



### Community Identity Elements

This section of the River Islands UDC describes how a variety of disparate but interrelated elements will help create and reinforce River Islands' distinct identity. Generally, these elements are physical objects within the public right-of-way or on public land that are pervasive and visible, such as light fixtures, walls, or bridges. Coordinating the design of these objects by establishing simple guidelines as to their form, materials, color provides subtle but memorable visual cues that provide the visual unity that creates identity.

Like open space, landscape, and architecture, the design vocabulary for River Islands' identity elements is based predominantly on visual ingredients of the existing Delta landscape. These include the following:

- the long, straight lines of row crops, orchards and vineyards;
- the colors green, blue and brown that represent the dominant colors of the landscape: green of the agricultural fields and natural delta vegetation, blue of the sky and river, and brown of the rich Delta soils.
- the steel of the trusses in the old San Joaquin River bridges and the straightforward agricultural buildings that dot the landscape;
- the simple concrete forms of major Delta infrastructure, such as the irrigation canals.

These four sources will provide the design vocabulary for the River Islands identity elements described in this section.



## **Bridges & Causeways**

### **Bridge & Causeway Concept**

The infrastructure elements of River Islands include the four bridges that connect the community with the rest of the Delta, and the bridge–causeway system that crosses the central lake, connecting one part of the community with another. The following criteria apply to these infrastructure elements, and the sketches illustrate potential bridge treatments consistent with these guidelines. Other bridge designs may also be consistent, subject to review and approval of the STDRB.

### **Infrastructure Element Hierarchy**

The treatment of infrastructure elements will vary according to their importance to the overall identity of the community. The main elements of the infrastructure are described in the following paragraphs, which are arranged in the order of importance to the overall identity of the community.

### **Simple, modern forms**

The form of the bridges and causeways should be simple and modern, and should be based on twentieth century precedents. Bradshaw Crossing should be the most visually prominent, and a prominent design statement may be incorporated into the design of this element. Other bridges may incorporate standard box beam construction in hunched or straight line forms, and arches may be used in bridge elements that cross Canal Street or the Central Lake.

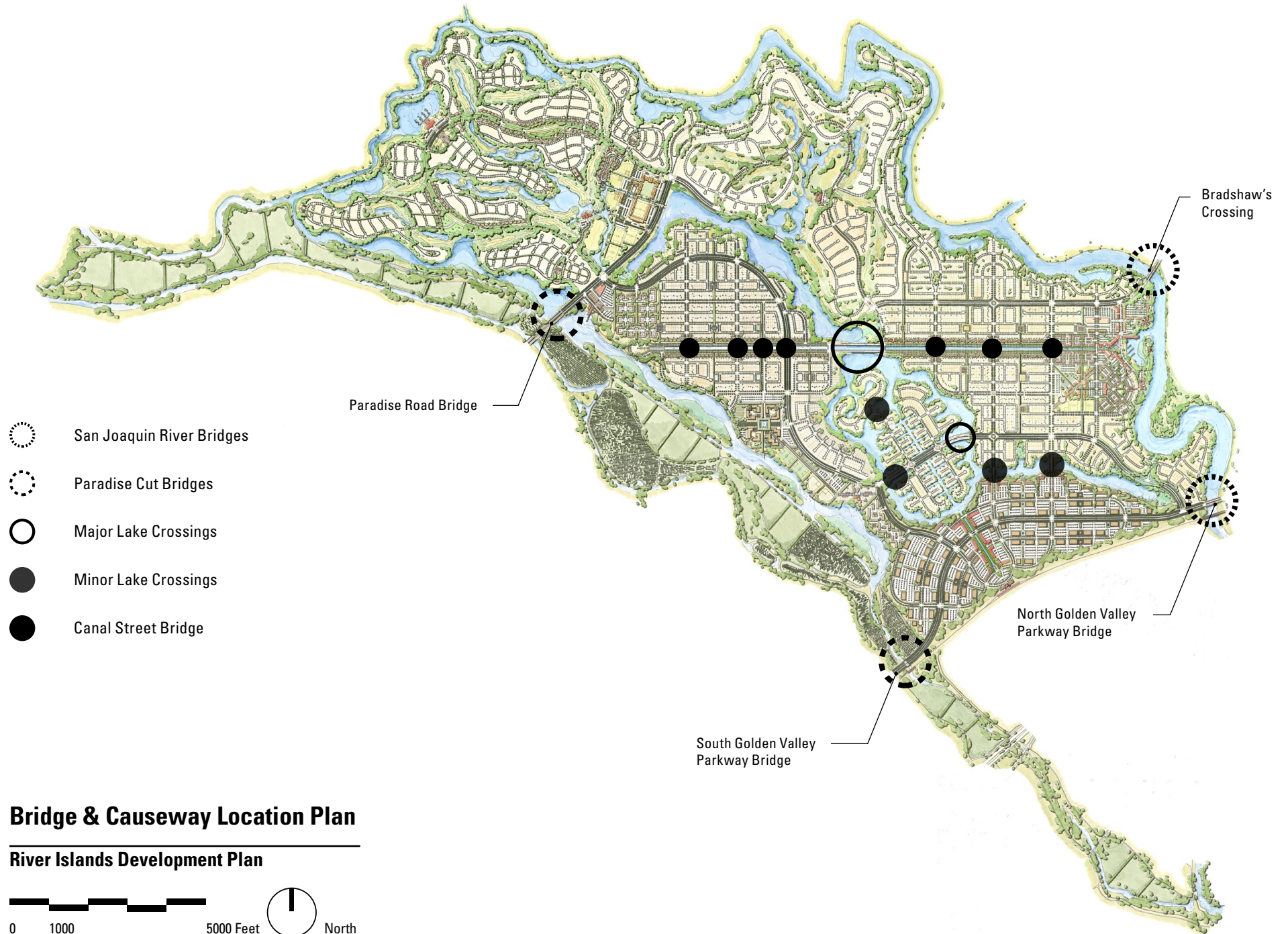
### **Masonry and Metal**

Materials for the bridges may include masonry and/or metal elements, consistent with durability, strength and maintenance requirements.



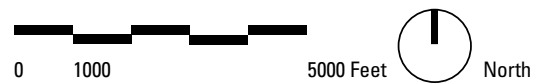
*Major Lake Crossing from Central Lake Linear Park*





### Bridge & Causeway Location Plan

#### River Islands Development Plan

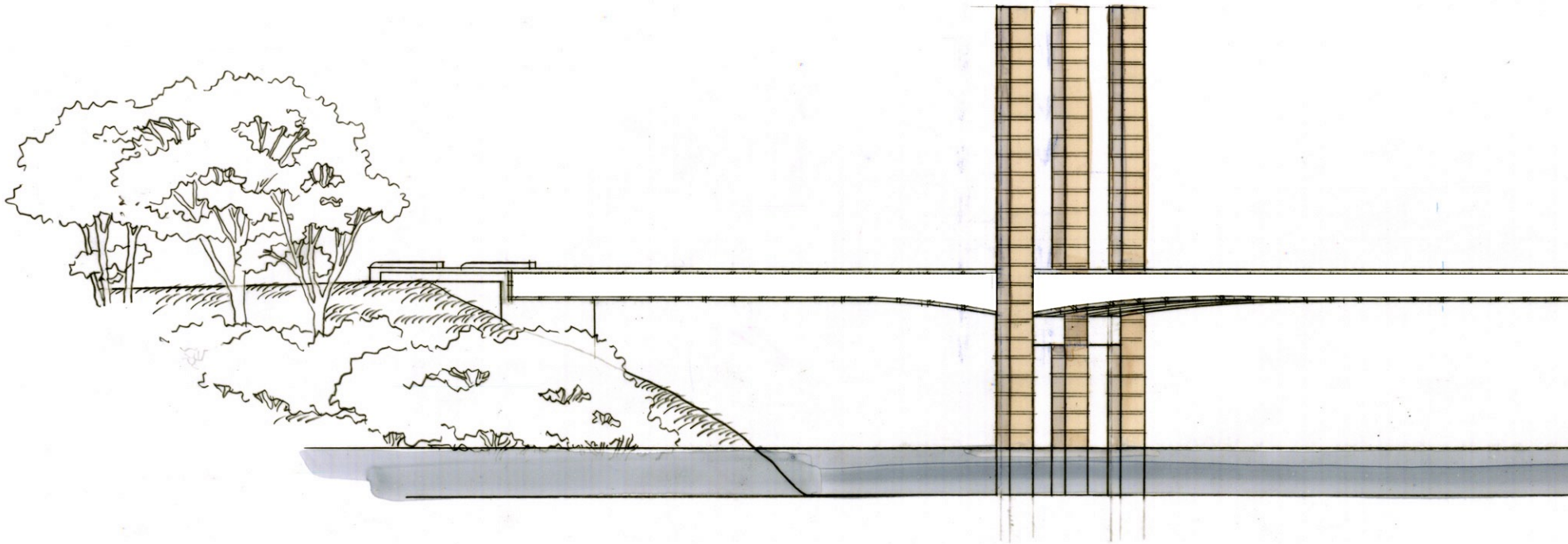




**Bradshaw's Crossing.** This is a new bridge that crosses the San Joaquin River near the Town Center. It is the most important entry into the community because it connects the Town Center area and much of the residential community to the rest of Lathrop. Deserving of special treatment, Bradshaw's Crossing has the ability to become both a local and regional identity marker for River Islands Lathrop, and the larger delta community. The following alternatives illustrate various approach to this signatural bridge.

**North Golden Valley Parkway.** Similar in importance to Bradshaw's Crossing, this bridge will provide access to Lathrop from the Employment Center and other residential neighborhoods in River Islands. This bridge will replace or supplement the existing old Highway 50 crossing.

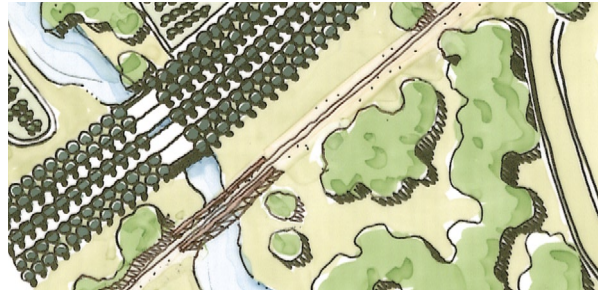
**South Golden Valley Parkway.** The southern end of Golden Valley Parkway crosses Paradise Cut and may someday connect to Interstate 205 several miles to the south.



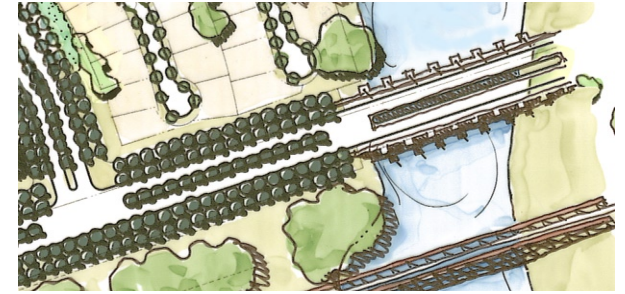
*Bradshaw Crossing Bridge option: Towers on the delta*



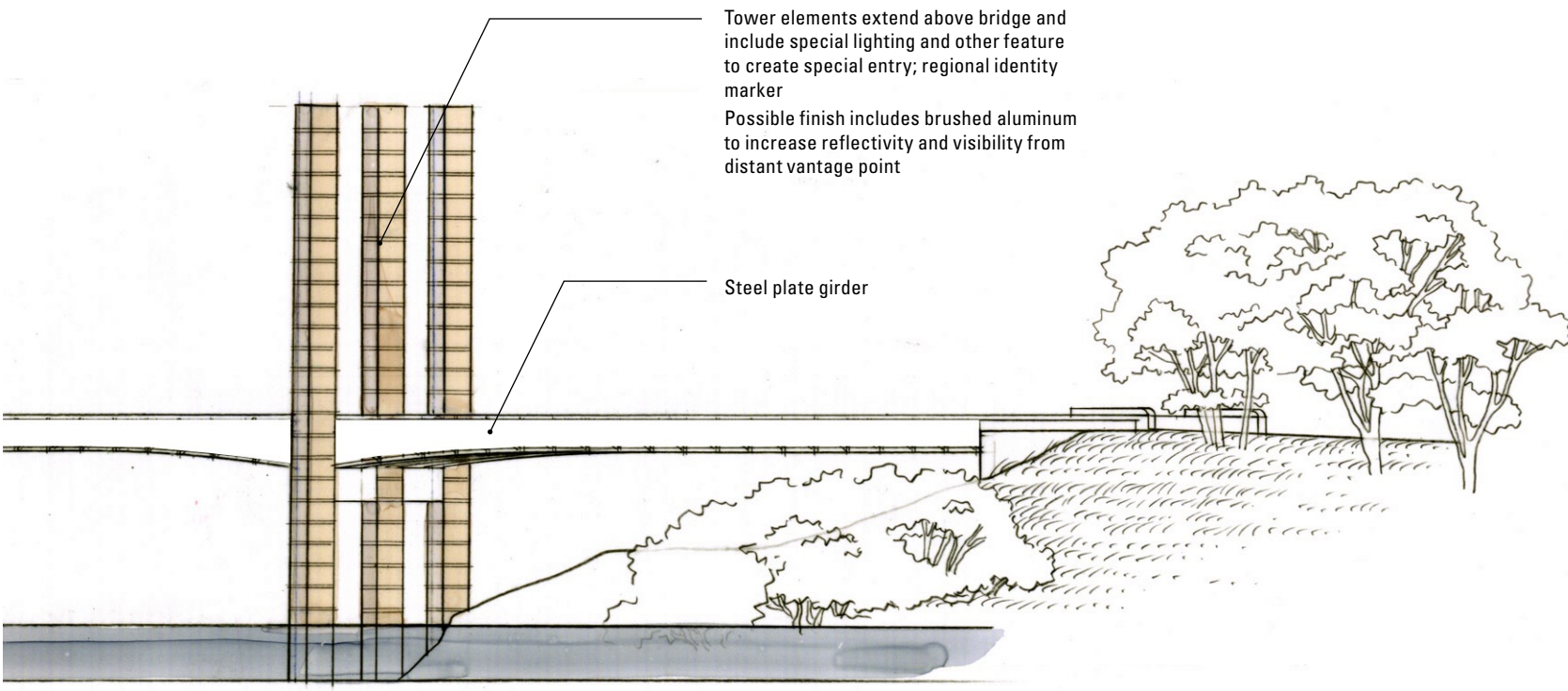
Bradshaw Crossing Bridge

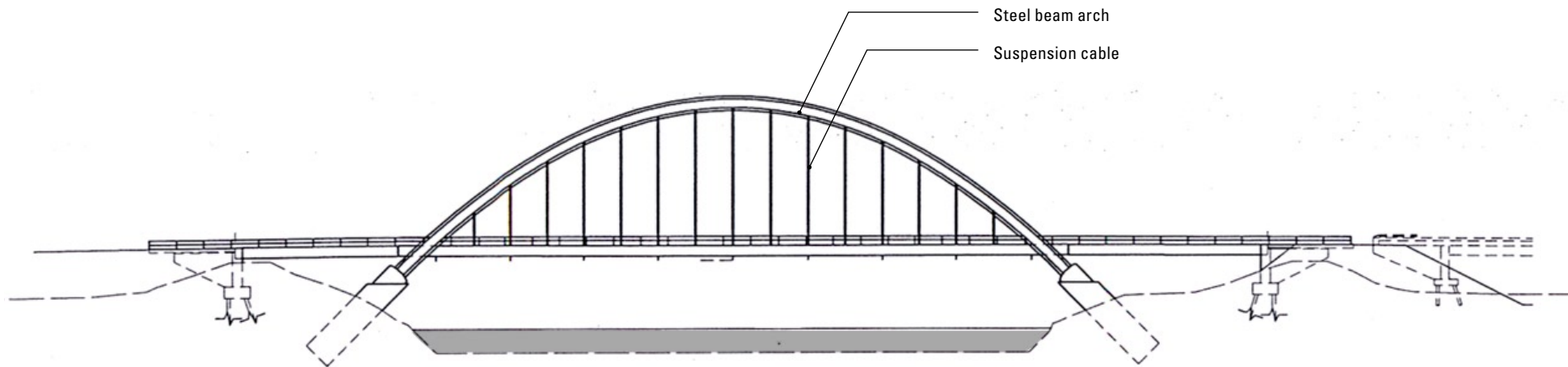


South Golden Valley Parkway Bridge

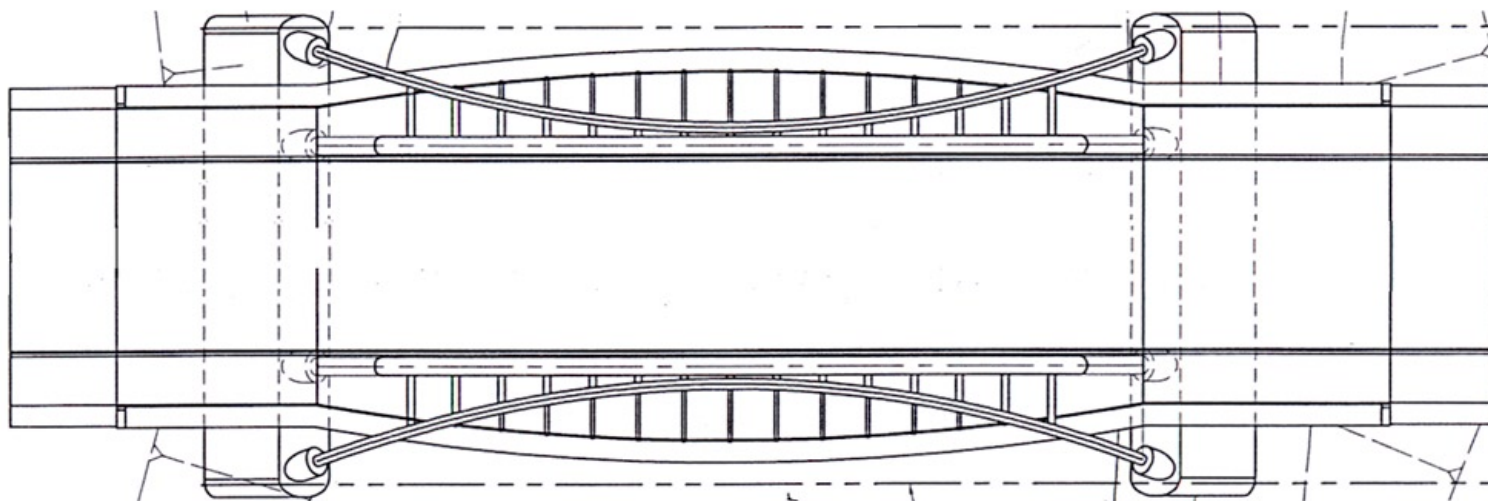


North Golden Valley Parkway Bridge



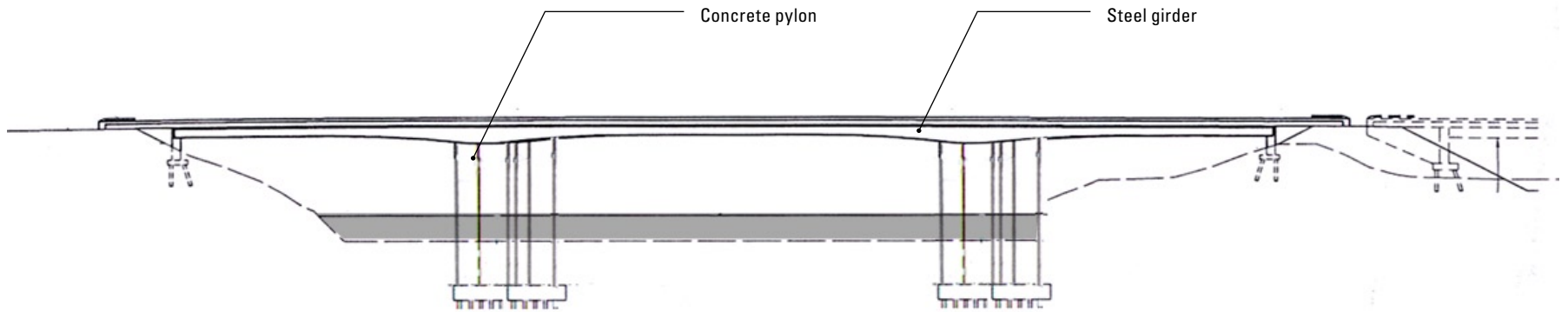


Elevation

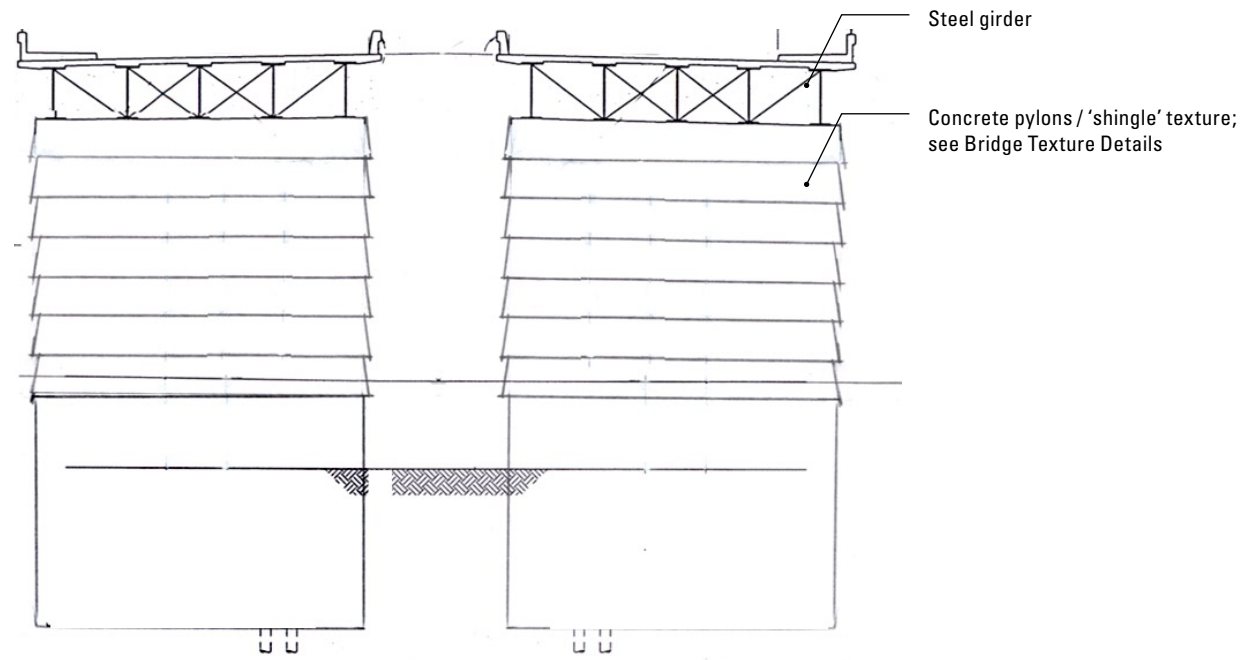


Plan

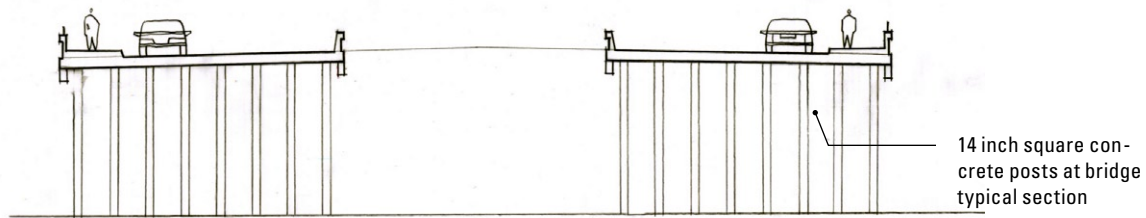




Elevation

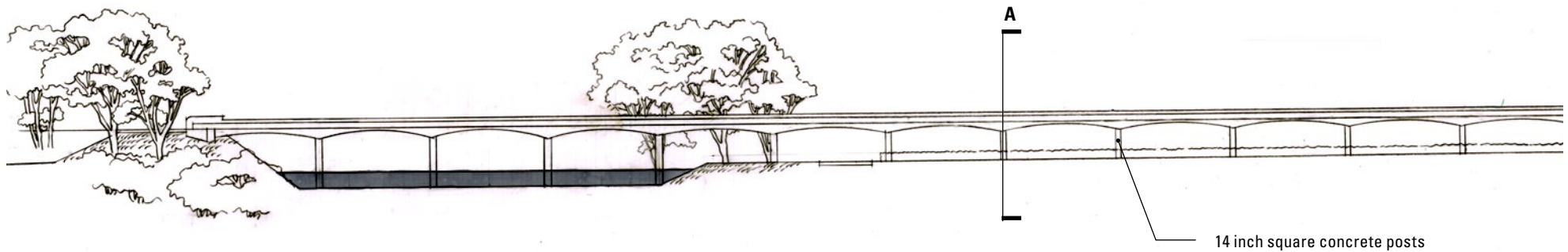


Bradshaw Crossing Bridge option: Steel girder

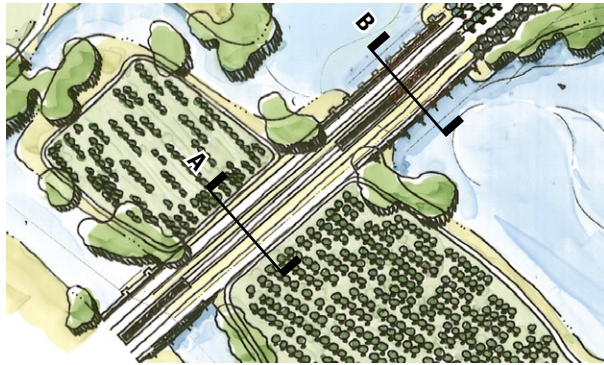


**Paradise Road Bridge.** This bridge provides access to the west side of River Islands at Lathrop. Eventually, Paradise Road may also connect to Interstate 205. The character of this bridge will be established in part by its length and the fact that it crosses two separate channels. The sketch illustrates a possible treatment of this bridge that takes advantage of its length and special condition.

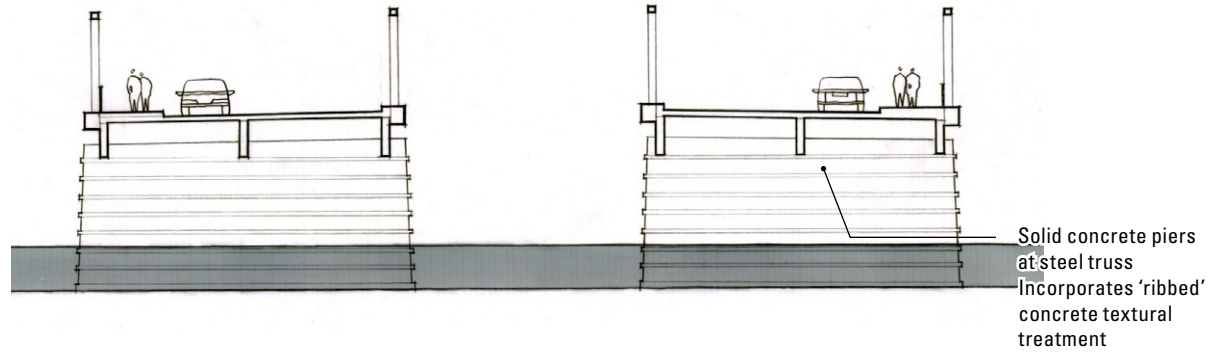
Paradise Road Bridge Section A



Paradise Road Bridge Elevation

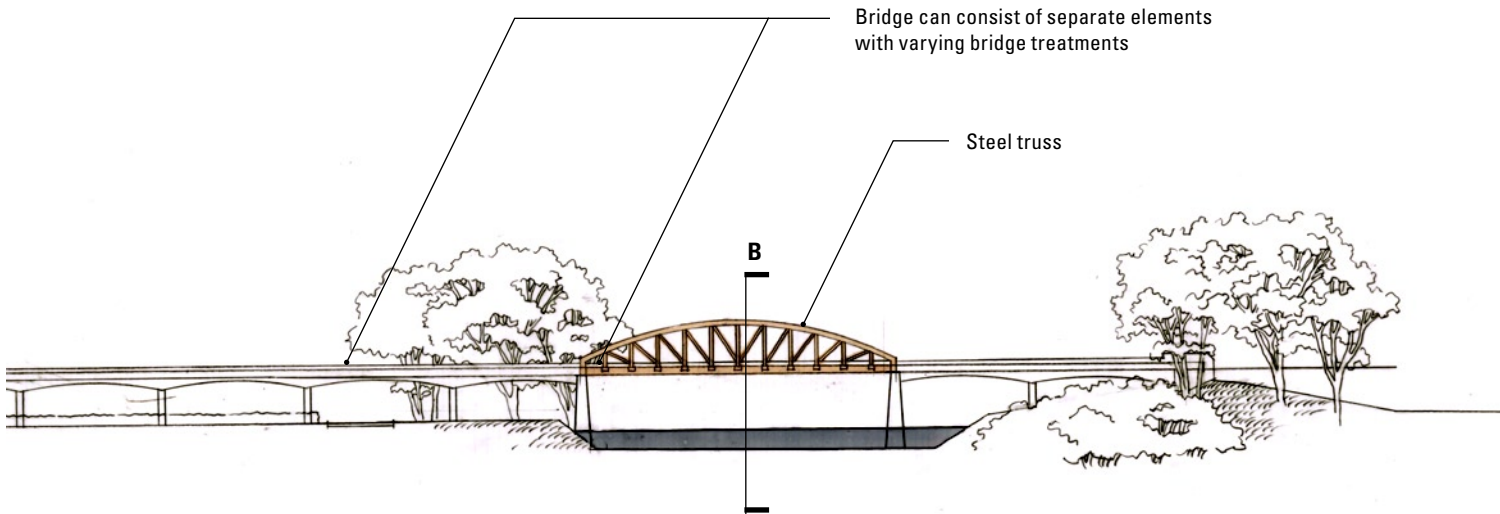


Paradise Road Bridge Plan



Paradise Road Bridge Section B

Solid concrete piers at steel truss  
Incorporates 'ribbed' concrete textural treatment



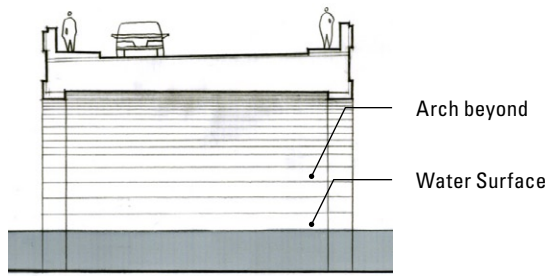
Bridge can consist of separate elements with varying bridge treatments

Steel truss

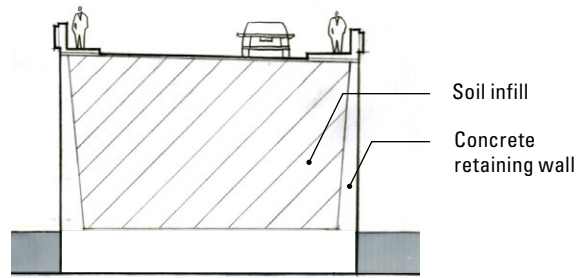
B



River Islands Urban Design Concept

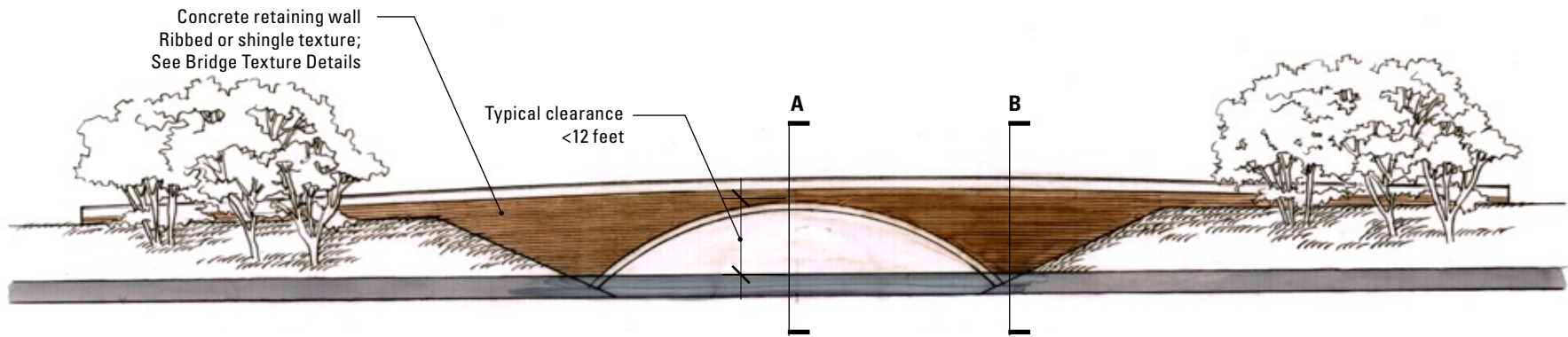


A. Lake Crossing Section through Arch

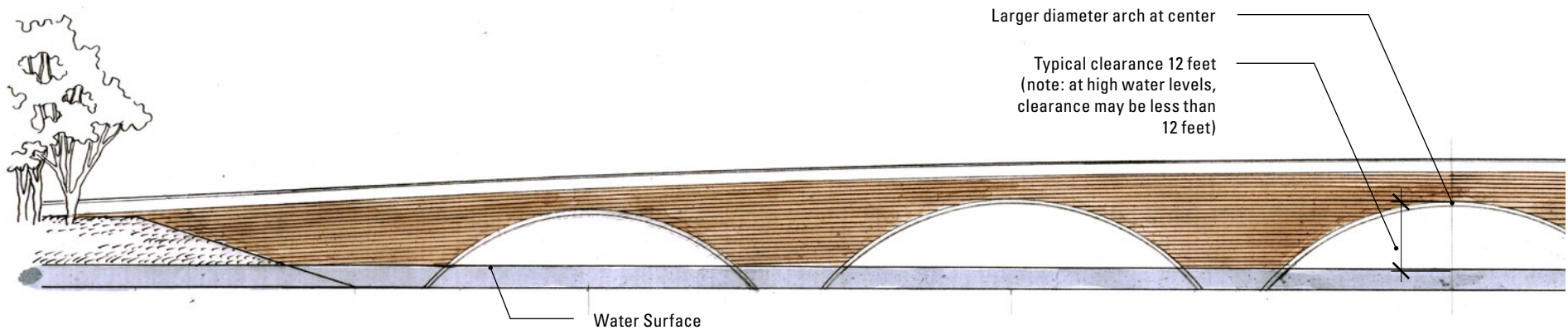


B. Lake Crossing Section through Solid Portion

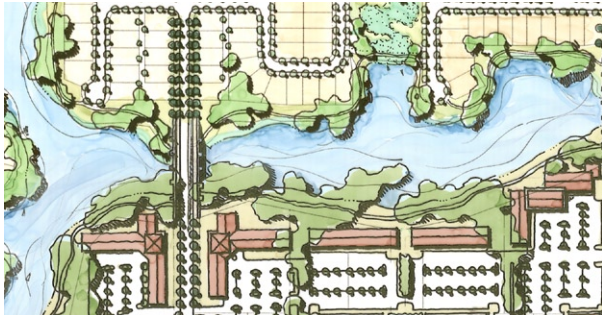
**Lake Crossings.** These causeway bridges will have large enough openings to permit boats to pass below.



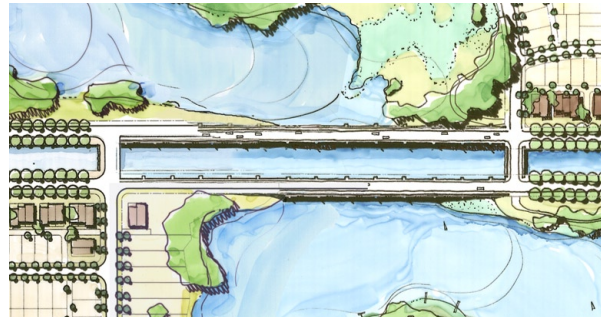
Minor Lake Crossing Elevation



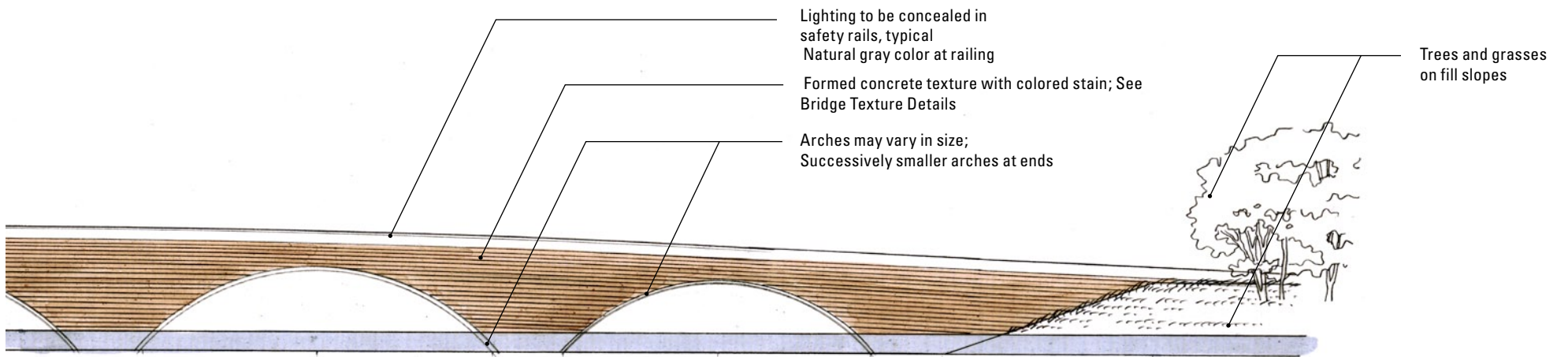
Major Lake Crossing Elevation



Minor Lake Crossing Plan



Major Lake Crossing Plan



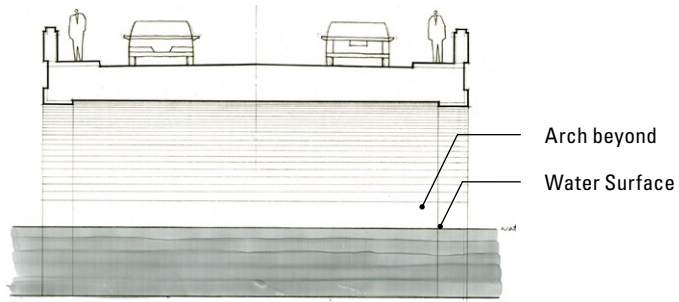
Lighting to be concealed in safety rails, typical  
Natural gray color at railing

Formed concrete texture with colored stain; See Bridge Texture Details

Arches may vary in size; Successively smaller arches at ends

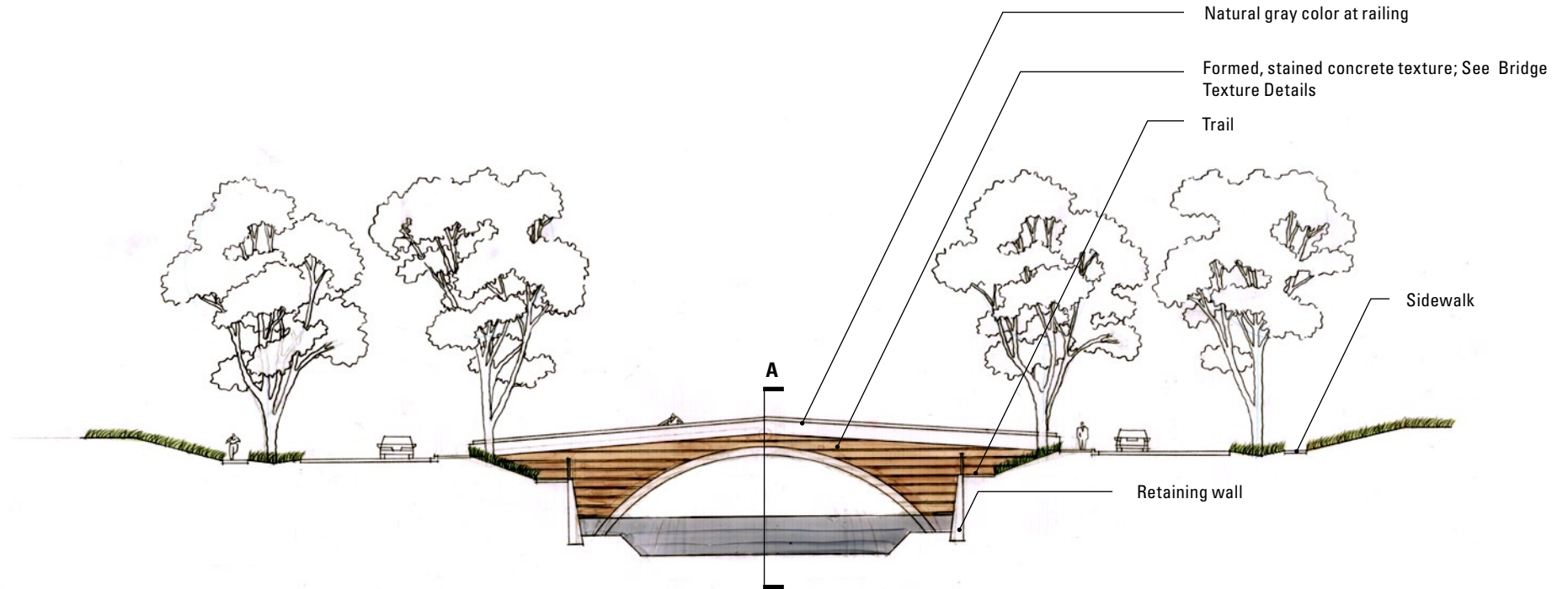
Trees and grasses on fill slopes

River Islands Urban Design Concept



**Canal Street Bridges.** The bridges that cross Canal Street will permit small boats to pass beneath them, and will create a family of bridges that are related to the design of the Canal Street open space.

