line would be done at a future time by others. The 1.4-mile extension of the sewer line is an offsite improvement that is included in the analysis of the EIR for the Specific Plan. The line would cross APN 247-25-21 (Roberson Ranch Development LLC), APN 247-25-22, 247-25-4, and 247-26-2 (City of Riverbank). The location of the sewer line was evaluated to ensure it was setback from the Stanislaus River and any riparian habitat associated with the river.

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

1. Existing pipeline near the intersection of Hot Springs Lane and Patterson Road.
2. Existing pipeline terminus in Patterson Road, approximately 450 ft. west of the intersection with Oakdale Road.
3. Terminus of Cipponeri Road, approximately 450 ft. south of the intersection with Candlewood Place.

The quantity of development units to utilize this interim connection to the existing City system will be determined based on available capacity within the existing system, intended pace of development, and construction cost. Detailed studies will be performed to verify sufficient capacity exists in the existing downstream system, as well as to identify any improvements to accommodate additional flows, if necessary.

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

### **Storm Drainage System**

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

The storm drain system will be designed consistent with the LID requirements of the City of Riverbank. Storm drainage will be provided to the Plan Area through the installation of a storm drain mains, basins, and pump stations. It is anticipated to utilize MID owned facilities for storm drainage discharge pending an agreement with MID. If discharge agreements with MID cannot not be executed, stormwater will need to be retained within the basins and infiltrated into the subsurface soils by using infiltration trenches, or horizontal drains ("French drains"). Figure 17 illustrates the preliminary storm drain plan. It is noted that the final location of storm drain mains, basins, and pump stations is subject to change. Boundaries and sizes of watersheds are also subject to change.

Stormwater will be collected through a network of gutters, inlets, and storm drains that will direct storm water to storm water basins constructed within the Specific Plan Area. All stormwater would be pre-treated in accordance with current NPDES requirements, and would be detained prior to discharge into the MID canals or the Stanislaus River. Basins would be capable of storing the 50-year storm volume in accordance with City of Riverbank standards. Each watershed and basin are described below:

- The **North Basin** is designed to serve a 214-acre watershed with two connected basins totaling 6.2 acres combined that have a 24.9 ac-ft capacity. The basin has two alternatives: 1) Infiltration trench (French Drains approx. 4,850 LF, 6'Wx8'D), or 2) Pump Station that would discharge to the Stanislaus River at a flow of 2,365 GPM.
- The **West Basin** is designed to serve a 226-acre watershed with a 7.3-acre basin that has a 28.5 ac-ft capacity. The basin includes a Pump Station that would discharge to the MID Main Canal at a flow of 2,583 GPM.
- The **East Basin** is designed to serve a 231-acre watershed with a 5.8-acre basin that has a 25.8 ac-ft capacity. The basin includes a Pump Station that would discharge to the MID Spenker Drain at a flow of 2,335 GPM.
- The **South Basin** is designed to serve a 68-acre watershed with a 1.2-acre basin that has a 6.3 ac-ft capacity. The basin includes a Pump Station that would discharge to the MID Spenker Drain at a flow of 573 GPM.
- **Area A** is a 48-acre watershed with the exact location and design to be determined. This area currently has several homes, a nursery, and agricultural land. The storm drainage design would be needed as the property owners contemplate development of this land.
- **Area B** is a 34-acre watershed with the exact location and design to be determined. This area currently has four large estate homes and a variety of agricultural land. The storm drainage design would be needed as the property owners contemplate development of this land.

## PROJECT DESCRIPTION

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- **Area C** is a 15.5-acre watershed with the exact location and design to be determined. This area currently is agricultural land. The storm drainage design would be needed as the property owners contemplate development of this land.
- Note that Areas A, B, and C can provide storm drainage on an individual parcel basis as those parcels develop. Alternatively, they may accommodate storm drainage through a shared basin (or basins) if agreed to by the landowners within those watersheds. The determination to utilize shared basins or individual basins within each parcel will be made at the time of development within those watersheds.

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

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

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

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

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

### **Storm Drainage System – Alternative**

As an alternative, the project may utilize the 63 acre +/- reserve area as shallow flood storage to contain and infiltrate stormwater runoff from the project. Under this alternative, stormwater from the development would enter the proposed West Basin via concrete inlet structure. The West Basin would be sized to accommodate the "Water Quality Volume" from the tributary watershed. This volume is defined as the runoff resulting from an 85<sup>th</sup> percentile 24-hour storm event, which is equivalent to a rainfall depth

of approximately 0.50 in. This criterion is utilized throughout the State in the design of stormwater quality infrastructure.

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

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

Refer to Figures 2-18a and 2-18b for exhibits showing the proposed Alternative Preliminary Storm Drain Plan and Preliminary Reserve Area Shallow Flooding Plan.

#### **Proposed Electric, Gas, and Telecommunication Services**

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

- Electricity service is available from two service providers for the Plan Area. Pacific Gas & Electric (PG&E) and Modesto Irrigation District (MID) show the Plan Area within their service boundaries. New power transmission lines will be installed underground, which conforms to the City Development Standards. Each tenant and residential unit will be individually metered for their electricity use.
- Natural Gas will be provided by PG&E. The Plan Area falls within the service boundary for PG&E. New transmission lines will be installed underground for the Project, and per City requirements. Individual connections for retail tenants and residential units will be established for usage and billing purposes.
- Telecommunications services include phone service, fiber optics, and cable television. AT&T Residential Division is expected to be the primary phone and fiber optic provider for the Plan Area. Charter Communications will be the primary cable television provider. AT&T Business Division will be the primary provider for the non-residential (i.e., Mixed Use). As with the other utilities, all new transmission lines will be constructed underground to meet the requirements of the City.

### Solid Waste

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

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

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

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

### PUBLIC SERVICES – POLICE AND FIRE

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**Law Enforcement:** Law enforcement will be provided to the Plan Area by the Stanislaus County Sheriff's office who provides contract police services to the City of Riverbank Police Department. The Stanislaus County Sheriff Department is located at 6727 Third Street, approximately 2 miles east of the Plan Area.

**Fire Protection:** Fire protection services are provided by the Stanislaus Consolidated Fire Protection District. This department is the first responder to all medical emergency calls and 911 calls where fire services are requested.

Currently, the fire department operates out of Station #36, which is located in downtown Riverbank on 3318 Topeka Street, approximately 2 miles east of the Plan Area. This station is staffed 24 hours per day. The Fire District has acquired a site on Morrill Road about one-half mile south of the Plan Area for a future fire station.

The actual need for additional staff will be evaluated by the service providers as development is occurs, and will be reevaluated each year by the City of Riverbank in their budgeting process.

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## PUBLIC SERVICES – EDUCATION FACILITIES

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

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

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

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## PUBLIC FACILITIES - PARKS AND RECREATION

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The Specific Plan provides an extensive network of parks, greenway, and open space for recreational opportunities to serve the community. It is also noted that several stormwater basins have been incorporated into the Specific Plan for storm drainage function, but are also intended to provide a dual use park opportunity.

**River Walk Trail:** The Specific Plan provides a 4.8-mile trail loop that generally surrounds the Plan Area, known as the River Walk Trail. The trail follows the Stanislaus River and other topographical features, looping around the active adult portion of the Plan Area.

The River Walk Trail is designed for dual use by NEV's, pedestrians and off-road cyclists. The trail design consists of a 10-foot-wide surface constructed of native materials such as compacted, decomposed granite in an alignment cleared of brush and vegetation. It is possible that pavement or concrete could be used to create an all-weather surface.

Rest stops will be located along the Trail. A trailhead is planned at the center of the Plan Area, northeast of the clubhouse and Community Park. Additional access points to the Trail will be located in residential neighborhoods and at locations adjacent to open space areas.

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

## PROJECT DESCRIPTION

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Security lighting is planned in limited areas consistent with the lighting standards in the River Walk Development Standards. The River Walk Trail will be publicly owned and maintained through a Community Facilities District (CFD) or similar funding mechanism.

**Community Park:** The Specific Plan provides a Community Park adjacent to the community center, clubhouse and commercial uses, with connection to River Walk Trail and River Walk Park.

The Community Park is anticipated to include basic lighting, but not field lighting. This park is not anticipated to have a sound system, but the facility will be available for small scale park concerts and other activities that may require imported sounded systems.

The Community Park will incorporate water conservation measures including turf limitations, low water use plantings and smart irrigation systems or centrally-controlled irrigation systems.

**Clubhouse:** A clubhouse is planned to provide recreation and social activities for active adult residents and visitors on an approximate 8-acre parcel within the community core area.

The clubhouse main building will be approximately 20,000 square feet and will include active and passive recreational facilities such as meeting and instructional areas, fitness equipment, craft facilities, and library, all intended to provide social gathering areas for residents.

Outdoor recreational facilities at the clubhouse will include tennis courts, bocce courts, pickle ball courts, lawn games, and swimming pool with spa area.

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

**Neighborhood Parks:** In addition to the larger parks described above, the Specific Plan provides a variety of neighborhood parks and “pocket parks” within the individual villages. These smaller parks are intended to provide visual interest and a gathering place for active and passive recreation for the residents within their neighborhood village.

No field lighting or sound systems are proposed for the neighborhood parks. The Neighborhood parks will incorporate water conservation measures including turf limitations, low water use plantings and smart irrigation systems or centrally-controlled irrigation systems.

**Dual-use Parks/Basins:** The Specific Plan provides several stormwater basins that have been incorporated into the Specific Plan for storm drainage function, but are also intended to provide a dual use park opportunity.

## 2.5 USES OF THE EIR AND REQUIRED AGENCY APPROVALS

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed Project.

### CITY OF RIVERBANK

The City of Riverbank will be the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050. Actions that would be required from the City include, but are not limited to, the following:

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of the City of Riverbank General Plan Amendments;
- Approval of the City of Riverbank Pre-zoning;
- Approval of SOI Amendment;
- Approval of a Municipal Services Review Update/Amendment;
- Approval of Annexation of the Specific Plan Area and APNs 074-005-012, 074-005-013, 074-005-010, and 074-005-011 into the City of Riverbank;
- Approval of Specific Plan;
- Approval of the Neighborhood Electric Vehicle Plan;
- Approval of Development Agreement;
- Approval of Vesting Tentative Maps;
- Annexation into city-wide Community Facilities District 2016-01 for impacts to roads, stormwater facilities, waste water facilities, etc.;
- Approval of future Final Maps;
- Approval of future Improvement Plans;
- Approval of future Grading Plans;
- Approval of future Site Plan and Design Review;
- City review, approval, and construction and utility plans;
- Approval of future Building Permits;
- Approval of future Conditional Use Permits.