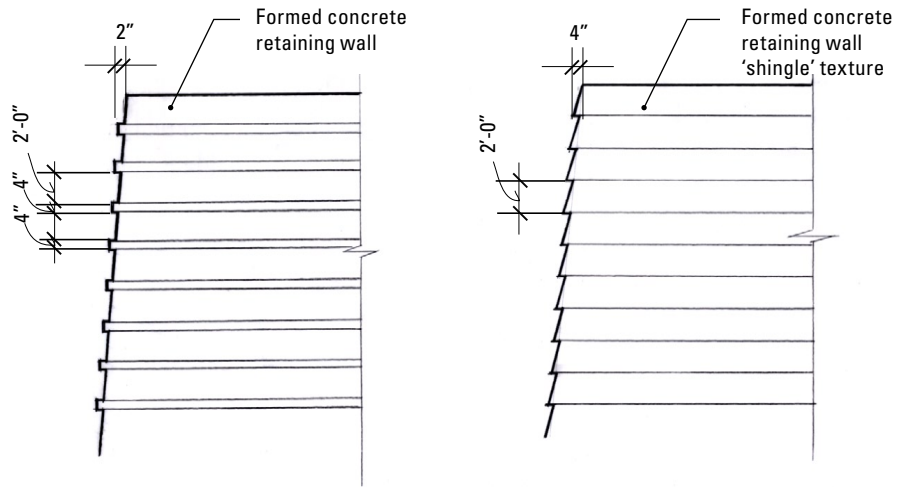
Canal Street Bridge Alternative Section A



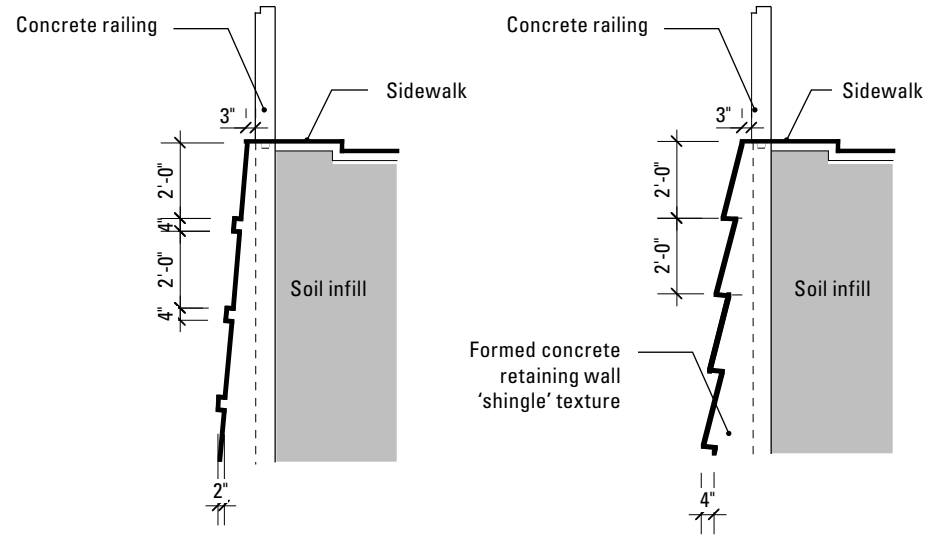
Canal Street Bridge Alternative Elevation A



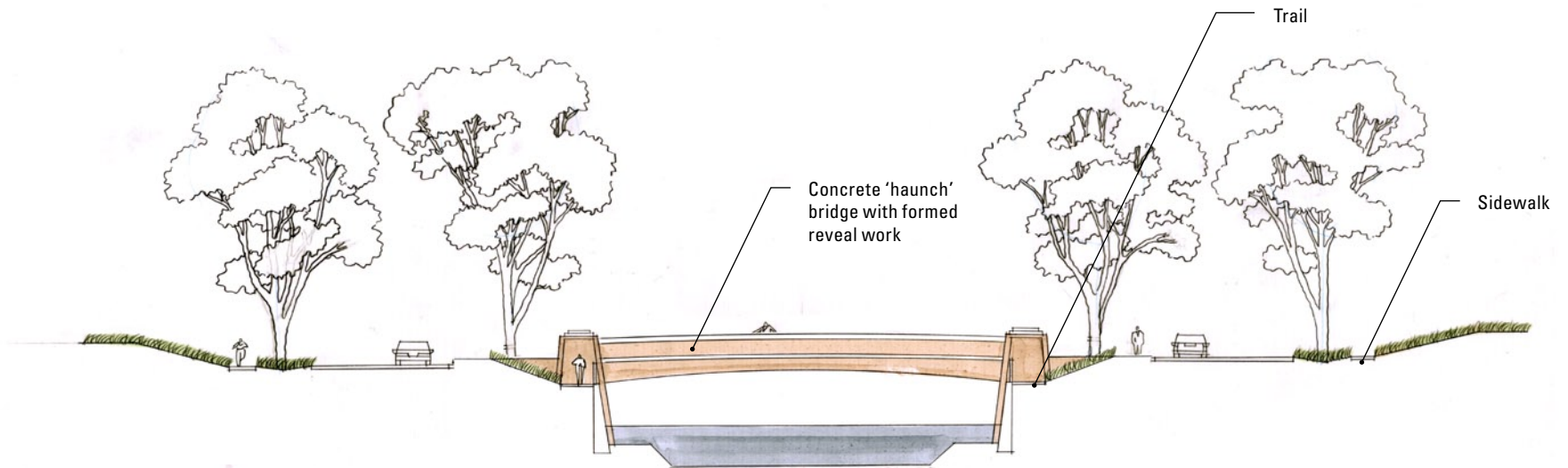
Bridge Texture Details



Bridge elevation texture options



Bridge concrete texture enlargement detail section



Canal Street Bridge Alternative Elevation B

## **Community Signs & Gateways**

### **Gateway Concept**

Gateways provide a means to identify River Islands at Lathrop as a community distinct from others in the region. Occurring primarily on roads at the entrance to a particular district or neighborhood, gateways consist of special landscape planting, monuments, signs, and other elements that have a scale appropriate to the size of the street and the place that they identify. The following is a description of the primary design criteria for these features.

### **Understatement**

Gateways should be simple and understated. Trees should be the dominant element, as they are well suited to creating an atmosphere appropriate to River Islands at Lathrop. Additionally, the number of different types of materials should be kept to a minimum. Trees, grass and masonry should dominate.

### **Durable and Long-lived**

As permanent landscape features with a life of 30 to 50 years, or longer, it is especially important that forms be simple and have a classic appeal. Materials for signs or other gateway monuments should be masonry or concrete, and should be durable and maintenance free. Text should be limited to one type face and font, and should be classic in appearance.

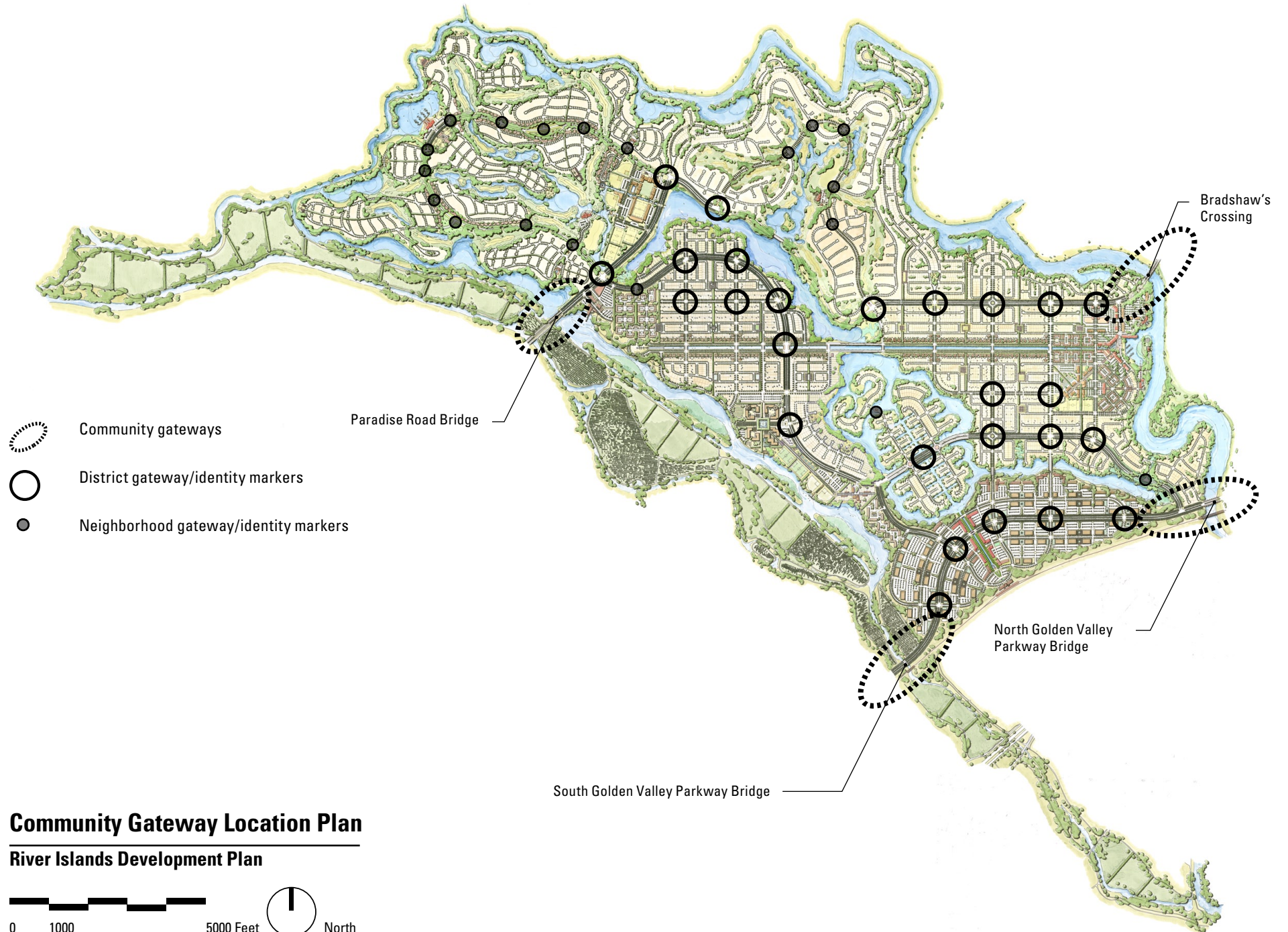
### **Express Community Hierarchy**

Gateways should express a hierarchy that reflects the structure of the community. Community Gateways are the most important and Neighborhood Gateways the least important. All should share common materials, forms and styles.

**Community Gateways.** The most important, largest and most elaborate gateways will occur at the four main entries into River Islands at Lathrop. All are located at points where bridges cross the San Joaquin River or Paradise Cut.

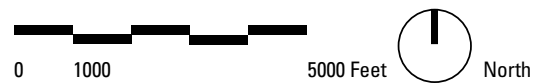
Community Gateways are the bridges that cross the rivers at the edge of river Islands; Bradshaw Crossing, Paradise Road Bridge, South Golden Valley Parkway bridge, and North Golden Parkway Bridge.

Because of the variety of conditions at each of the four entries, the Community Gateways will vary in treatments. There will, however, be elements common to all to retain continuity and unity. The design of the bridges will be deliberately incorporated into the overall entry design sequence.



### Community Gateway Location Plan

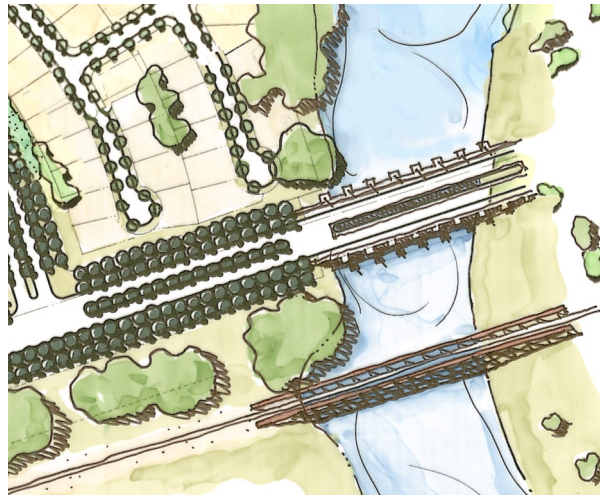
#### River Islands Development Plan



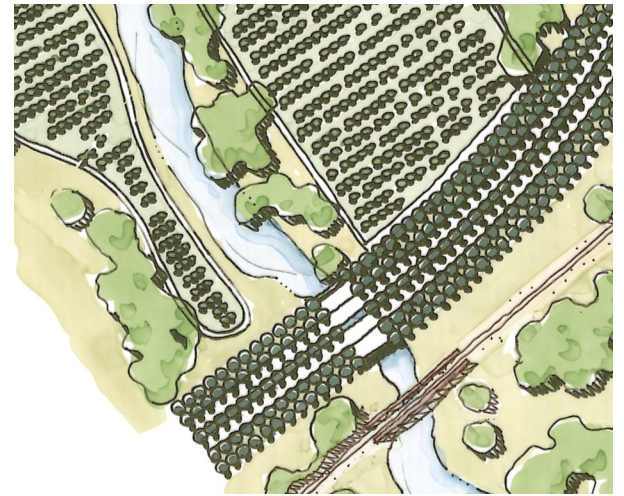




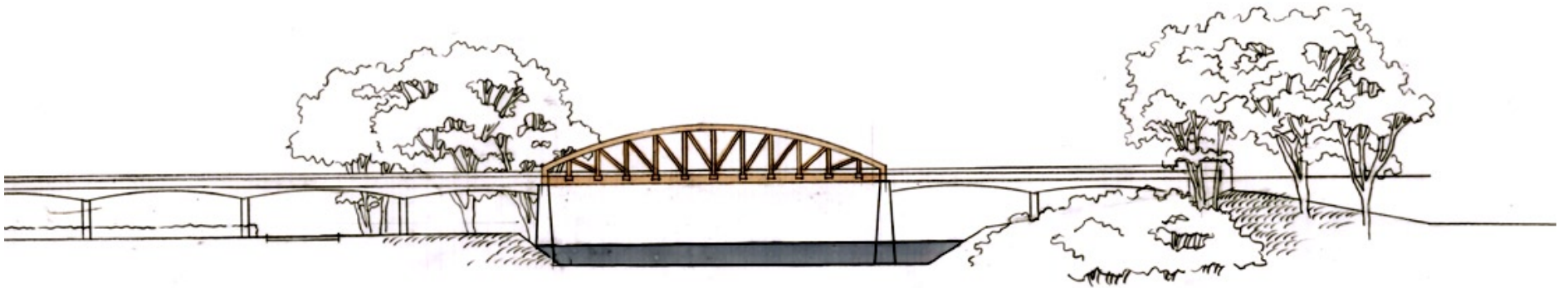
River Islands Parkway (Bradshaw's Crossing)



North Golden Valley Parkway



South Golden Valley Parkway



Paradise Road Gateway Bridge Elevation





Paradise Road Gateway Bridge

Steel truss at main river channel crossings

Understated signage announces arrival into river islands Community



Paradise Road Gateway Bridge





North River Islands Parkway

Important architectural element at corner indicates entry

North Water Street

**District Gateways.** District Gateways may occur within or at the edge of Districts, and should be less elaborate than Community Gateways. District Gateways may be more like markers than true gateway elements, as they may actually be located inside a district, rather than at its edge.

Town Center Gateway Plan



Unique lighting system at water Street; See Lighting Section

Regular Planting of canopy shade trees

Signage or special events banners

Tower at southwest corner announces arrival into retail district

The entry to the Town Center is marked by a special architectural element at the southwest corner of North River Islands Parkway and North Water Street



Employment Center District Gateway



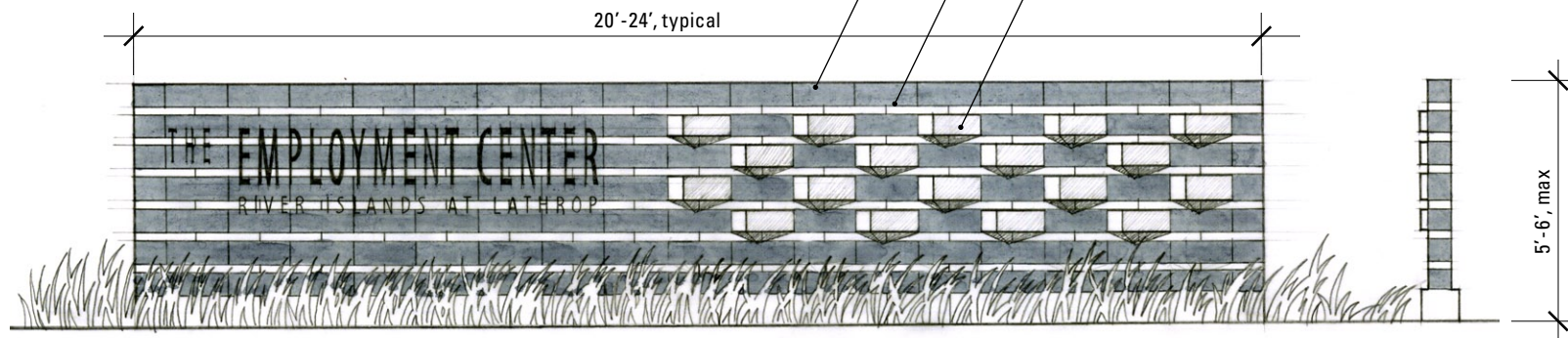
District gateway signage

Employment Center Gateway Plan

Split-face concrete block; Brown color 6" x 6" x 16", typical

Natural grey block; 2" x 6" x 16", typical

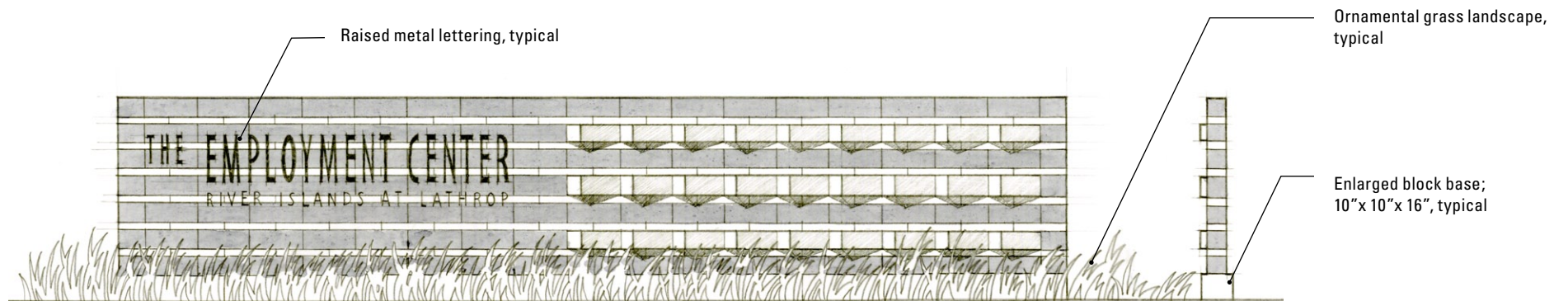
Natural grey block canted outward; 6" x 6" x 14", typical



20'-24', typical

5'-6', max

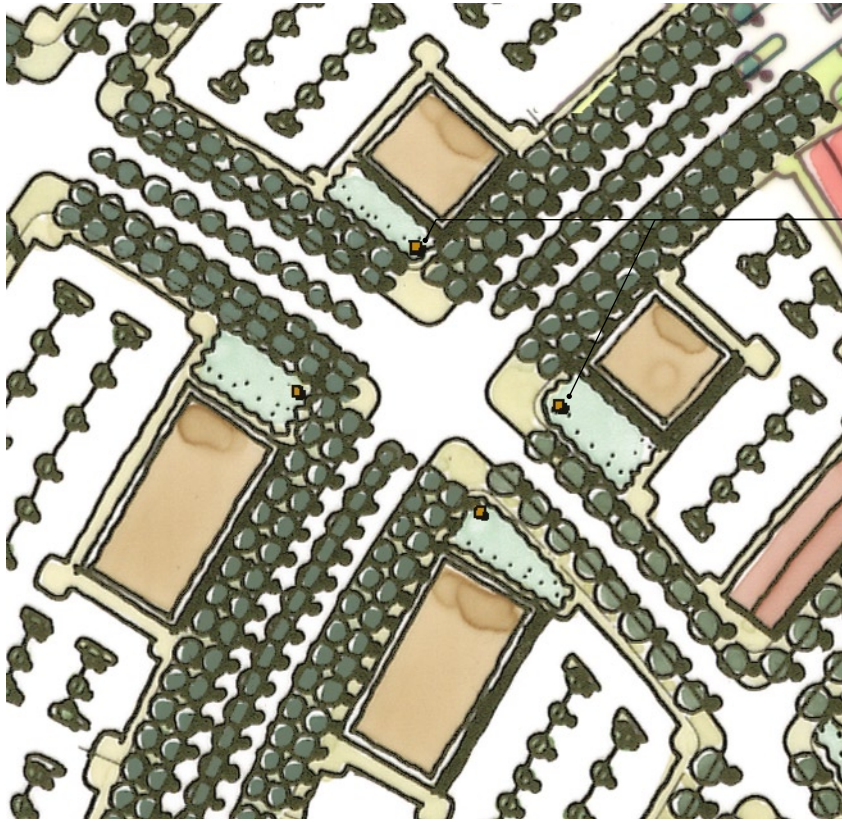
Raised metal lettering, typical



Ornamental grass landscape, typical

Enlarged block base; 10" x 10" x 16", typical

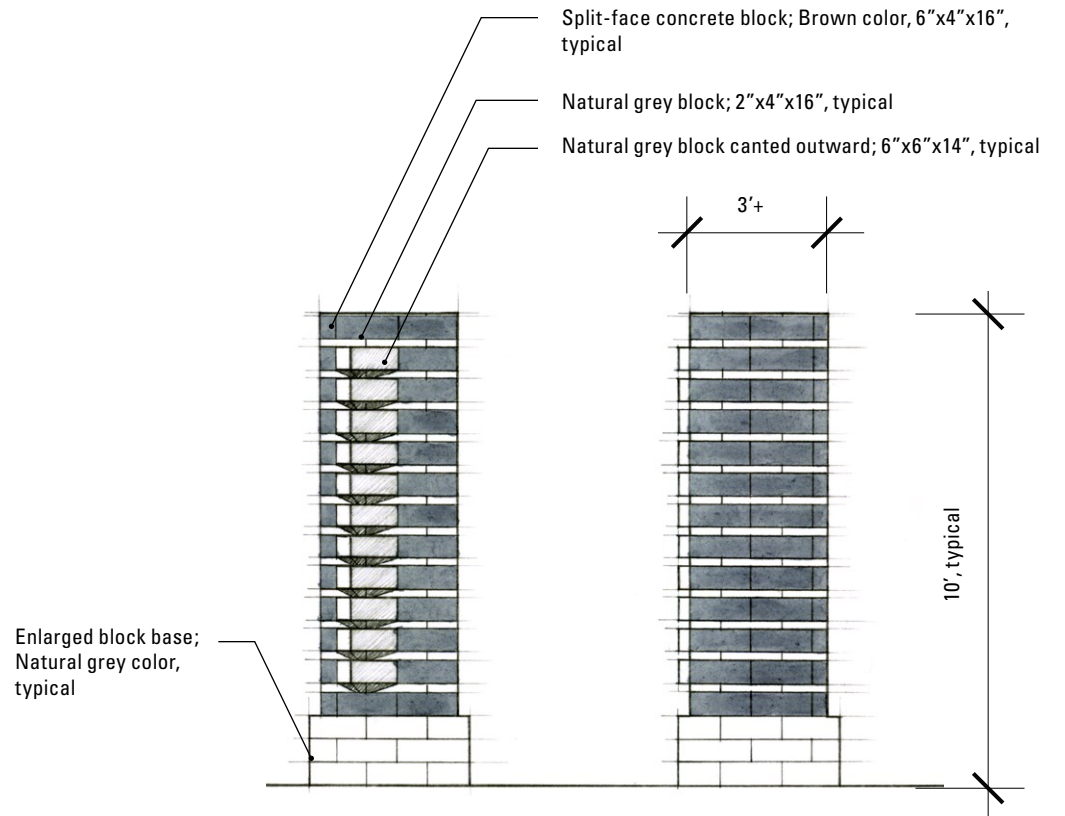
Employment Center Gateway Alternatives feature masonry walls that emphasize horizontal lines; other treatments may also be used



Identity marker, typical

Employment Center Identity Marker

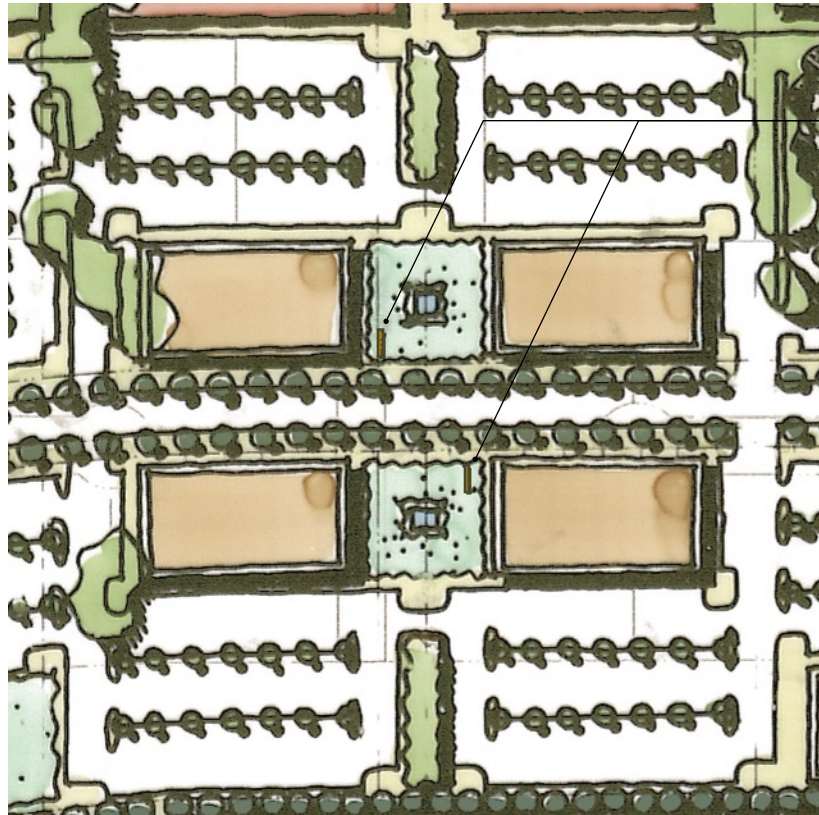
### Employment Center Identity Marker



Employment Center Identity Marker provide a simple, clean way of identifying business districts

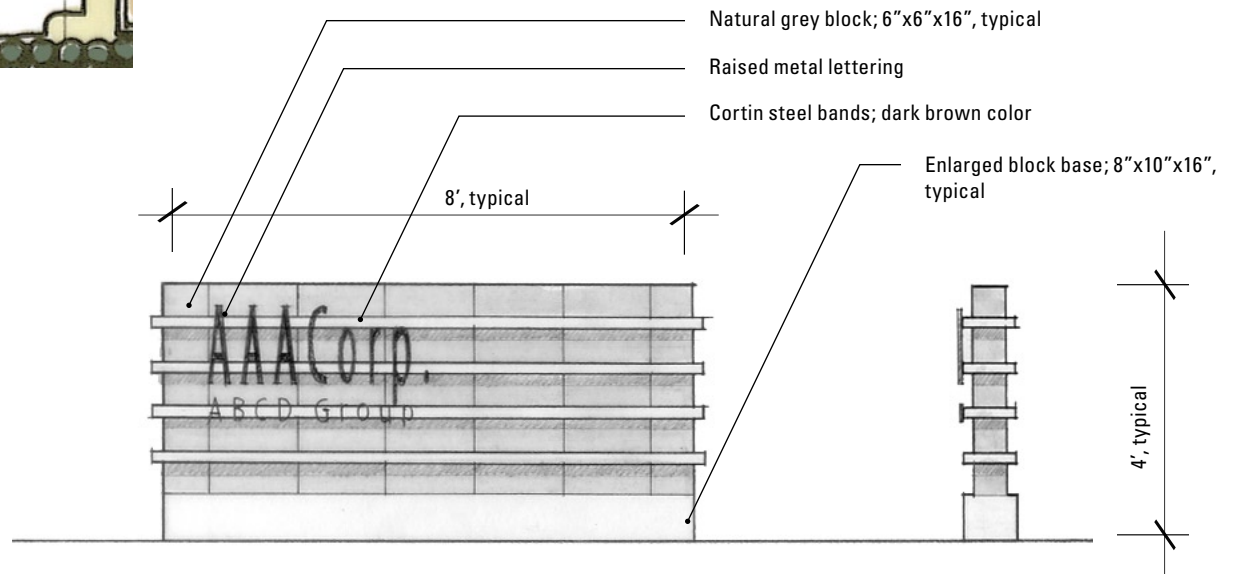


Employment Center Tenant Signage



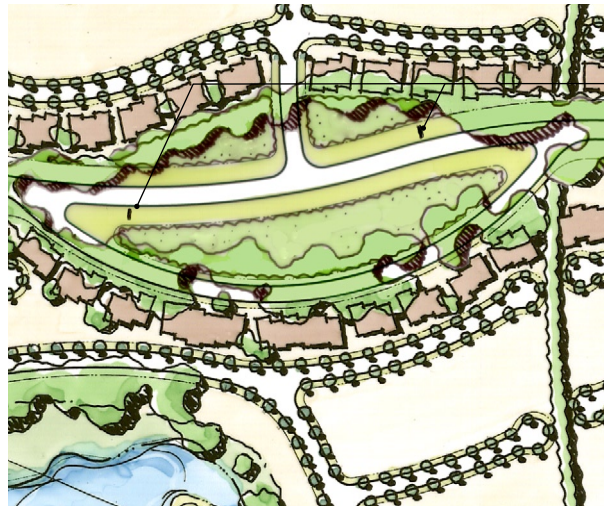
Tenant Signage, typical

Employment Center Tenant Signage



Employment Center Tenant Signage provide a simple, sharp way of identifying each tenants

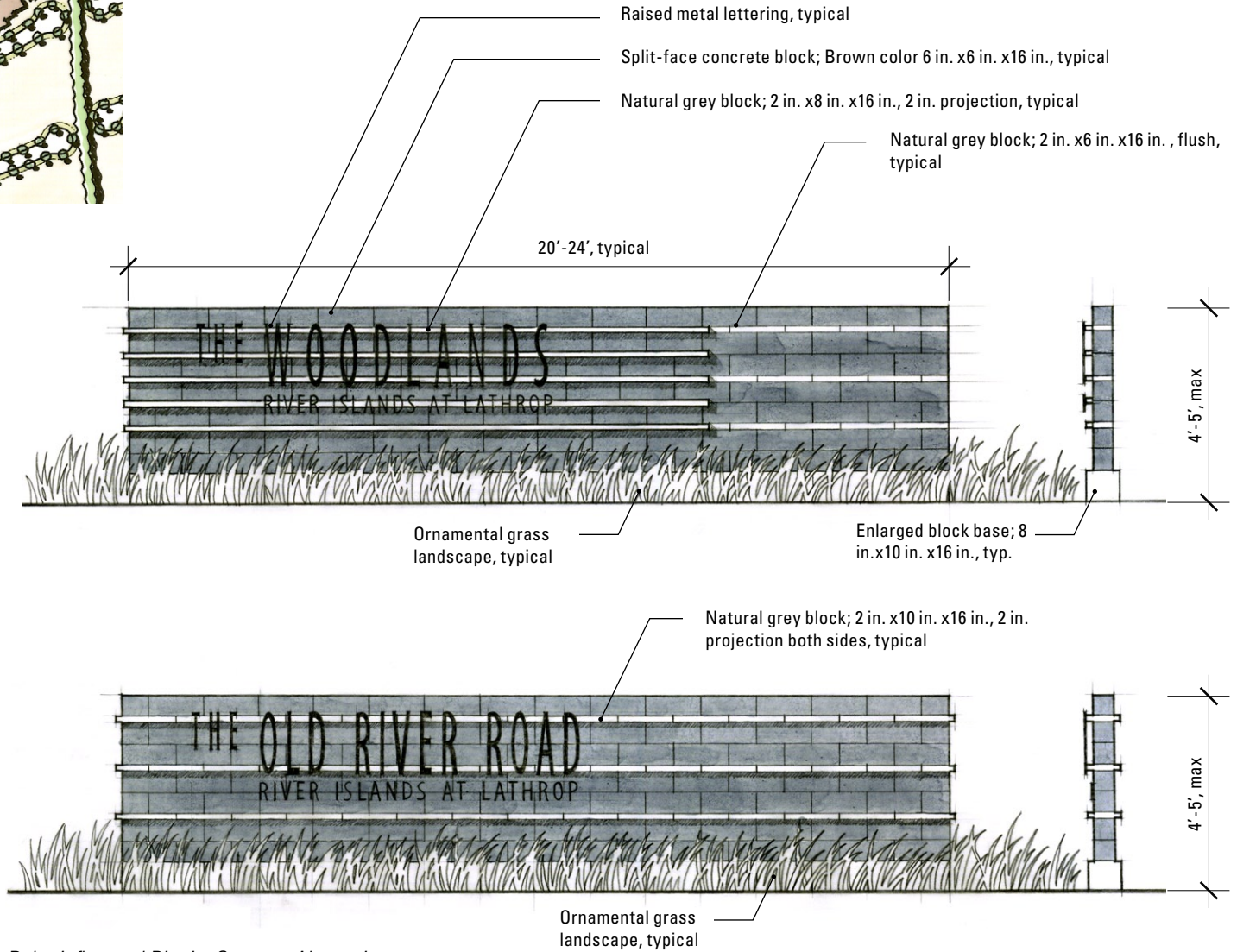




Gateway Plan

District Sign; Low horizontal block wall in open grassy meadow

Residential Districts District Gateway



Delta-influenced District Gateway Alternatives





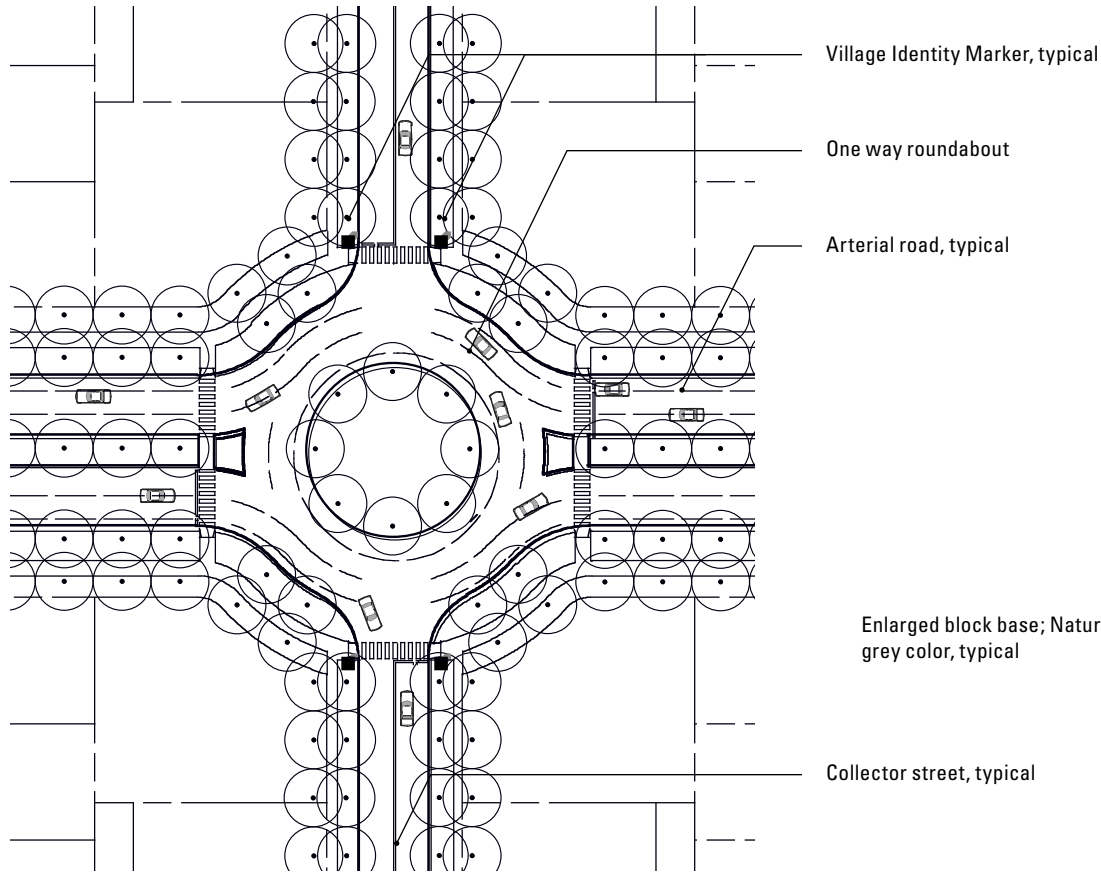
Delta Woodland Landscape; Western Poplar,  
Valley Oak, White Alder

Dannenbrink

Open grassy meadow

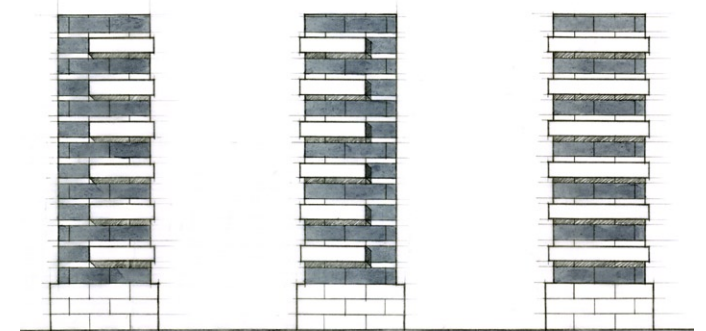
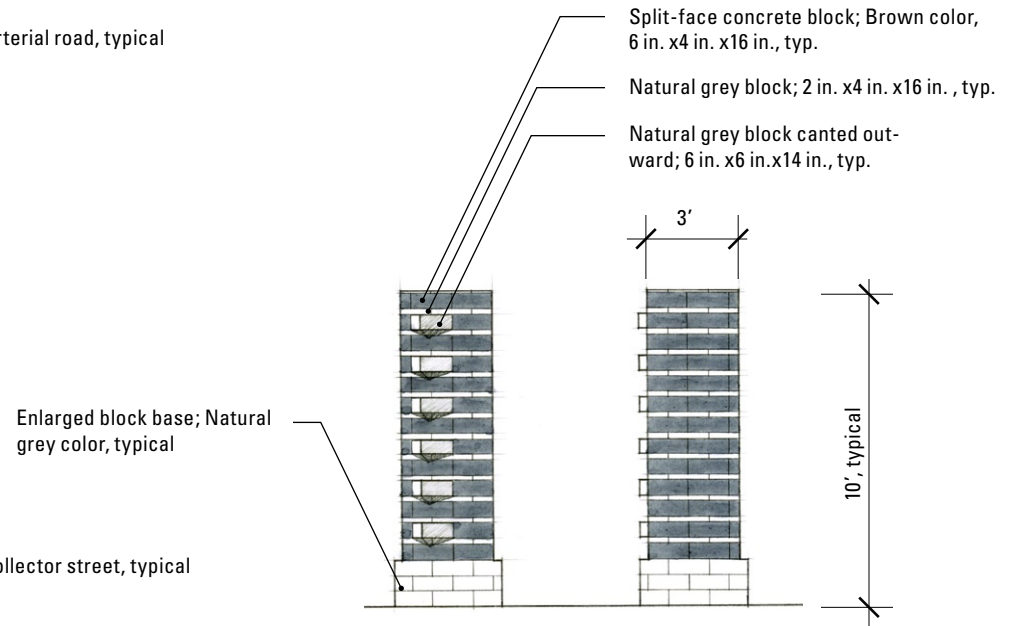
Low masonry sign

*The horizontal sign as an unobtrusive element in the district's open space*



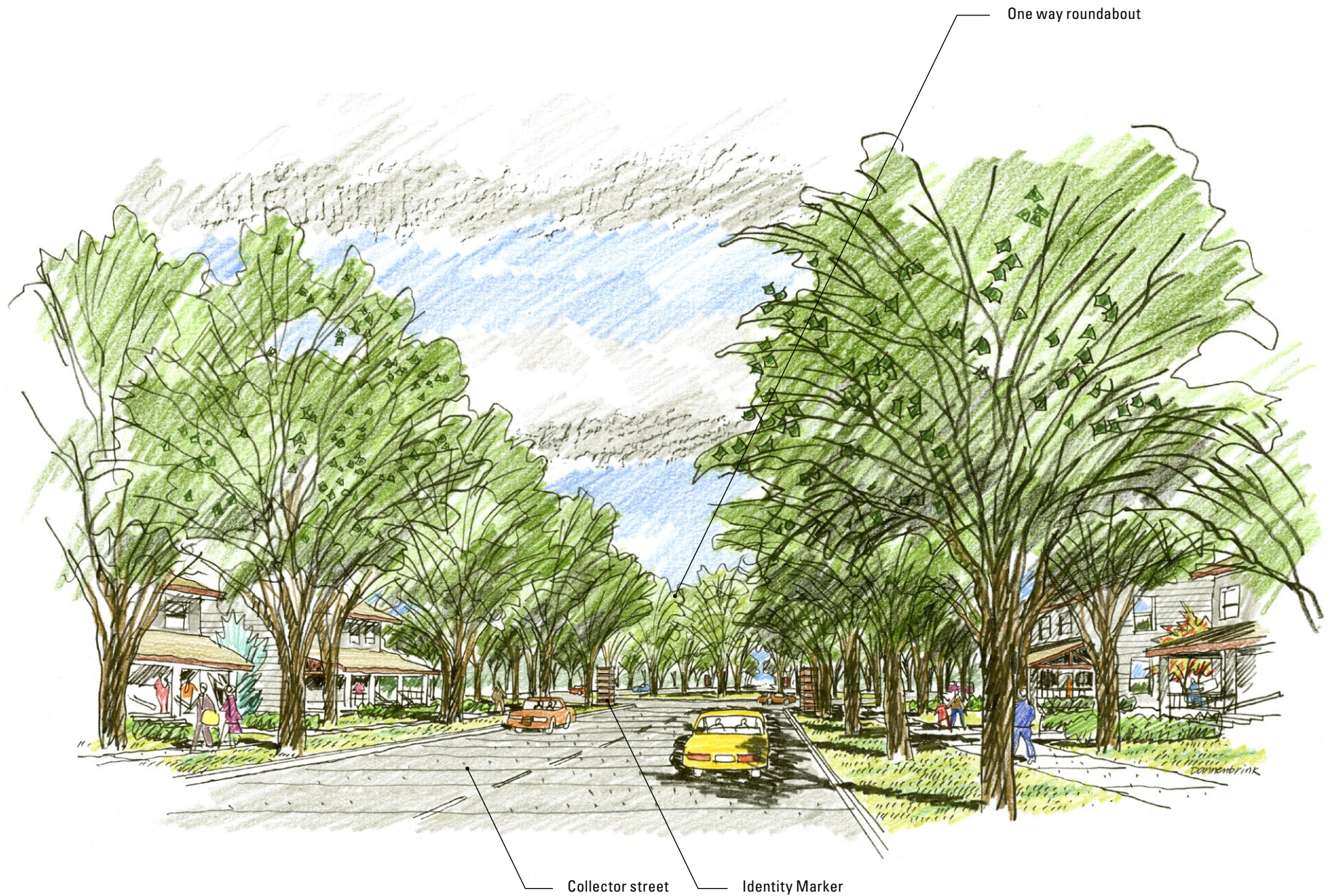
Typical Village Gateway Plan with roundabout at intersection of River Islands Parkway and collector road

**Residential Districts Identity Marker**

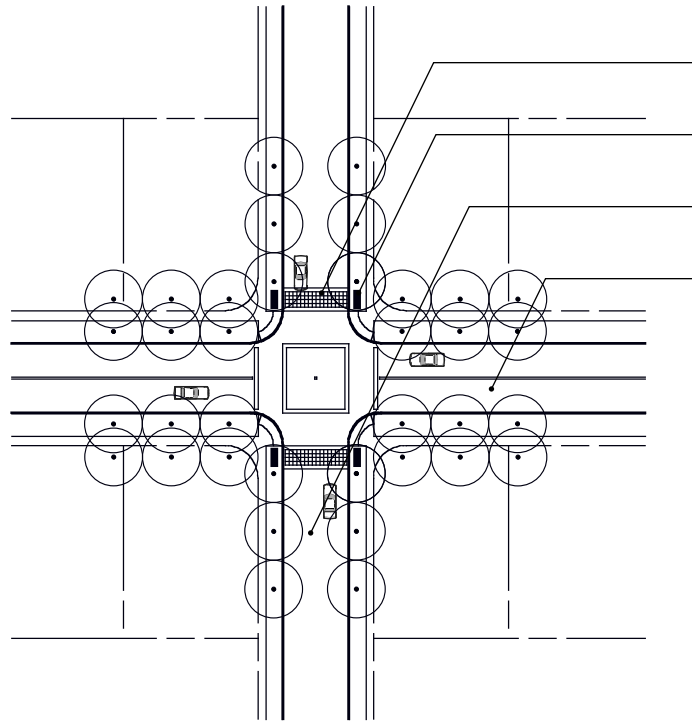


Village Identity Marker Alternatives provide a simple, low-key way of identifying residential districts





The vertical Village Identity Markers complement the street trees' tree trunks

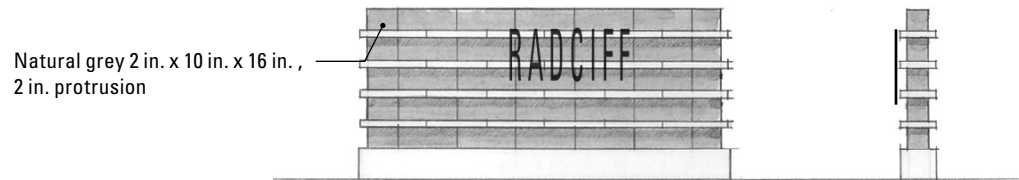
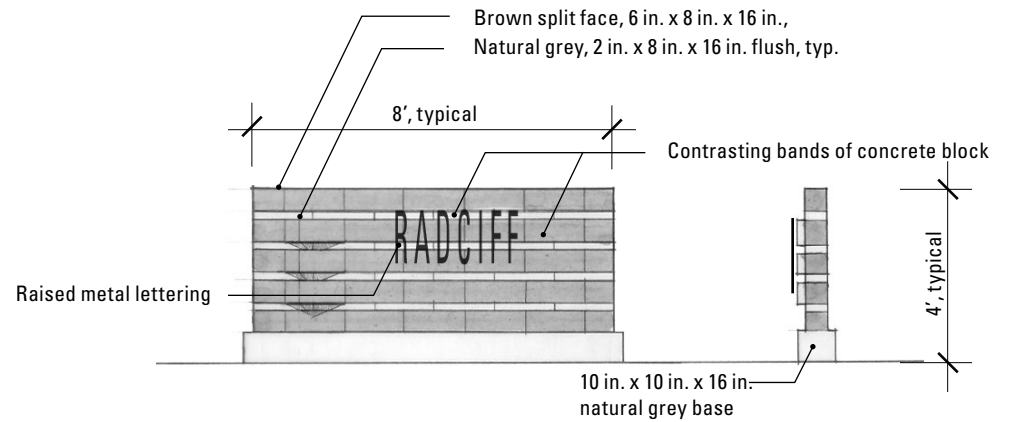


- Special paving may be used to mark entries
- Neighborhood gateway sign in parkway; parallel to local street
- Local street, typical
- Collector street, typical

Gateway Plan at intersection of typical collector and local streets

### Residential Districts Neighborhood Gateway

These gateways typically identify groups of homes built by one or two home builders. These gateways are optional. If used, they should be significantly less prominent than Community or District Gateways.