### OTHER GOVERNMENTAL AGENCY APPROVALS

The following agencies may be required to issue permits or approve certain aspects of the proposed Project. Other governmental agencies that may require approvals in connection with the Project include, but are not limited to, the following:

- Native American Tribal Consultation;
- Modesto Irrigation District (MID): Approval of roadway and utility pipeline crossings in at least two locations along the MID Main canal within the Specific Plan Area. Approval of a widening of Patterson Road at two existing crossings of the MID Main Canal. Approval of a roadway and

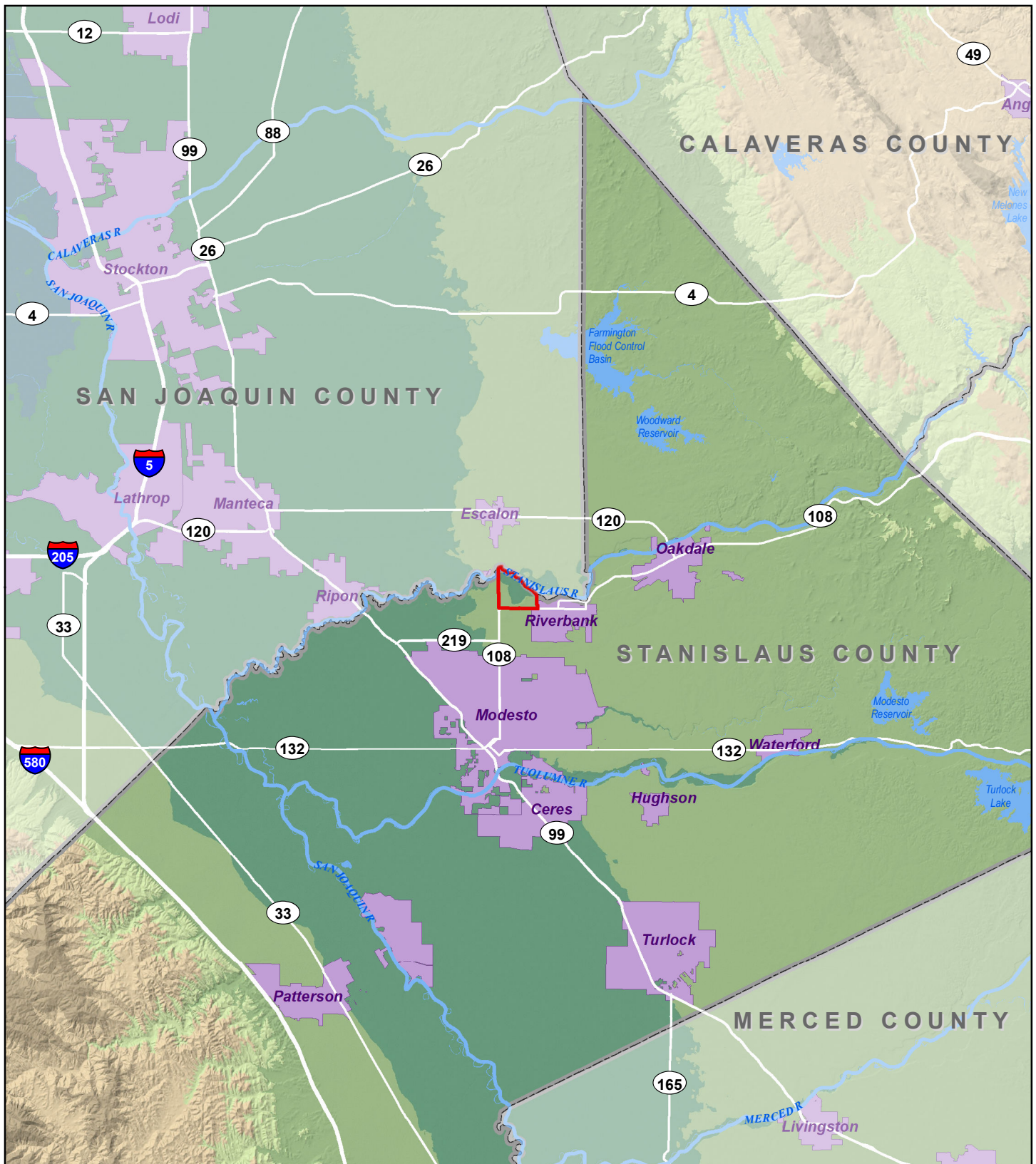
## PROJECT DESCRIPTION

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utility pipeline crossing at the Spenker Drain. Approval of a stormwater discharge agreement to authorize discharge of stormwater into MID facilities.

- California Department of Fish and Wildlife (CDFW);
- California Department of Transportation (Caltrans);
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- Stanislaus LAFCO – Sphere of Influence Amendment, Municipal Services Review Update/Amendment, Annexation;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits;
- State Water Resources Control Board (SWRCB);
- U.S. Fish and Wildlife Service (USFWS);
- U.S. Army Corps of Engineers (USACE).

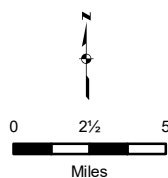
Insert Figure 1 - Regional Location Map



### Legend

- Project Area
- Incorporated Area
- County Boundary

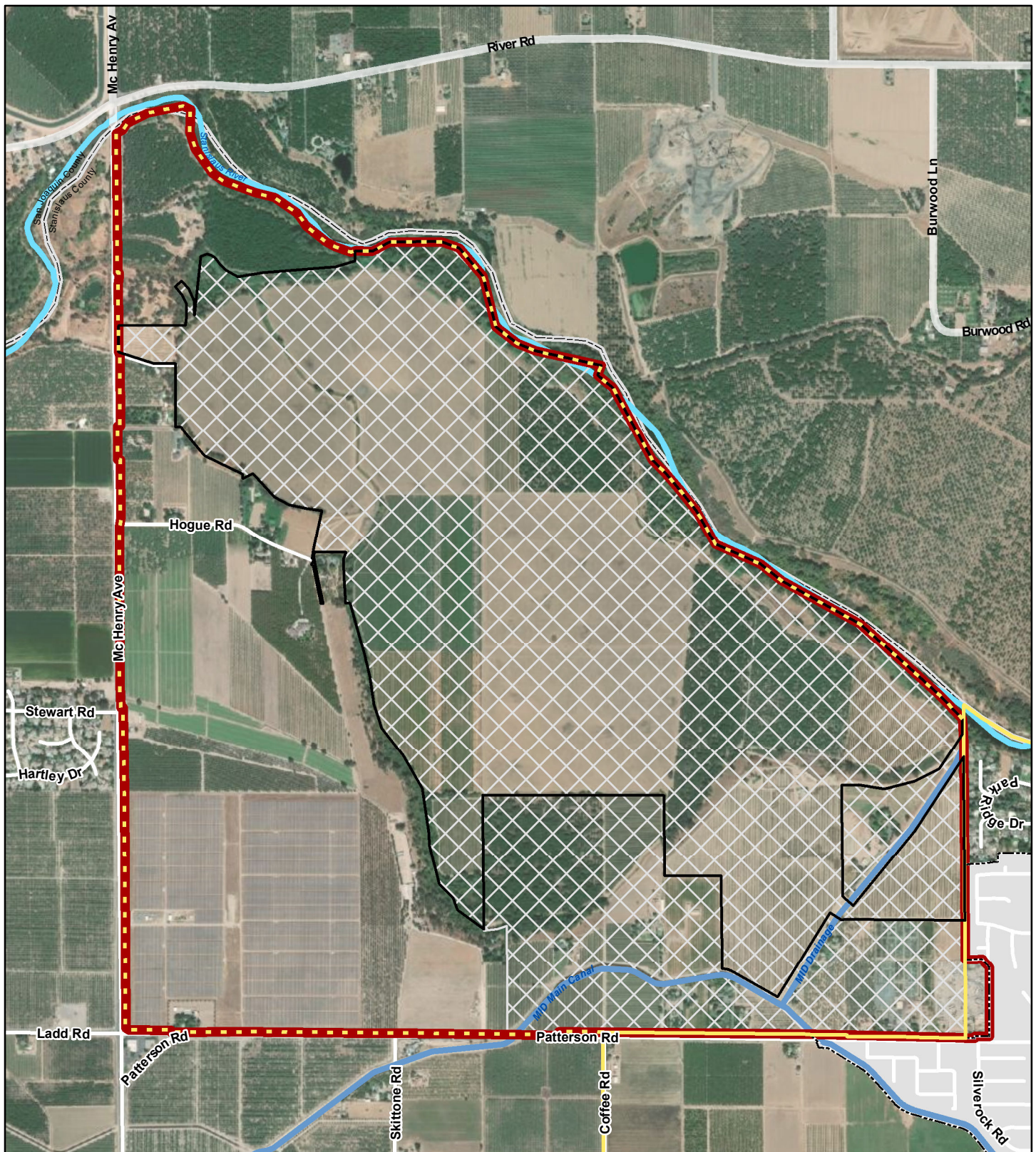
Sources: California State Geoportal Map date: November 13, 2020.



### RIVER WALK SPECIFIC PLAN

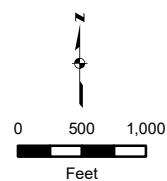
Figure 1. Regional Location Map

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### Legend

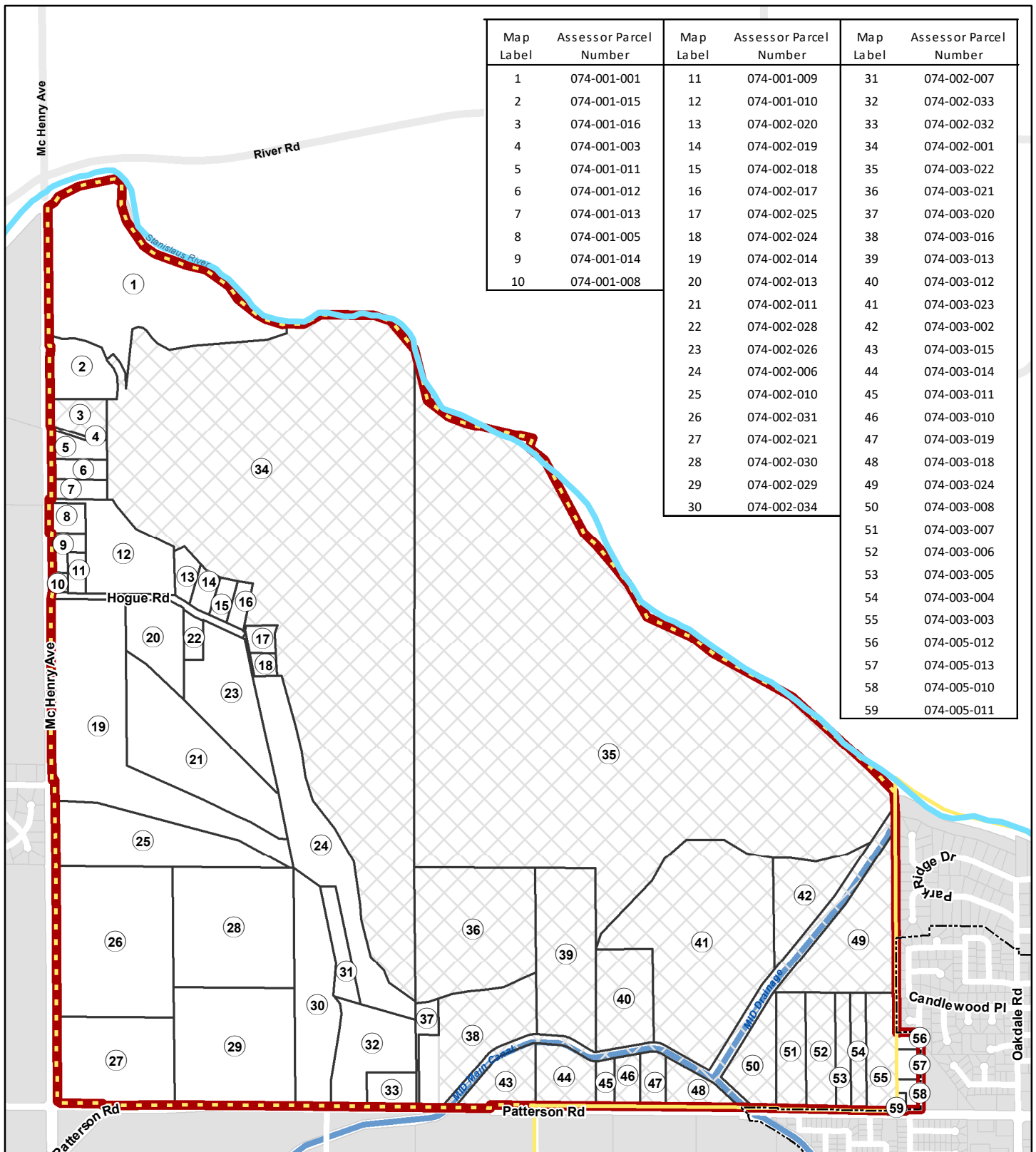
- |                                     |                    |
|-------------------------------------|--------------------|
| City of Riverbank                   | Project Area       |
| Riverbank Sphere of Influence (SOI) | Specific Plan Area |
| Proposed SOI Expansion              | Berghill Boundary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



### RIVER WALK SPECIFIC PLAN

Figure 2  
Project Area Boundaries

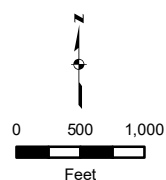
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### Legend

- Project Area
- Specific Plan
- City of Riverbank
- Riverbank Sphere of Influence (SOI)
- Proposed SOI Expansion
- Parcels within the Project Area
- Other Stanislaus County Parcels

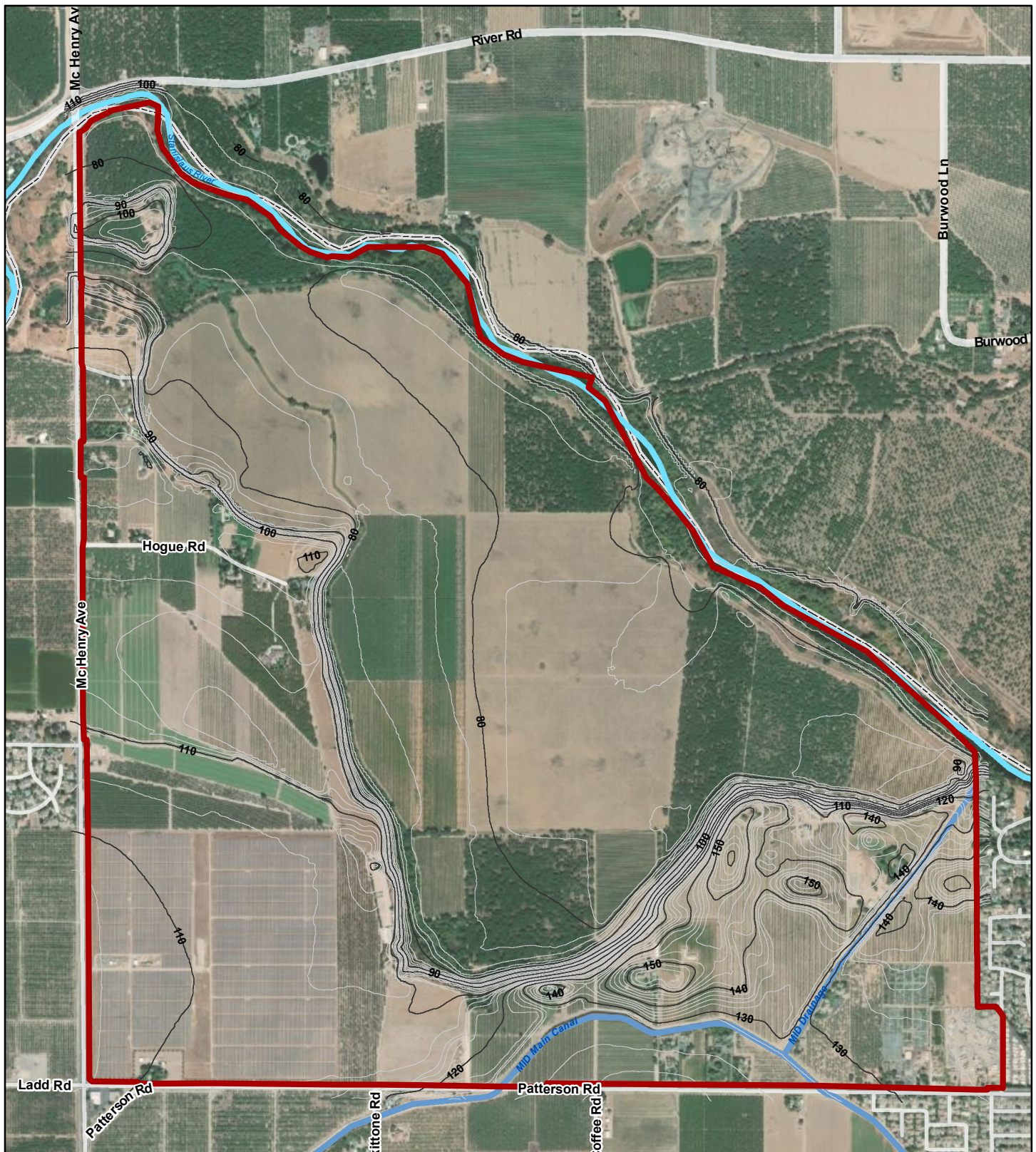
Sources: Stanislaus County GIS. Map date: November 13, 2020.



### RIVER WALK SPECIFIC PLAN

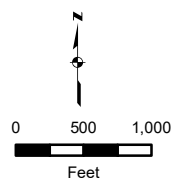
Figure 3 Assessor Parcel Map

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### Legend

- Project Area
- 2-ft Elevation Contour
- 10-ft Elevation Contour

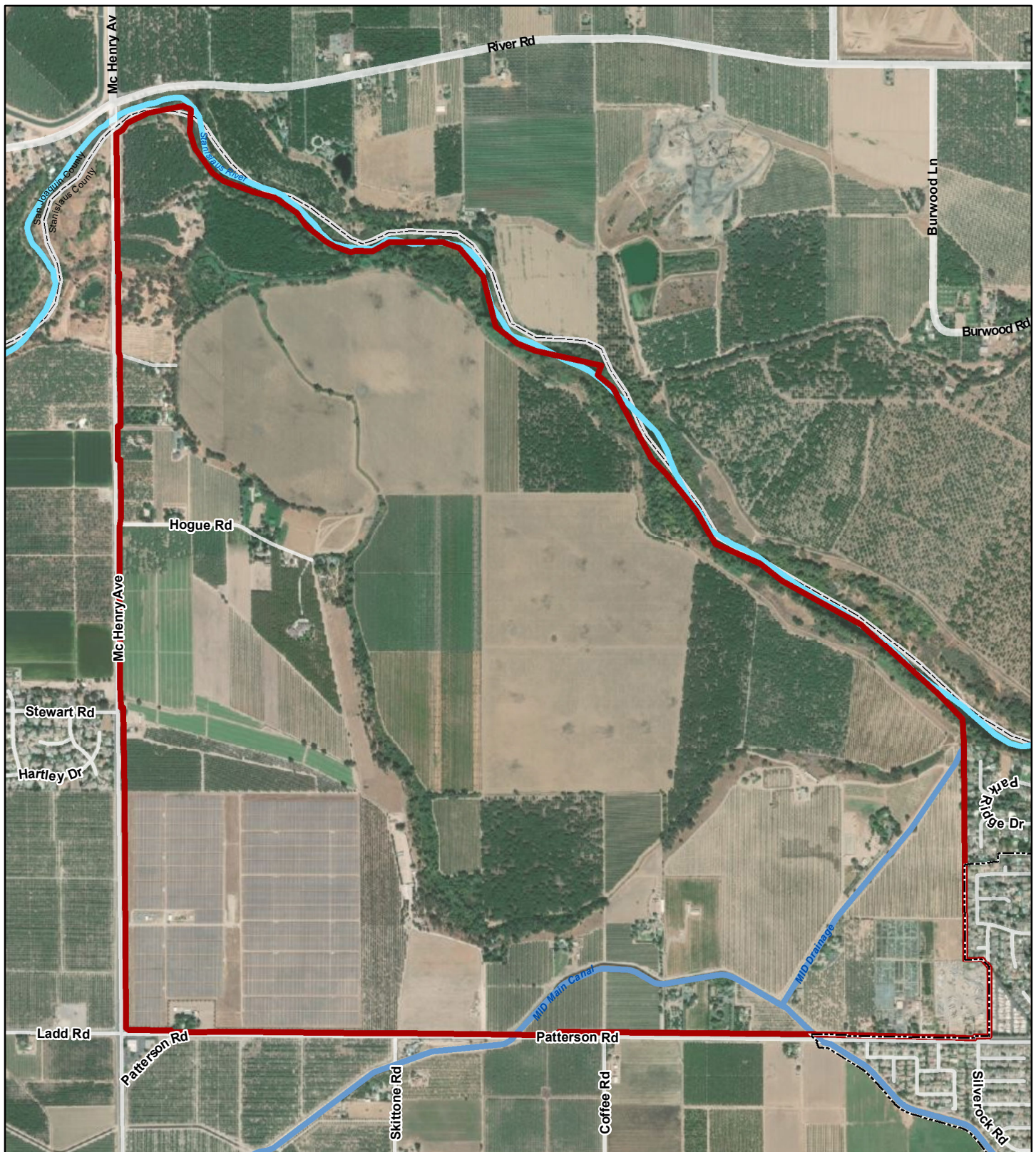


### RIVER WALK SPECIFIC PLAN

Figure 4. Topographic Map

Sources: Stanislaus County GIS; ArcGIS Online World Imagery Map Service. Map date: November 10, 2020.

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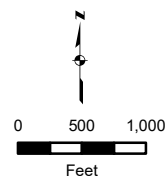


# RIVER WALK SPECIFIC PLAN

Figure 5.  
Aerial View of Project Area

## Legend

- Project Area
- City of Riverbank
- County Boundary

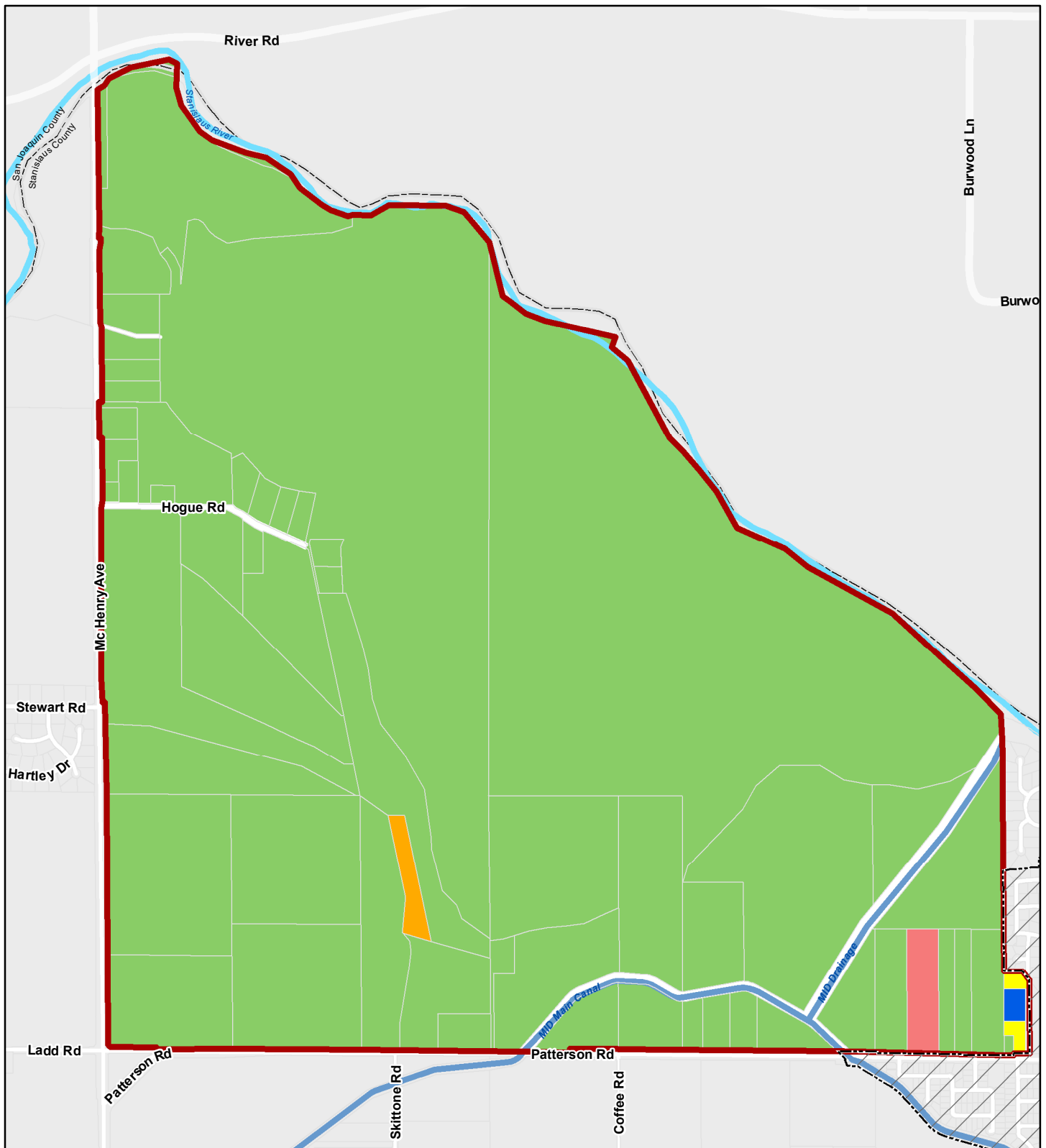


Sources: Stanislaus County GIS; ArcGIS Online World Imagery Map Service. Map date: November 10, 2020.