Delta-influenced Neighborhood Gateway Alternatives





*The simple horizontality of the Gateway Sign is one of the most consistent characteristics of River Islands gateway system*



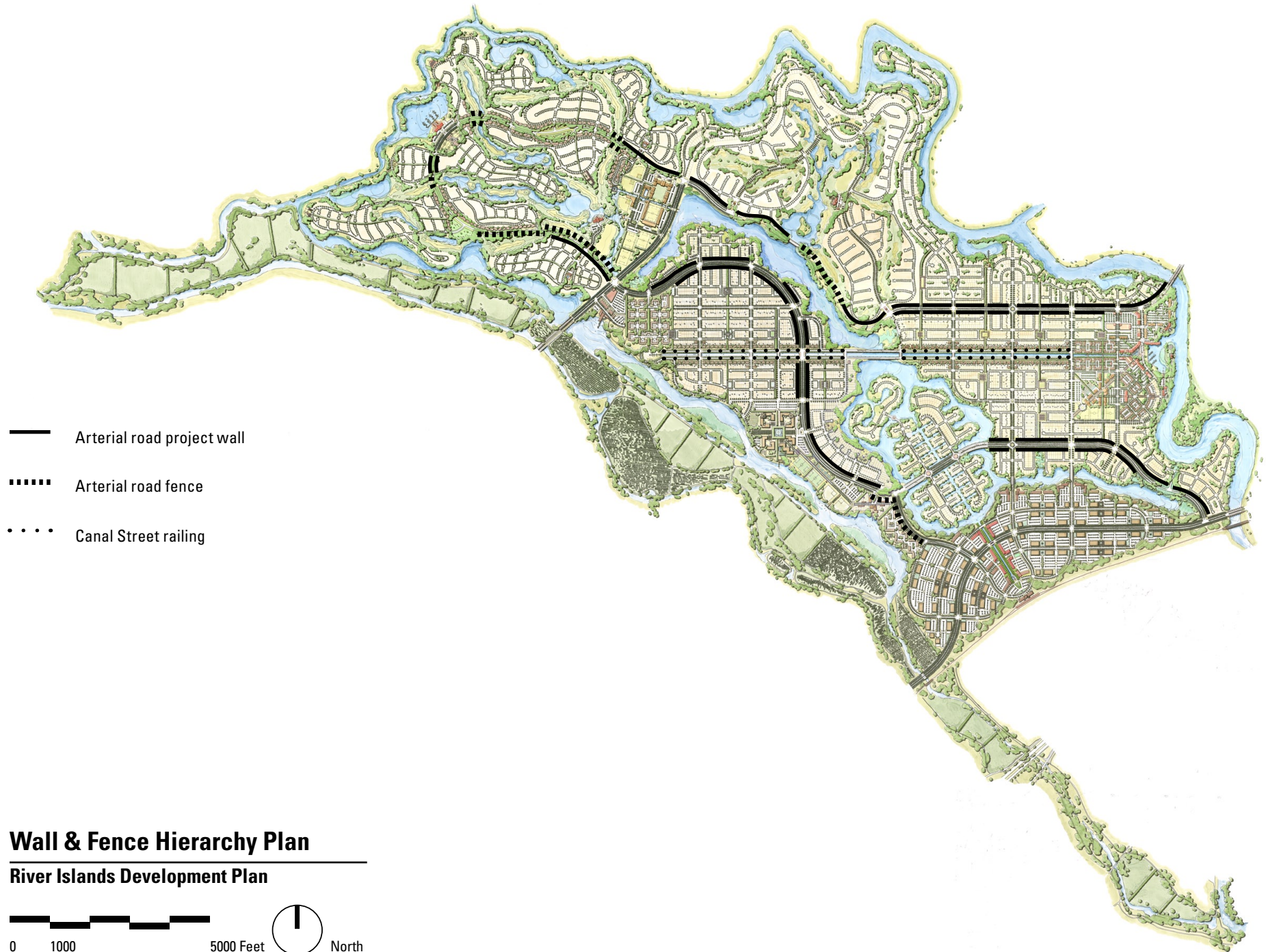
## **Walls & Fences**

### **Wall & Fence Concept**

Because of their presence adjacent to arterial roads, walls and fences are significant visual elements in creating River Islands' identity. Generally, the design intent for walls and fences is to make them recede so that they do not visually dominate. Although other provisions of the River Islands Urban Design Concept help reduce their visual prominence, in many places walls will be required for sound attenuation. The following criteria are intended to apply to walls and fences in River Islands at Lathrop.

### **Wall & Fence Hierarchy**

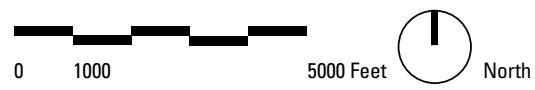
The type of wall or fence design will vary according to its visibility and location. Walls in the most visually prominent locations, such as those adjacent to major roads, will be most elaborate and substantial, while those that are less visible will be simpler in appearance.



- Arterial road project wall
- - - - Arterial road fence
- • • • Canal Street railing

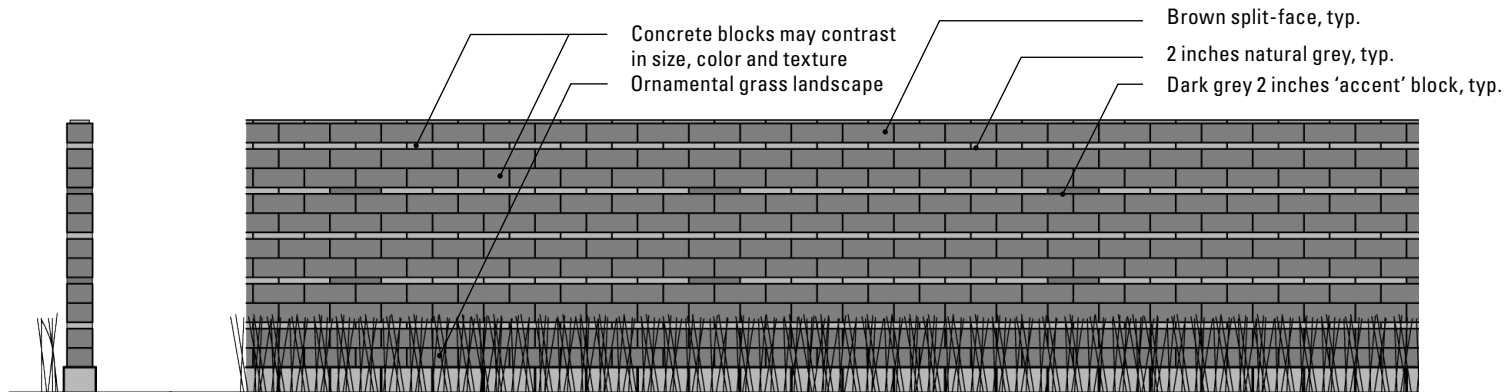
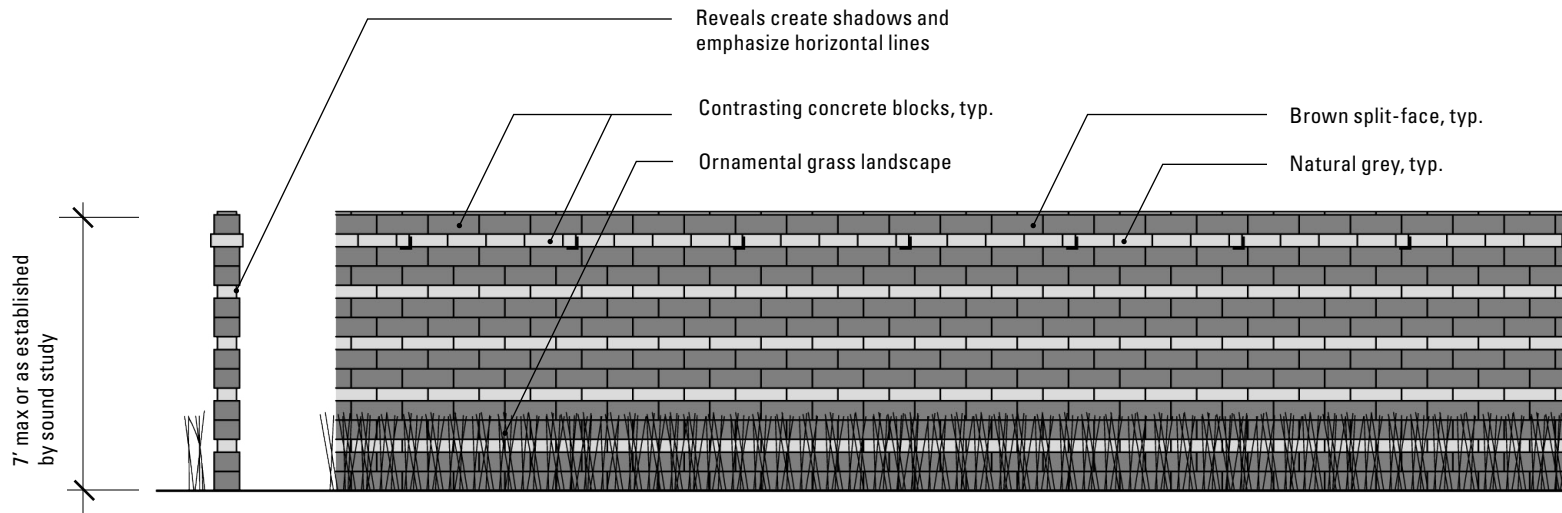
## Wall & Fence Hierarchy Plan

### River Islands Development Plan

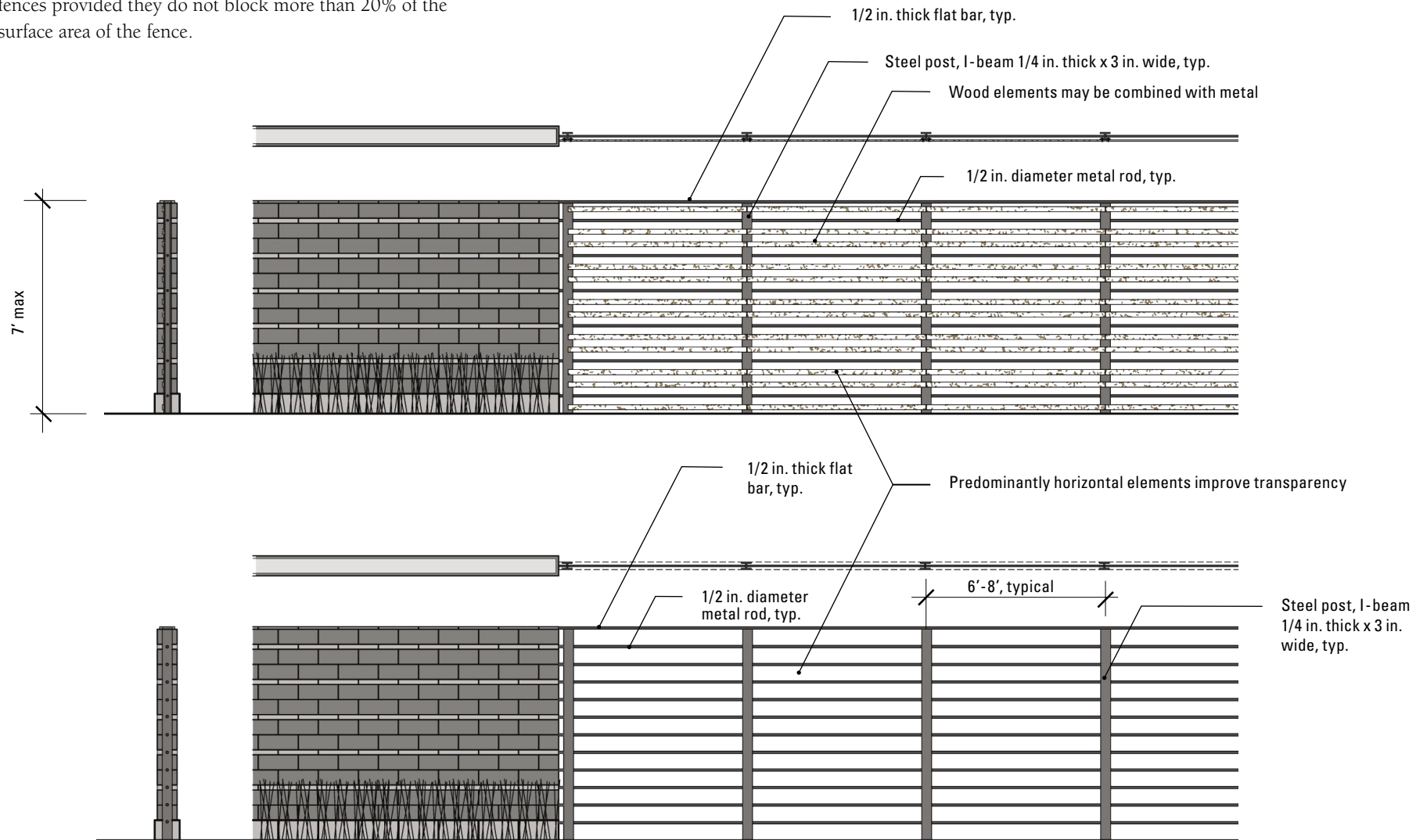




**Arterial Road Project Walls.** These walls will consist of sections of masonry construction with openings that either lack any fencing, or feature steel fencing. Height of these walls will generally be established by sound studies; otherwise, these walls will not exceed seven (7) feet in height. Pilasters will be located at the ends of the walls. Arterial Road walls will be located within the public right-of-way.



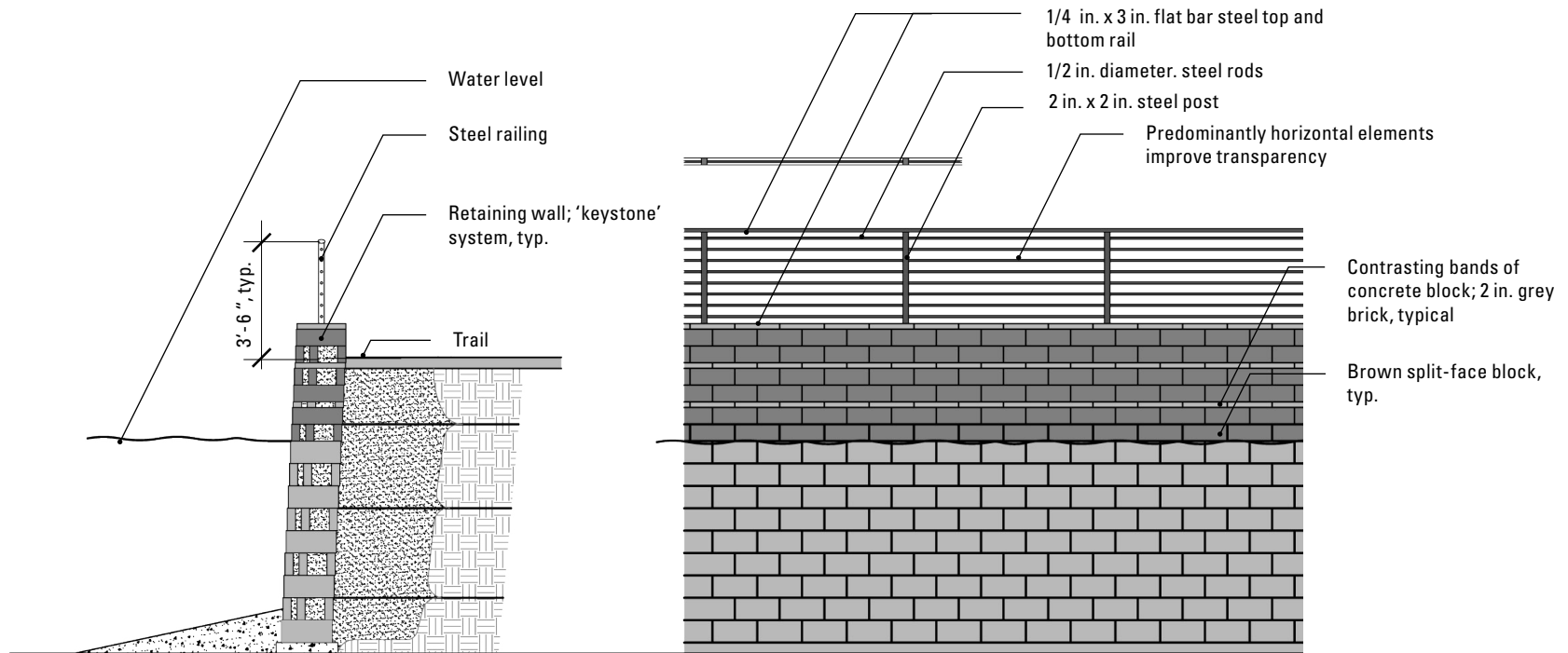
**Arterial Road Open Fences.** These fences occur where an open view into the adjacent neighborhood open space is required or necessary. These fences will be painted metal and should be designed to complement the masonry walls. Horizontal lines should predominate visually, and the fence must be transparent. Vines may be planted on the fences provided they do not block more than 20% of the surface area of the fence.



Arterial Road Open Fence Options



**Canal Street Fence.** This fence lines either side of the canal. The fence will be painted metal and horizontal lines will dominate. The elevations illustrate several options for this fence's design, though others may be acceptable, subject to review and approval of the STDRB.



Canal Street Wall with Railing

**Boundary Walls.** Boundary walls are those that separate private lots from public use areas, such as a paseo or neighborhood park. These walls will be masonry or steel, or a combination of these materials, and will not exceed seven (7) feet in height. Where appropriate, Boundary Walls will be located in the public right-of-way.

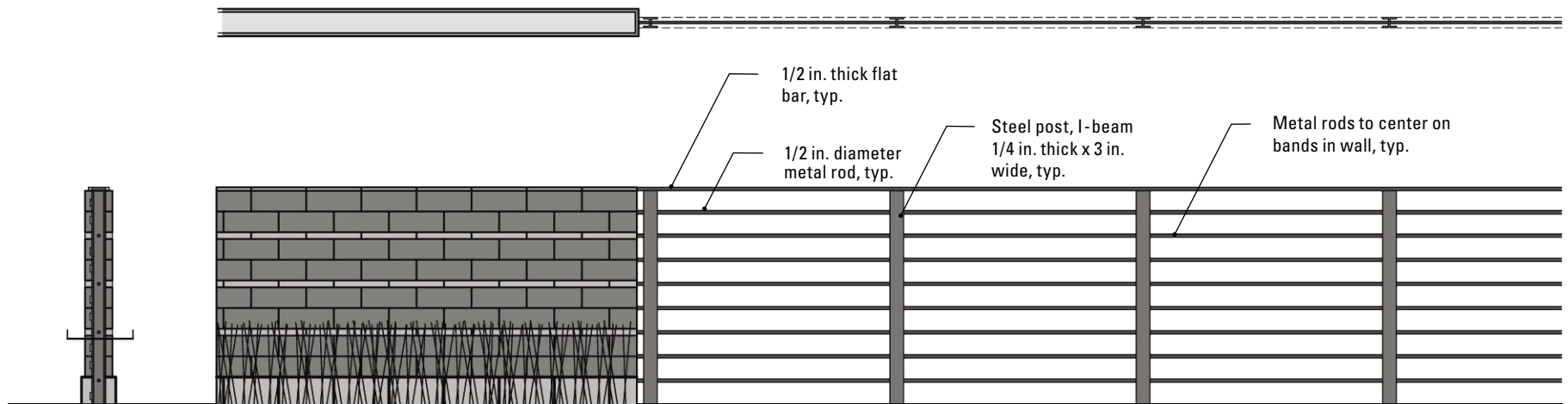
**Living Green Walls**

To help make walls recede visually, vines will be regularly planted adjacent to the wall that will attach themselves to the surface as they grow. The intent is to create a “living

green wall” appearance in the places where walls and fences are most visible. The exception to this will be in areas adjacent to arterial roads where steel see-through fences are required to permit views into the adjacent neighborhood, or golf course.

**Simple Forms and Materials**

Wall and fence designs will be simple in form and material. Walls should not be constructed from more than two different materials, and dark colors should predominant to help make walls and fences recede visually.



Boundary Wall with Open Fence



## Wall & Fence Details

### Wall Elevation(s) & Sections

The following text explains several options for aesthetic treatment of walls and fences within River Islands. In addition to the criteria presented previously, walls and fences will be subject to the following:

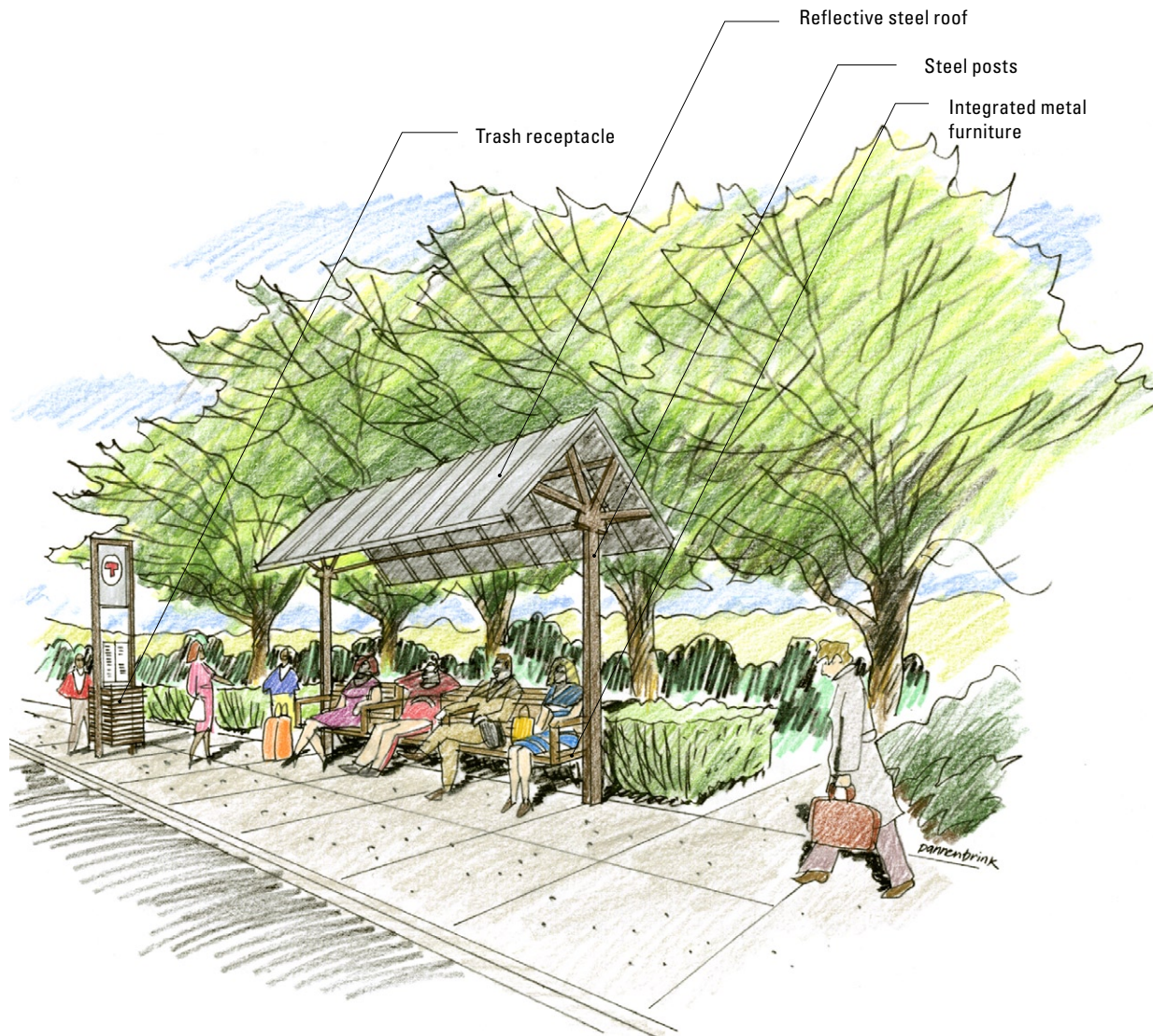
- On arterial roads, wall and fence design will be consistent in design for continuous stretches. Opposite sides of the road will have walls that are identical in design. Changes in wall design may change from one arterial to another, or may change where a significant change in the character of the road occurs. For example, the stretch of North River Islands Parkway from Bradshaw's Crossing west to the edge of the East Village should be the same. Along the stretch of North River Islands Parkway that is adjacent to Central Lake, however, the wall type may change to be more compatible with the informal landscape character of the lake edge.
- Walls will not be prominent adjacent to collector roads because of the requirements to locate front or side yards adjacent to the types of roads. To the extent that walls or fences are present, however, such walls and fences are to be consistent with the architecture of the building to which they attach. The intent is to emphasize the architecture of the homes and not the design of the walls.
- Walls adjacent to paseos within a single neighborhood will be consistent in materials and color, though one neighborhood may vary from another. Walls on either side of a paseo will be the same design.
- Walls that connect side yards must have an aesthetic treatment that is compatible with the architecture of both buildings. Generally, these dwellings are subject to design guidelines that require both wrap around front and side elevations. In this context, side yard walls must be minor visual elements intimately integrated with the dwelling's architecture. (See Appendix A for more information)

**Open Fencing**

Certain areas of River Islands have Open Fencing requirements. These include dwellings with rear or side yards adjacent to water elements such as the San Joaquin River System, the Central Lake, and parks and paseos that are part of the neighborhood park and paseo system. The specific open area requirements are described in Part II, though the general requirement is that yards adjacent to water elements have a 50% open requirement, and yards adjacent to neighborhood paseos and parks have a 30% open requirement. In areas where open fencing is required, such fencing will be subject to the following:

- The percentage of the fence that is open is the minimum amount of the total elevation area of the fence that must be transparent. For example, a fence that is 6 feet high and 50 feet long has a total elevation area of 300 square feet. A 30% open percentage requires an open area of 180 square feet.
- Methods of creating open fencing include the use of glass panels and painted tube steel, as well as unobstructed openings.
- To qualify as an opening that meets the minimum criteria, the opening must extend from the top of the fence to within 3 feet of the ground. In the previous example, a continuous 4-foot fence does not meet the 30% minimum area requirement, even though such a fence would have an open area of 33%.
- Planting of evergreen hedges within private yards that completely block views into adjacent rear or side yards is permitted.
- Gates from private yards that allow direct connections to paseo or adjacent public open space are permitted.





Bus Shelter

## Street Furnishing Street Furniture Concept

Street furniture consists of bus shelters, seating, trash receptacles, cigarette urns, bollards, newspaper racks and kiosks. Generally, these elements are either located in the public right-of-way, or within public parks and open spaces. Consistent design for these elements help visually unify a community, district or neighborhood. Street furniture design will complement the design of other landscape elements, including light fixtures, walls, fences and signs. The following criteria apply to street furniture in River Islands at Lathrop.

### Visually Compatible Family of Elements

With the exception of the Town Center, street furniture within a particular district will be from the same family. They will share style, form, color and materials to help provide visual unity. Generally, all furniture will be simple and modern (twentieth century or later) in appearance, rather than derived from a particular historical period. Although furniture is intended to provide visual unity, it is not intended to visually dominate the landscape.

### Durable, Easy to Maintain

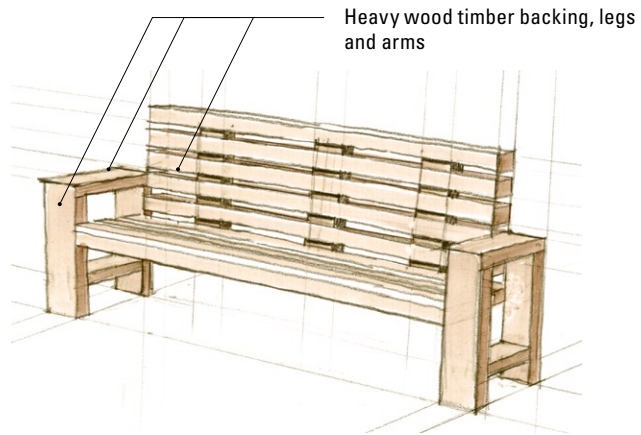
Generally, street furniture will be constructed of powder-coated steel, glass, or masonry materials, the exception being furniture used in natural areas, or Lathrop Landing Park, where wood will be encouraged. The intent is to have furniture that is long lasting and inexpensive to maintain.



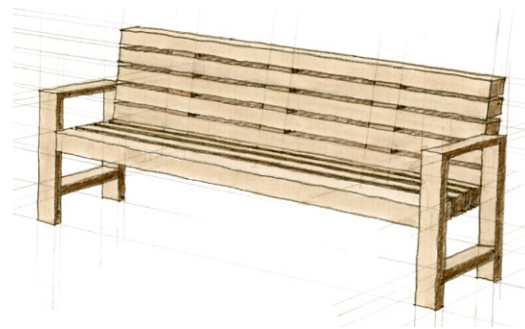


Kiosk at Town Center



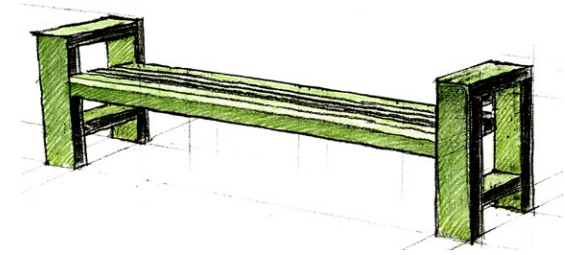


*Bench*

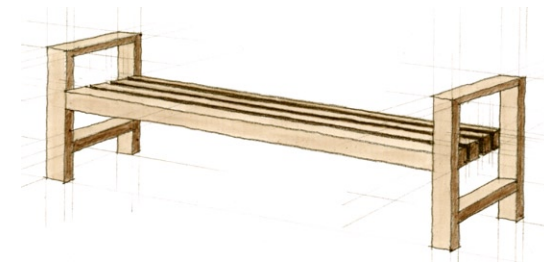


*Bench with steel arms and legs*

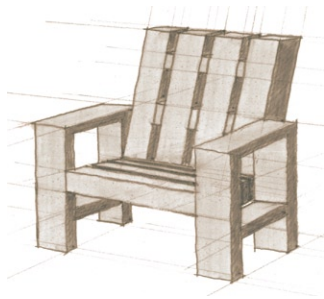
The street furniture on these pages illustrate the use of horizontal lines and simple forms in the design of these elements, other design may be acceptable, subject to review and approval of the STDRB. Different colored wood benches and chairs (blue, yellow, red) are encouraged at the Town Center. For durability, steel arms and legs can be incorporated in park furniture.



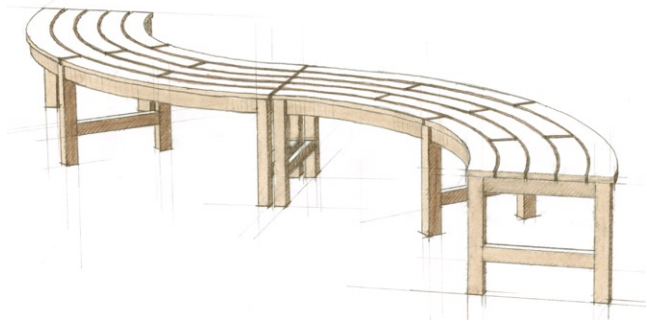
*Backless Bench*



*Backless Bench with steel legs*



*Movable Chair*



*Curved Bench*



*Steel trash Receptacle*

### **Street Furniture Districts**

Street furniture design will vary according to the district in which it is used, though there may be features of the furniture design (color or material, for example) common to all areas of River Islands.

**Major Intersections.** Roads in residential areas and the Employment Center will have bus shelters, seating, trash receptacles and newspaper racks, as appropriate to the individual location. Generally, they will occur at the intersection of arterial and collector roads, or at the intersection of two arterial roads. The use of shelters will be likely be limited to areas where use is heaviest, such as adjacent to the Town Center or within the Employment Center, or near schools, community parks and neighborhood retail facilities.

On arterial roads, furniture with consistent design will be used along stretches of road that have the same landscape and lighting treatment. For example, where North River Islands Parkway changes from a 4-lane divided road with regularly spaced street trees to a 2-lane road with informally planted parkways, it would be appropriate to change the character of the street furnishing to reflect the overall change in character of the street.

**Park and Open Space Furnishing.** Furniture in parks may vary according to the type of park and its intended use. Furniture in parks that are visual extensions of the adjacent road, such as the Lake Edge Parks, will incorporate fixtures of the same design as the adjacent street. Furniture in neighborhood parks may vary from

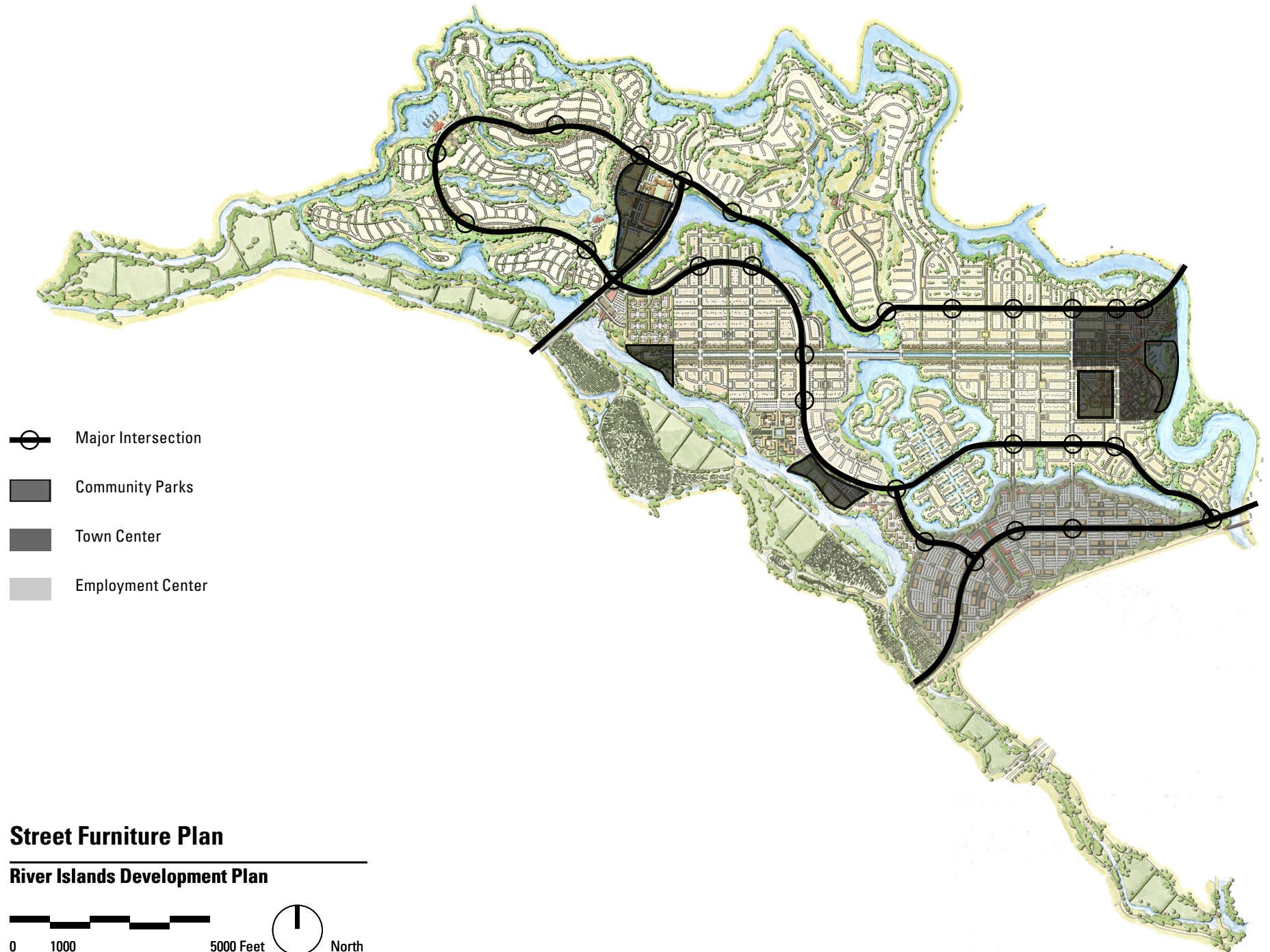
place to place, depending on the identity of the individual park. Furniture in areas with a natural character, such as Paradise Cut or the Levee Remnants, will have a rustic appearance so that they recede visually, while furniture in parks in prominent places, such as Lathrop Landing Park, may be bold enough to become a special feature of the park. Here, wood benches and chairs of various colors (red, yellow, blue) are encouraged. Typical furnishings may include benches, trash receptacles and bollards. Furniture will complement the selection of lighting fixtures.

**Town Center.** The furniture of the Town Center will have the greatest variety, and may consist of furniture styles, colors and forms found only in the Town Center. The variety is intended to create an eclectic character consistent with the variety of other elements in the Town Center, such as the architecture or lighting.

**Employment Center.** In the Employment Center area, there will be a consistent style of furniture elements throughout most of the district, especially along arterial and collector roads. Furniture will be modern in form and appearance, and will use materials that complement the materials of the buildings within the district. Lighting fixtures will be similar in style and appearance.

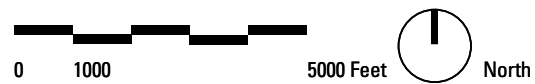
Within the Employment Center, there may be large development areas (>50 acres) developed as an integrated project that deviate from the other furniture design of the district. Such variety is permitted provided that a comprehensive furniture design plan for the large development area is submitted for review and approval by the STDRB.





## Street Furniture Plan

### River Islands Development Plan



## Lighting

In addition to providing for residents' safety, lighting is an integral part of the River Islands identity system. It helps communicate myriad information about the community, such areas of night time activity, street hierarchy, or other useful knowledge. In River Islands, lighting will help provide a consistent character that contributes to the overall identity of the community. The following principles describes how lighting will help achieve this.