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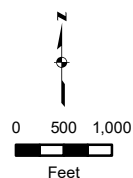
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### Legend

- |                           |               |
|---------------------------|---------------|
| Project                   | Commercial    |
| City of Riverbank         | Office        |
| Residential Single Family | Miscellaneous |
| Agricultural              |               |

Sources: Stanislaus County GIS; ParcelQuest. Map date: November 16, 2020.

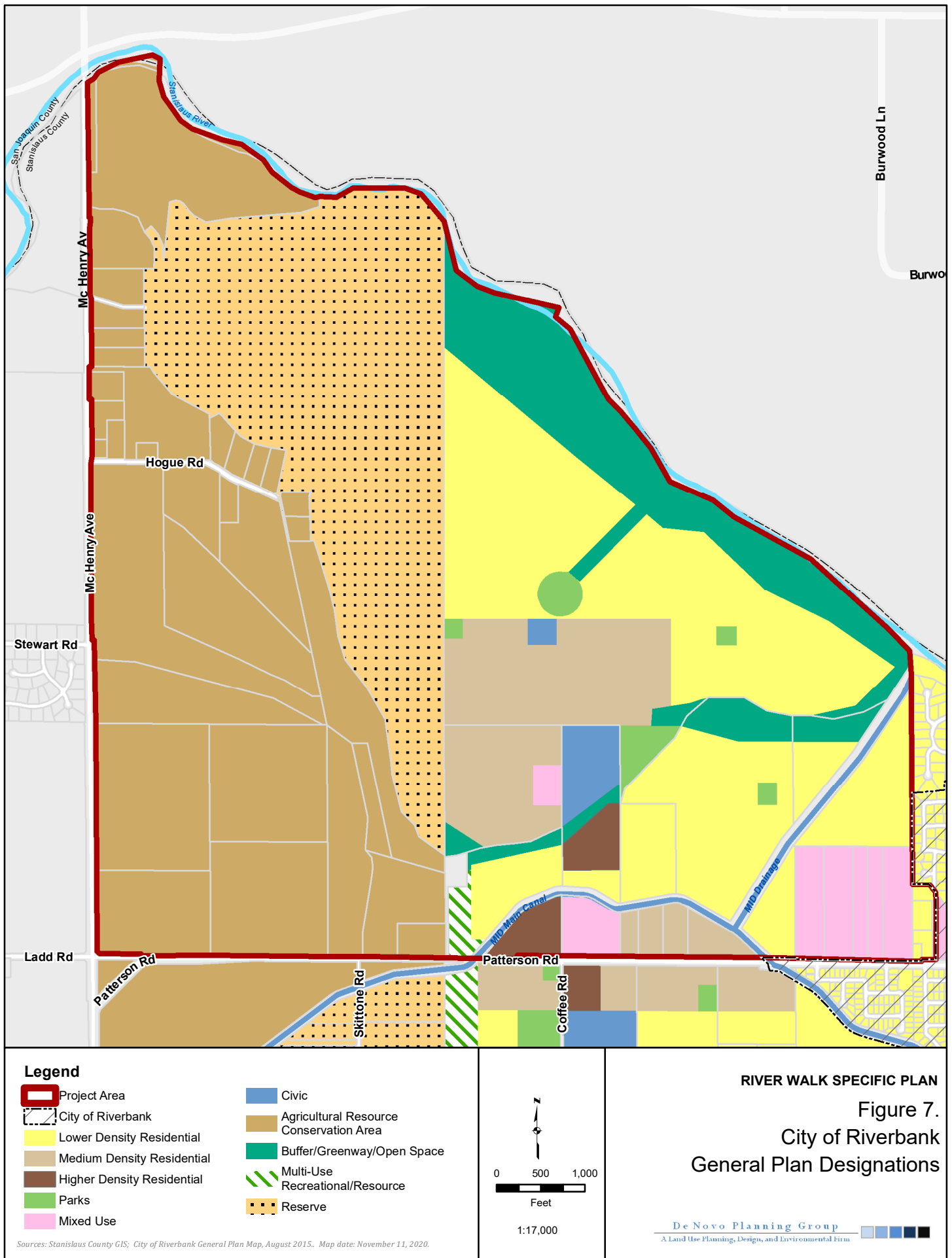


### RIVER WALK SPECIFIC PLAN

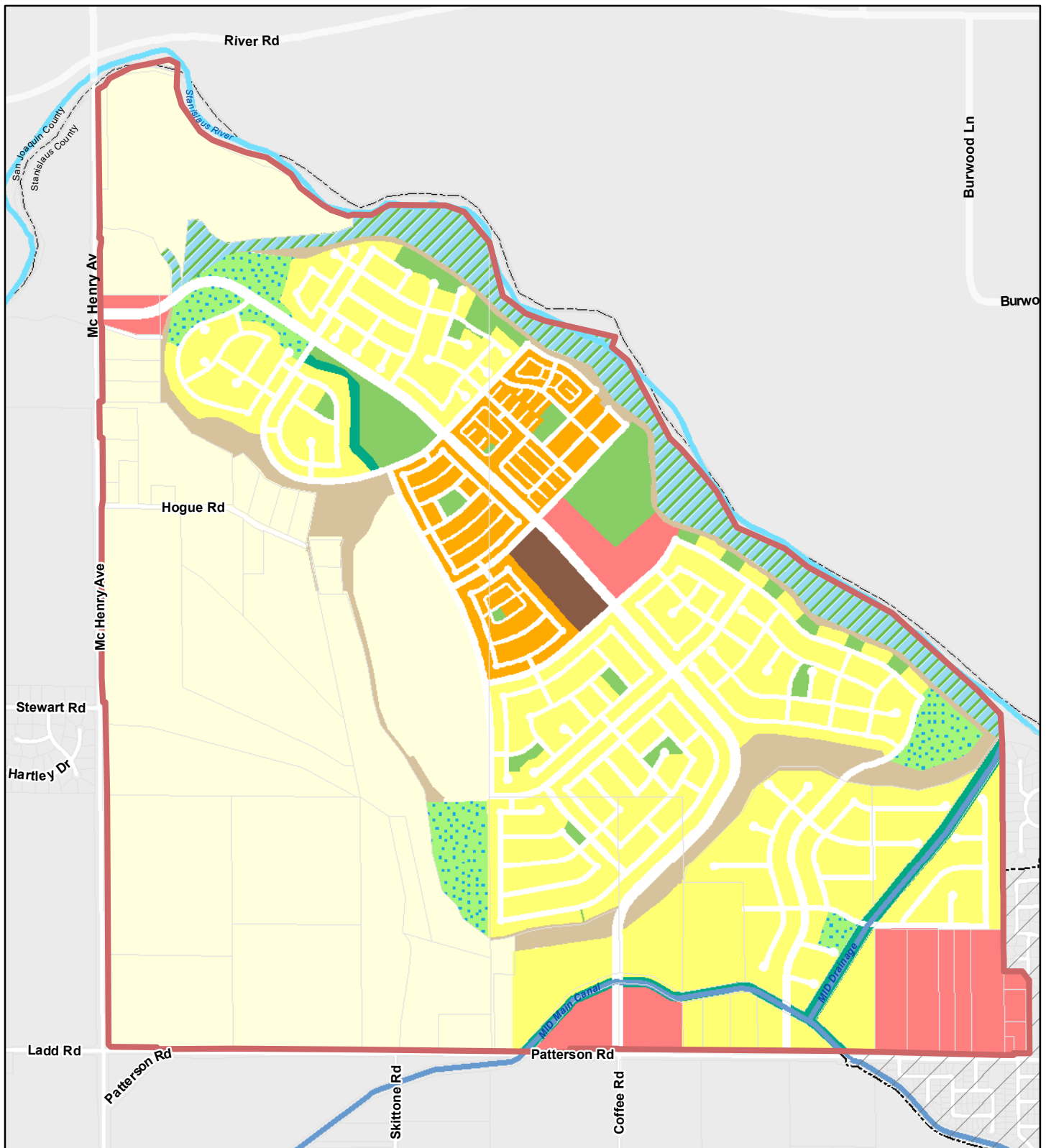
Figure 6 Assessed  
Land Uses

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A Land Use Planning, Design, and Environmental Firm

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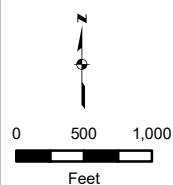
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### Legend

- |                            |   |
|----------------------------|---|
| Project Area               | Mixed Use                               |
| Parcel Boundary            | Park                                    |
| City of Riverbank          | Dual Use Park/Ponding Basin             |
| Reserve                    | Buffer/Greenway/Open Space - Bluff      |
| Low Density Residential    | Buffer/Greenway/Open Space - Canal      |
| Medium Density Residential | Buffer/Greenway/Open Space - River Park |
| High Density Residential   |   |

Sources: Stanislaus County GIS. Map date: May 28, 2021.



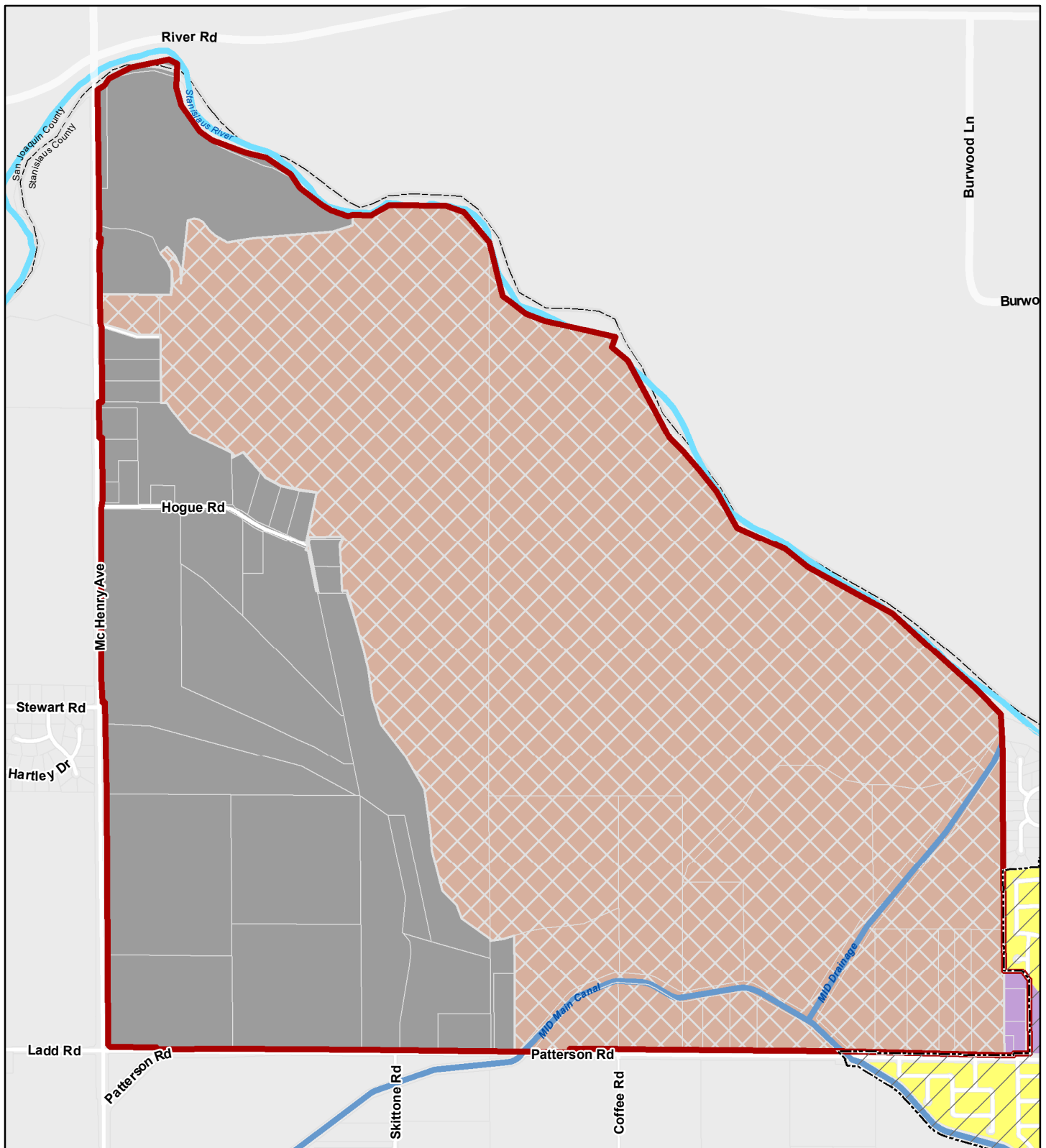
### RIVERWALK SPECIFIC PLAN

Figure 8.  
Proposed General Plan Map

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

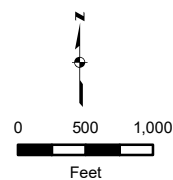


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### Legend

- |                         |                                 |
|-------------------------|---------------------------------|
| Project Area            | Specific Plan Area              |
| Riverwalk Specific Plan | Mixed Use (CX-1)                |
| City of Riverbank       | Single Family Residential (R-1) |
|                         | Unassigned                      |



### RIVER WALK SPECIFIC PLAN

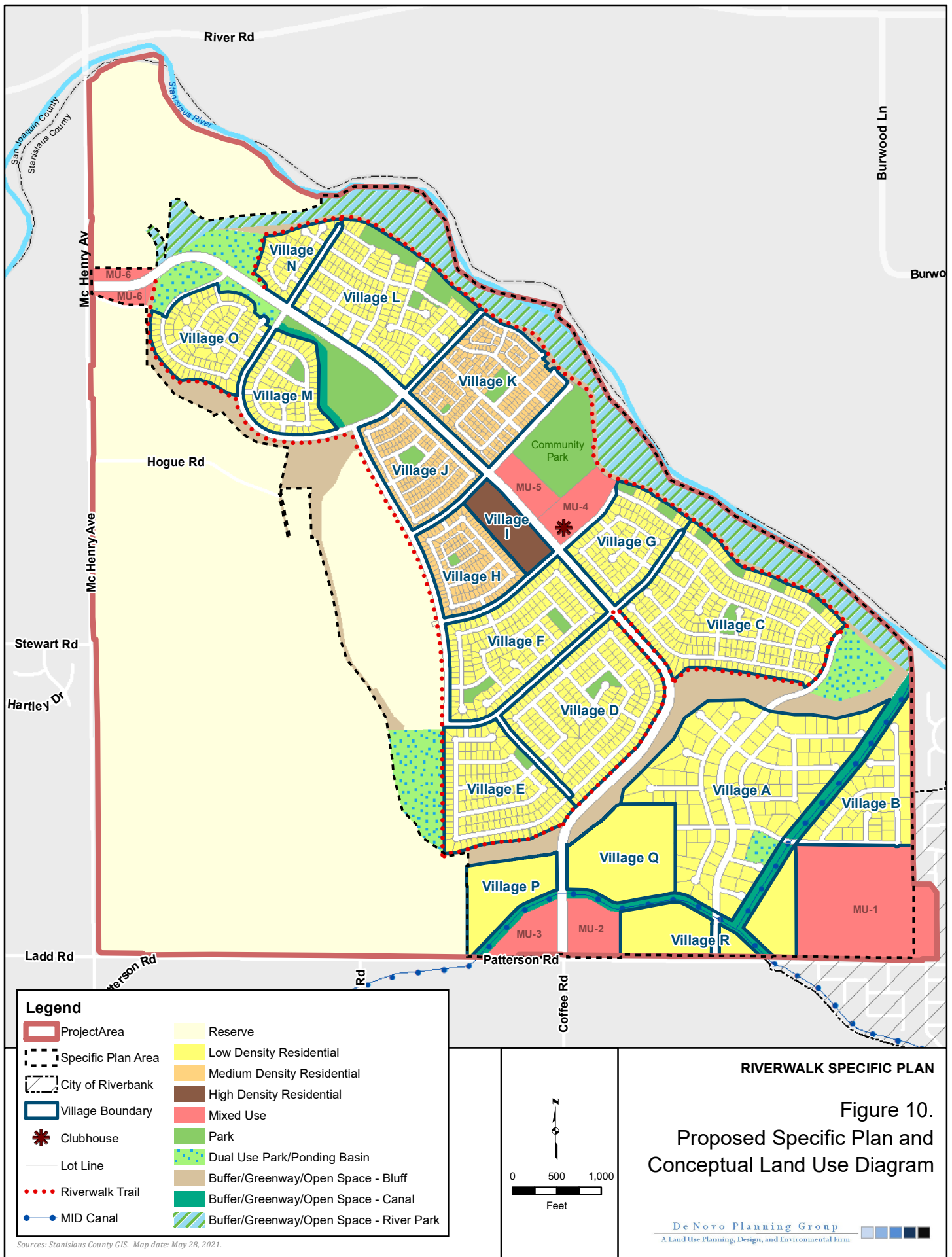
Figure 9 Proposed Zoning

Sources: Stanislaus County GIS; City of Riverbank Zoning Map, August 2015. Map date: November 11, 2020.

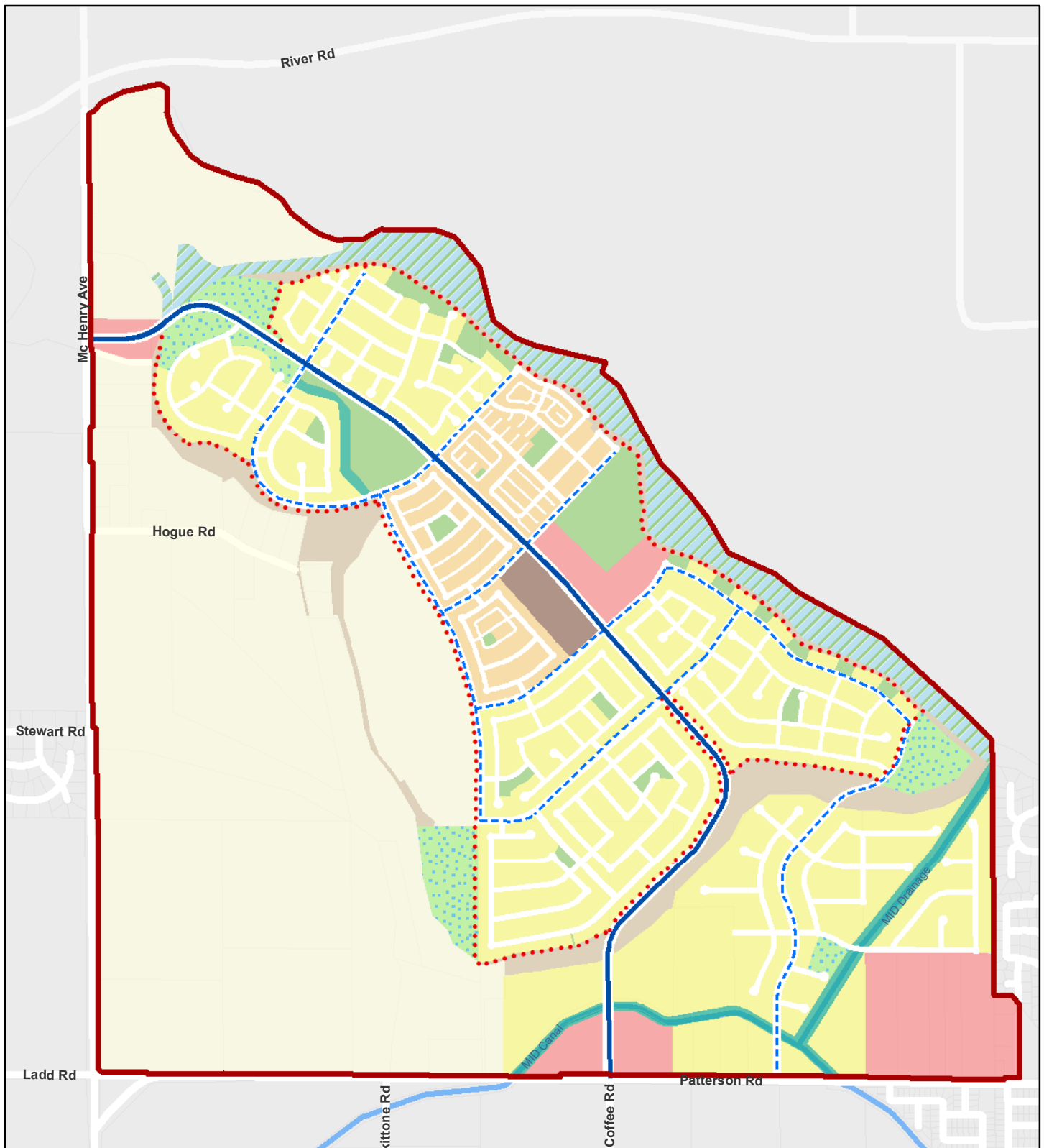
De Novo Planning Group  
A Land Use Planning, Design, and Environmental Firm



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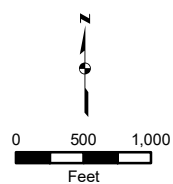
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### Legend