### Lighting Serves Multiple Purposes

Light contributes to the River Islands environment in many ways, including the following:

**Identity.** At River Islands, light will help create a distinct community identity through consistent, hierarchical illumination of streets, water, bridges, plazas, artwork, landscape, graphics and building exteriors.

**Cohesion.** Light will unite the various community districts and components, and create unique light qualities to define subdistricts for the various activity areas.

**Architecture.** Light will enhance and feature the distinct architectural components within each district, street, park and plaza to create landmarks.

**Wayfinding.** Light will help define the entrances to the community, as well as major streets and intersections, civic, retail, and entertainment tenant buildings, and trails.

**Durability.** Attractive and durable light fixtures help create a sense of quality, dignity and integrity that is important to public perception of the community.

**Efficiency.** Light will be generated by efficient light sources to save energy and minimize operating costs.

**Environment.** Light will be generated from environmentally friendly solutions which limit light pollution, or the disposal of harmful waste products.

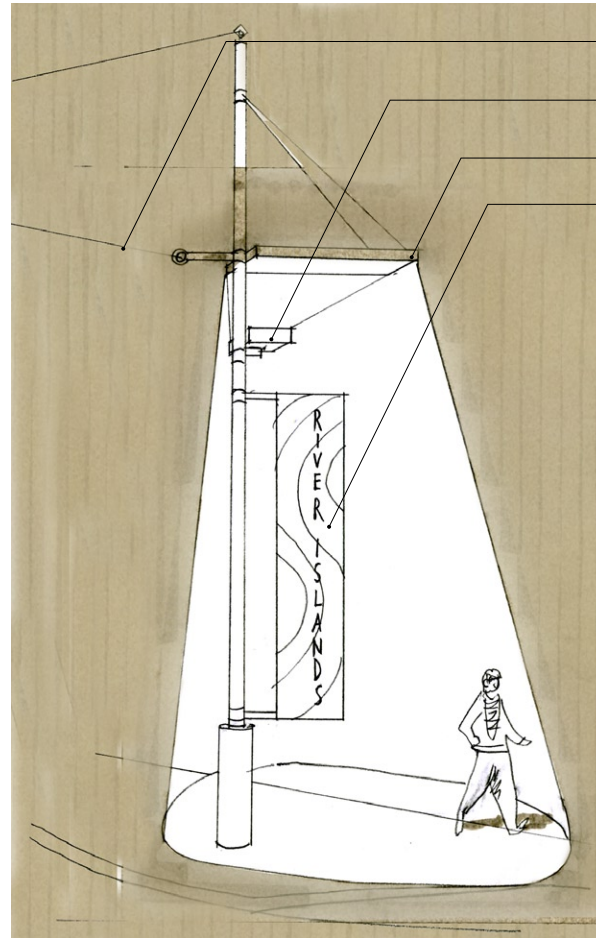
**Security.** Light will create a sense of safety and security throughout the community with clear identification of circulation, gathering spaces, and parking facilities.

**Visibility.** The community entrances and town center should be prominent at night to attract and welcome the public. This environment will be designed from the user's perspective, with the objective of maximizing and enhancing the user's the experience.

**Celebration.** Important community focuses such as the Town Center, Canal Street and community parks should express their importance with exciting and interesting lighting treatments. Important public gatherings may have special lighting effects.

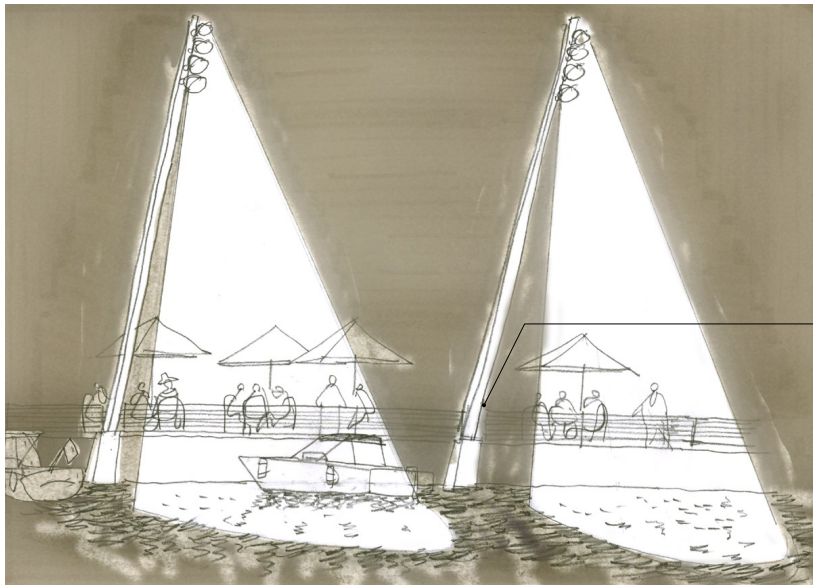
**Domestic.** The light intensity, character, and quality of light in residential areas should have a low-key, residential character. Lighting of local residential streets, neighborhood parks, and residential buildings and convey a relaxed feeling, free from distracting displays.

Electric hanging lanterns at Town Center plaza



- Cable stays for hanging street light
- Light source / pedestrian
- Reflective panel
- Banner

Water Street shows exciting and interesting lighting treatments



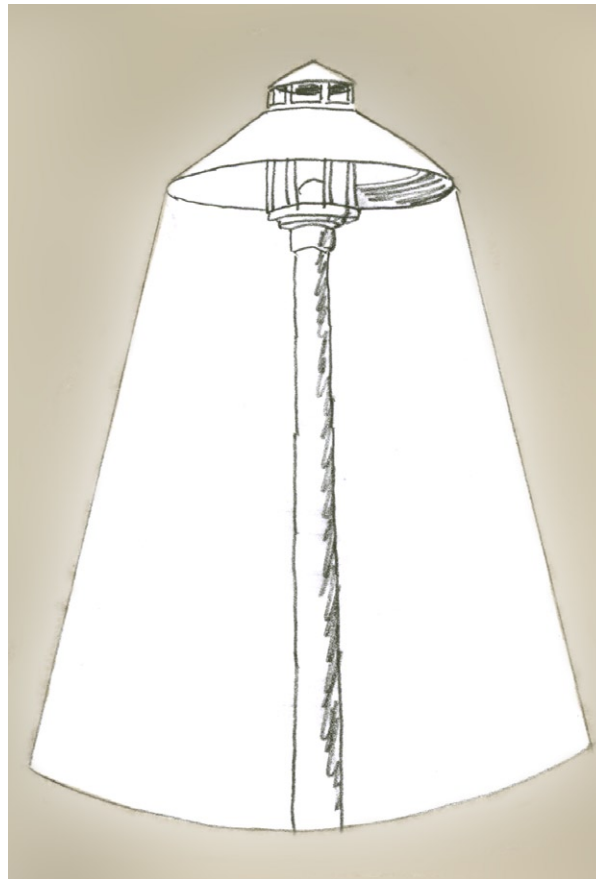
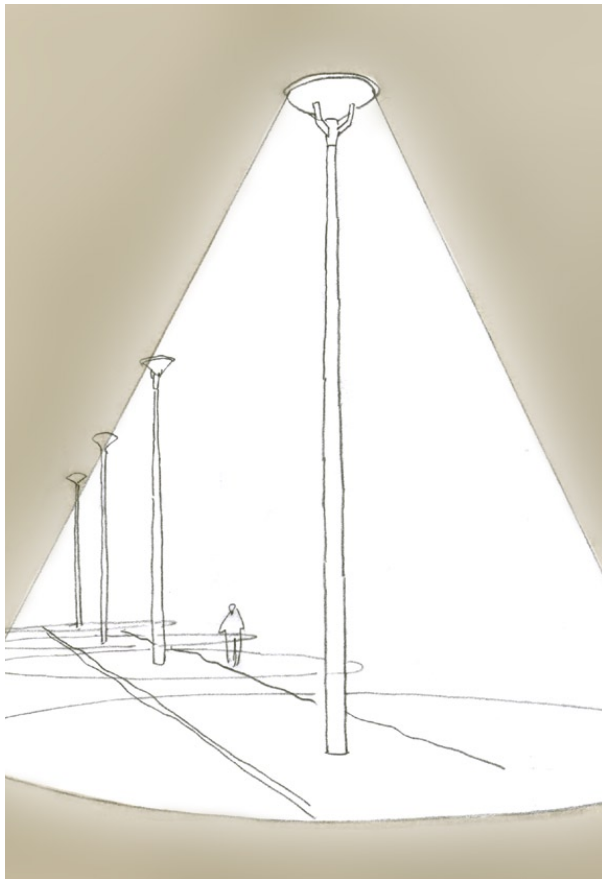
Stadium lighting at harbor edge

Lighting helps create a safe, attractive and inviting nighttime environment



### Lighting Hierarchy

Lighting helps reinforce the overall structure of the community when lighting treatments, elements and light quality reflect the character and scale of other community features. The following describes four important components of the lighting hierarchy—circulation elements, park and open space elements, special features and architecture—and how each contributes to the lighting design of the community.



*Circulation Element Light fixtures should have a simple, functional form reminiscent of agricultural or industrial light fixtures. Light must be directed downward and light sources hidden. Poles may be wood, metal, or masonry.*

### Circulation Element Lighting

Circulation Elements include roads, streets, entries and trails. These elements provide continuity from district to district and help unify River Islands lighting treatments.

**Community Entrances.** Low level perimeter lighting to define bridge form and allow views of the water. Bridges should be lighted to become illuminated icons at night.

**Arterial Streets.** Regular pattern of efficient, low brightness, contemporary light poles with a minimal uplight or internal illumination, limited height, spacing coordinated with landscape and roadway lighting standards.

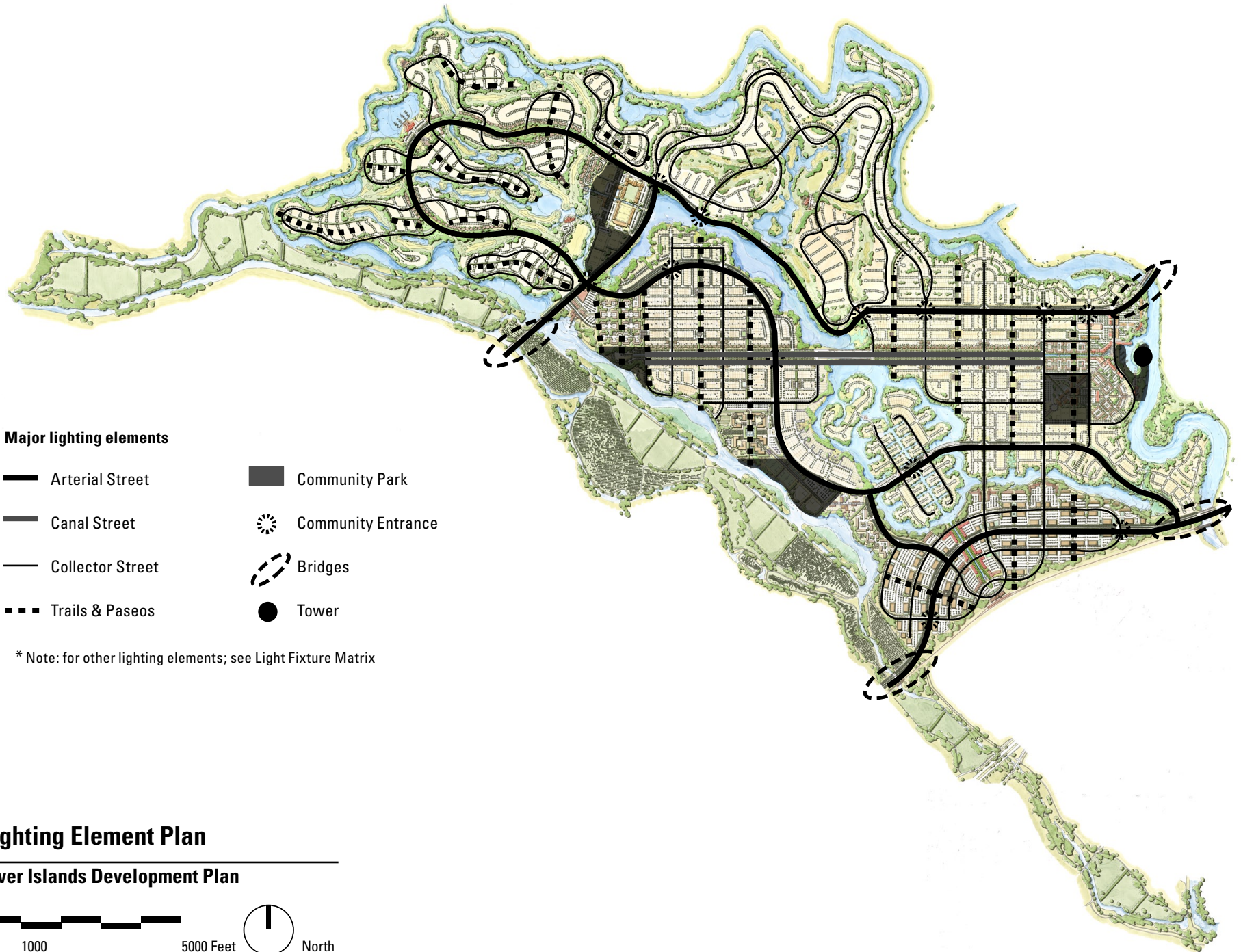
**Collector Streets.** Regular pattern of efficient, low brightness; light poles selected to reflect the character of the surrounding community design.

**Neighborhood Streets.** Light poles selected to match the design of the neighborhood community, with a consistent pattern at each neighborhood street intersection









**Parking.** Low brightness, low height, cut off type light poles to provide efficient and safe illumination of parking areas.

**Trails.** Where trail is separate from roadways, low height poles or bollards consistent with adjacent neighborhood light pole designs define a regular pattern to meet safety illumination standards.

**Paseos.** Low height, low brightness, well-shielded light poles or bollards to define path.



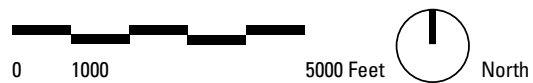
**Major lighting elements**

-  Arterial Street
-  Canal Street
-  Collector Street
-  Trails & Paseos
-  Community Park
-  Community Entrance
-  Bridges
-  Tower

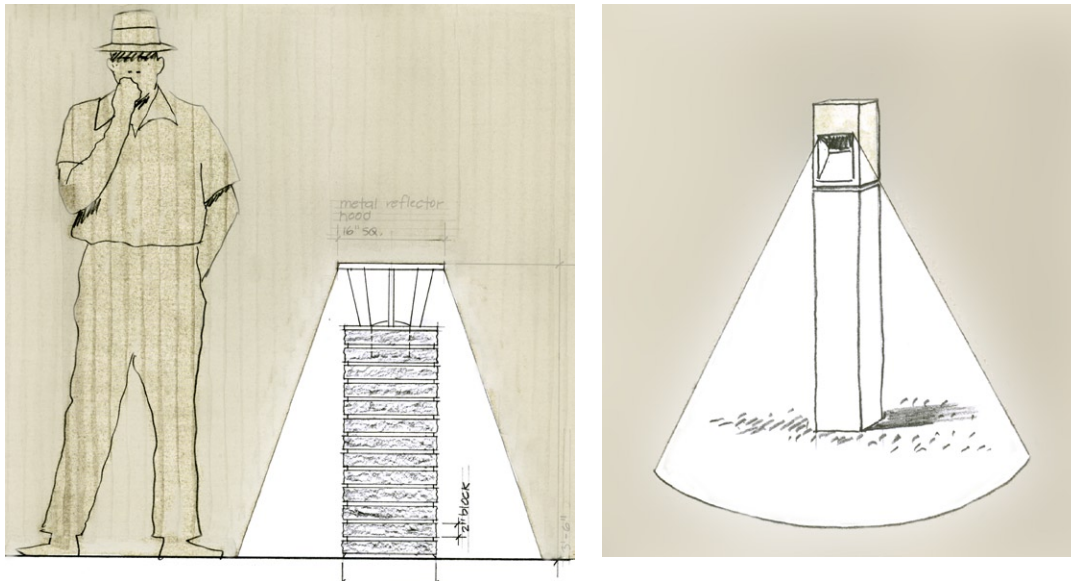
\* Note: for other lighting elements; see Light Fixture Matrix

**Lighting Element Plan**

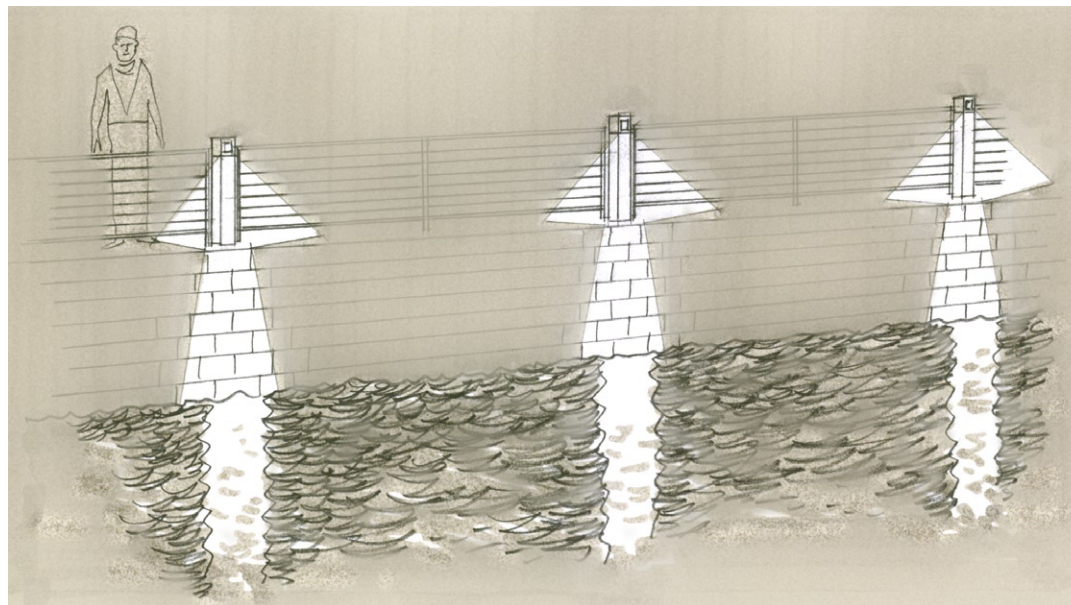
**River Islands Development Plan**







*Paseos may feature special bollard type light fixtures that incorporate the community design vocabulary*



*Bollards in the Canal Street railing cast light that reflects off water*

### Park and Open Space Lighting

The illumination of parks and open space varies from no lighting in Paradise Cut to lighted ball fields in community parks. The following describes the character of the lighting in each of the major park and open space components.

**Community Parks.** Community parks and adjacent school facilities include illuminated sports fields, playgrounds and supporting paths, and parking. All fixtures will be shielded to restrict the light to the park area boundary. Other community parks, such as Lathrop Landing Park and Paradise Crescent Park may feature special lighting effects consistent with their important role in the River Islands park and open space system.

**Lake Front and Linear Parks.** Water edge parks, promenades and pathways will have a regular pattern of light pole with design to match adjacent community.

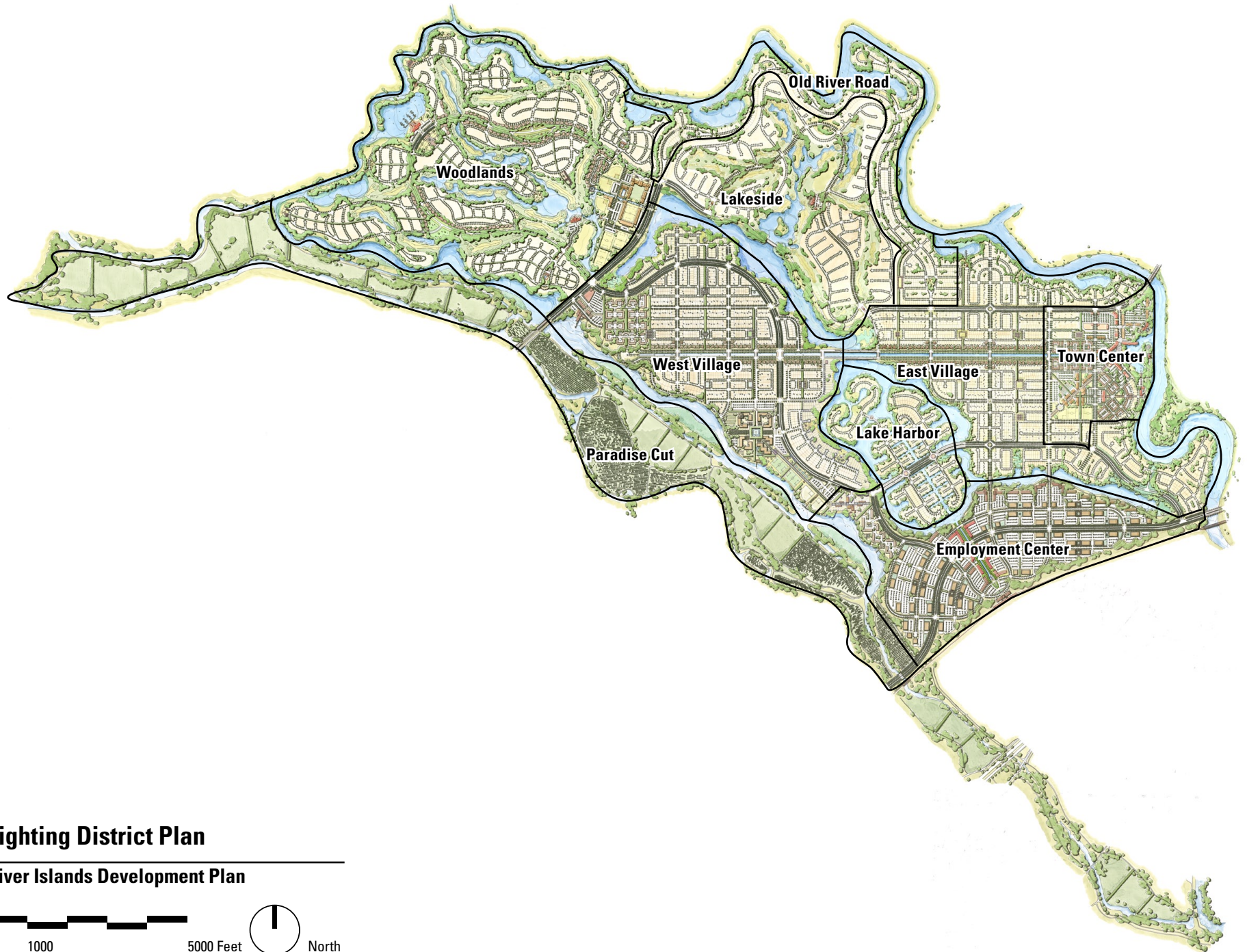
**Canal Street.** Canal Street will be lit with both pedestrian pole lights and bollards integrated into the fence adjacent to the water. The lighting will be low-level, consistent with the residential neighborhood character of the street, and will be designed to create reflections off the water in the canal.

**Neighborhood Parks and Paseos.** Rustic lanterns and bollards will provide general illumination for pathways, playground equipment, and outdoor pavilions. Overall light levels will be low, consistent with the residential character of the areas in which these open space uses occur.

**Natural Open Space.** Natural open spaces include Paradise Cut and the Levee Remnants adjacent to Back Bay Reserves. Generally, these elements will have no lighting.

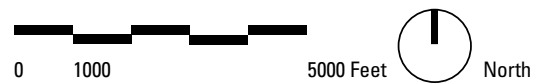
**Other Open Space Elements.** Lights may be used to mark and identify special open space areas such as the Canal Street Turning Basin. Lighting for these types of open space may be eclectic and unique, provided they do not intrude into residential neighborhoods.

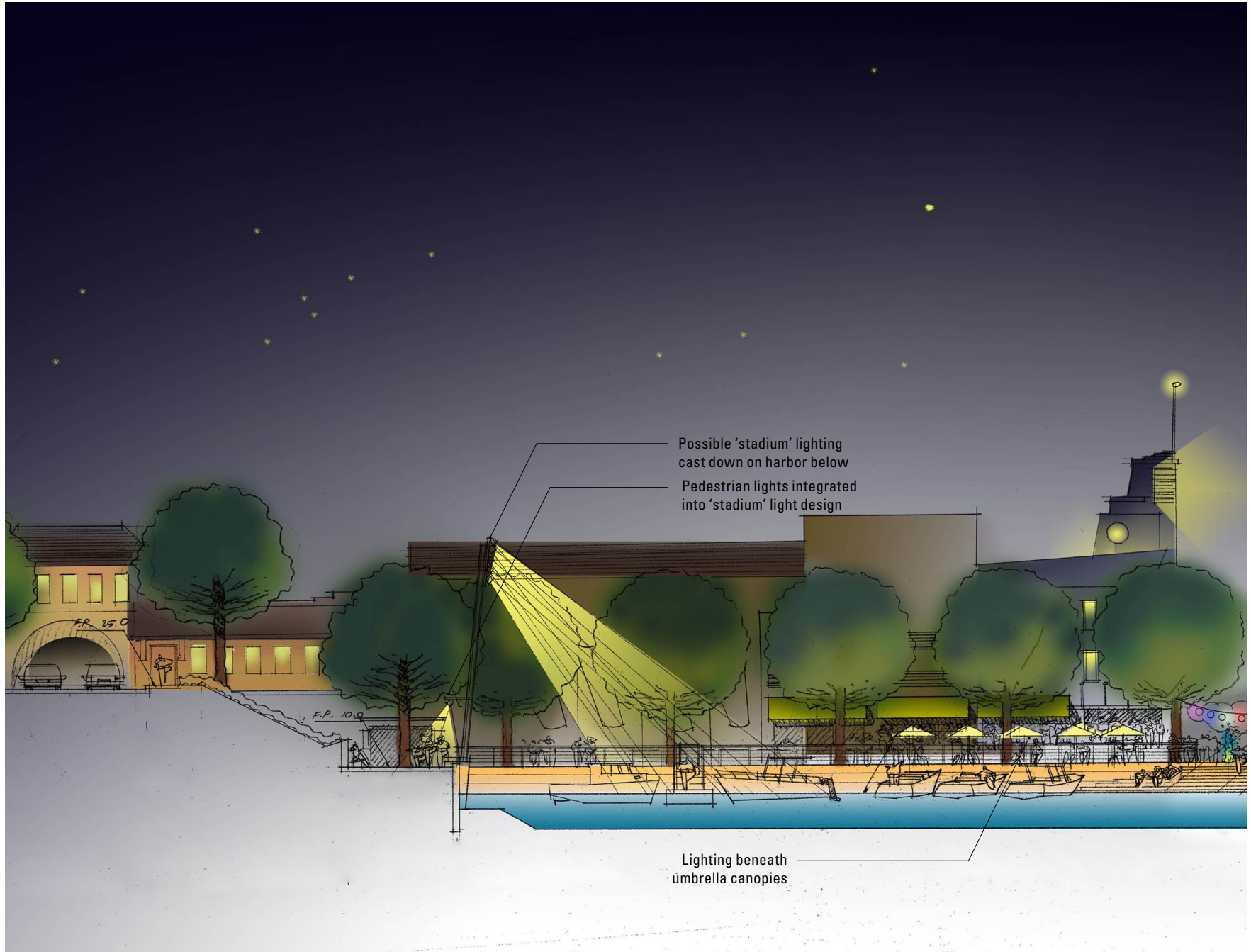




## Lighting District Plan

### River Islands Development Plan



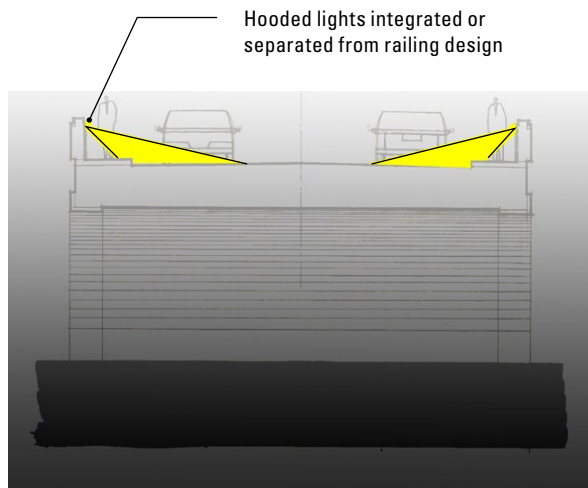


Lighting creates a marker and identity at the Town Center Turning Basin









Bridge walkway lighting

### Community Feature Lighting

The illumination of special community features in River Islands will be permitted. Such features may include bridges, towers, art, special tree groves, or other unique or special elements.

Generally, the lighting of these elements should be understated and simple. The intended effect is to make such objects appear as if they have an indirect, warm glow. Light sources should be concealed and fixtures (if visible at all) should be consistent with the family of fixtures illustrated in this section.

In addition to these general standards, the following also apply:

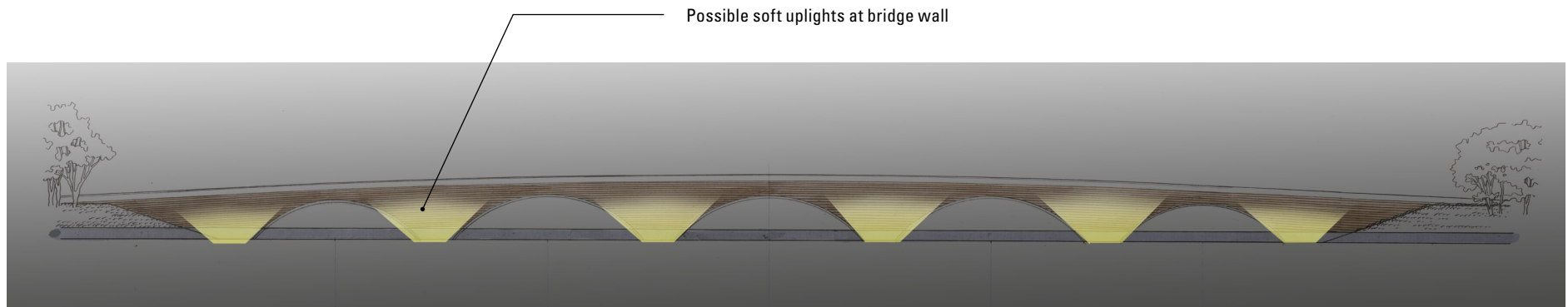
**Bridges.** There are two types of bridges at River Islands. The bridges that cross the San Joaquin River or Paradise Cut are major entries into River Islands and may have exposed light sources and higher light levels than the bridges

that cross the Central Lake. Light fixtures on the Central Lake Bridges should have concealed light sources and a soft, glowing character.

**Art.** Art, including sculpture, may have special lighting appropriate to the piece being illuminated. Generally, art should be subject to the same considerations as other Special Community Features, and should not create glare or other nuisance lighting effects.

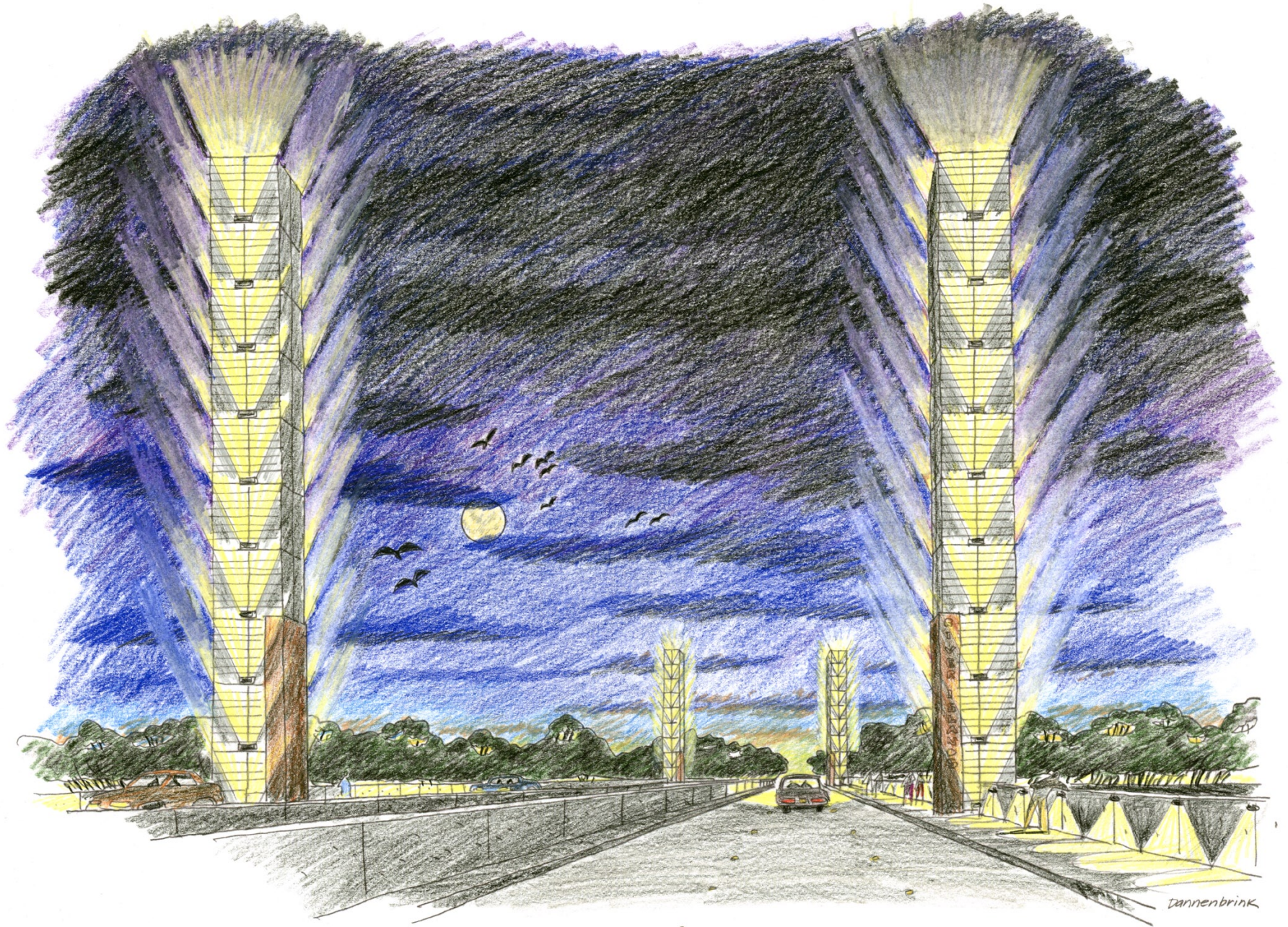
**Towers.** Towers, including the tower proposed for Lathrop Landing Park, should be lit with fixtures that have concealed light sources so that they have a soft glowing appearance. Uplights should be avoided if they have exposed light sources; downlighting is preferred.

**Specimen Trees or Tree Groves.** Downlighting with tree-mounted fixtures is preferred for these elements. Uplights with exposed light sources should be avoided.



Major Causeway lighting create dramatic night scene at Central Lake.





Special lighting features at towers create dramatic entry at Bradshaw's Crossing



### Architectural Lighting

Lighting on buildings is encouraged in the commercial areas where accent lighting will help define an active community. In residential neighborhoods, landscape and building lighting is restricted to limit overall community brightness, create a natural setting, and protect the environment.

All architectural lighting solutions should be sensitive to the goal of preserving a dark night sky. All proposed light sources will be shielded to limit glare. Good visibility, soft brightness and controlled color quality are essential considerations for all architectural lighting.

**Retail and Commercial Buildings.** Retail and commercial buildings may employ architectural lighting in moderation. Generally, light fixtures should be attached to the building and should cast light downward. Light sources should be concealed. Fixture selection must be considered in the context of other architectural building details.

**Civic and Government Center Buildings.** Civic and government buildings may have also be lit, and should generally follow the same guidelines as retail and commercial buildings.

**Residential Buildings.** Lighting of residential dwellings will be restricted to building-mounted fixtures with concealed light sources that are architecturally compatible with the buildings to which they are attached. Facade lighting is not appropriate for residential dwellings in River Islands.

**Facade Lighting.** Exterior facade lighting should be used sparingly and only on retail, commercial or civic buildings. It can be used animate and enhance the architecture through variations in relative brightness, color ranges, patterns, and textures of light. Exterior floodlighting will be controlled to minimize extraneous light into the atmosphere, which reduces visibility of the night sky.

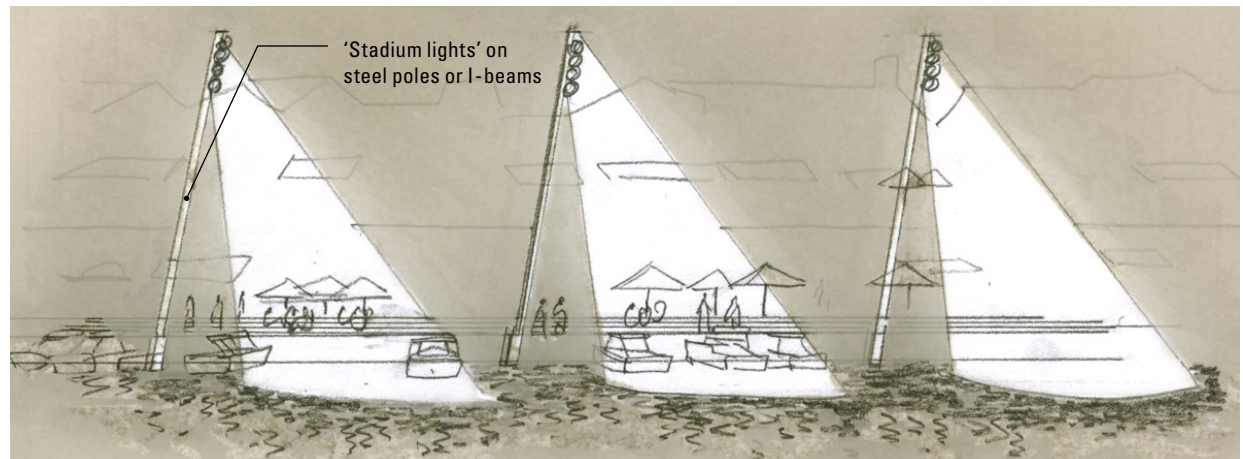
### Lighting Districts

#### Town Center

The Town Center will have the highest levels of lighting in River Islands, and the most variety in fixture type. The intent is to use light as a feature that attracts people, and is an active, engaging element in the urban design.

#### Employment Center

Light levels in the Employment Center should be kept as low as possible, consistent with the need to provide for



*The Town Center should feature a unique lighting system that integrates other identity features*



safety and protection of property. Excessive building lighting, exposed light sources, up-lights and other aggressive lighting techniques will be discouraged

**Residential Districts**

Increasingly, many have come to appreciate the value of darkness at night in their neighborhoods. Accordingly, residential areas will have sufficient lighting for safety, but high light levels will be discouraged. Light fixtures should have concealed light sources, and lights should be aimed downward. Up-lights for trees or to wash building elevations in light will be discouraged.

**Paradise Cut & Open Spaces**

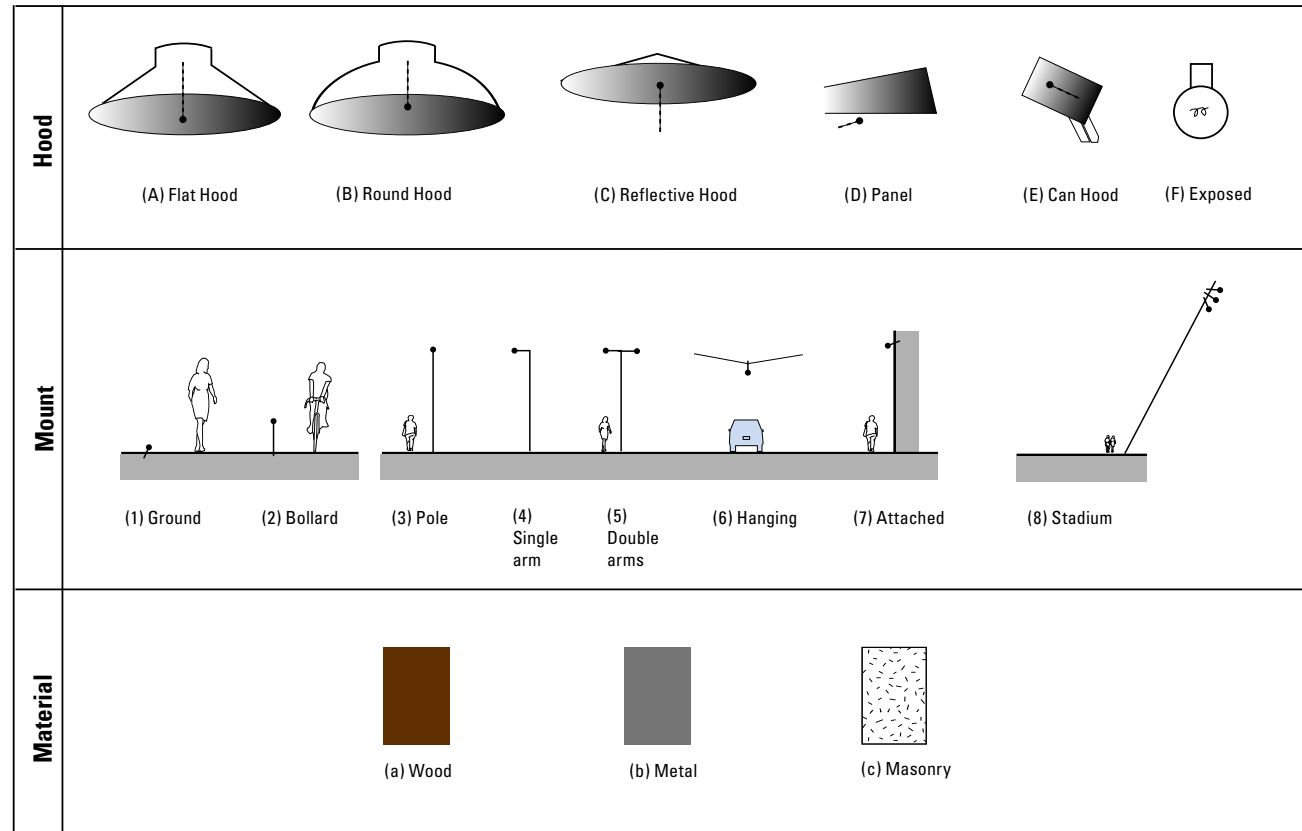
Natural areas such as Paradise Cut or the Levee Remnants will have little or no night lighting. Passive use areas, such as the lake edge, and neighborhood parks and paseos will have low levels of lighting consistent with their location in or near residential neighborhoods. Canal Street will feature special fixtures and lighting that recognizes the importance of this feature to the community, and encourages passive evening use. Community parks may contain play fields that are lit at night. This lighting should be designed to minimize off site glare.