- ProjectArea
- Arterial Street
- Collector Street
- Riverwalk Trail

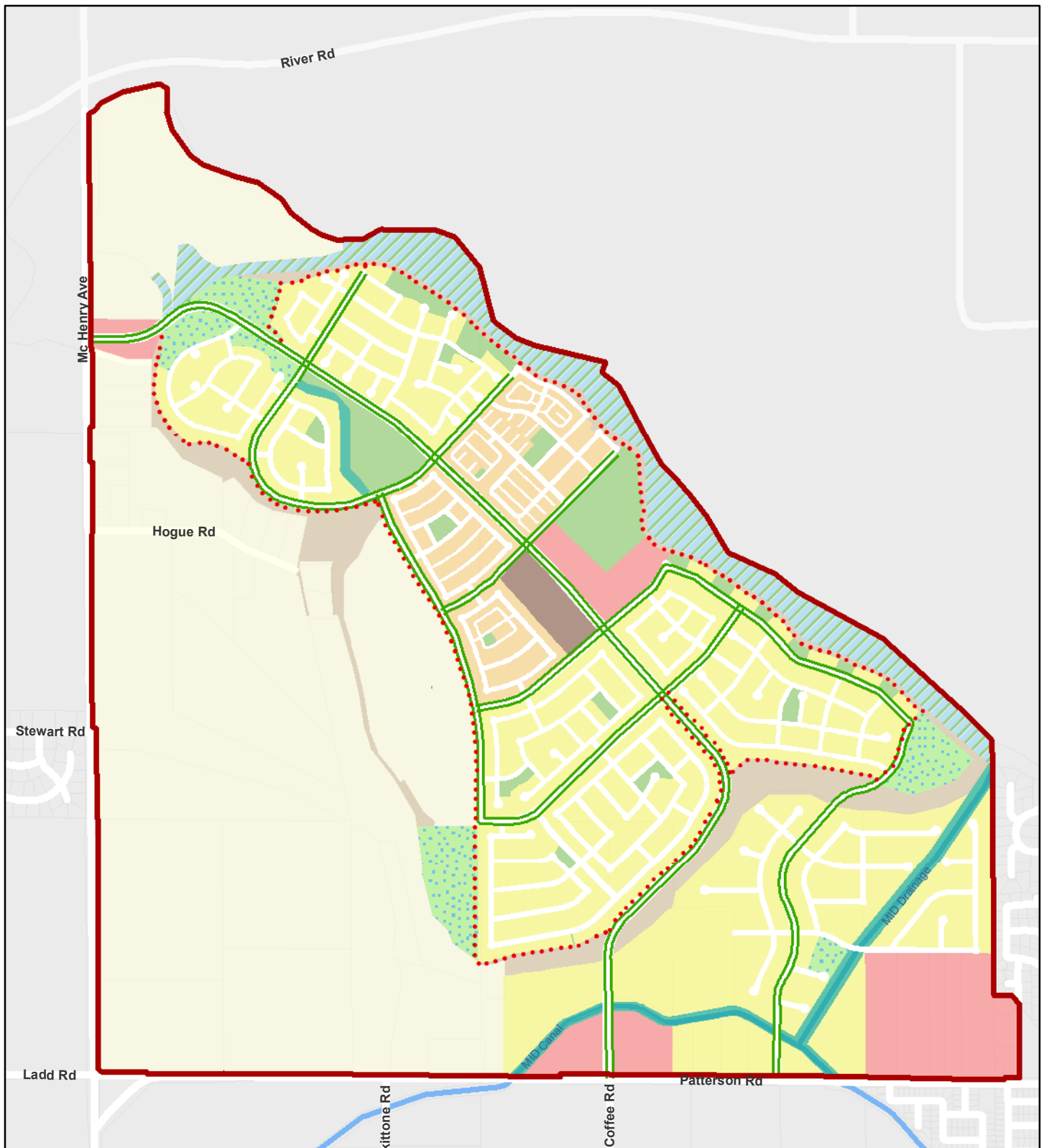
Sources: Stanislaus County GIS. Map date: May 28, 2021.



### RIVERWALK SPECIFIC PLAN

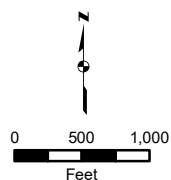
Figure 11. Circulation Network

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### Legend

- Project Area
- ..... Class 1 Bike Trail (Riverwalk Trail)
- Class 2 Bike Lane

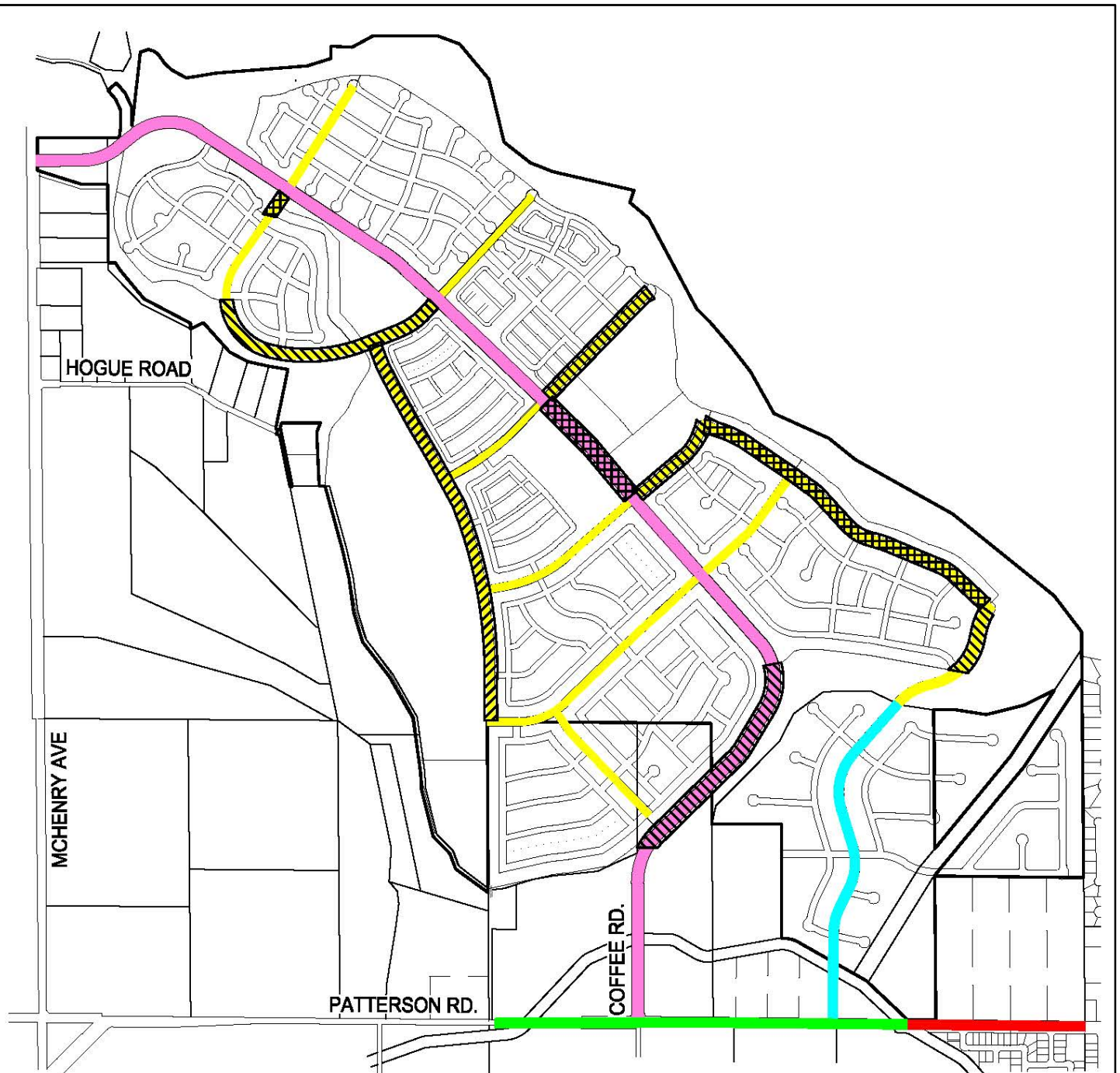


### RIVERWALK SPECIFIC PLAN










Figure 12. Bicycle and Pedestrian Network



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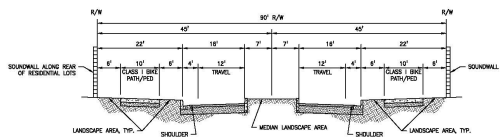
## LEGEND

|  |  |  |
|--|--|--|
|  110' MAJOR COLLECTOR<br>(COFFEE ROAD)                              |  82' MAJOR COLLECTOR<br>(ACCESS TO VILLAGES A, B, AND R)        |  70' MINOR COLLECTOR<br>PARKING ONE SIDE ONLY                   |
|  92' MAJOR COLLECTOR MODIFICATION<br>(COFFEE ROAD - VILLAGE CENTER) |  100-110' ARTERIAL - PATTERSON ROAD<br>(WEST OF CANAL CROSSING) |  70' MINOR COLLECTOR<br>(BACKING LOTS/NO<br>PARKING BOTH SIDES) |
|  82' MAJOR COLLECTOR MODIFICATION<br>(COFFEE ROAD - DOWNSLOPE)      |  90-110' ARTERIAL - PATTERSON ROAD<br>(EAST OF CANAL CROSSING)  |  70' MINOR COLLECTOR<br>(PARKING BOTH SIDES)                    |

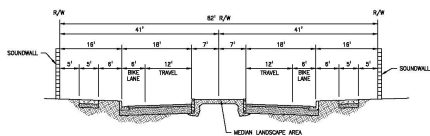
## RIVER WALK SPECIFIC PLAN

Figure 13a Street Sections

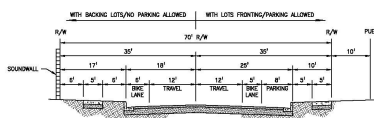
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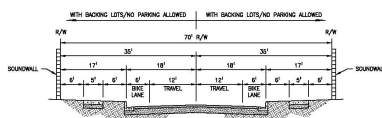
SECTION A:  
90' MAJOR COLLECTOR  
COFFEE ROAD EXTENSION  
N.T.S.



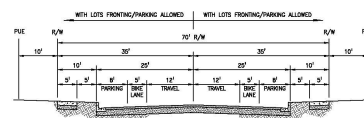
SECTION B:  
82' MAJOR COLLECTOR  
N.T.S.



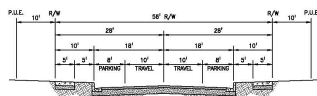
SECTION C:  
70' MINOR COLLECTOR  
N.T.S.



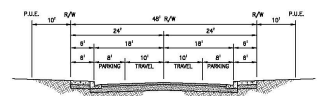
SECTION C:  
70' MINOR COLLECTOR  
(WITH BACKING LOTS/NO PARKING  
ALLOWED ON BOTH SIDES)  
N.T.S.



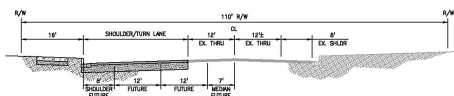
SECTION C:  
70' MINOR COLLECTOR  
(WITH LOTS FRONTING/PARKING  
ALLOWED ON BOTH SIDES)  
N.T.S.



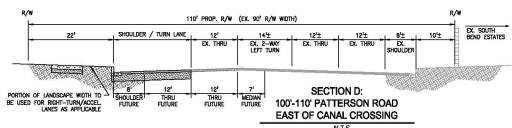
56' LOCAL RESIDENTIAL STREET SECTION (ALTERNATE)  
N.T.S.



48' LOCAL RESIDENTIAL STREET SECTION (ALTERNATE)  
N.T.S.