**Warm Colors**

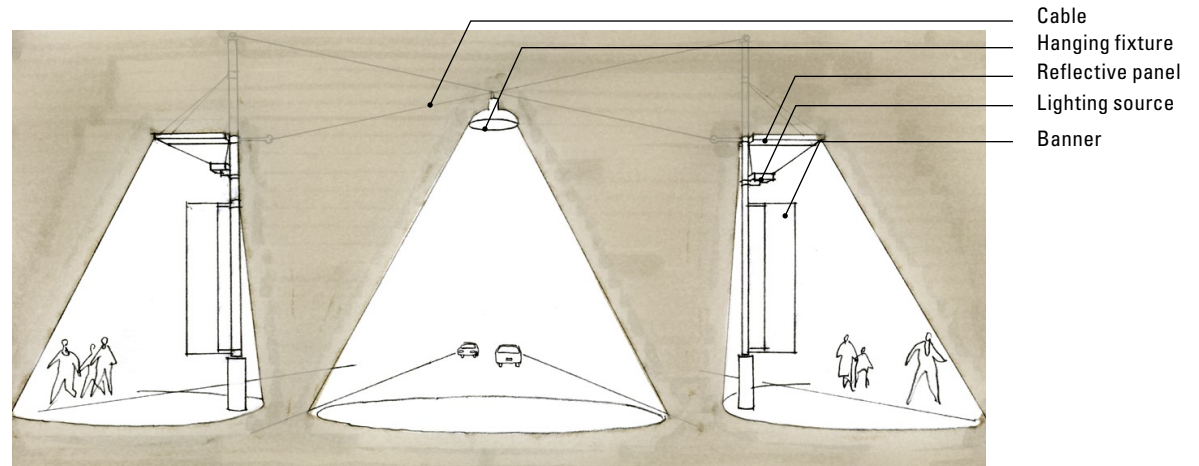
Metal halide, incandescent, and high pressure sodium light are the preferred light sources for River Islands. Use of mercury vapor, low pressure sodium or fluorescent sources is strongly discouraged, and may be used only where they will not be visible in residential areas, or from public open space within River Islands. They may be used in the Employment Center, subject to the review of the STDRB.

**Light Fixture Design**

The form, materials and color of the light fixtures for River Islands are inspired by the simple vocabulary of agricultural and industrial light fixtures currently found in the Delta. Note that the light fixture photographs are intended to be general representations of the desired character, and are not specific requirements.



*Light Fixture Design Categories*



*Water Street lighting might feature hanging street lights connected to street light poles with banners*

**Light Fixture Matrix**

The Light Fixture Matrix and the sample photographs on the following pages summarize the lighting guideline recommendations. The Matrix identifies each lighting element as it might occur in each District, and describes the typical height, light intensity and fixture character for each situation.

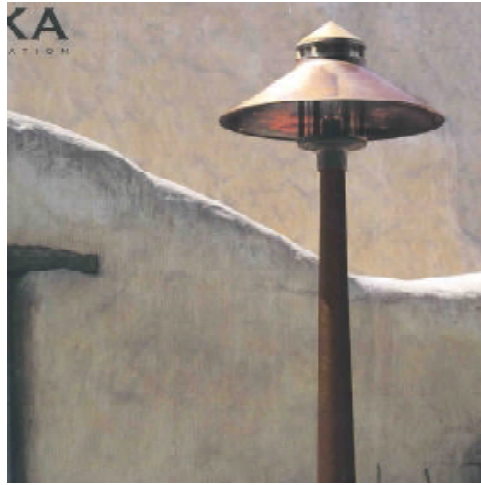
Lighting District Lighting Element		Town Center			Employment Center			East Village		
		Character	Pole Height	Intensity	Character	Pole Height	Intensity	Character	Pole Height	Intensity
Arterial Street	Hood Shape	A-F	20	1.20	A,C-F	20	1.20	A,C	20	0.60
	Mount	1-8			4-5			4-5		
	Material	a-c			b-c			b-c		
Canal Street	Hood Shape	A-F	20	1.20	NA			A,C-F	20	1.20
	Mount	1-8			3-5					
	Material	a-c			b-c					
Collector Street	Hood Shape	A-F	20	0.80	A,C-F	14	0.80	A,C	14	0.40
	Mount	1-8			4-5			3-5		
	Material	a-c			b-c			b-c		
Neighborhood Street	Hood Shape	A-F	14	0.60	A,C-F	14	0.60	A,C	14	0.30
	Mount	1-8			4-5			4-5		
	Material	a-c			b-c			b-c		
Trail & Paseos	Hood Shape	A-F	14-45	0.50	A,C-F	14	0.50	A,C	14	0.30
	Mount	1-8			1-2,4-5			1-2,4-5		
	Material	a-c			b-c			b-c		
Parking	Hood Shape	A-F	20	1.0	A,C-F	20		NA		
	Mount	1-8			4-5					
	Material	a-c			b-c					
Community Park	Hood Shape	A-F	14-45	1.0	NA			NA		
	Mount	1-8								
	Material	a-c								
Neighborhood Park	Hood Shape	A-F	14	1.0	A,C-F	14	1.0	A,C-F	14	1.0
	Mount	1-8			1-2,4-5			1-2,4-7		
	Material	a-c			b-c			b-c		
Community Entrance	Hood Shape	A-F	30	5.0	A,C-F	20	1.20	A,C-F	20	1.20
	Mount	1-8			1-2,4-6			1-2,4-7		
	Material	a-c			b-c			b-c		
Bridge	Hood Shape	A-F	NA		A,C-F	30	10.0	A,C-F	30	10.0
	Mount	1-8	1-2,4-6	1-2,4-7						
	Material	a-c	b-c	b-c						
Tower	Hood Shape	A-F	50	10	NA			NA		
	Mount	1-8								
	Material	a-c								
Specimen Tree or Tree Grove	Hood Shape	A-F	30	5.0	A,C-F	30	5.0	E-F	30	5.0
	Mount	1-8			1,6-7			1,6-7		
	Material	a-c			b-c			b-c		
Retail & Commercial	Hood Shape	A-F	NA		E-F	NA		E-F	NA	
	Mount	1-8	1,6-7	1,7						
	Material	a-c	b-c	b-c						
Civic & Government Center	Hood Shape	A-F	NA		E-F	NA		E-F	NA	
	Mount	1-8	1,7	1,7						
	Material	a-c	b-c	b-c						
Residential	Hood Shape	A-F	NA		E-F	NA		E-F	NA	
	Mount	1-8	1,6-7	7						
	Material	a-c	b-c	b-c						

West Village			Lake Harbor			Old River Road			Lakeside			Woodlands		
Character	Pole Height	Intensity	Character	Pole Height	Intensity	Character	Pole Height	Intensity	Character	Pole Height	Intensity	Character	Pole Height	Intensity
A,C 4-5 b-c	20	0.60	A-C 5 a-c	20	0.60	A-C 3, 5-6 a,c	14	0.60	A-C 3, 4 a,c	14	0.60	A-C 3, 4 a,c	14	0.60
A,C-F 3-5 b-c	20	1.20	NA			NA			NA			NA		
A,C 3-5 b-c	14	0.40	A-C 5 a,b	14		B, C 3, 5-6 a,c	14	0.40	B, C 3, 4 a,c	14	0.40	B, C 3, 4 a,c	14	0.40
A,C 4-5 b-c	14	0.30	A-C 5 a,b	14	0.30	B, C 3, 5-6 a,c	14	0.30	B, C 3, 4 a,c	14	0.30	B, C 3, 4 a,c	14	0.30
A,C 1-2,4-5 b-c	14	0.30	A-C 1-2,4-5 a-c	14	0.30	B, C 3, 5-6 a,c	14	0.30	B, C 3, 4 a,c	14	0.30	B, C 3, 4 a,c	14	0.30
A,E-F 1-2,4-5 b-c	14		NA			NA			NA			NA		
A,C-F 1-2,4-7 b-c	14	1.0	NA			NA			NA			B-F 1-3,6-7 a,c	14	1.0
A,C-F 1-2,4-7 b-c	14	1.0	A-C,E-F 1-2,4-5 a-c	14	1.0	A-C,E-F 1-2,4-5 a,c	14	0.50	B-F 1-3,6-7 a,c	14	0.50	B-F 1-3,6-7 a,c	14	0.50
A,C-F 1-2,4-7 b-c	20	1.20	A-C,E-F 1-2,4-7 a-c	20	1.20	A-C,E-F 1-2,4-5 a,c	20	1.20	B-F 1-3,6-7 a,c	20	1.20	B-F 1-3,6-7 a,c	20	1.20
A,C-F 1-2,4-7 b-c	30	10.0	A-C,E-F 1-2,4-7 a-c	30	10.0	A-C,E-F 1-2,4-5 a,c	30	10.0	B-F 1-3,6-7 a,c	30	10.0	B-F 1-3,6-7 a,c	30	10.0
NA			NA			NA			NA			NA		
E-F 1,6-7 b-c	30	5.0	E-F 1,6-7 a,c	30	5.0	E-F 1,6-7 a,c	30	5.0	E-F 1,6-7 a,c	30	5.0	E-F 1,6-7 a,c	30	5.0
E-F 1,7 b-c	NA		E-F 1,7 b-c	NA		E-F 1,7 b-c	NA		E-F 1,7 b-c	NA		E-F 1,7 b-c	NA	
E-F 1,7 b-c	NA		E-F 1,7 b-c	NA		E-F 1,7 b-c	NA		E-F 1,7 b-c	NA		E-F 1,7 b-c	NA	
E-F 7 b-c	NA		E-F 1,6-7 a-c	NA		E-F 1,6-7 a,c	NA		E-F 7 a,c	NA		E-F 7 a,c	NA	





A2b



A3a



A4b



B4b



B4b



B6

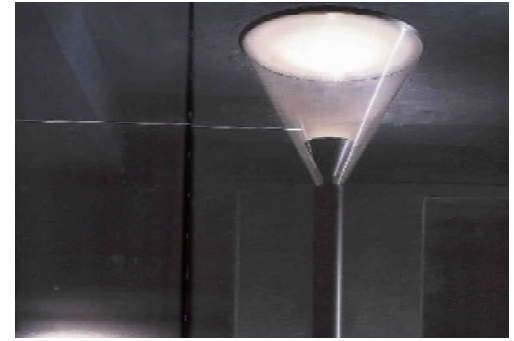
*Light Fixture Options*



C3b



C3b



C3b



D3b



E1



F6

## **Boat Docks**

### **Boat Dock Concept**

Boat docks will be found throughout the River Islands community. They will be located adjacent to the San Joaquin River, Old River, and Paradise Cut, as well as on Back Bays, the Central Lake and in the Lake Harbor District. Although most boat docks will be privately owned and maintained, there will be numerous public docks as well.

Nearly all docks, including private docks, will be located on land that is subject to seasonal or occasional inundation. Typically, this land is included in open space easements that limit the amount and type of development within the easement. In addition, many boat docks will be visible in areas open to public view. The following guidelines and standards are intended to apply to all boat docks in River Islands, with the exception of those intended for use by emergency services providers.

### **Consistency**

The intent of the dock design guidelines is to create consistency in the design of docks throughout River Islands. Consistency in design will cause the docks to recede visually and become less prominent.

### **Simple Designs**

Docks should be simple and straightforward in design. Their size should be limited according to the specifications described later in this section, and they should be constructed of durable materials.

Wooden docks are preferred, but painted steel or recycled plastics are also acceptable, subject to approval by the STDRB. The use of concrete posts is also permitted. Dock must be structurally sound; unconventional structural designs may require review by a licensed structural engineer. Generally, boat docks constructed of treated wood may be allowed to weather naturally. Painted docks must use colors that blend comfortably with their surroundings and must be maintained in good condition.

Dock design must reasonably and simply address water level fluctuation; exotic or complicated systems that may fail when water levels are rising rapidly are not permitted.

Lighting on boat docks should be limited and low-key. Light sources must be concealed and light sources should have warm colors (incandescent, metal halide preferred; fluorescent and mercury vapor are prohibited. Fixtures should not extend more than three (3) feet above the main part of the dock to which they are attached.

### **Dock Design Approval**

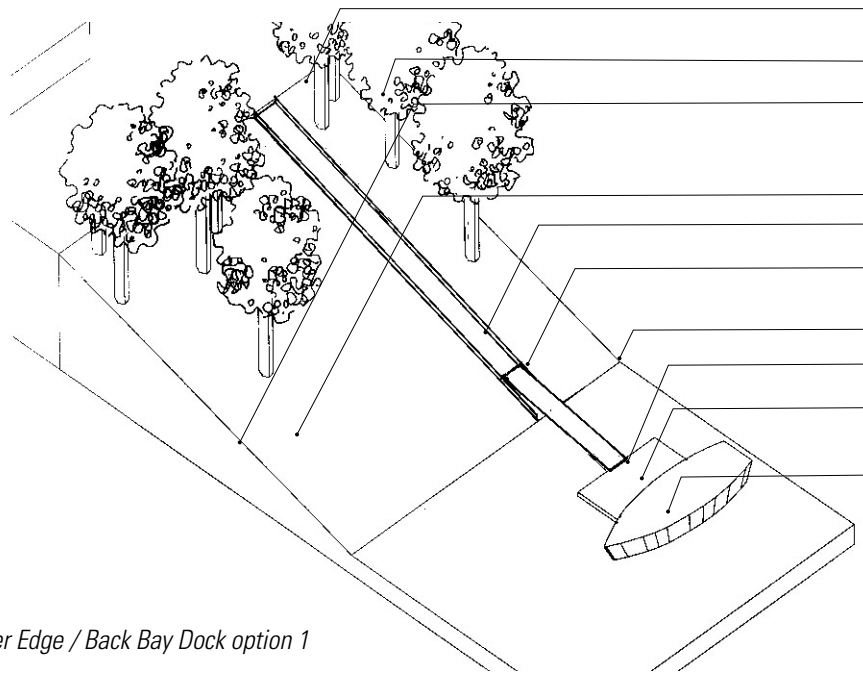
Dock designs will be submitted for review at the same time building architecture is reviewed. The design for all docks within a neighborhood will be established at this time. Typically, docks will be constructed at the same time a home is built.

### **Dock Types**

**River Edge Docks.** River edge boat docks are located adjacent to the San Joaquin River, Old River and Paradise Cut. Generally, they are subject to water level fluctuation that can occasionally exceed fifteen (15) feet. The slope adjacent to the river where existing levee faces have been preserved will be 3:1, though in some areas, including Paradise Cut, the slope will be 4:1. Boats on riverfront lots will be limited to forty feet overall length, provided such boats can be safely docked parallel to the flow of the river at the seasonal low water level.

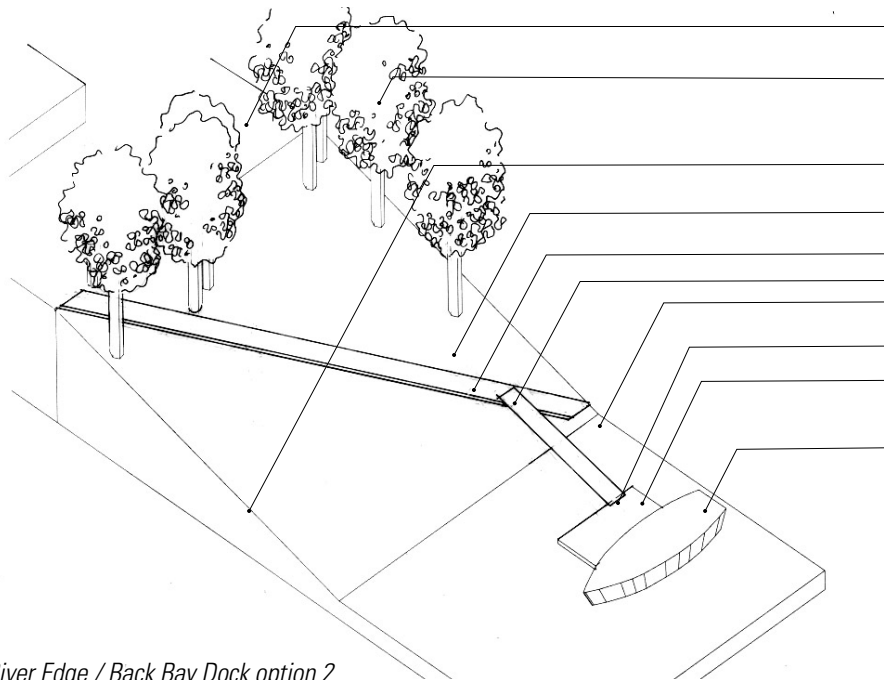
**Back Bay Docks.** Like the Riverfront Lots, these boat docks must accommodate fluctuations in water level that exceed fifteen (15) feet. Slopes adjacent to these lots will be 4:1. Boats will be limited to forty feet overall length, provided such boats can be safely docked parallel to the shore at the seasonal low water level.





- Top of Slope; limit of River Edge Open Space easement
- Trees on slope by builder; see Landscape Master Plan
- Typical slope, 4:1
- Slope ground plane planting by builder; to consist of low-growing grasses
- Slope ramp with wheel guides fixed to slope
- Ramp with wheel attachment / guides freely up and down slope ramp
- Typical mean water level (± el. 4.0)
- Hinged connection
- Floating dock, maximum 10 feet by 20 feet; preferred means of securing is with steel cables
- Boats must be stored parallel with shore line and must not extend on to adjacent property

River Edge / Back Bay Dock option 1

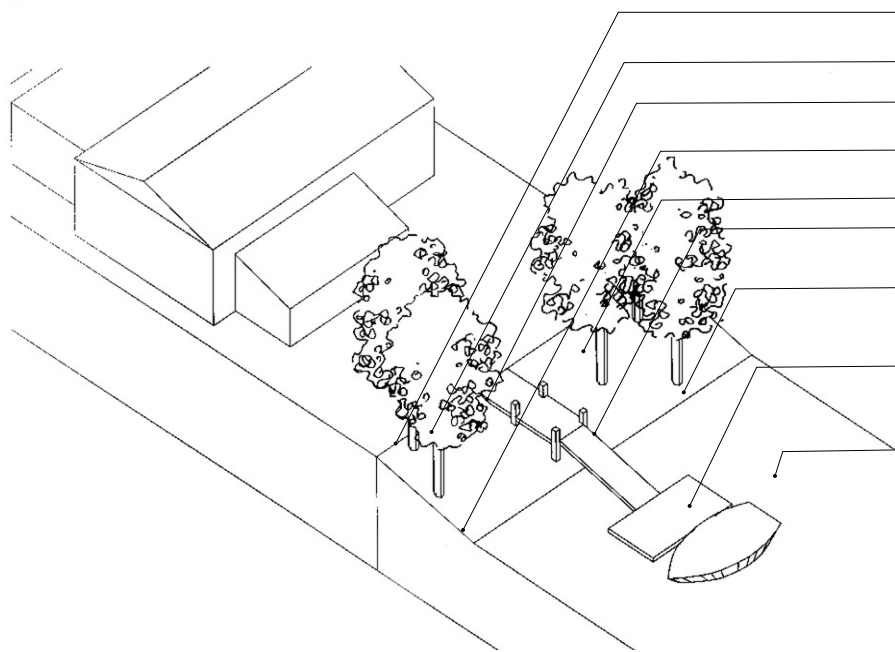


- Top of Slope; limit of River Edge Open Space easement
- Trees on slope by builder; see Landscape Master Plan
- Typical slope, 3:1
- Slope ground plane planting by builder; to consist of low-growing grasses
- Angled ramp with wheel guides fixed to slope
- Ramp with wheel attachment / guides freely up and down angled ramp
- Typical mean water level (± el. 4.0)
- Hinged connection
- Floating dock, maximum 10 feet by 20 feet; preferred means of securing is with steel cables
- Boats must be stored parallel with shore line and must not extend on to adjacent property

\* Note: angled ramp on slope allows for less steep transition to dock

River Edge / Back Bay Dock option 2

**Lake Edge Docks.** Generally, the Central Lake will not fluctuate more than a three to four feet, except in exceptionally wet or dry years, when the fluctuation may exceed eight feet. Slopes adjacent to the lake will not exceed 4:1. Most boats docked on the Central Lake will be limited in their range to the extent of the Central Lake and Canal Street. Because of the need to protect the lake's water quality, the only powered boats permitted will be electric powered; no gas or diesel-powered boats will be allowed (except for emergency service providers and maintenance boats). Boats on the Central Lake may not exceed twenty five (25) feet overall length, and may only reach this length if sufficient space is provided so that the boat may be stored parallel to the shore without encroaching on the adjacent lot.



Top of Slope; limit of Lake Edge Open Space easement

Trees on slope by builder; see Landscape Master Plan

Bottom of pier deck should be above 100-year flood level; piers should not extend more than 20–30 feet from edge of easement; maximum pier width, 8 feet

Typical slope, 4:1

Slope ground plane planting by builder; to consist of low-growing grasses

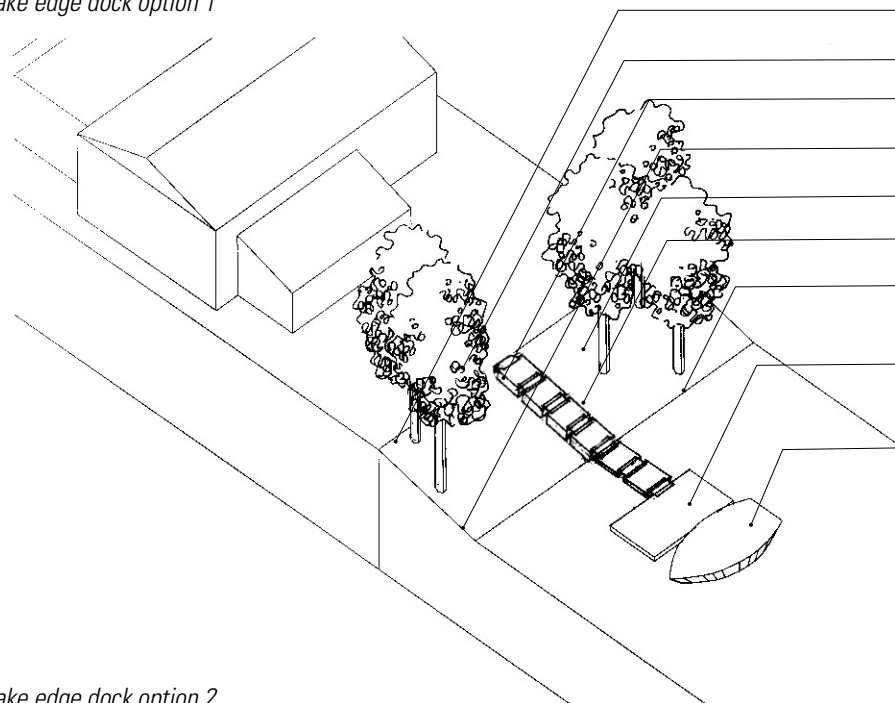
Ramp extends from end of pier to dock; typical materials include steel structure with wood treads

Typical mean water level ( $\pm$  el. 4.0)

Floating dock, maximum 10 feet by 20 feet; preferred means of securing is with steel cables, vertical piles also permitted

Boats must be stored parallel with shore line and must not extend on to adjacent property

Lake edge dock option 1



Top of Slope; limit of Lake Edge Open Space easement

Trees on slope by builder; see Landscape Master Plan

Dock sections anchored to top of slope

Typical slope, 4:1

Slope ground plane planting by builder; to consist of low-growing grasses

Floating dock sections linked together, lay freely on slope

Typical mean water level ( $\pm$  el. 4.0)

Floating dock, maximum 10 feet by 20 feet; preferred means of securing is with steel cables, vertical piles also permitted

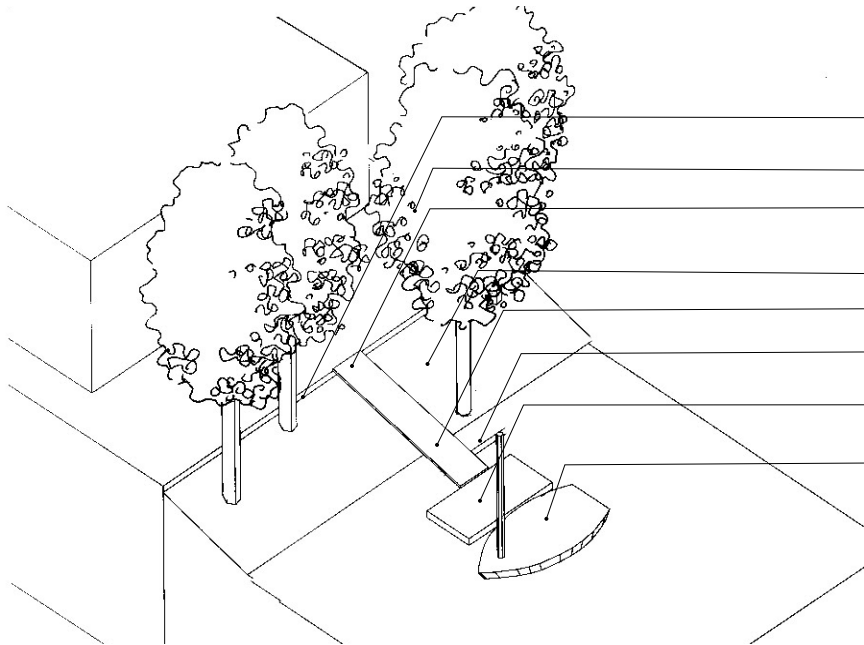
Boats must be stored parallel with shore line and must not extend on to adjacent property

Lake edge dock option 2



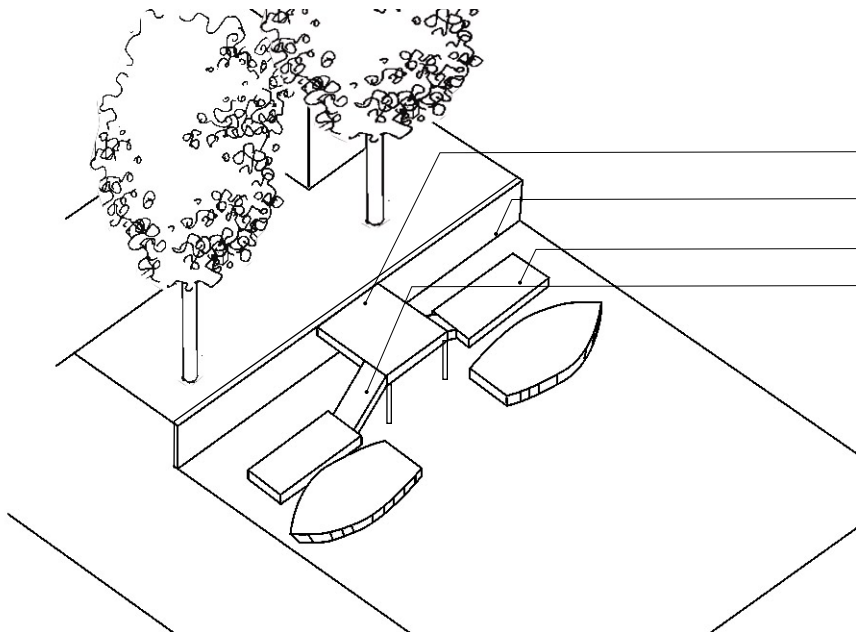
**Inner Harbor Docks.** Within Lake Harbor, there is an area of waterfront lots with a special concrete bulkhead design and adjacent slope intended to provide more usable rear yards while maintaining sufficient space for maneuvering boats. Like other lakefront lots, fluctuation will typically be three to four feet, but occasionally exceed eight feet. Because of the tight maneuvering conditions, boats on harbor-front lots will be limited to twenty feet (20) feet overall length.

**Commercial Docks.** Commercial docks that serve boats that don't originate from within River Islands may be constructed at Lathrop Landing and at the retail center in West Village. These docks may vary from the standards described in this section provided the design is sound and consistent with the design other docks intended to serve commercial purposes on the San Joaquin River System. Commercial docks on the Central Lake will be limited to no more than three locations on Lakeside Linear Park. No more than two of these may be with the Employment Center.



- Top of Slope; limit of Lake Edge Open Space easement
- Trees on slope by builder; see Landscape Master Plan
- Piers not permitted on Inner Harbor major channel lots; boat access to be from ramp to floating dock; boats may also be tied to bulkhead
- Slope ground plane planting by builder; to consist of low-growing grasses or groundcovers
- Ramp extends from end of pier to dock; typical materials include steel structure with wood treads
- Typical mean water level ( $\pm$  el. 4.0)
- Floating dock, maximum 6 feet by 12 feet; preferred means of securing is with steel cables
- Boats must be stored parallel with shore line and must not extend on to adjacent property

Inner Harbor Major Channel Dock

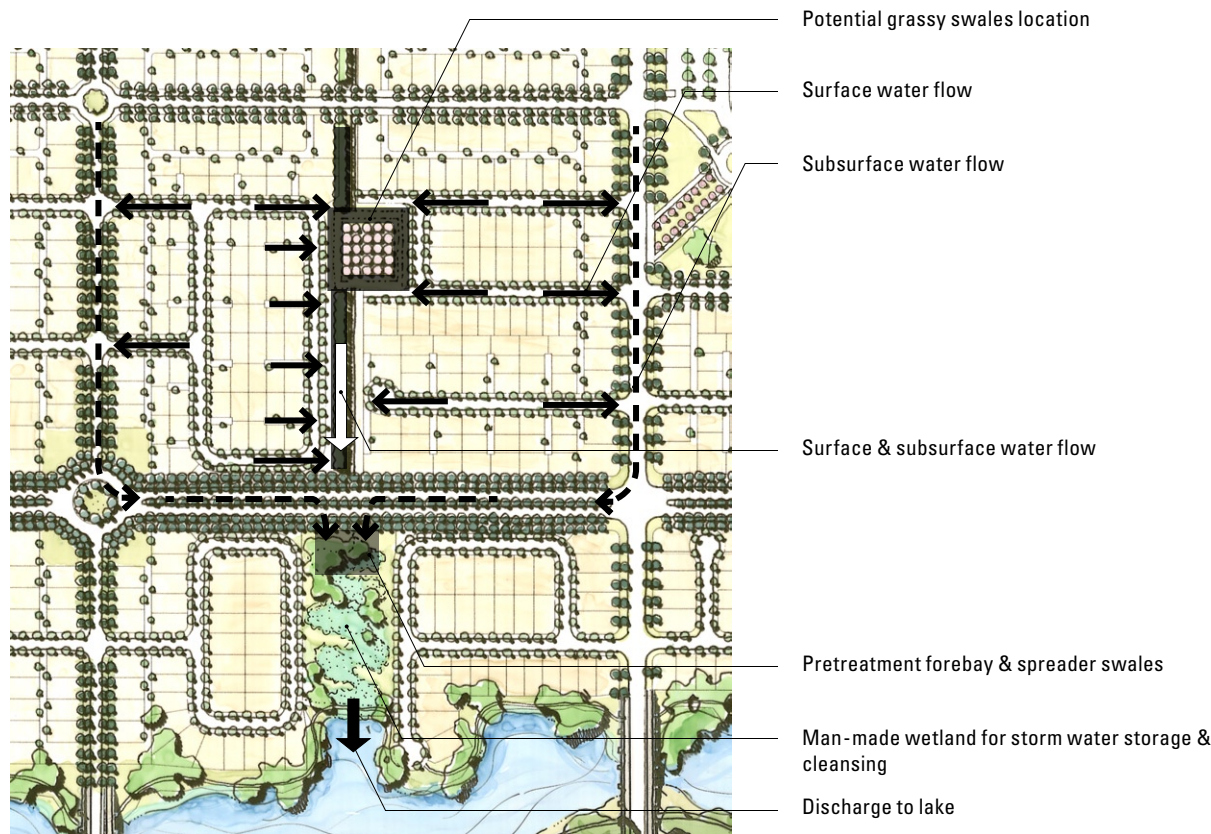


- Shared pier
- Bulk head
- Floating dock
- Ramp

Inner Harbor Minor Channel Dock

### Storm Drainage & Water Management Drainage & Water Management Concept

The storm water management system is a unique element in River Islands' at Lathrop that helps connect the community with its natural environment. The following criteria supplement the City's utilities plan and the provisions of the West Lathrop Specific Plan. They are intended to insure that the drainage and storm water system operates as an identity element, as well as a functional element.



Typical Drainage System Plan

### A Visible System

The design and layout of the open space and circulation systems at River Islands have to be configured to allow a portion of the storm water drainage system to flow on the surface and percolate naturally into the ground water. Parks, paseos, arterial parkways and medians will accommodate this surface flow, and the landscape of these elements will reflect their function in the storm water management system.

### Integrated with Community Storm Drainage System

The above ground portion of the storm drainage system will be complemented by an underground system of pipes. These two systems will be interconnected to provide redundancy, while permitting the first half-inch of rainfall to be directed to grassy swales where water will percolate into the soil.

### Variable forms

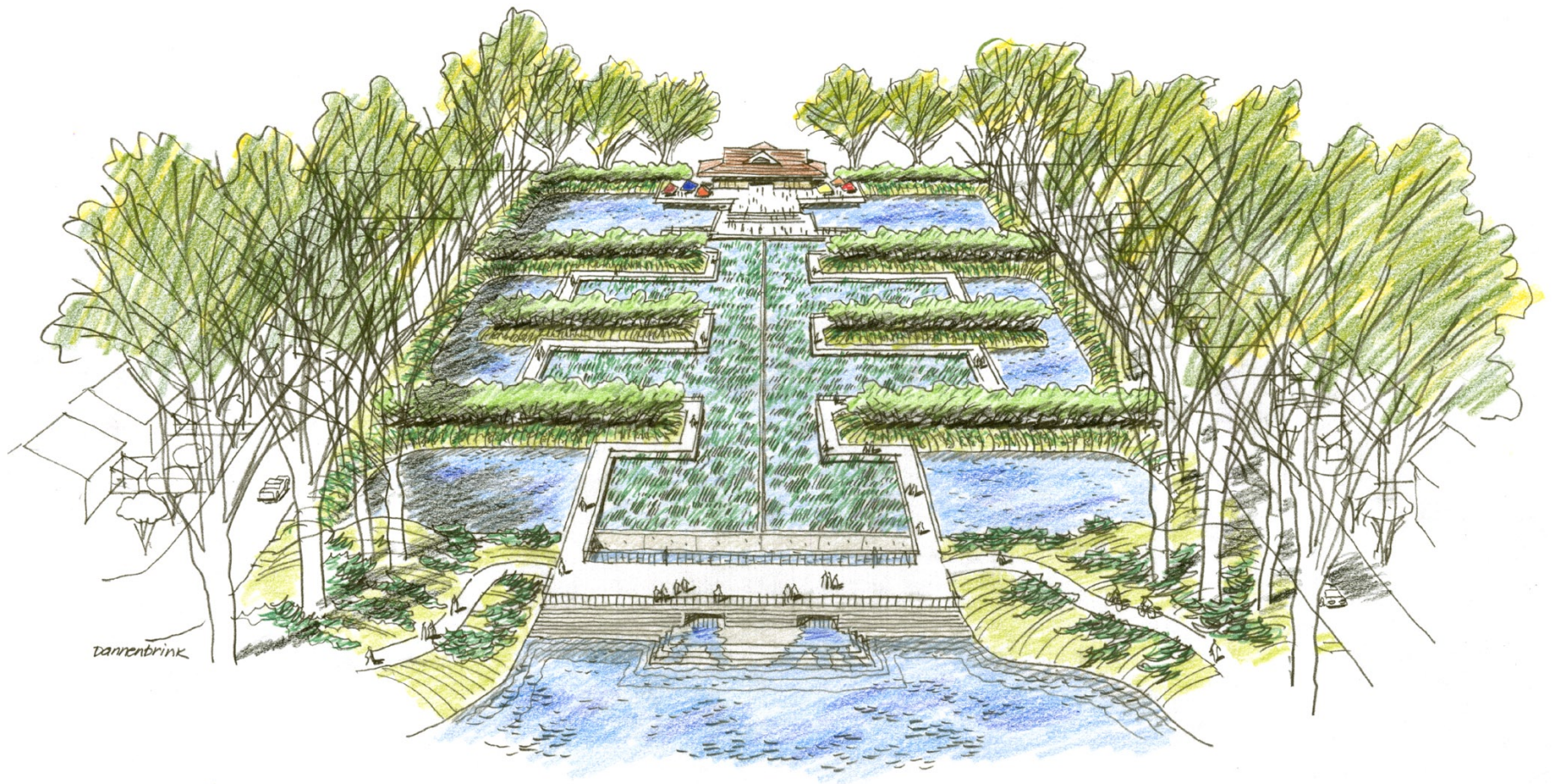
The form and landscape treatment of grassy swales will vary from long, formal, linear swales adjacent to arterial roads or within paseos, to areas adjacent to the central lake that appear to be natural wetlands.

### Storm Drainage & Water Management Details

Also see diagram and sketches of wetlands in Central Lake wetlands part of Open Space & Recreation.

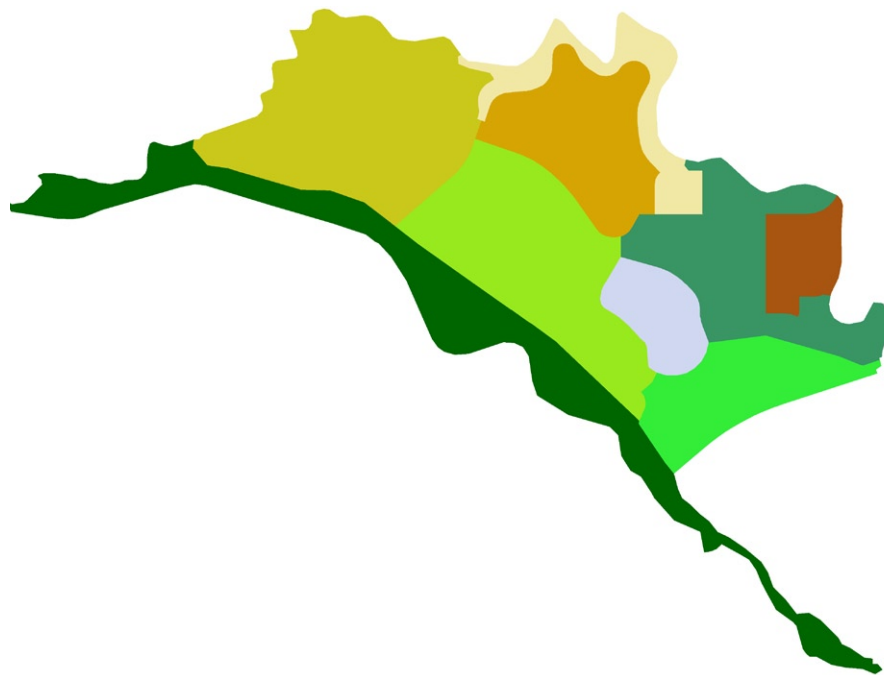






Special treatment of Central Lake Wetlands





## PART II: District Urban Design Standards

Part II of the River Islands Urban Design Concept contains development standards and guidelines for each of River Islands' eight Districts as established in the WLSP. Districts are unified geographic areas of River Islands that share common features, such as land use and design character. The intent of the District Urban Design Standards is to describe in detail the specific factors that establish the unique character of each District.

The description of each District begins with a District Overview, which contains a brief written and graphic introduction to the District. The illustrative plan that accompanies the written description is intended to show how the District might be developed in a manner that is consistent with the standards and guidelines in the River Islands UDC. However, the plan only represents one solution; other solutions are possible that would be consistent with the WLSP and UDC. An important function of the STDDB will be to evaluate design proposals against the provisions of the UDC.

Following the District Overview is a description of the District's land use. This subsection includes important standards set by the WLSP for the maximum and minimum number of dwelling units, maximum area of commercial uses, and other information intended to regulate the density of the District. Some larger Districts have subdistricts or neighborhoods, and these are described and delineated. Unique aspects of the District's land uses are also described.

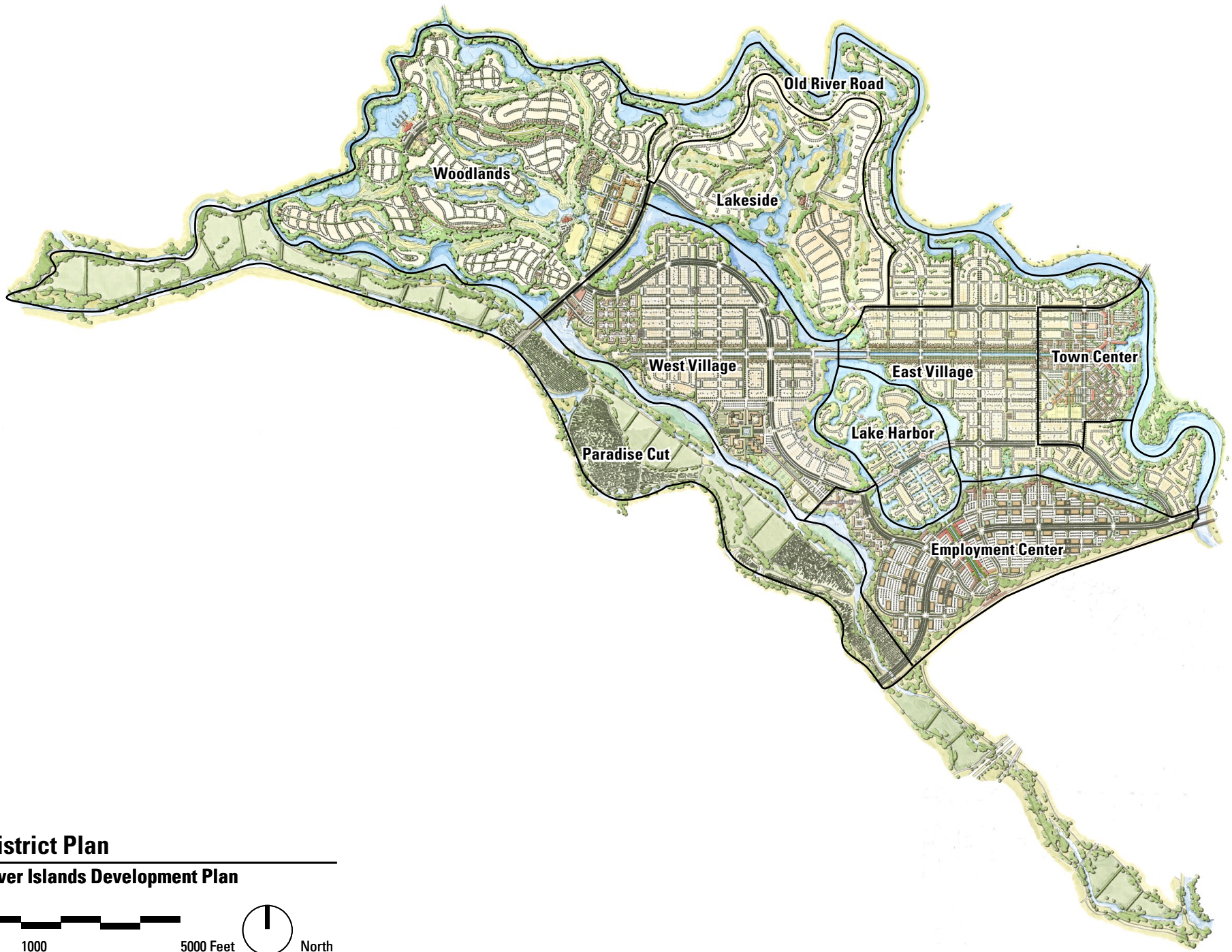


Each District has an open space system that is intended to address both the particular conditions of the District, and the overall River Islands Open Space system. The specific requirements of each District are described and illustrated here.

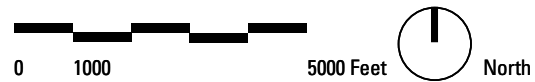
The Circulation and Parking subsection describes the District's circulation system and provides any special parking standards or regulations that might apply.

The Landscape subsections provide details that are applicable to the particular conditions present in each District.

Site Development Standards include regulations for yard-street relationships, lot design, setbacks and building heights.

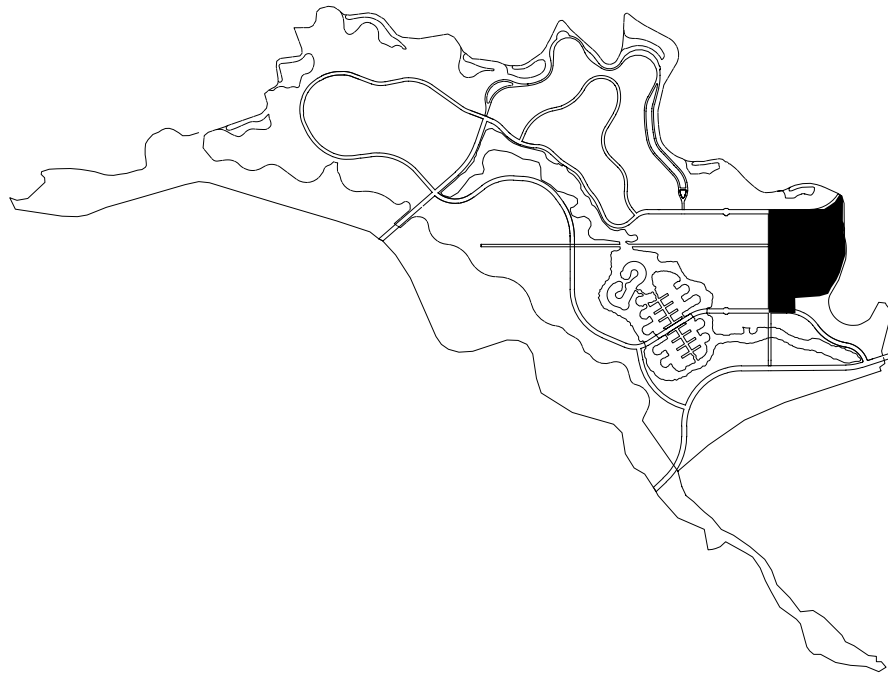


**District Plan**  
**River Islands Development Plan**









## Town Center

### District Overview

The Town Center is a mixed use district with retail, commercial, office and civic uses. The character of the Town Center should be traditional, with pedestrian-friendly streets, small blocks and parking areas, and a direct connection to the San Joaquin River. Land use in the Town Center will be flexible to respond to changing conditions which may occur as development proceeds.

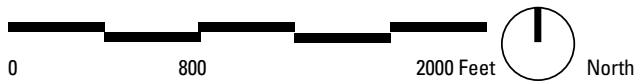
In order to promote the character of the Town Center, this section provides numerous guidelines and standards that will help create the pedestrian scale environment envisioned. For example, in areas where retail uses dominate, buildings will be required to occupy a significant portion of the property line adjacent to the street, front doors that open to the street will be required, as well as transparent first floor elevations. Also, restaurants will be allowed to use a portion of the public sidewalk for seating, and awnings may encroach in the right-of-way. Such practices are all intended to encourage a traditional, pedestrian-friendly town center character.

The highlighted area of the illustrative plan on the following page illustrates overall character of the district as one of the many possible ways that the Town Center might be built that is consistent with the provisions of the West Lathrop Specific Plan, City of Lathrop Zoning Ordinance and River Islands Urban Design Concept that includes standards for the Town Center. The labels identify some of the major features of the village and the plans, cross sections, descriptive text and design criteria contained on the following pages are intended to provide guidance for development of the Town Center.



## Town Center

### River Islands Development Plan

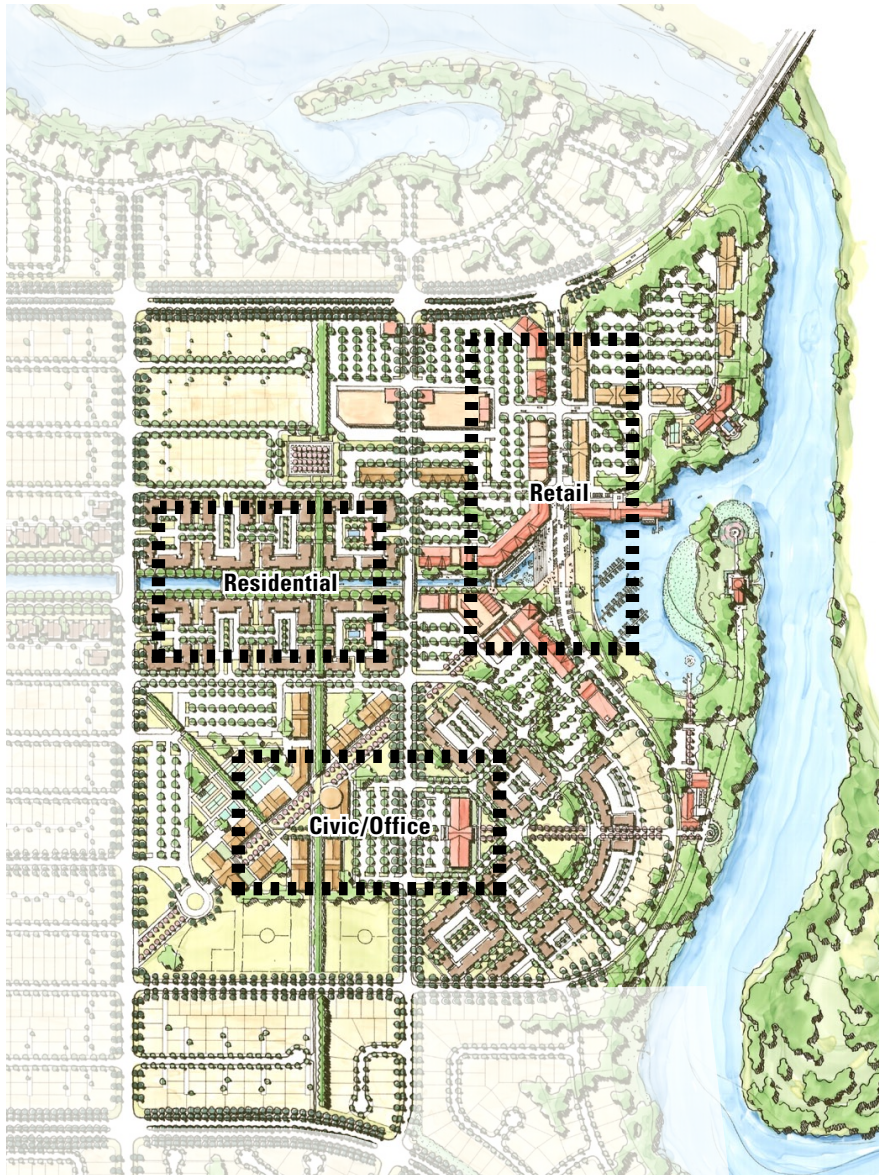




## **Land Use**

### **Core Uses**

The Core Use diagram illustrates the location of the core of the three main uses within the Town Center: retail, residential and civic/office. The area indicated on the plan is intended to be the center of the particular land use. Each land use may expand from its core to adjacent land as shown in the diagram. Where core uses overlap, either use may occur, subject to other provisions of the River Islands UDC.



**Town Center – Core Uses**  
**River Islands Development Plan**



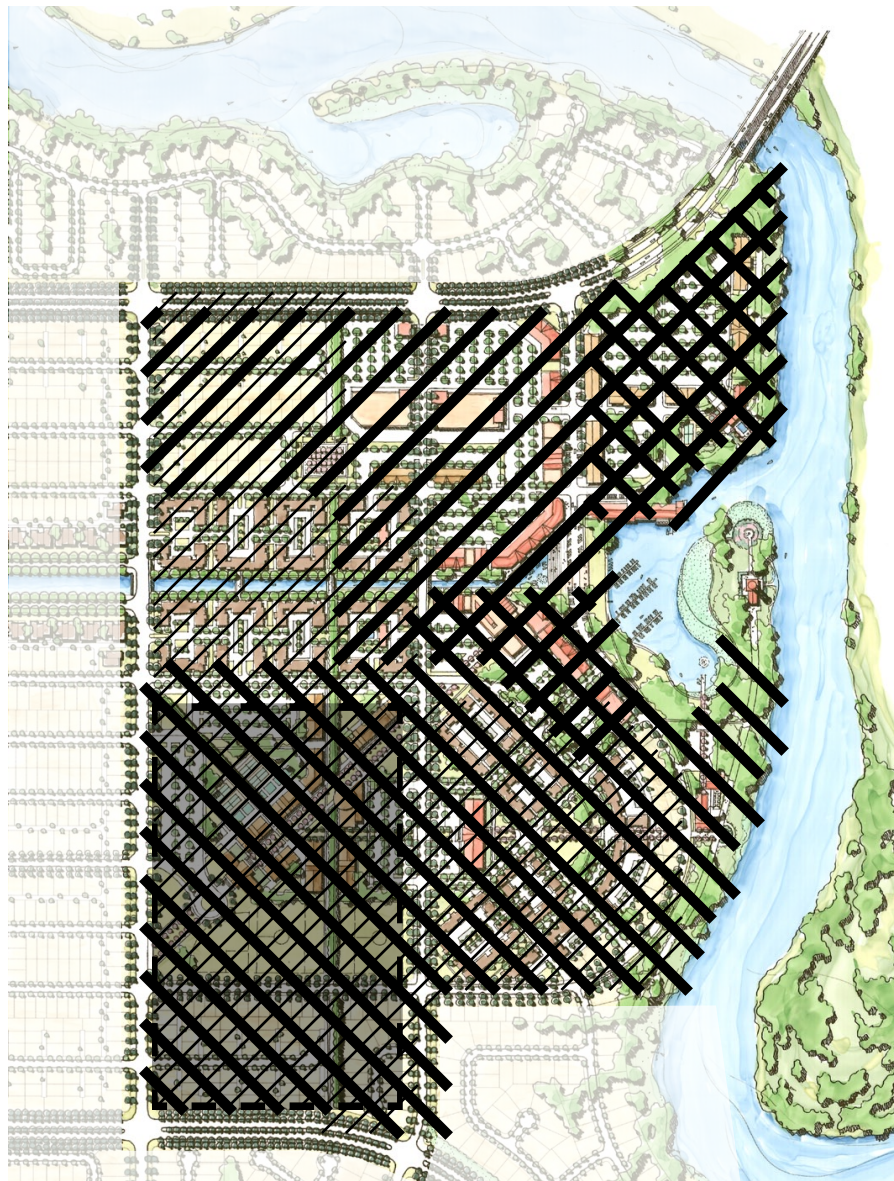
**Ground Floor Uses**

The Ground Floor Use diagram indicates the options for ground floor uses within the Town Center. Within the area of the core, the ground floor use is restricted to the core use. Outside the core, the ground floor use may vary according to the provisions of this diagram. In some cases, ground floor uses may be any of the three basic core uses.

**Upper Floor Use**

In areas where the actual constructed ground floor use is retail or civic/office, upper floors may be additional retail, civic/office, or residential. Where the actual ground floor use is residential, all upper floors must be residential.





-  Retail
-  Residential
-  Civic/Office
-  Park

**Town Center – Ground Floor Uses**

**River Islands Development Plan**



### **Town Center Commercial Uses**

The retail uses in the Town Center are intended to serve the River Islands community, the citizens of Lathrop, and regional users seeking a special San Joaquin River Delta experience.

Serving River Islands residents will be a small neighborhood retail center with access to North River Islands Parkway. This center might contain a market, drug store, and service businesses suited to the daily needs of nearby residents. A typical parking field in front of these uses will conveniently allow visitors to take care of their needs.

A “Main Street” retail area on Water Street will provide appeal to the larger community with restaurants, shops, and other retail businesses located on the ground floor with direct pedestrian access to the street required. Upper floor uses may include offices, service businesses, more retail, or residential. The Water Street retail uses continue south and surround the turning basin at the east end of Canal Street, and may continue as far south on Water Street as demand justifies

Between Water Street and the river, north of Lathrop Landing Park is an area that might contain additional retail, but is more likely to be office and hospitality uses. A site adjacent to the river is particularly well suited to an inn or small hotel which can feature views of the river.

South of Canal Street and west of Water Street is an area that might contain more office space, additional retail, or residential. This area east of the Town Center school is also ideally suited to civic uses such as a performing arts center, or city offices.

### **Town Center Residential Uses**

The Town Center is ideally suited for a range residential uses. Apartments located either side of Canal Street are conveniently located adjacent to the Town Center’s retail uses. Single family attached or detached homes can also be accommodated on sites near the perimeter of the Town Center, or even on Water Street south of Canal Street. Residential uses on second story or above is permitted throughout the Town Center. Between Water Street and the river, live-work uses can be provided.

### **Town Center Temporary Uses**

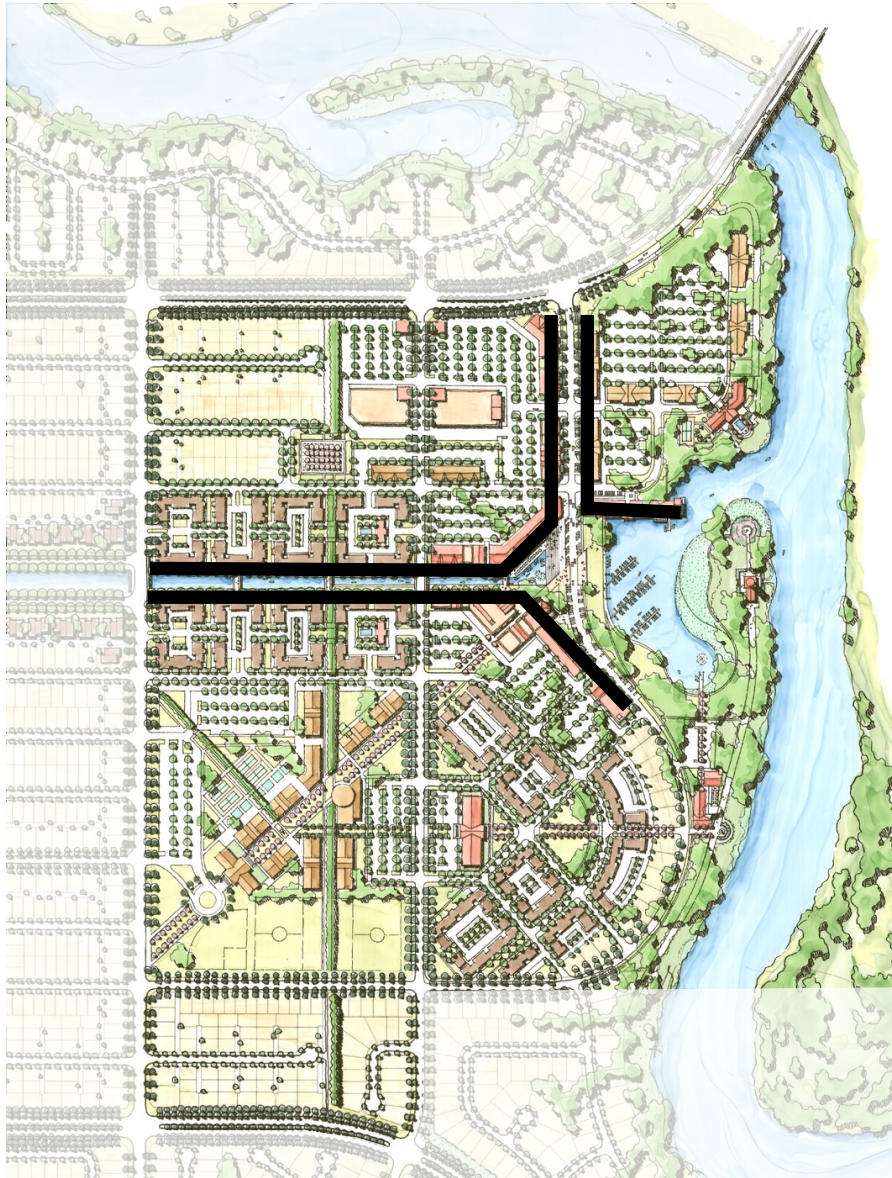
Development of the Town Center will be phased over a number of years. In order to establish the Town Center as a destination, temporary and seasonal uses will be permitted that are intended to attract users from Lathrop, River Islands and beyond. These temporary uses may include festivals, farmers market, fairs, or seasonal attractions such as the corn maze.





Retail Buildings





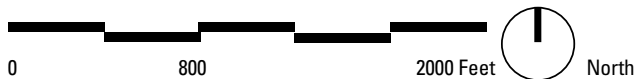
### Building Edges Define the Town Center Core

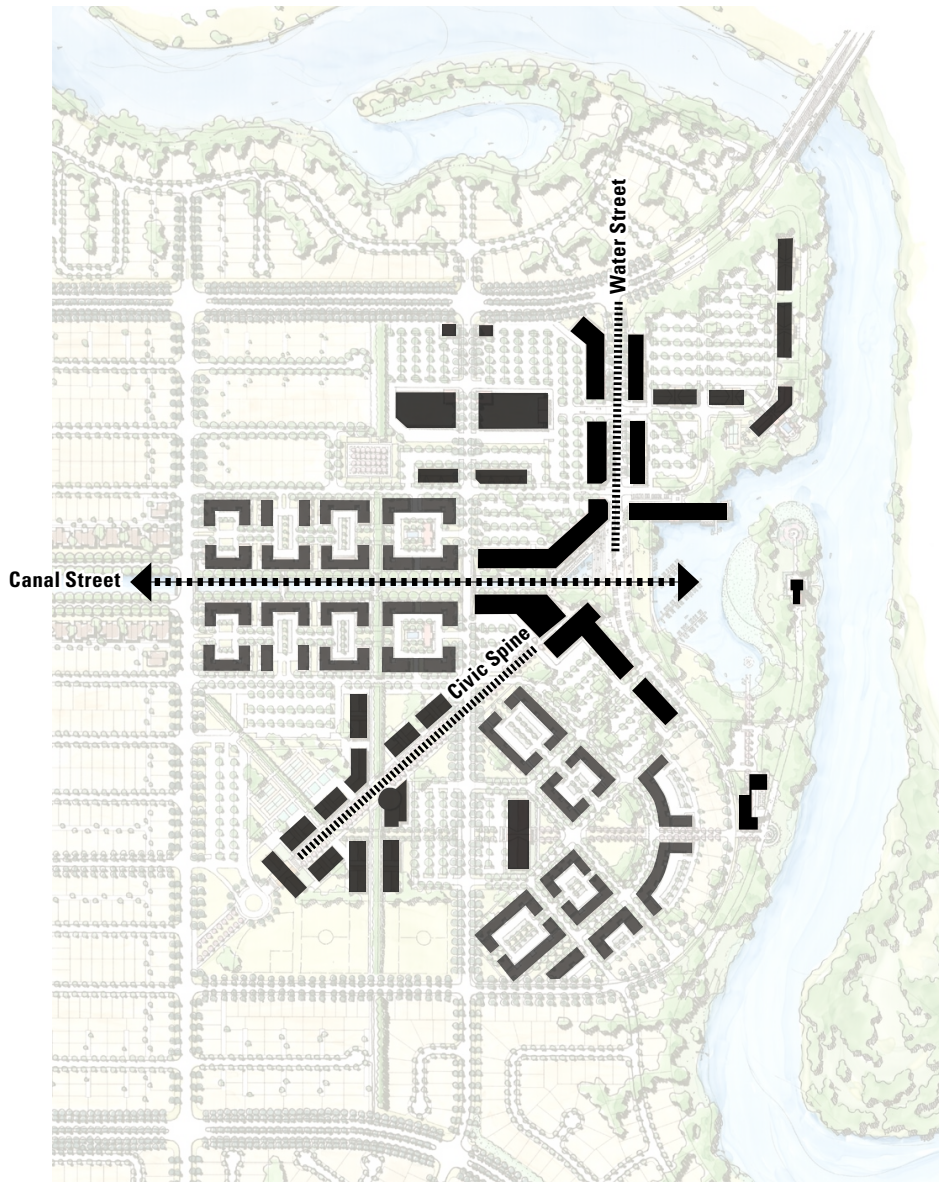
Within the Town Center, building mass plays an important role in defining the edges of the core public open space area. The two diagrams illustrate this concept in more detail. The Building Wall Diagram defines the edges of the Town Center Core. Buildings must be located along this line to create a nearly continuous wall in order to define and contain the core area open space. At least 80% of this line must be occupied by a building edge; pedestrian access to the building must also be available along the Building Wall, though secondary access to the building may also be from areas not adjacent to the Building Wall. The Town Center Figure-Ground Plan shows building masses in black and open areas in white in order to illustrate the proposed density of buildings around the core. This drawing is intended to demonstrate how the Building Wall might be implemented in the Town Center, and should not be considered a final plan for the Town Center.





■ Building wall must occupy 80% or more of property line; front doors must face canal or street; front doors should be no more than 50 feet apart

### Town Center – Building Wall Diagram

#### River Islands Development Plan





-  Lathrop Landing Signature Buildings
-  Neighborhood Retail/Office/Civic/School Buildings
-  Multi-Family Residential Buildings
-  Canal Street

**Town Center – Figure-Ground Plan**

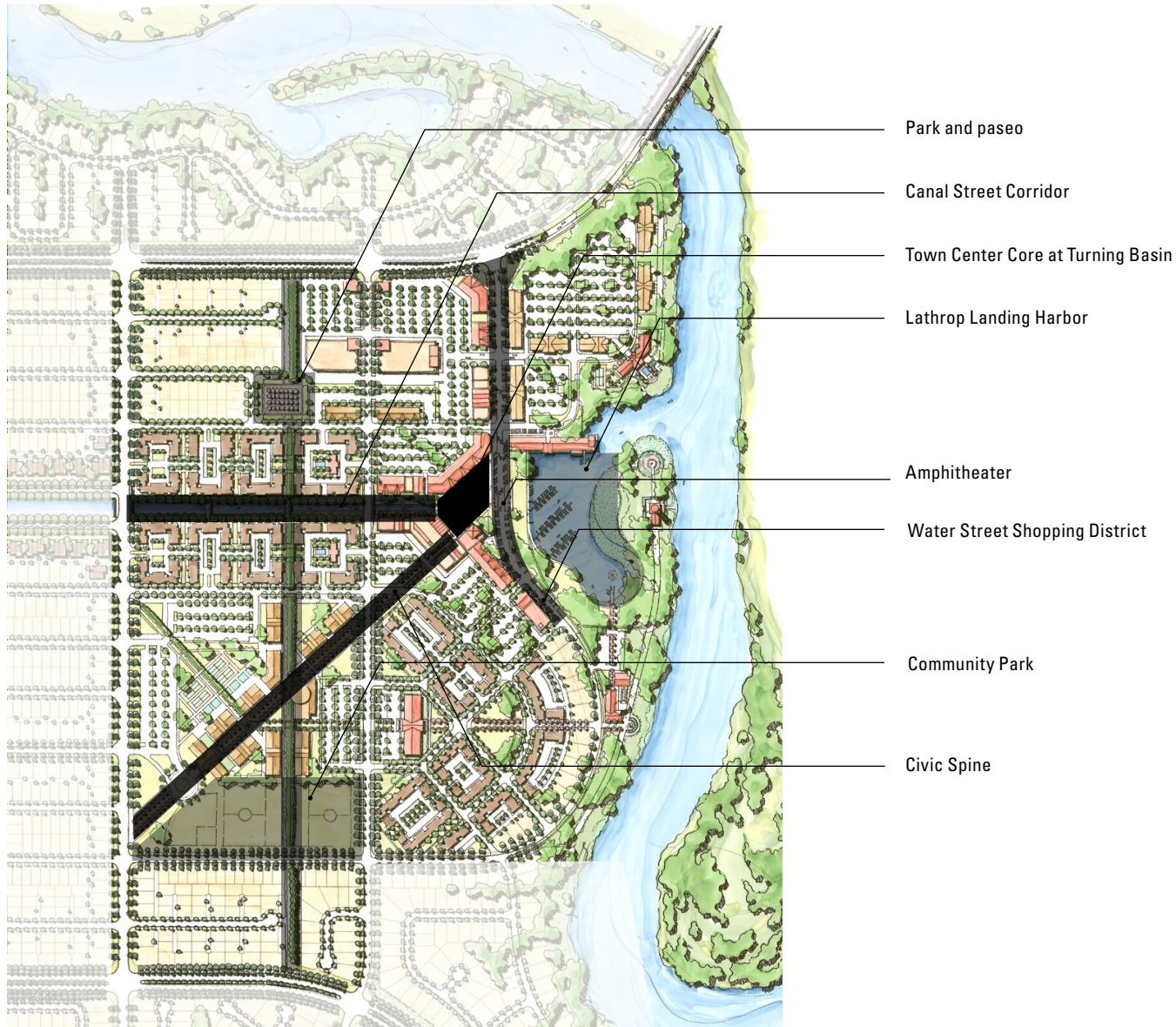
**River Islands Development Plan**



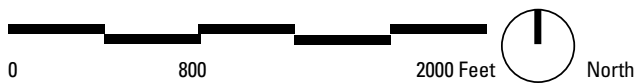
## **Open Space**

Open Space in the Town Center is realized in several different ways. First, the Town Center features a unique core open space area defined by building edges. This core includes Canal Street, the Canal Street Turning Basin, and the north end of Water Street. Next, there are pedestrian connections that follow or provide access to this core. Finally, there are several traditional parks that serve a range of recreation needs. The following describes the characteristics of each of the open space elements.





**Town Center – Open Space Diagram**  
**River Islands Development Plan**

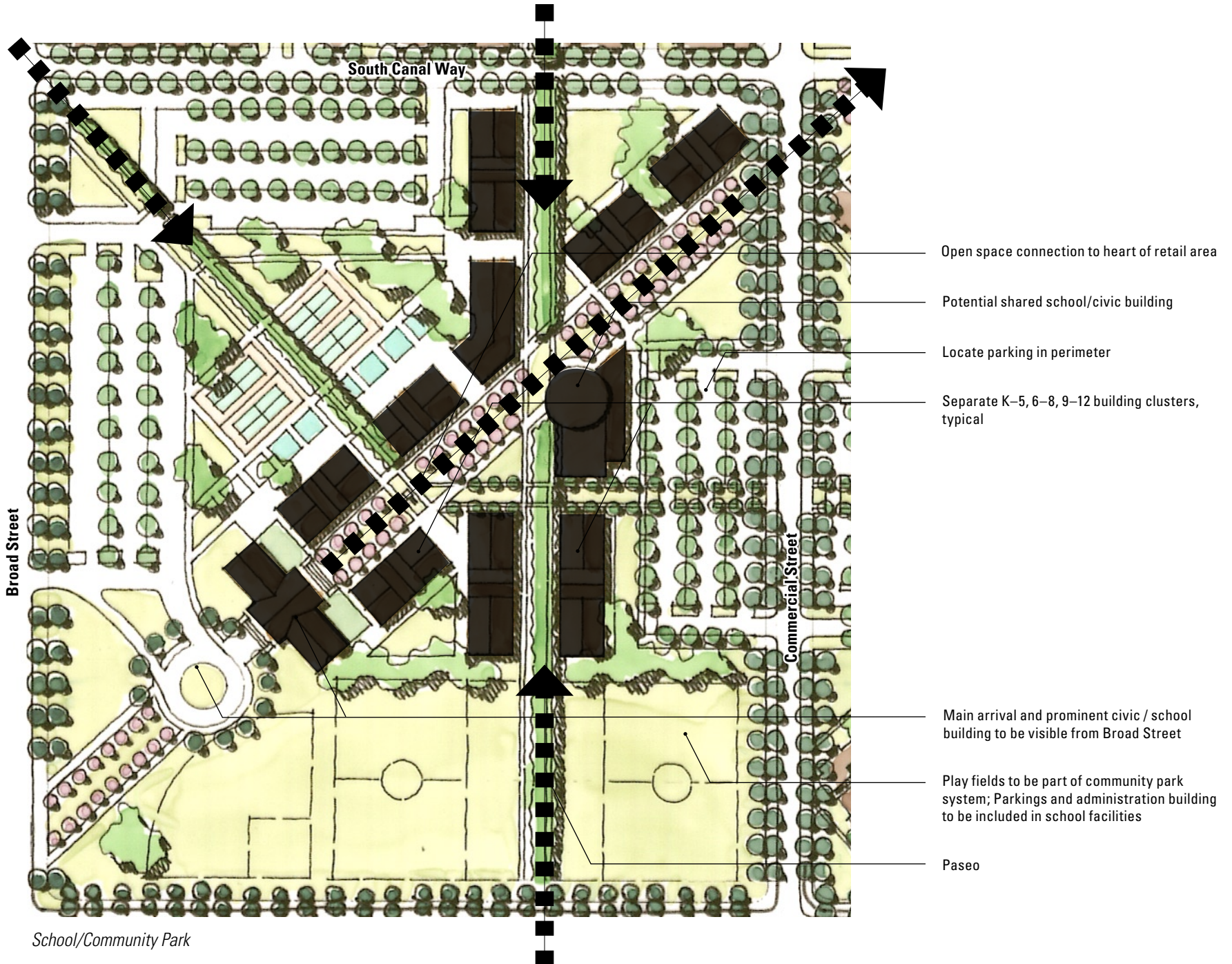


**School/Community Park**

The ±30 acre Town Center School includes classrooms for elementary and middle school (grades K–8) students, as well as high school (grades 9–12) students. Each component will have separate buildings and they will be arranged to form a central open space that ties the complex to other areas of the Town Center.

The school will have play fields located on the southern edge of the campus that can serve community active recreation needs. Other facilities that may be shared by the school and community may include a performing arts facility and library.





Open space connection to heart of retail area

Potential shared school/civic building

Locate parking in perimeter

Separate K-5, 6-8, 9-12 building clusters, typical

Main arrival and prominent civic / school building to be visible from Broad Street

Play fields to be part of community park system; Parkings and administration building to be included in school facilities

Paseo

School/Community Park





Canal Street makes pedestrian connection to Turning Basin

### **Pedestrian Connections**

#### **Canal Street**

East of Broad Street, the Canal Street canal narrows from 90 to 60 feet. It narrows to 30 feet east of Commercial Street then broadens to a turning basin that is the central plaza of the Town Center. This plaza is surrounded by retail and civic/office uses.

#### **Water Street**

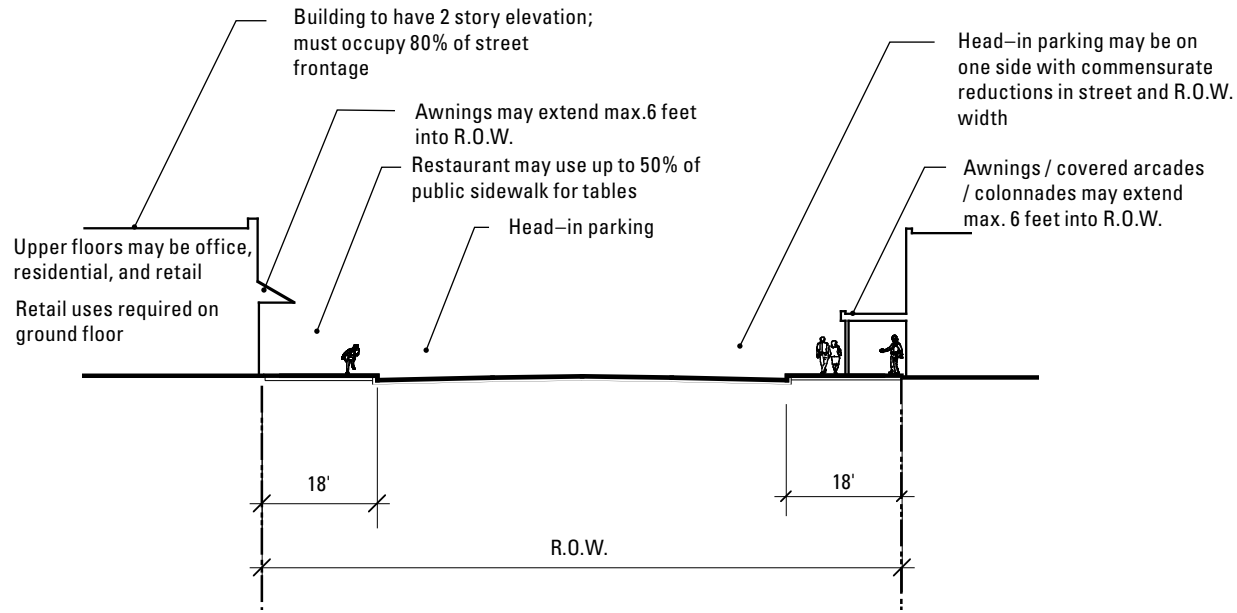
Water Street is a retail street with a traditional riverfront character and a public open space on the slope that connects the street to the water surface. The public park will feature grass slopes, ramps that lead to the water, and terraces for seating to gather and/or enjoy the activity of the Lathrop Landing area.

#### **Civic Spine**

The Civic Spine is an open space element intended to connect the Town Center School with the retail areas of the Town Center that surround the Canal Street Turning Basin. The Civic Spine is intended primarily for pedestrians, and the adjacent uses are intended to serve civic and cultural purposes.



Water Street has a riverfront character

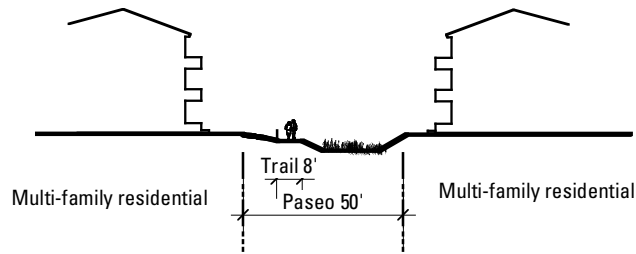


A. North Water Street

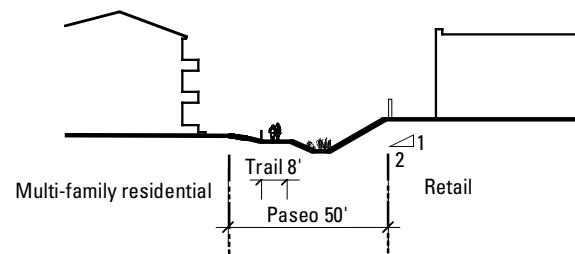
**Public Parks & Paseos**

The Town Center contains two community parks and a neighborhood park and paseo. These parks are described in more detail in the Open Space section of this UDC. Lathrop Landing Park surrounds the small harbor at Lathrop Landing and is intended to be a public gathering space for residents from River Islands, Lathrop and surrounding communities. It is the public connection of the Town

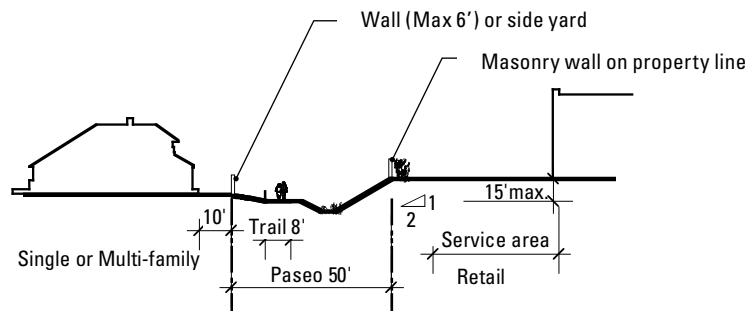
Center to the San Joaquin River. Town Center Community Park is included within the grounds of the Town Center K-12 School and will provide for active recreation needs of River Islands and Lathrop residents. The Neighborhood Park and Paseo is a feature of the residential areas of the town center and provides for local, informal recreation needs, as well as north-south pedestrian connections.



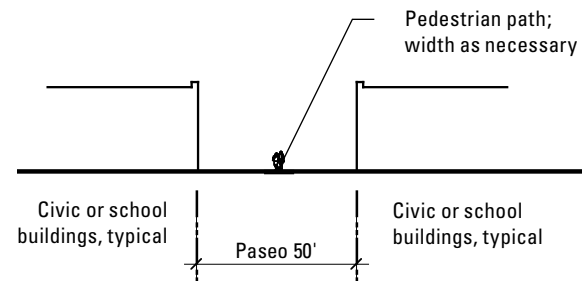
A. Park and Paseo in Town Center



B. Park and Paseo in Town Center



C. Park and Paseo in Town Center



D. Park and Paseo in Town Center





Neighborhood Park required with adjacent residential uses

Canal Street trails

Canal Street Turning Basin/  
Town Center Square

Lathrop Landing Park

Continuous public connection  
through school grounds

Community Park

Park and Paseo in Town Center

## Circulation & Parking

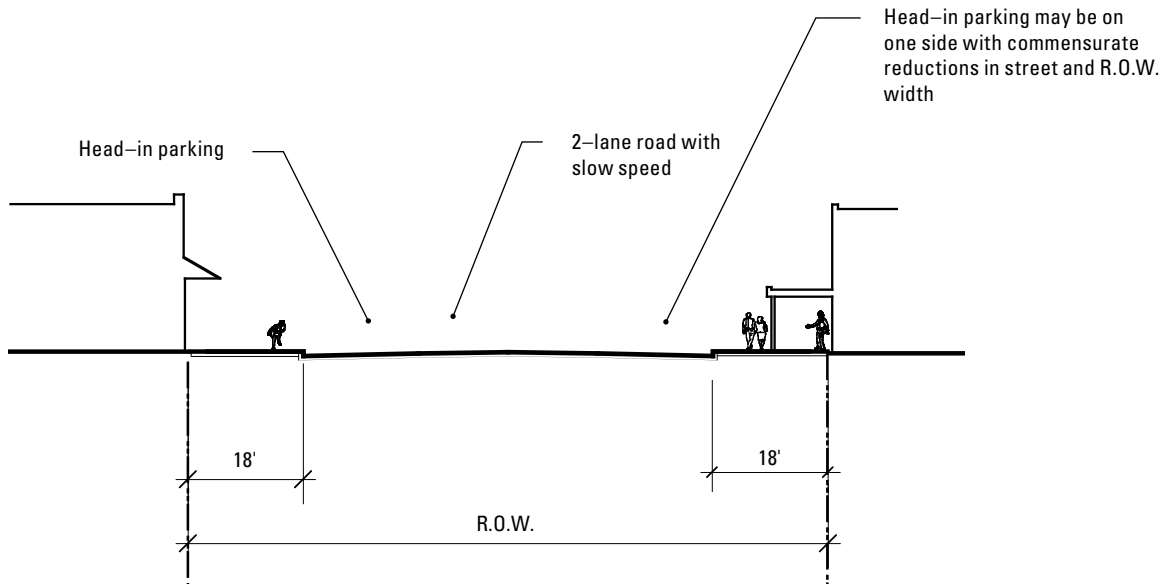
**Water Street.** Water Street is a 2-lane road with head-in parking in the retail core and parallel parking adjacent to residential or civic/office uses. It is intended to be a slow speed street that allows visitors to see what's happening in the Town Center, and to try and get one of the best parking places. The slow speeds, pedestrians, and head-in parking make this a street for walking. Setback standards require buildings to be located on the property line on the northern half of this street, further reinforcing the pedestrian character of the street.

**Commercial Street.** Commercial Street provides convenient automobile access to the Town Center, as parking lots will be accessible to this street. Setback requirements are more flexible, permitting uses with varying parking needs.

**North and South Canal Way.** These two short streets provide access to the Town Center from the west and are the primary points of access to parking for the residential core. South Canal Way also provides access to parking for the school.

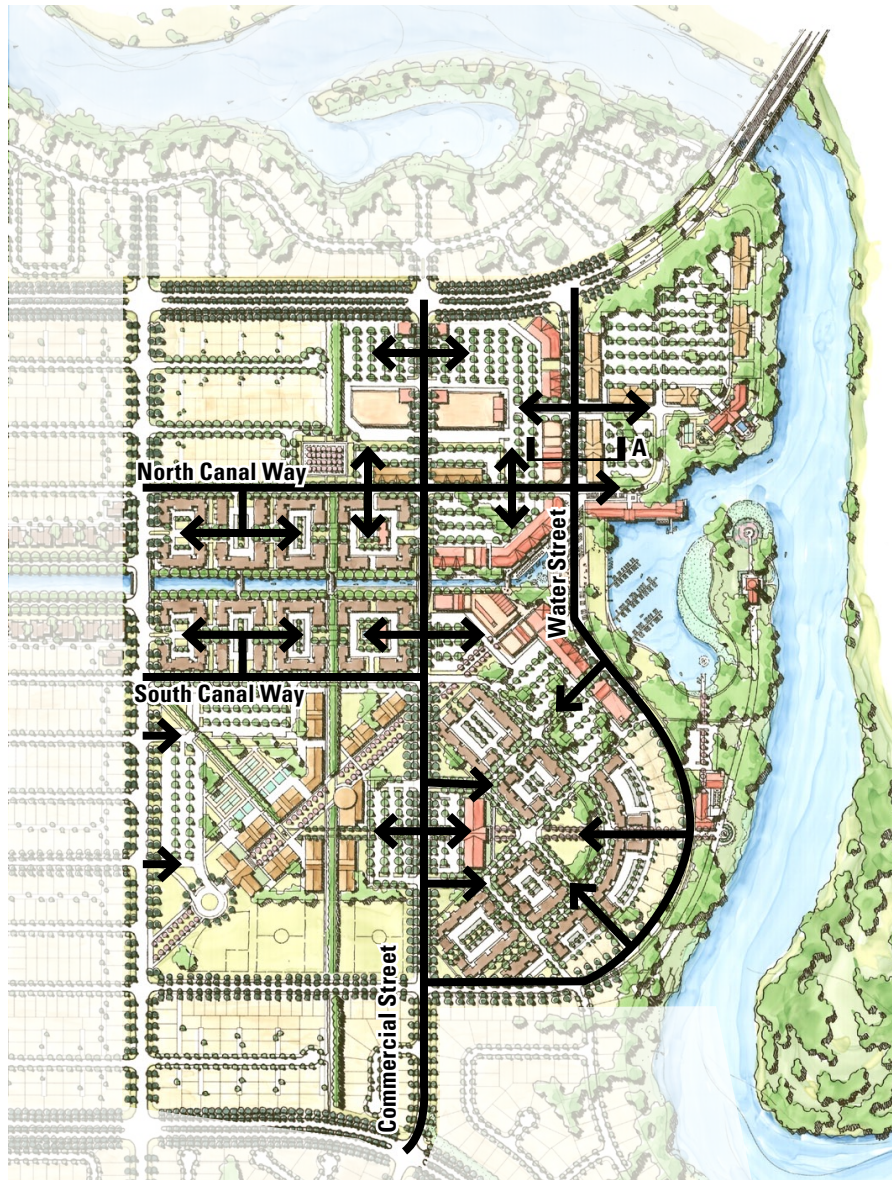
### Parking Lot Access

The primary access to parking within the Town Center will be from Commercial Street, a north-south collector that connects North and South River Islands Parkway. Vehicular access to parking lots from Water Street will be prohibited to help reduce congestion and promote a more enjoyable pedestrian environment.