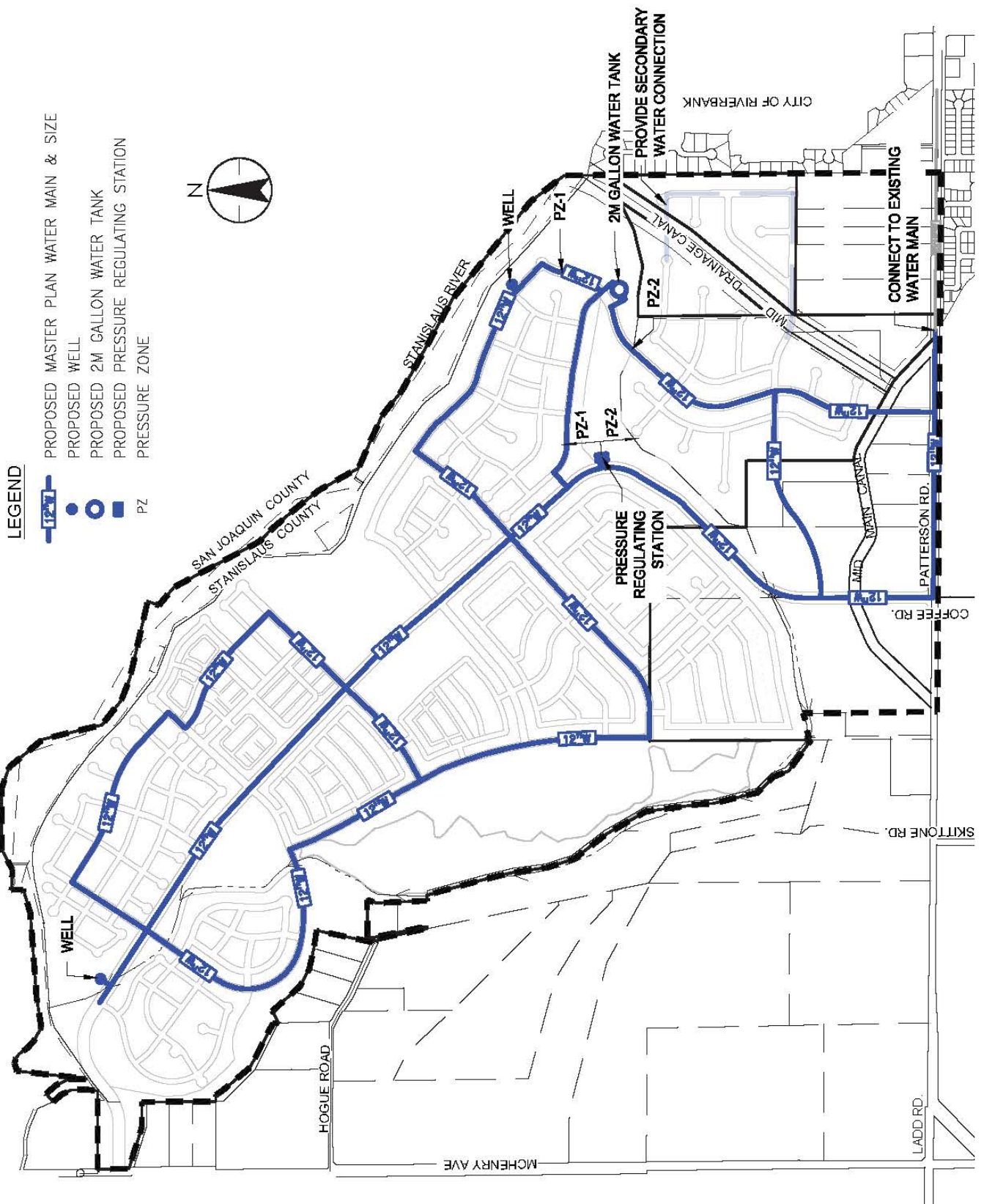
SECTION E:  
90'-110' PATTERSON ROAD  
WEST OF CANAL CROSSING  
N.T.S.



SECTION D:  
100'-110' PATTERSON ROAD  
EAST OF CANAL CROSSING  
N.T.S.

RIVER WALK SPECIFIC PLAN  
Figure 13b Street Sections

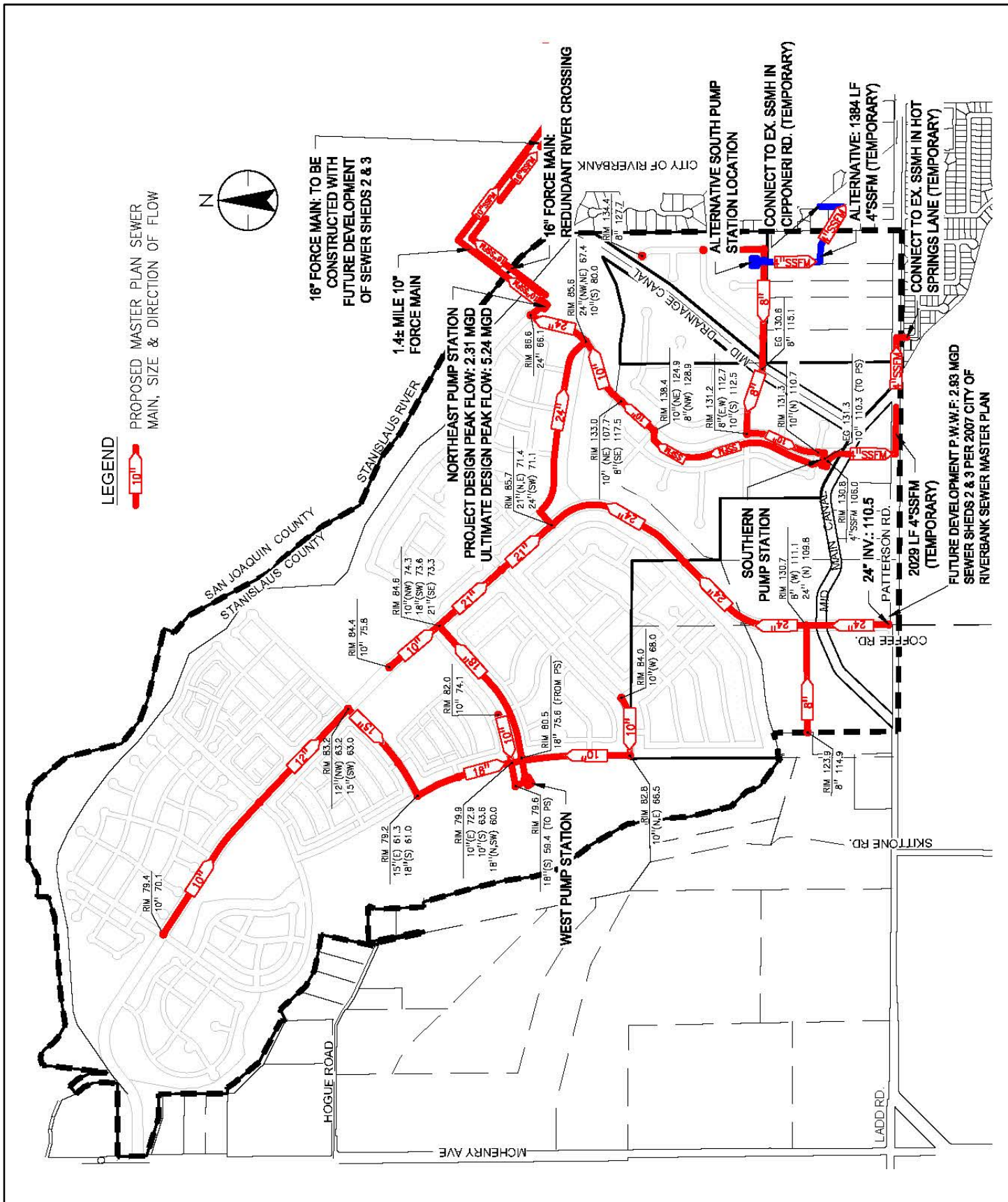
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# RIVERWAL K SPECIFIC PLAN

Figure 14 Preliminary Water Plan

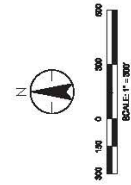
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RIVER WALK SPECIFIC PLAN

Figure 15 Preliminary Sanitary Sewer Plan

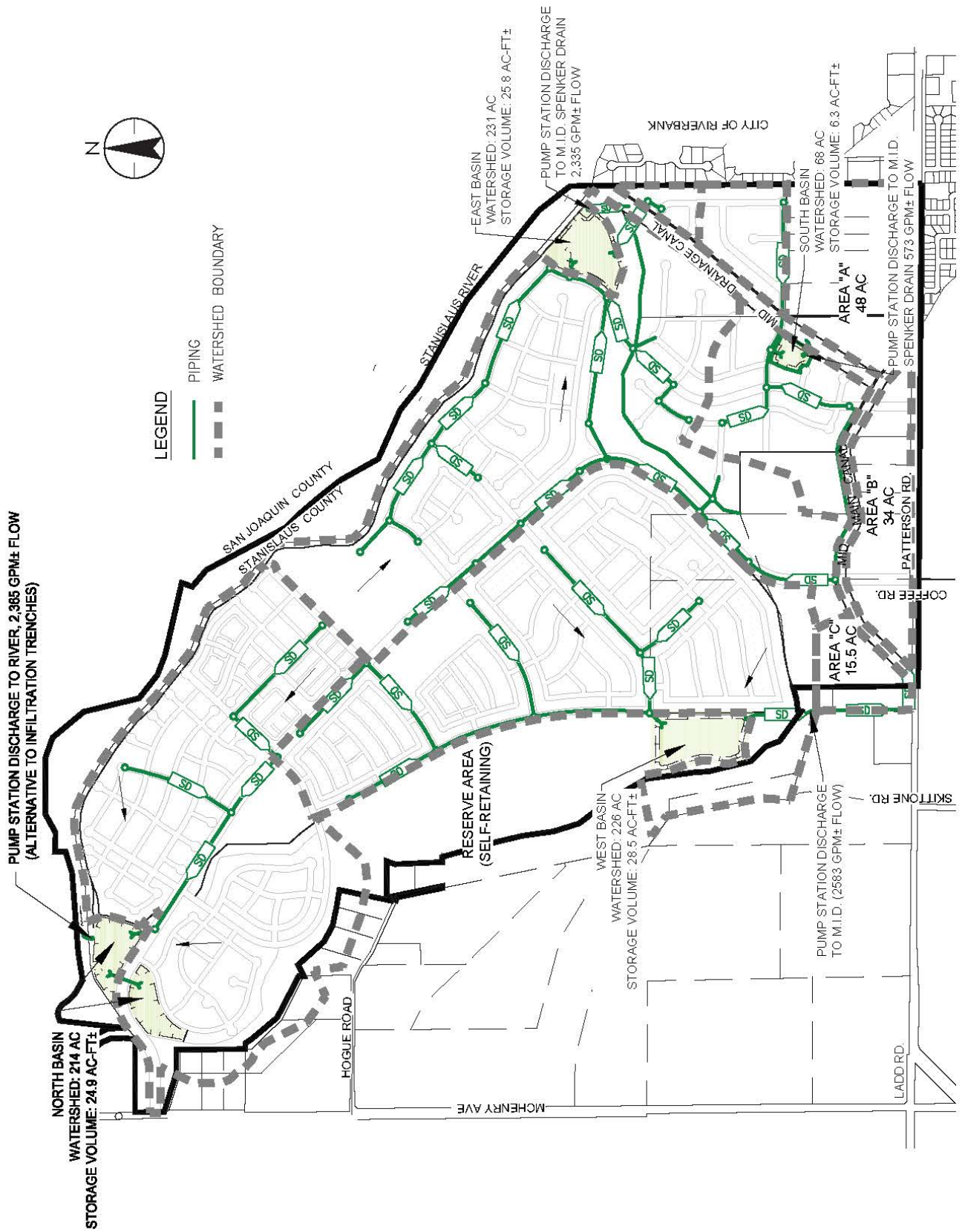
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# RIVER WALK SPECIFIC PLAN