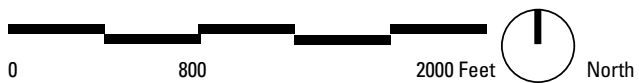
A. North Water Street





- Primary Town Center access roads
- ➔ Parking lot access

**Town Center – Circulation & Parking Diagram**  
**River Islands Development Plan**



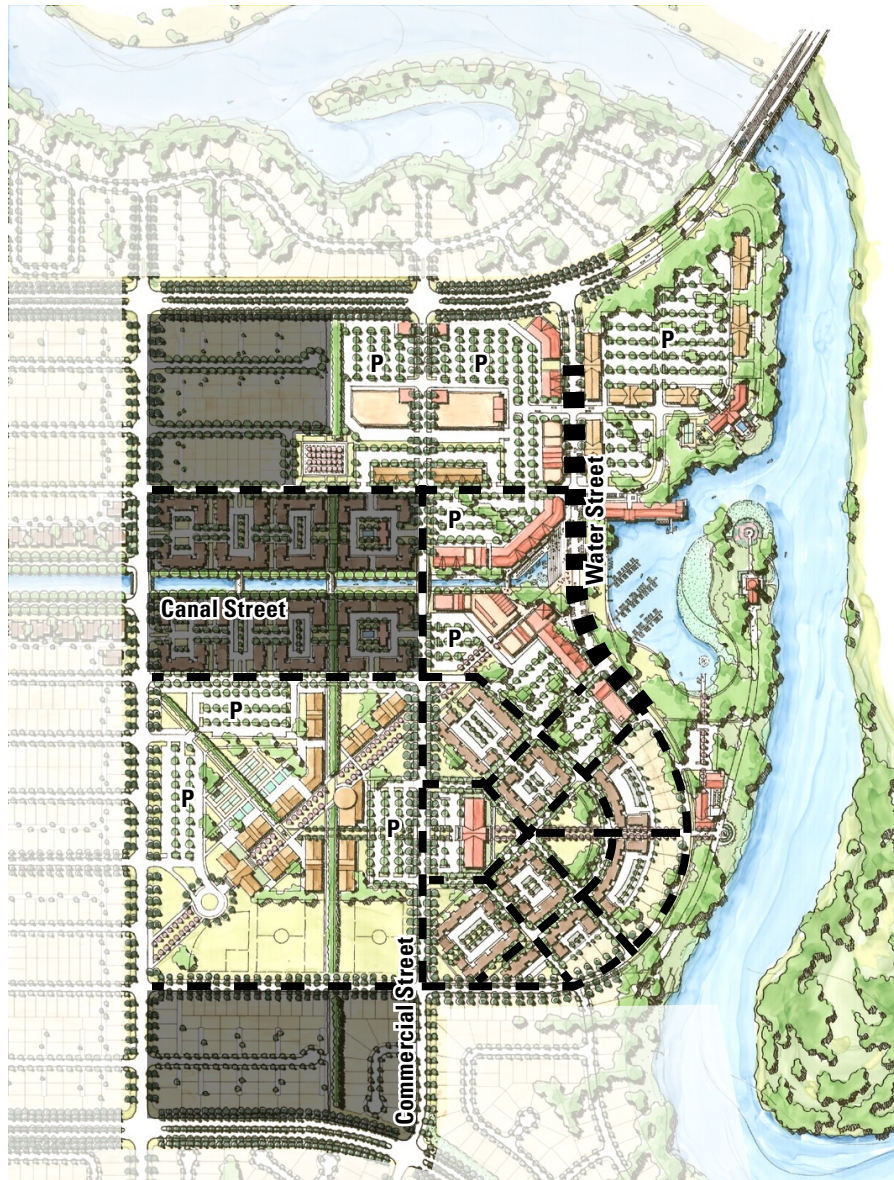


**Parking District**

Within the Town Center, all non residential uses will belong to a parking district that covers the entire district. All parking needs for these uses must be met within the limits of the district, but it is not necessary for each use to meet its needs entirely on its specific site. The intent is to create a flexible parking system that can adjust as land in the Town Center is developed, but that also trades some convenience in parking for a more appealing, pedestrian-oriented environment for users, residents and visitors. Parking requirements for the Town Center will generally follow the city's zoning requirements, but may vary if parking study shows that fewer spaces are required because of the type of uses proposed. For example the Performing Arts Center may be able to use parking from a nearby civic center.

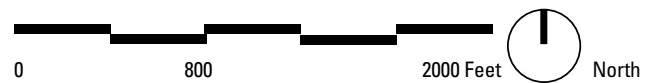
**On-Street Parking**

The on-street parking diagram indicates the location and type of on-street parking. On-street parking is included in the Town Center Parking District and on-street spaces can be counted to meet the district's parking requirements as indicated on the plan.



- P** Off-street parking fields
- -** Parallel on-street parking
- ■** Head-in on-street parking
- Residential areas with parking that serves their neighborhood only (typical)

**Town Center – Parking Space Location Plan**  
**River Islands Development Plan**

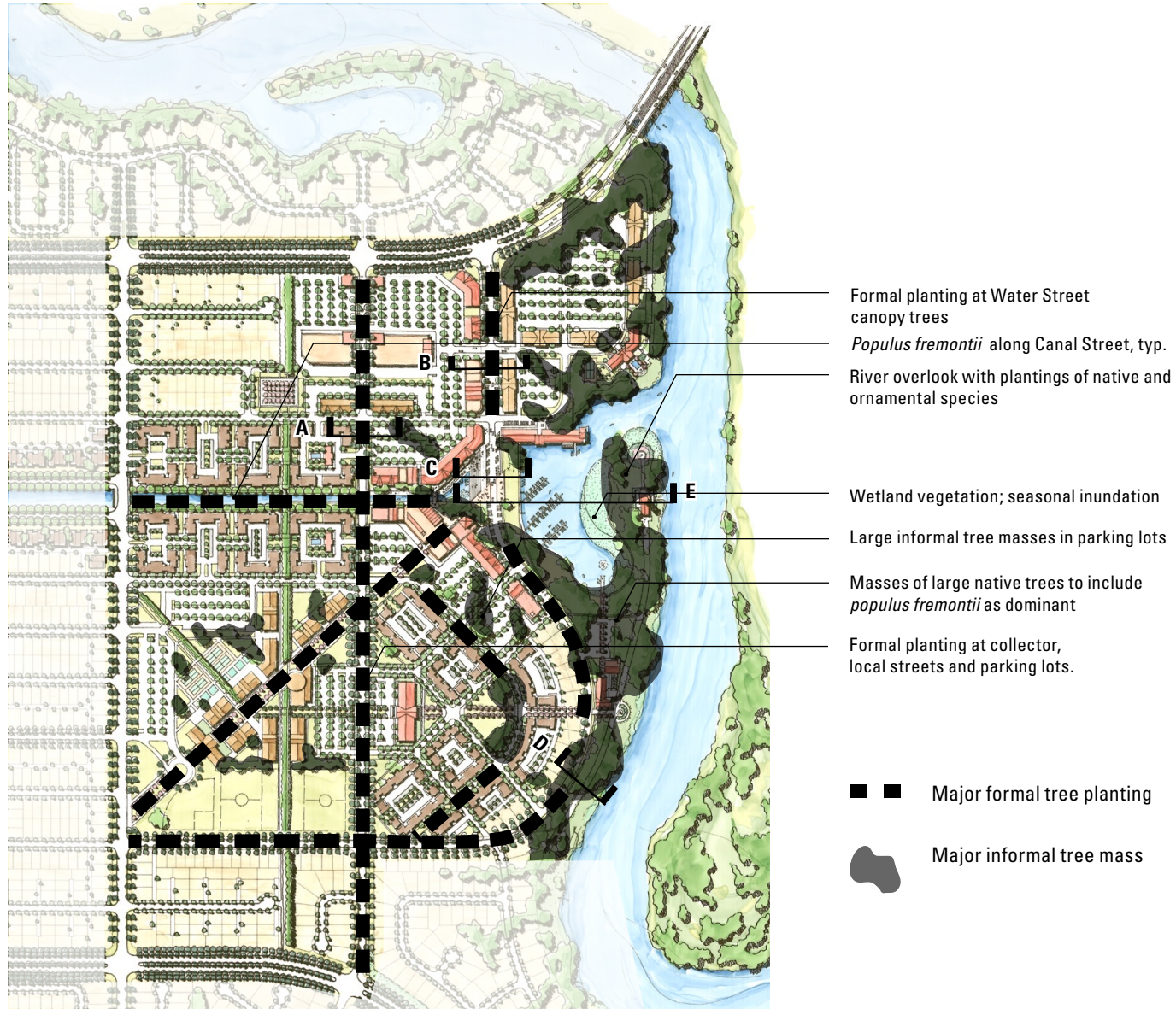


## **Landscape**

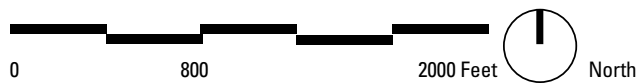
The landscape treatment of the Town Center includes both the River Delta and Agricultural landscape influences. Along the San Joaquin River and spreading west into the Town Center, the River Delta influence will predominate, with large masses of characteristic River Delta trees such as Fremont Poplars (*Populus fremontii*) and Valley Oaks (*Quercus lobata*) planted in Lathrop Landing Park, the area between Water Street and the river, and along Water Street south of the Canal Street Turning Basin.

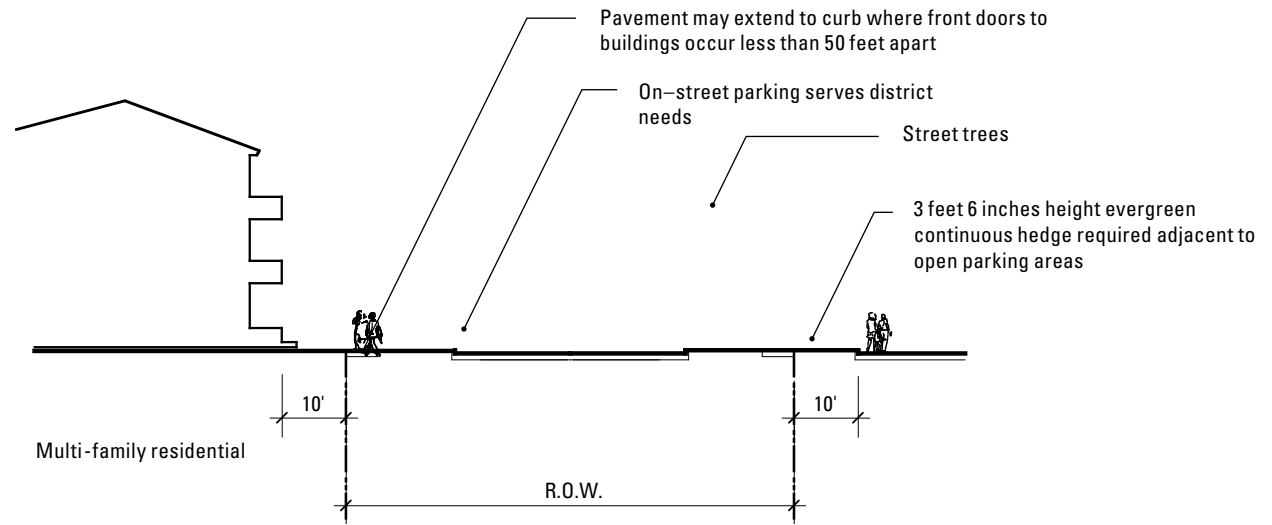
Along the main vehicular and pedestrian circulation routes of the Town Center, rows of regularly-spaced trees will predominate. On Canal Street, rows of Fremont Poplars will continue the characteristic Canal Street landscape. Commercial Street will be similarly planted with regularly spaced street trees, as will the section of Water Street north of the Turning Basin.



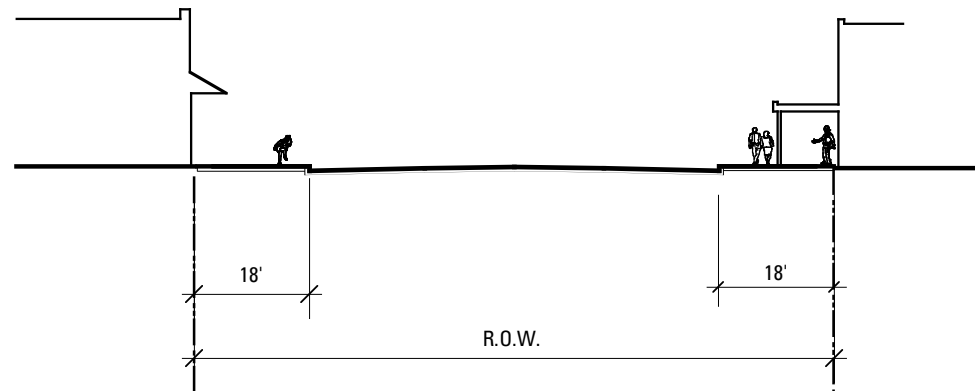


**Town Center – Landscape Diagram**  
**River Islands Development Plan**

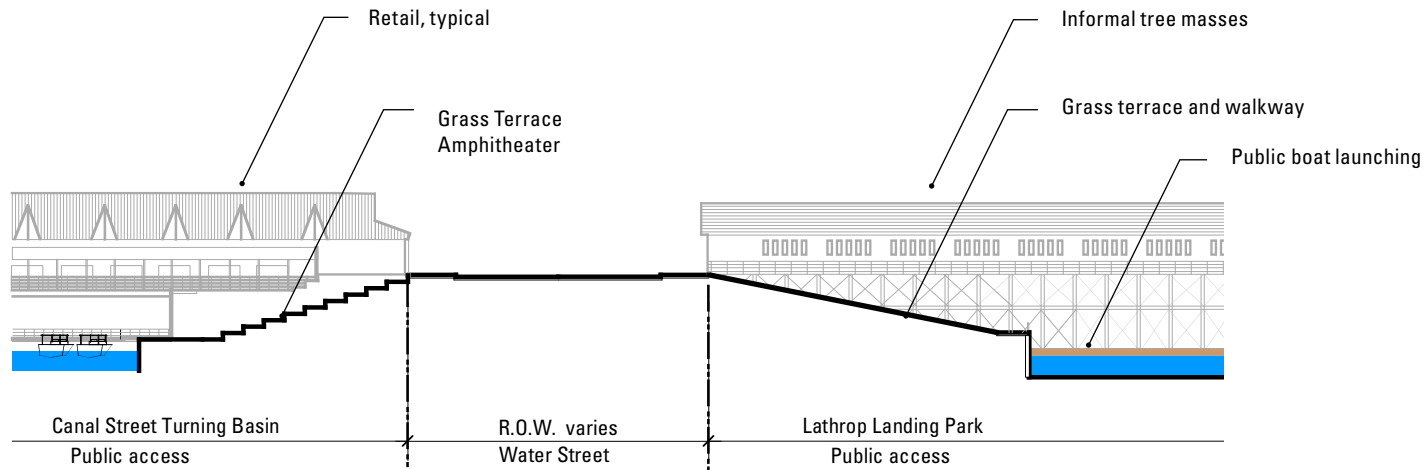




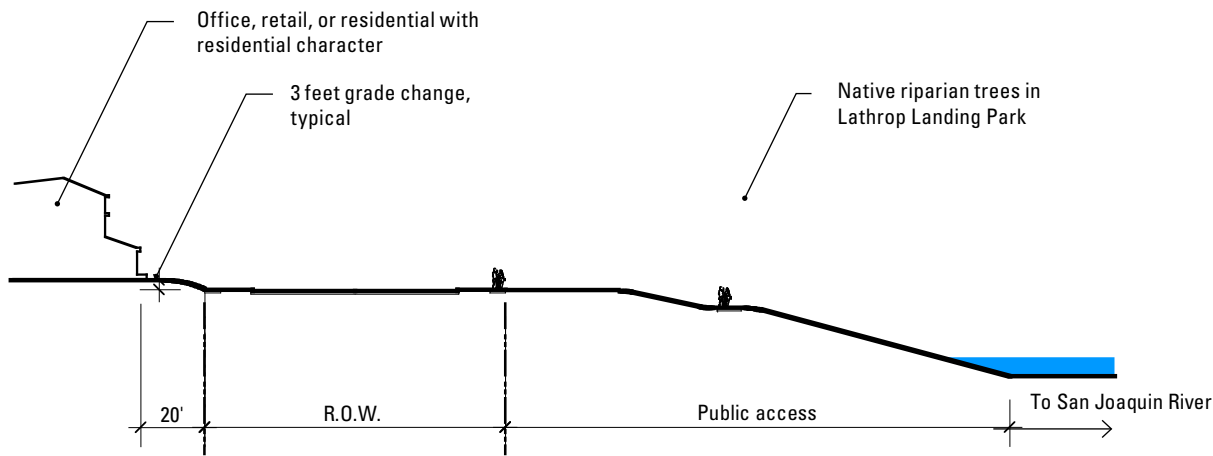
A. Commercial Street



B. North Water Street

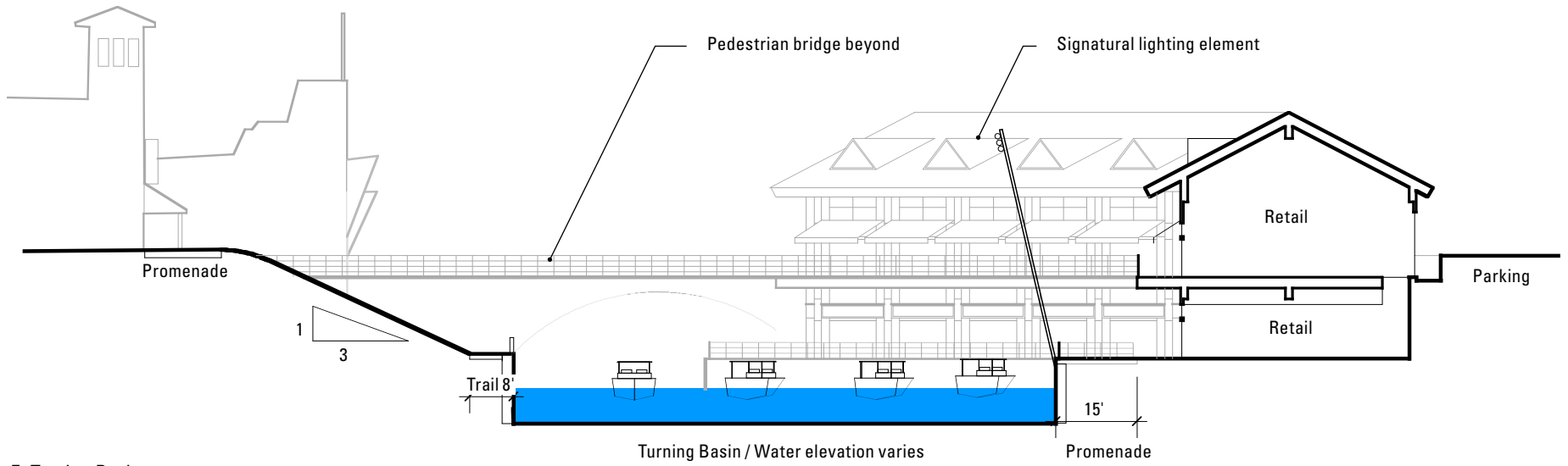


C. Water Street at Lathrop Landing Park

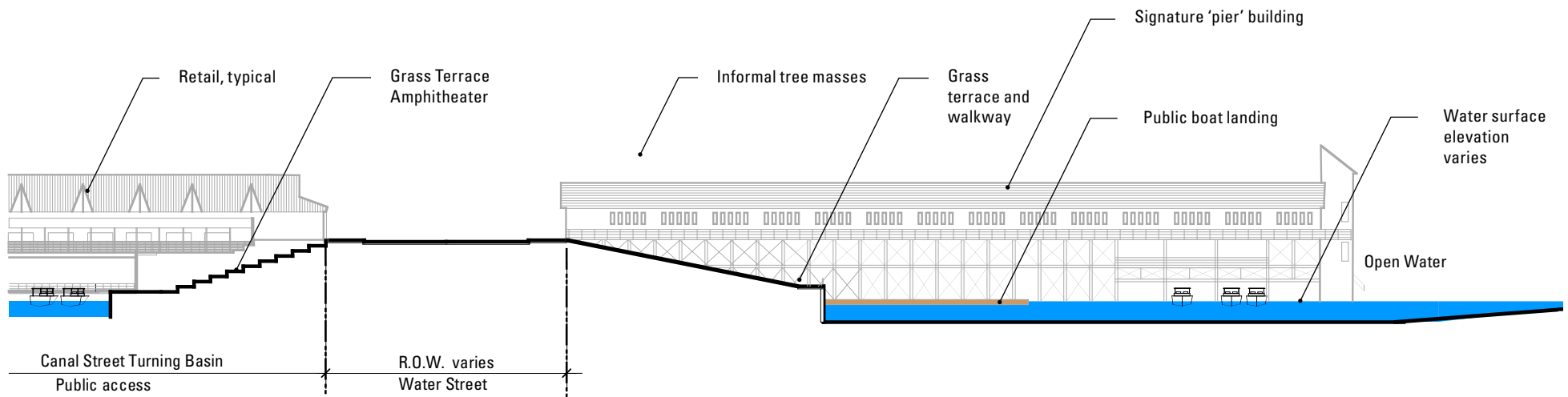


D. South Water Street

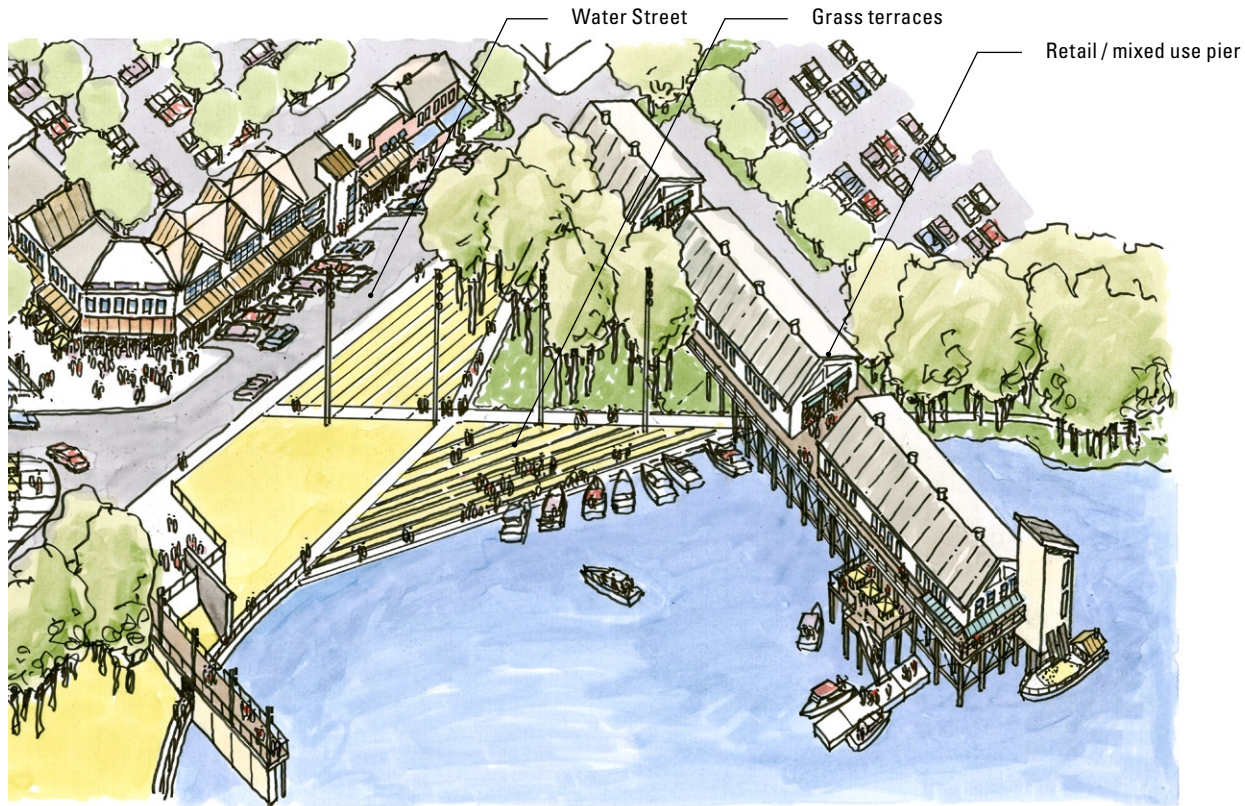




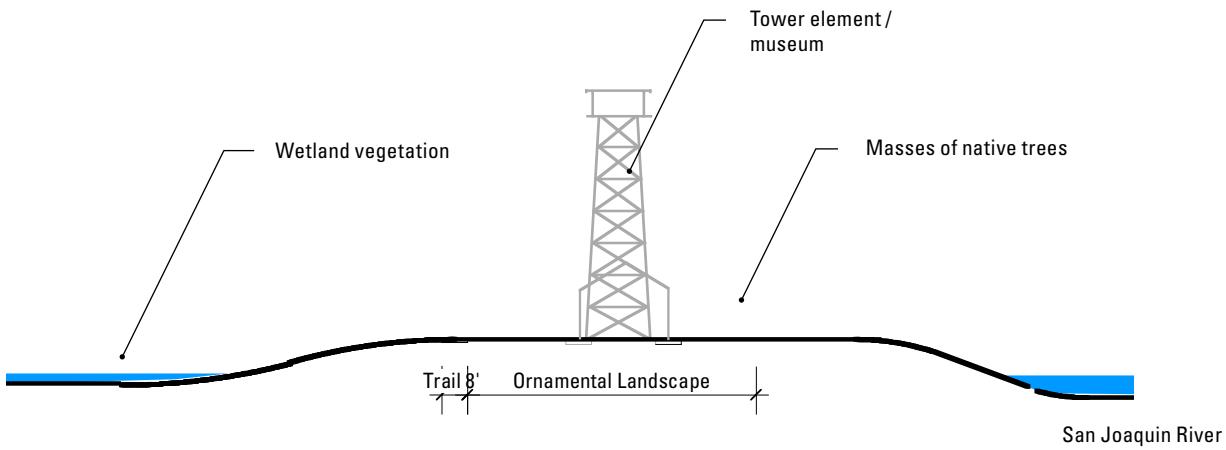
E. Turning Basin



F. Lathrop Landing Park



Lathrop Landing Park



Development Standards Matrix	
<b>Building Height (maximum)</b>	125 ft
<b>Building Setbacks</b>	
Arterial Roads	
River Islands Parkway (N & S)	
Residential (L & M)	
Front Yard	NP
Side Yard	10 ft
Rear Yard*	10 ft, if bldg height ≤ 15 ft; else, 20 ft
Residential (H) -All yards	20 ft
Non-Residential -All yards	0-10 ft
Collector Roads	
Broad Street	
Residential (L & M)	
Front Yard	20 ft
Side Yard	10 ft
Rear Yard	NP
Residential (H) -All yards	20 ft
Non-Residential -All yards	20 ft
Commercial Street	
Residential (L & M)	
Front Yard	20 ft
Side Yard	10 ft
Rear Yard	NP
Residential (H) -All yards	10 ft
Non-Residential -All yards	0-10 ft
Canal Street (inc OS in TC)	
Residential (L & M)	
Front Yard	0 ft
Side Yard	0 ft
Rear Yard	NP
Residential (H) -All yards	0 ft
Non-Residential -All yards	0 ft
Local Streets & Alleys	
North Water Street	
Non-Residential -All yards	0 ft
South Water Street	
Residential (L & M)	
Front Yard	20 ft
Side Yard	10 ft
Rear Yard	NP
Residential (H) -All yards	20 ft
Non-Residential -All yards	20 ft
Local Neighborhood	
Residential (L & M)	

Front Yard	15 ft; 10 ft if garage access from alley
Side Yard	lot width ≤ 70ft: 5 ft lot width > 70ft: 10 ft one side, 5 ft other side
Rear Yard	10 ft, if bldg height ≤ 15 ft; else, 20 ft
Garage: front yard	18 ft
Garage: side yard	5 ft or ≥ 18 ft
Garage: rear yard	5 ft
Residential (H) -All yards	0 ft *
Non-Residential -All yards	0 ft *
Alleys (20 ft R.O.W.)	
Residential (L & M)	
Garage	5 ft
Water Edge Setbacks -All yards	
San Joaquin, Old River, Paradise Cut (slope edge)	
Residential	20 ft
Non-residential	20 ft
Central Lake (high water)	
Residential	20 ft
Non-residential	20 ft
Side Yard Setbacks (Lots on local streets)	
Residential (L & M)	lot width ≤ 70ft: 5 ft lot width > 70ft: 10 ft one side
Corner Lots	10 ft
Residential (H)	20 ft
Non-Residential	0 ft, subject to Site Plan and STDRB review
<b>Lot Size (minimum)</b>	
Residential (L & M)	2400 sf
Width (min)	35 ft
Depth (min)	75 ft
Residential (H)	20,000 sf
Non-Residential	no minimum; subject to Site Plan and STDRB review
<b>Parking</b>	
Residential	
Single Family Detached	2 enclosed/du
Single Family Attached	1 covered/du
Multiple Family	1.5/du
Retail	3 spaces/1000 sf; on-street spaces included
Office	4 spaces/1000; on-street spaces included

### Site Development Standards Development Standards Matrix

The Development Standards Matrix includes the typical building height, setback, lot size and parking standards for this district. Additional standards are contained in the Appendix.

NP Not Permitted  
 - Not Applicable  
 \* See Appendix for additional clarification









## Employment Center

### District Overview

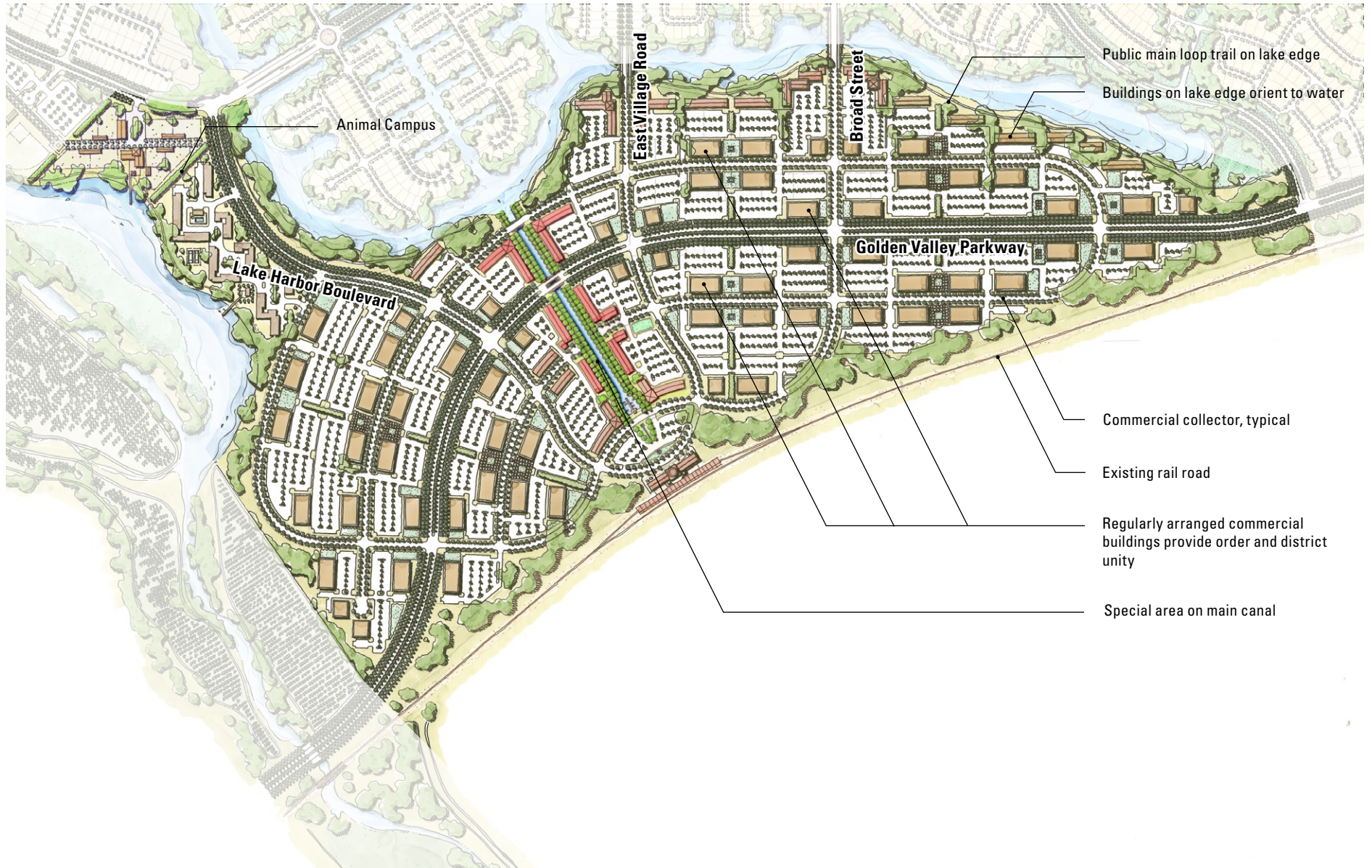
The Employment Center District will be the place where many River Islands at Lathrop residents will have jobs. It is intended to be the home of a variety of businesses that provide high quality jobs for residents of River Islands and surrounding communities. Many of the users are likely to be located in office buildings, though some facilities may have a research and development character. Flexible building prototypes that provide for a variety of different users may also be common. Users who want a high-image presence will have sites available next to the Central Lake.

In addition to offices, the Employment Center may also have support retail uses, such as restaurants and service commercial uses; medical facilities and medical office buildings; educational and institutional facilities, such as churches; hotels, and other uses that are consistent with the scale and character of the district.

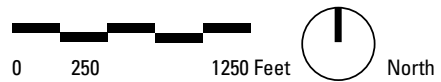
The primary element providing the District with a sense of unity will be open space and landscape. Street trees located in parkways adjacent to every street, as well as consistent street furniture and signs within the District will help create the high-quality identity of this District.



The highlighted area of the illustrative plan shows the boundaries and overall character of the district as it might be developed in accordance with the standards for the Employment Center. The labels identify some of the major features of the district.



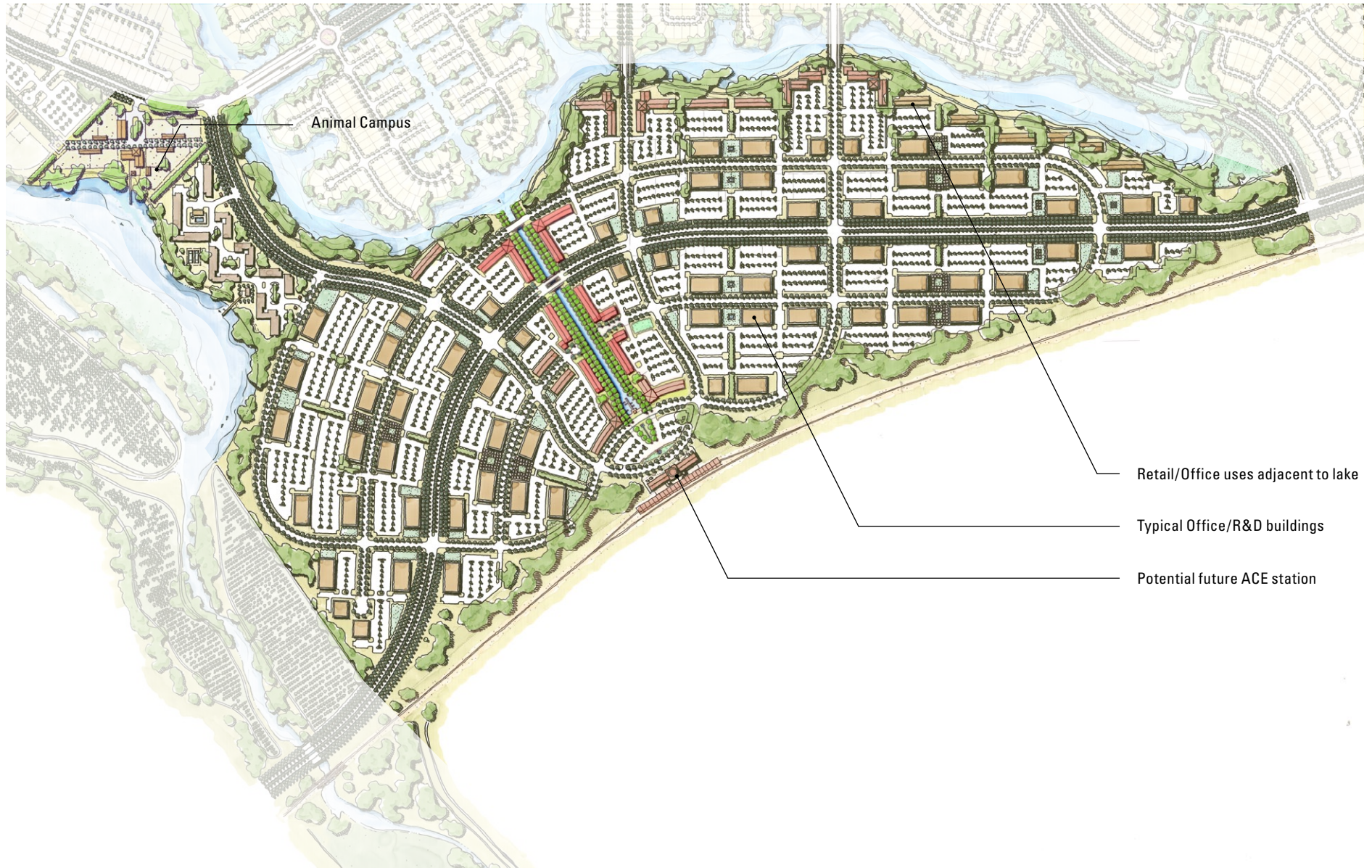
**Employment Center**  
**River Islands Development Plan**



## **Land Use & Parcelization**

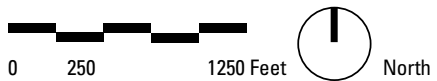
**Distribution and Parcelization.** Both the distribution of land use and parcelization in the district is intended to be flexible. Minimum parcel sizes will typically be 2 acres, though smaller parcels may be permitted if they are part of a development of more than 10 acres in which the size, building layout, design and arrangement of these smaller parcels creates a more attractive, viable project than might be possible with larger parcels. Such projects will be subject to review by the STDRB. There is no maximum parcel size.





**Employment Center – Land Use**

**River Islands Development Plan**





## **Open Space**

The Central Lake and the River Islands trail along its edge are Employment Center's primary components of the River Islands open space system within this District. A trail along Golden Valley Parkway will connect sites located in the middle of the district to the community's system.

In addition to these elements, paseos will connect through the district at regular intervals to small parks or private outdoor gathering spaces provided by individual projects. The diagram illustrates how these spaces might be organized and interconnected.



*The walkway frames the special canal edge at the Employment Center*

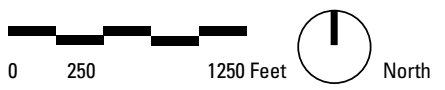




- ● Main Loop Trail
- - Secondary Loop Trail
- Open space buffer adjacent to rail road

Special canal may connect to Central Lake

**Employment Center - Open Space Diagram**  
**River Islands Development Plan**





### **Circulation & Parking**

The primary vehicular route through the Employment Center District will be Golden Valley Parkway, a 4-lane arterial with a landscaped median and generous parkways on either side. Depending on future traffic demands, this road may be expanded to six lanes; sufficient space for this expansion will be located within the median.

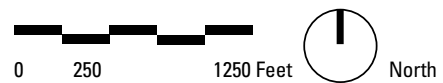
Intersections with River Islands Parkway, Broad Street, East Village Road and Lake Harbor Boulevard will provide access to the District from the Town Center and other residential Districts in River Islands. Driveway access along Golden Valley Parkway will be limited to right-turn in and out only; parcels with frontage on Golden Valley Parkway will have primary vehicular and service access from perpendicular or parallel streets.

Depending on parcelization, Local Streets within the Employment District may be continuous, as shown on the plan, or may be short and discontinuous cul-de-sacs.