Figure 16 Preliminary Sanitary Sewer Off-site Plan

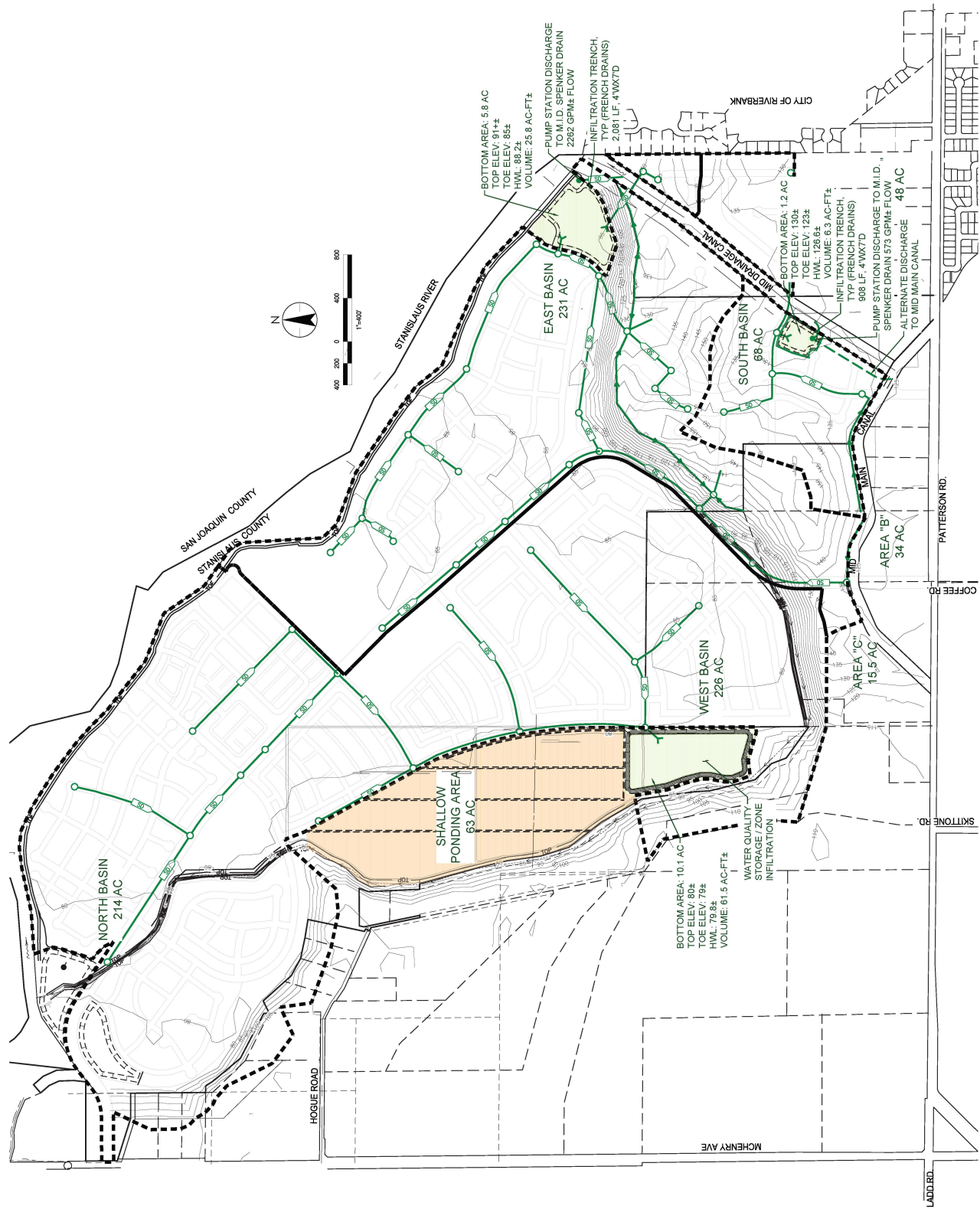
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# RIVER WALK SPECIFIC PLAN

Figure 17 Preliminary Storm Drainage Plan

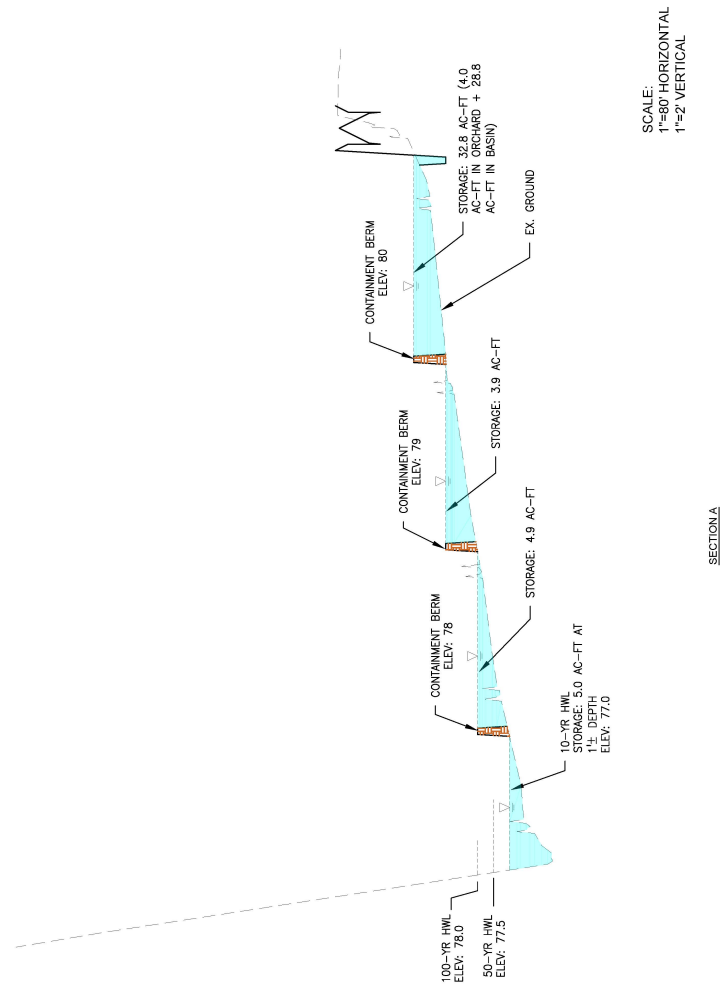
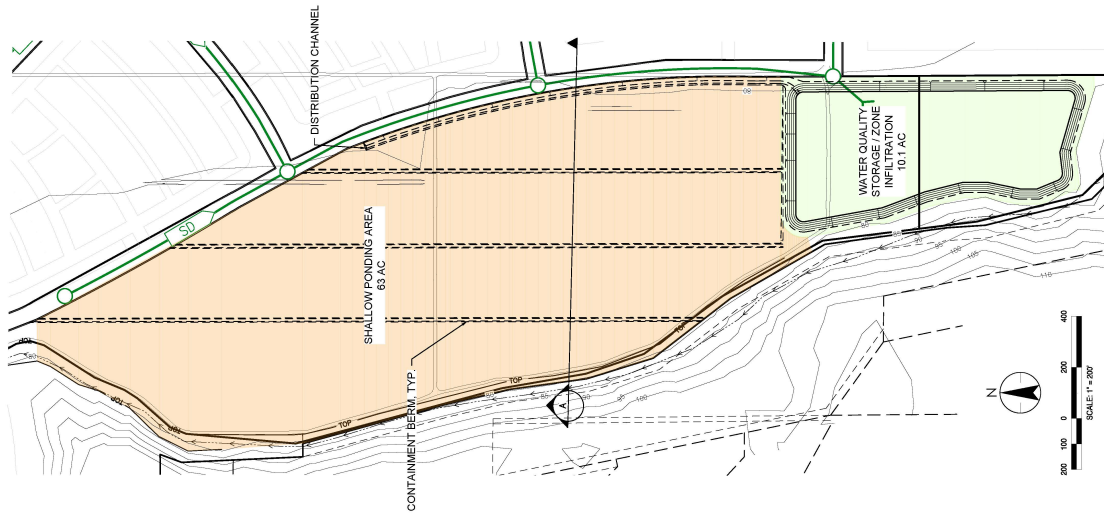
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# RIVER WALK SPECIFIC PLAN

Figure 18a Preliminary Storm Drainage Plan Alternative

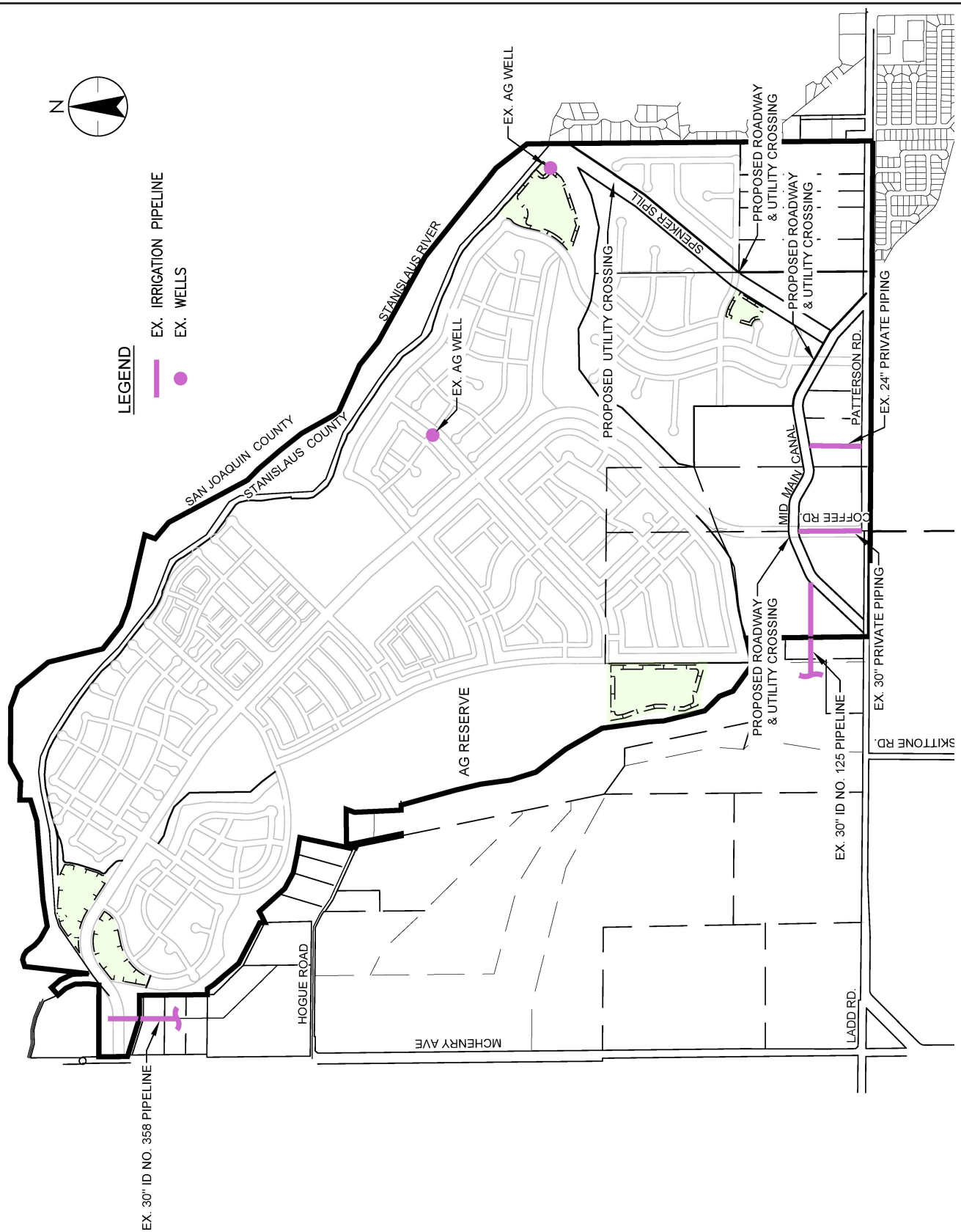
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# RIVER WALK SPECIFIC PLAN

Figure 18b Preliminary Storm Drainage  
Plan Alternative - Shallow Ponding Area

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# RIVER WALK SPECIFIC PLAN

Figure 19 Agricultural Irrigation

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