- • • Arterial road
- Collector streets
- Local street & parking lot
- ☼ Main entry location

**Employment Center – Circulation & Parking Diagram**  
**River Islands Development Plan**



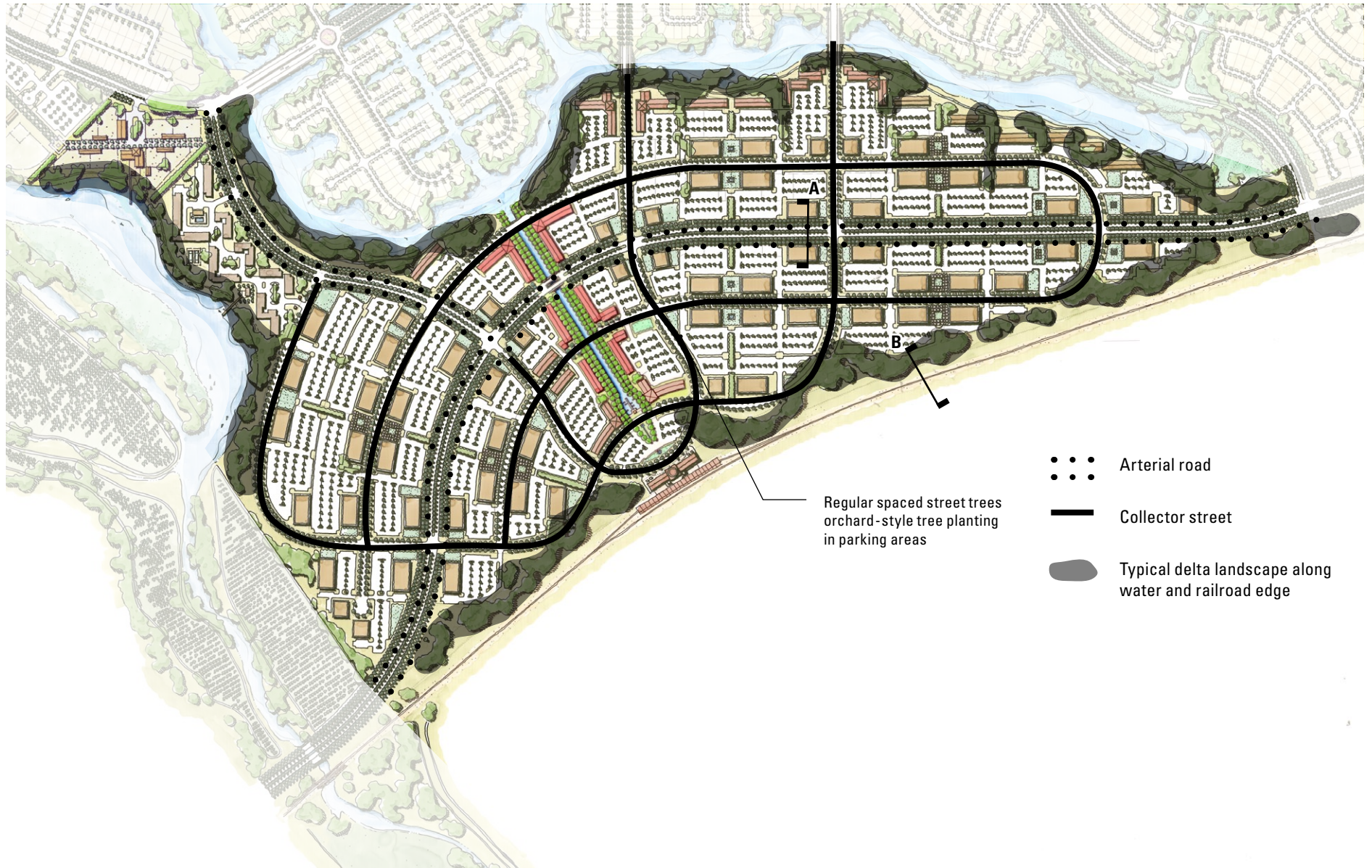
## **Landscape**

The visual character of the landscape in the Employment Center will be dominated by the agricultural tradition previously characterized as Field, Farm and Orchard. Regularly spaced, multiple rows of street trees and orchard-style plantings in surface parking lots will be the dominant landscape elements creating this character.

On the perimeter of the District, on the edges of the Central Lake and Paradise Cut, the characteristic Delta Landscape comprised of native oaks and poplars, willows and alders will dominate.

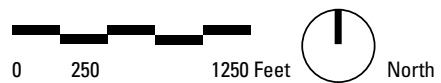
Within all surface parking areas there will be grassy swales that collect and disperse rain water. These may be connected with elements of the open space system, or may exist independently. Tall grasses and seasonal wetland vegetation in these drainage areas will contribute to the character of this district.





**Employment Center – Landscape Diagram**

**River Islands Development Plan**



Development Standards Matrix	
<b>Building Height (maximum)</b>	125 ft
<b>Building Setbacks</b>	
Arterial Roads	
Golden Valley Parkway	30 ft
Lake Harbor Boulevard	
Non-Residential -All yards	30 ft
Collector Roads	
Broad Street	
Non-Residential -All yards	20 ft
Employment Center Collector	15 ft
Local Streets & Alleys	
Local Neighborhood	
Non-Residential -All yards	20 ft
Water Edge Setbacks -All yards	
Central Lake (high water)	
Non-residential	30 ft
Side Yard Setbacks (Lots on local street)	
Non-Residential	0 ft, subject to Site Plan and STDRB review
<b>Lot Size (minimum)</b>	
Non-Residential	1 acre
<b>Parking</b>	
Retail	4 spaces/1000 sf
Office	4/1000 sf

## Site Development Standards

### Development Standards Matrix

The Development Standards Matrix includes the typical building height, setback, lot size and parking standards for this district. These are intended to promote an attractive day and evening environment that is compatible with River Islands' identity as an attractive, high-quality residential mixed use community. Additional standards are contained in the Appendix.

### Lot Design

#### Access and Parking Lot Design

All developments within the District will be accessible to both vehicles (including automobiles, trucks and bicycles) and pedestrians.

- Curb cuts for vehicles should be minimized. When appropriate, entries to multiple small buildings should be ganged and signs provided to indicate the users that share the entry.
- Parking lots should be simple in layout with clear organization and hierarchy
- Pedestrian paths should be separated from driveways and entry roads with a minimum 4-foot parkway/ planting strip that will help increase safety, as well as provide a more enjoyable experience.
- Pedestrian routes through large parking areas may require separation from heavily traveled driveways and entry roads.

### Relationship of Buildings to Open Space

Open Space provides the important link that helps tie the River Islands community together. Within the Employment Center, the primary open space link to the community is through the trails that pass along the edge and through the middle of the District. In this context, it is important that all buildings provide a connection to these trails so that River Islands residents or Employment Center users may use the system for circulation as well as recreation.

- Provide pedestrian sidewalk links from public entries to public trails within River Islands open space.
- Locate exterior areas for employee or visitor use between the building and the open space to increase activity adjacent to the open space.
- Avoid placing parking areas between buildings and open space wherever possible. Parking areas immediately adjacent to open space must be screened with permanent, continuous evergreen hedges at least 3-1/2 feet high.
- Service areas must be set back from open space by at least 10 feet of landscape, and must be surrounded by a masonry wall of sufficient height to conceal the service area entirely; such walls must be planted with clinging evergreen vines at least 10-feet on center, and the vines allowed to completely cover the walls.

NP Not Permitted  
 – Not Applicable  
 \* See Appendix for additional clarification

### Front Door Relationship to Street

Within the Employment Center District, a building's front door can be a ceremonial arrival point through which only a small number of persons actually enter the building, as well as the actual primary entrance. In both cases, the visual character of the architecture, location and arrangement of vehicular and pedestrian routes, and the structure of landscape should help identify the front door to visitors and users. Some buildings may have more than one front door. The following guidelines are intended to improve building identity by clarifying a building's front door to street relationship

- Connect the front door with the street, both visually and physically. In some cases, the street to which the front door is connected visually will not be the same as the street providing physical access. In these situations, supplementary means such as directional signs or landscape (planting, pavement) may provide the necessary clues.
- The diagram illustrates the location of the front doors within a portion of this layout of the Employment Center. In addition to the other criteria, this plan shows how it might be possible to cluster front doors at intersections to provide additional clarity in the overall development of the District.

### Building Heights, Setbacks, Lot Size & Parking

- 75 feet (six stories)
- Unoccupied towers with footprints  $\leq 10\%$  of the area occupied by the building may extend to 150 feet, subject to STDRB review and availability of fire protection equipment suitable for such structures.



**Landscape**

Landscape within private development is intended to contribute to the overall character of River Islands. Accordingly, the following standards and guidelines apply to the Employment Center District:

**Setbacks.** All required setbacks shall contain landscaping consisting of living plants installed prior to occupancy. The design of the landscape should be consistent with the landscape design concepts described elsewhere in this UDC, and shall be subject to review by the STDRB for such consistency

**Screening.** Service areas, utility transformers, storage areas, garbage collection receptacles, satellite antennas and other visually obtrusive structures shall be screened with a combination of masonry walls and permanent landscaping, as appropriate. Although complete screening from view from public rights-of-way and adjacent properties is the objective of this requirement, the STDRB may evaluate and approve less complete screening if, in their judgment, it is in the best interest of the project and River Islands' overall identity.

**Maintenance.** All required landscape shall be maintained in a healthy and vigorous condition. Dead or diseased plants shall be removed on a regular basis and replaced with new plants as necessary.

**Coverage.** Total landscape coverage, including landscape in required setbacks and paved pedestrian paths shall not be less than 10% of the total site area. Paved areas shall not exceed 25% of the required landscape area. The STDRB may grant exceptions to this provision for a specific project if they find that the proposed landscape creates a superior landscape environment that contributes significantly to the overall landscape character of River Islands, and that such contribution would be compromised by implementing this standard.

**Parking Lot Landscape.** Parking lots shall be landscaped primarily with trees at the rate of 1 tree for each six parking spaces. Required trees shall be located within the parking area; trees within the required setbacks shall not count toward this requirement.

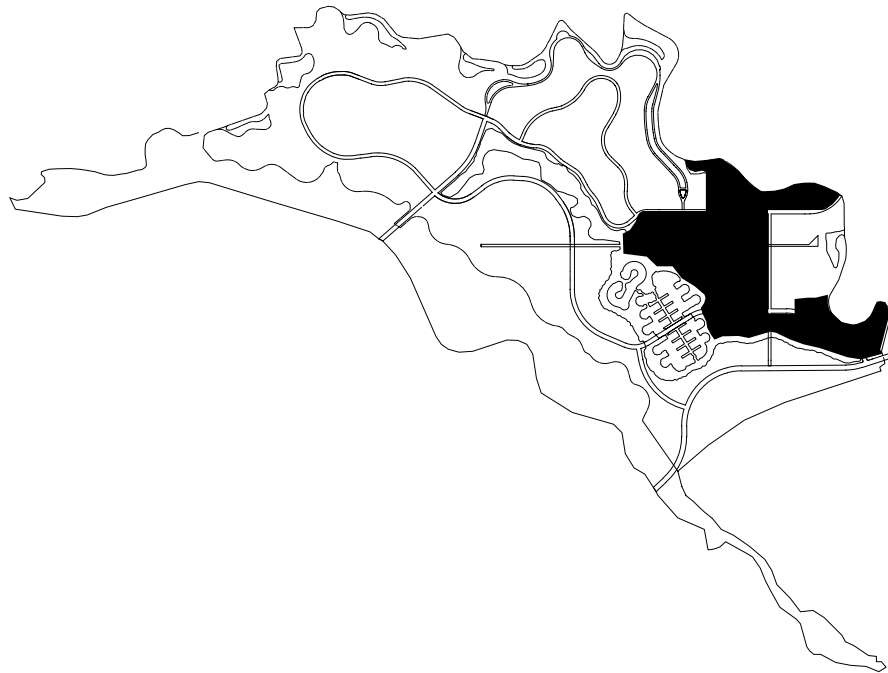
**Signs**

Signs (and the absence of signs) contribute significantly to the character and perceived quality of a community. Although signs that identify users and provide directional instructions are permitted within the Employment Center, the intent of this section is to reduce the total number of signs to the minimum necessary.

A comprehensive sign program shall be submitted with the proposed development plan for all development within the Employment Center District. The intent of this plan is to demonstrate compliance with the provisions of the sign requirements of this section by providing plans, elevations, cross sections and sketches, as appropriate, that illustrate the location, size, materials, lighting, color and information to be provided for every sign proposed for the development. The Comprehensive Sign Program shall be subject to the review and approval of the STDRB.







## East Village

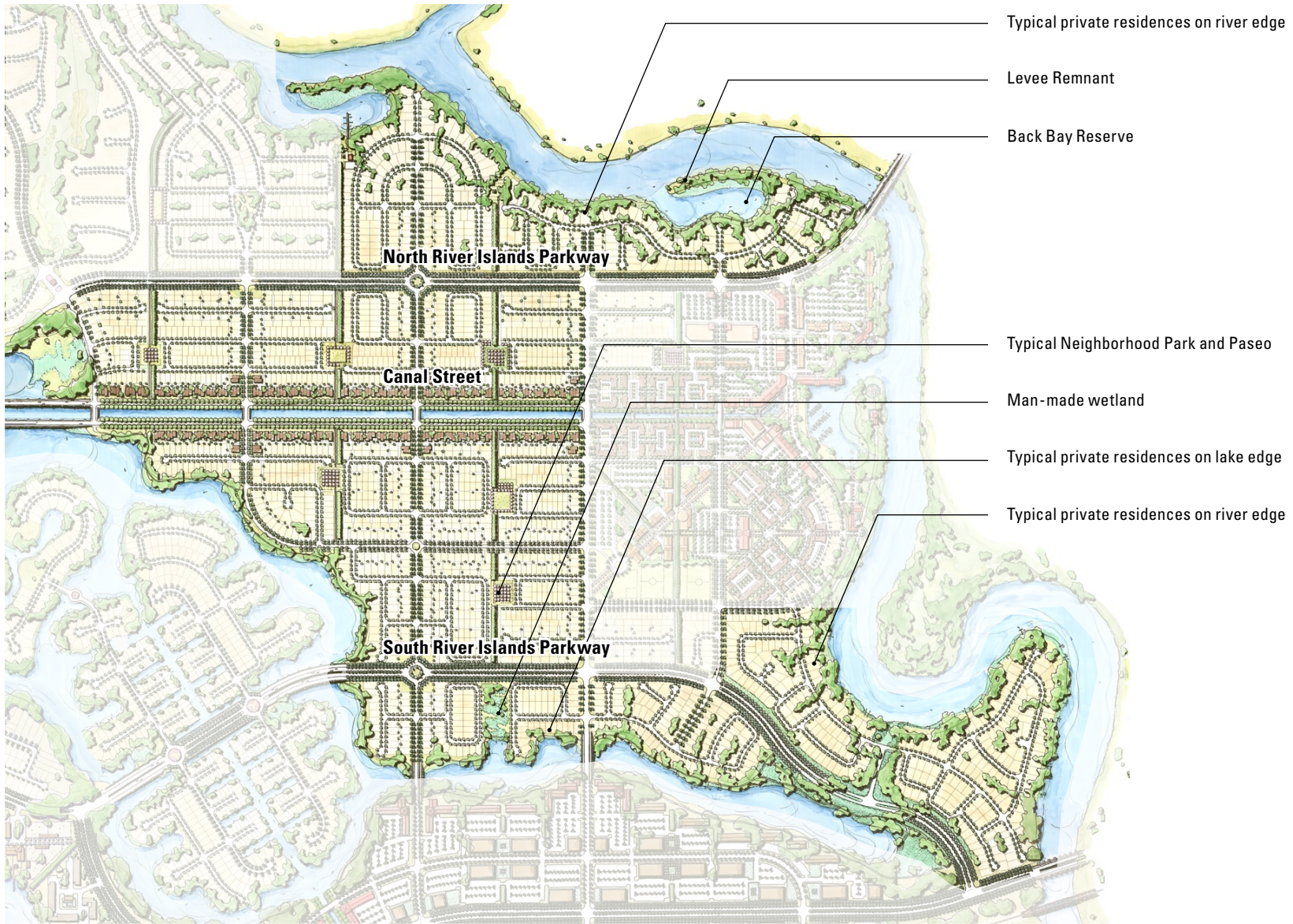
### District Overview

The East Village is comprised of residential neighborhoods with several different open space focuses: the river, the lake, the canal or the system of small neighborhood parks. The focus of each neighborhood will establish the arrangement of streets and the relationship to the neighborhood's open space.

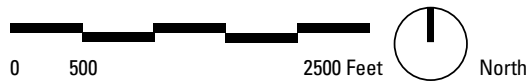
Although the predominant residential use will be single family dwellings in lot sizes ranging from 2400 sf to more than 8000 sf, attached dwellings will also be permitted. In order to enhance the residential character of this district, walls will be limited to arterial roads, and the presence of rear yards adjacent to collector roads limited.

Along its eastern edge, the East Village is influenced most by the Town Center District, which will have multiple family dwellings, and may also have single family detached or attached dwellings as permitted by City of Lathrop Zoning Ordinance.

The highlighted area of the illustrative plan shows the boundaries and overall character of the district as it might be developed in accordance with the standards for the East Village. The labels identify some of the major features of the village.



**East Village**  
**River Islands Development Plan**





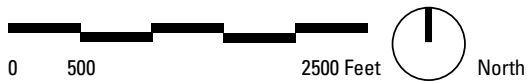
### **Land Use & Neighborhoods**

The land use plan shows the boundaries of each of the subdistricts, the optimum number of dwellings (as well as the minimum and maximum), and the areas potentially suitable for single family detached or attached dwellings.



**East Village – Land Use & Neighborhoods**

**River Islands Development Plan**



### **Open Space**

The open space plan illustrates the structure of open space within the East Village.

### **River Bend Neighborhoods**

Within the neighborhoods that focus on the river, small neighborhood parks (less than 1 acre) will be located at the edge of the river or on a Back Bay Reserve to permit residents to come to the water edge for passive recreation, or to have access to a boat ramp intended to allow River Islands' residents to put a small boat (less than 20 feet long) into the water.

### **East Canal Street and Adjacent Neighborhoods**

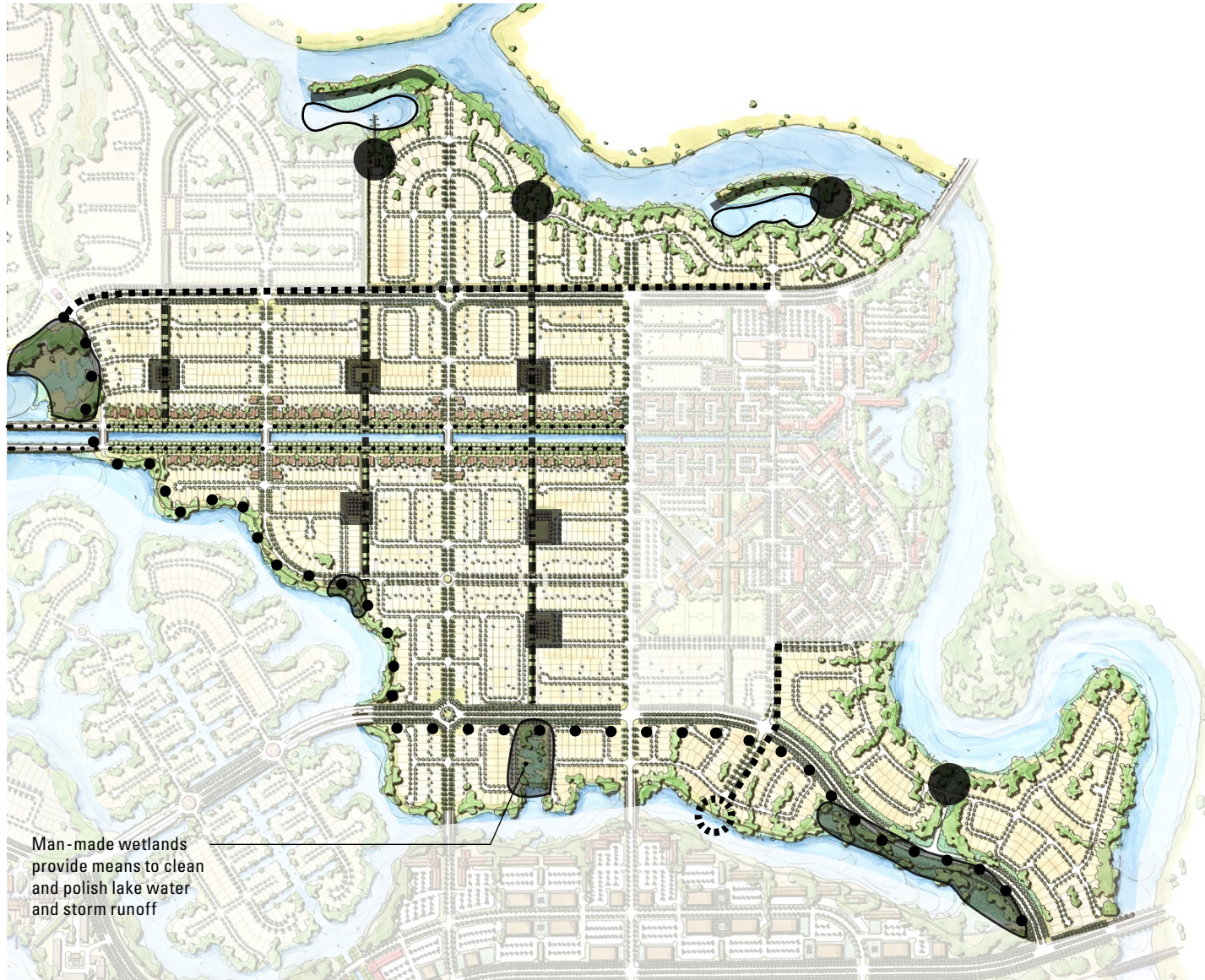
Canal Street is the central focus of these neighborhoods, but a system of paseos and small parks north and south

of Canal Street are also components of the open space network. The small parks, in addition to providing for passive uses such as picnics, may also have a backstop for pickup game of baseball, or a private recreation element, such as a pool, that is intended solely for the use of River Islands residents. Intense active recreation for organized team sports will not occur in these parks.

### **Lakeside Neighborhoods**

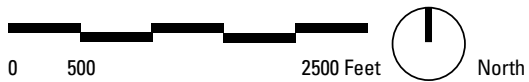
The several neighborhoods adjacent to the lake will feature convenient access to Lakeside Linear Park, an important component of River Islands' overall park and trail system. In addition, several lake wetland areas will be located on the edge and will provide for passive viewing, as well as a means to polish storm water in the winter and help purify lake water in the summer.





- • • Main Loop Trail
- ■ ■ Secondary Loop Trail
- : : : Canal Street Trail
- ⌒ Levee Remnant
- River Vista Park
- Neighborhood Park and Paseo
- ⊙ Lakefront Park
- ◊ Man-made wetland
- Back Bay Reserve

**East Village – Open Space Diagram**  
**River Islands Development Plan**



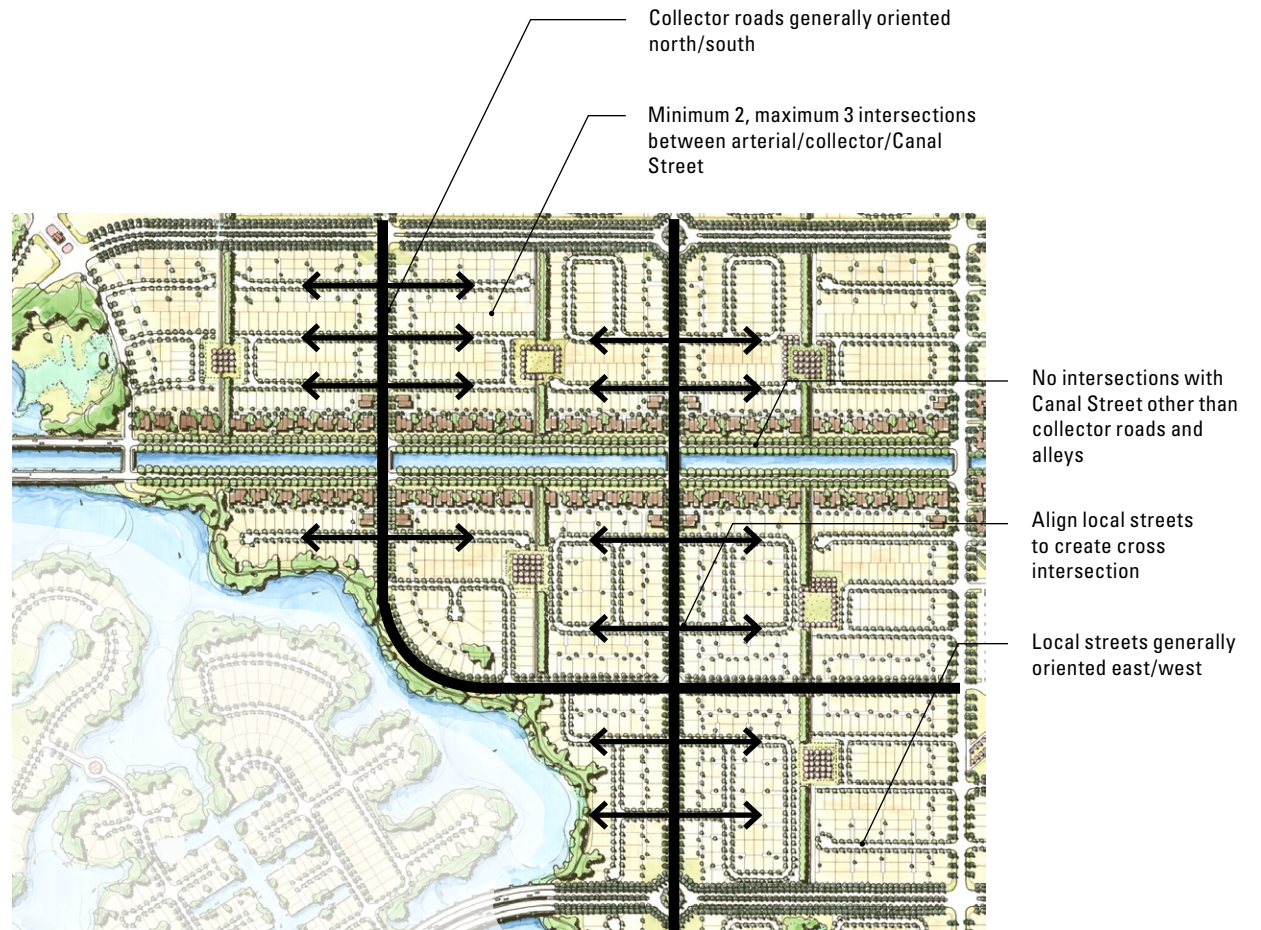


**Circulation Design & Parking**  
**River Bend and Lakeside Neighborhoods**

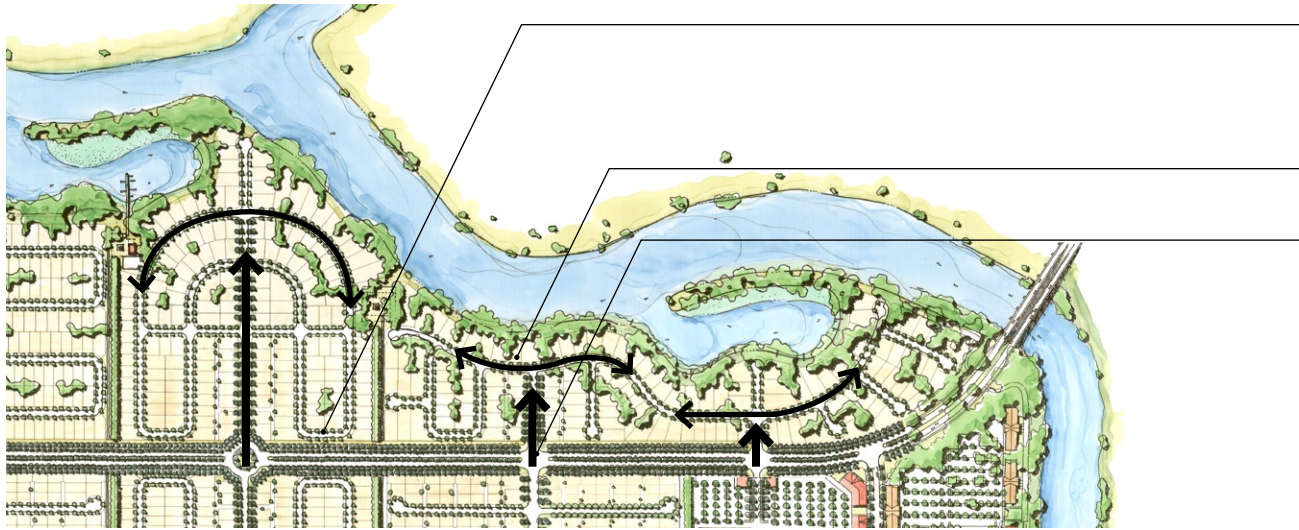
Neighborhoods adjacent to a water body should have a road that parallels the curvilinear edge of the water body. The road may be continuous into the adjacent neighborhood, or may be broken provided a small open space connects the adjacent roads and creates a continuous pedestrian or bicycle path that allows residents to travel parallel to the water edge. An acceptable substitute is to provide a public trail along the edge of the water body.

**Canal Street and Adjacent Neighborhoods**

Rectilinear street patterns will dominate the Canal Street and its adjacent neighborhoods, though gridirons are not required. Local street connection to collectors must align with one another, and at least two local streets must be provided between any two collectors, between Canal Street and a collector, or between an arterial road and a collector.



*East Canal Neighborhoods*

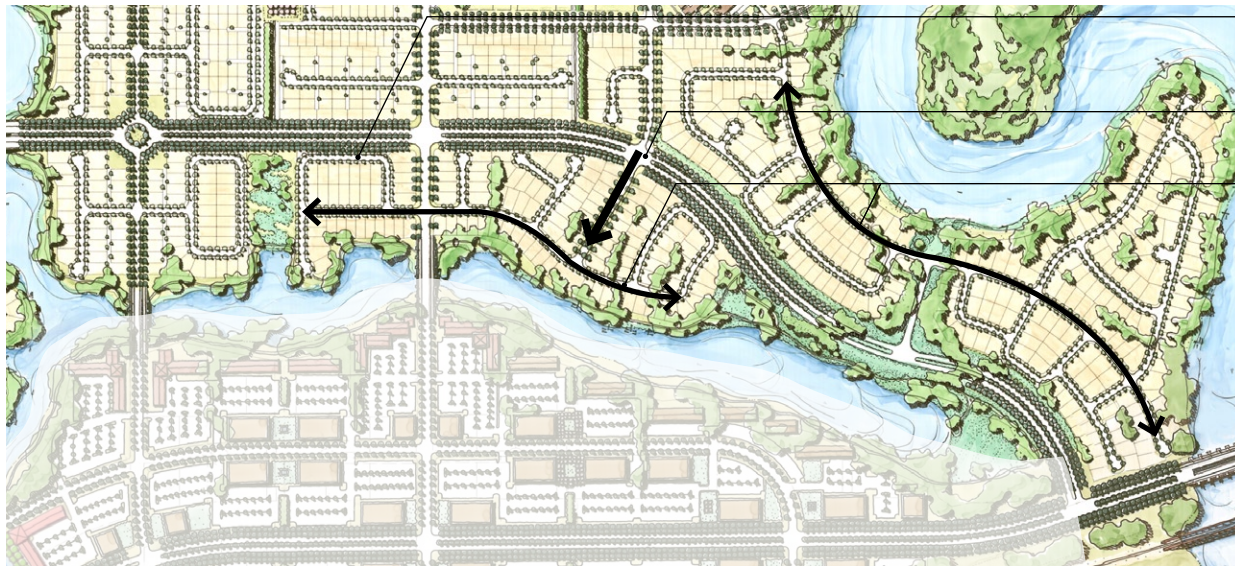


Loops out to arterial create openings that improve visual character of arterial by increasing spatial variety

Local roads follow river edge

Entry aligns with collector roads

North River Bend Neighborhood



Loops out to arterial create openings that improve visual character of arterial by increasing spatial variety

Entry aligns with collector roads

Local roads follow lake or river edge, as appropriate

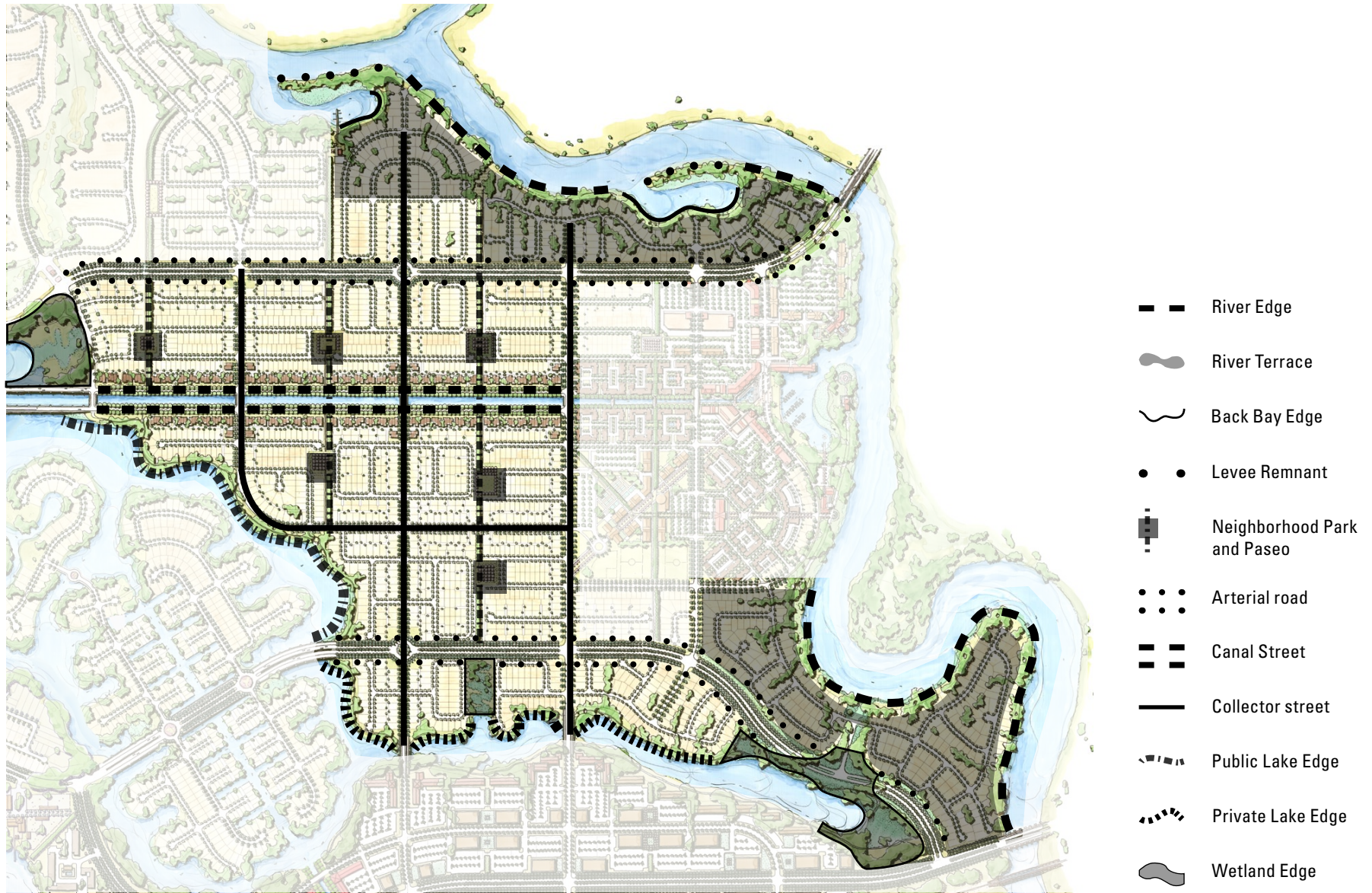
South River Bend and Lakeside Neighborhoods



## **Landscape**

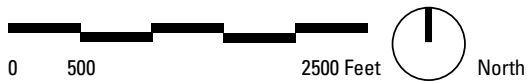
The diagram illustrate the landscape design of the East Village District. Areas adjacent to the river will feature landscapes derived from the River Delta landscape vocabulary (River Edge, River Terrace, Back Bay Edge, Levee Remnant), while the lake adjacent areas will be influenced by the Central Lake landscape (Public Edge, Wetland Edge). The remainder of the district will have Agricultural Landscape tradition and will feature regularly spaced rows of trees.

For detailed information regarding the landscape treatment of each of the trees, including cross sections, please refer to the Landscape Master Plan in Part I.



**East Village – Landscape Diagram**

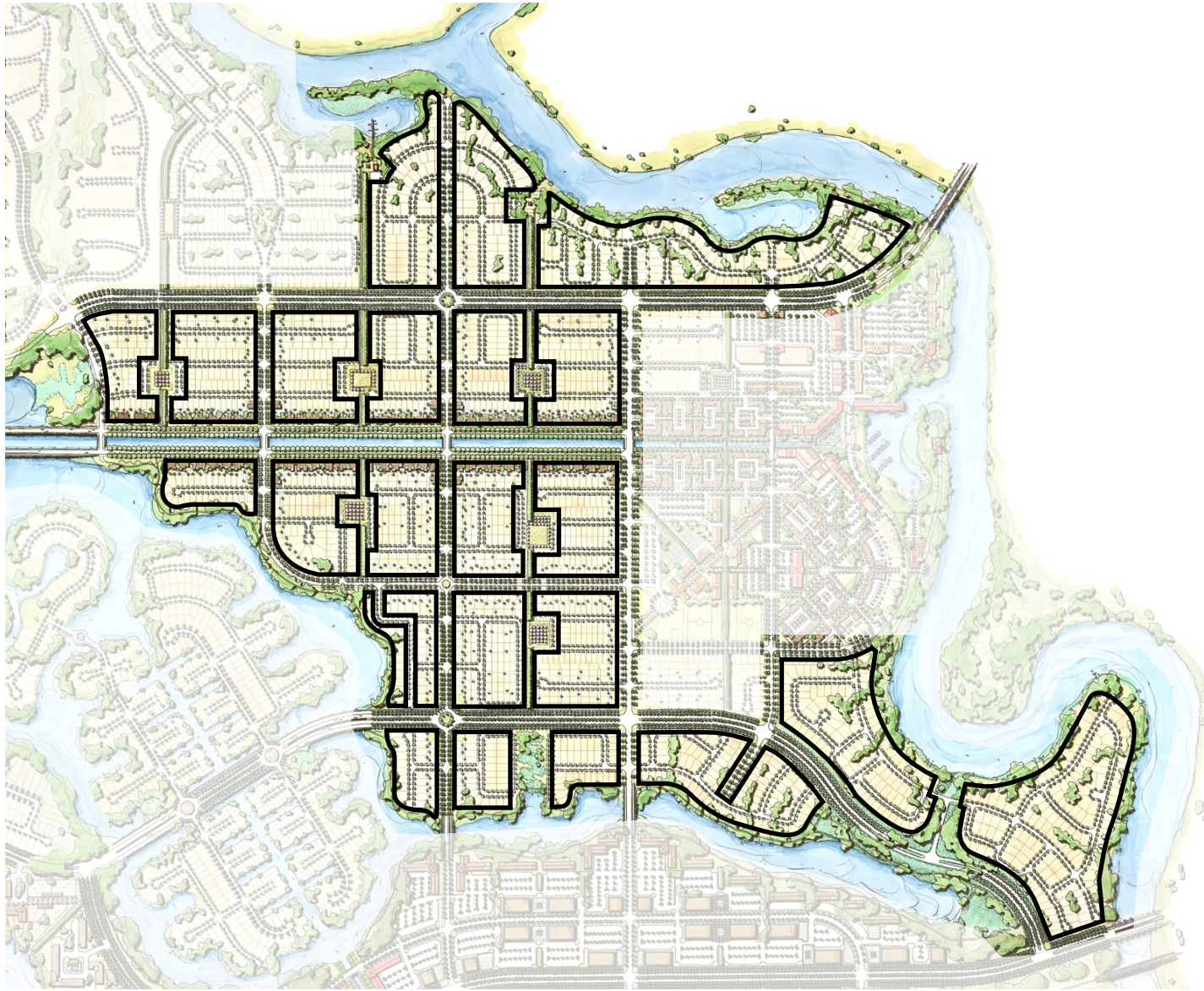
**River Islands Development Plan**



**Architecture**

Enhanced architectural elevations consisting of window treatments and building mass articulation are required on all elevations on any dwelling visible from arterial or collector roads, paseos, parks, and other important public places.



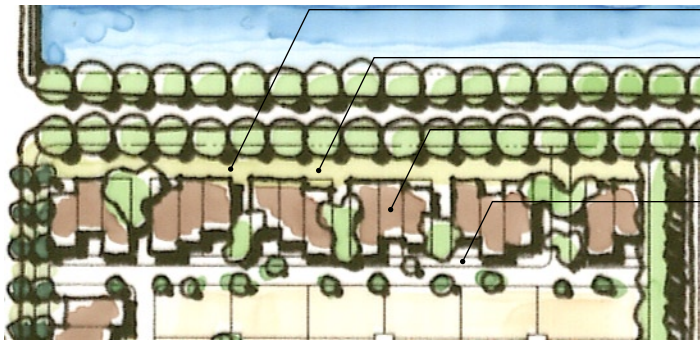


□ Enhanced architectural elevations

**East Village – Location of Enhanced Architectural Elevation**  
**River Islands Development Plan**

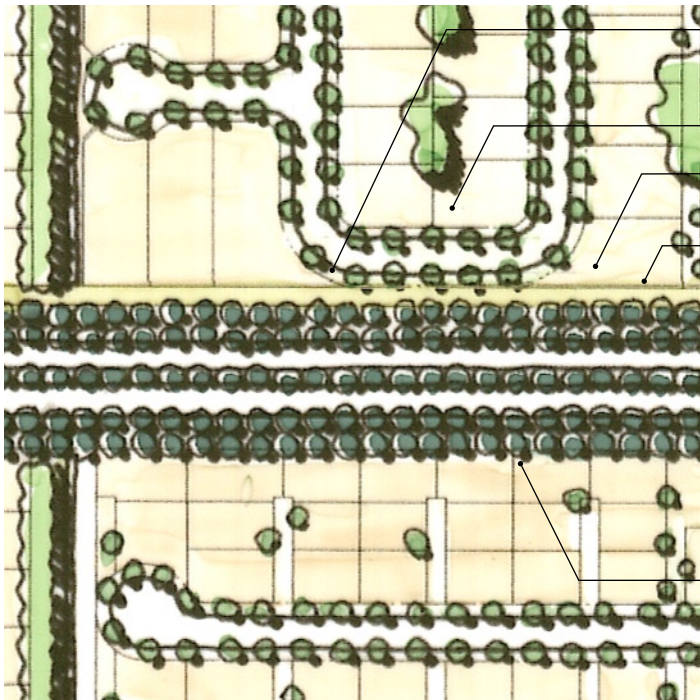






- Front doors face Canal Street
- Common area landscapes in front yards
- Buildings to have the appearance of large single family dwellings
- All resident parking access from rear

Canal Street Lots



- Extend loops or cul-de-sacs to edge of arterial; provide sidewalk connection to trail
- Front or side yards face loop
- Side yards adjacent to arterial preferred
- Fence adjacent to arterial should be 100% open
- Uninterrupted sequence of rear yards adjacent to arterial to be 600 feet or 12-15 dwellings

Lots Adjacent to Arterial Road

## Site Development Standards

### Development Standards Matrix

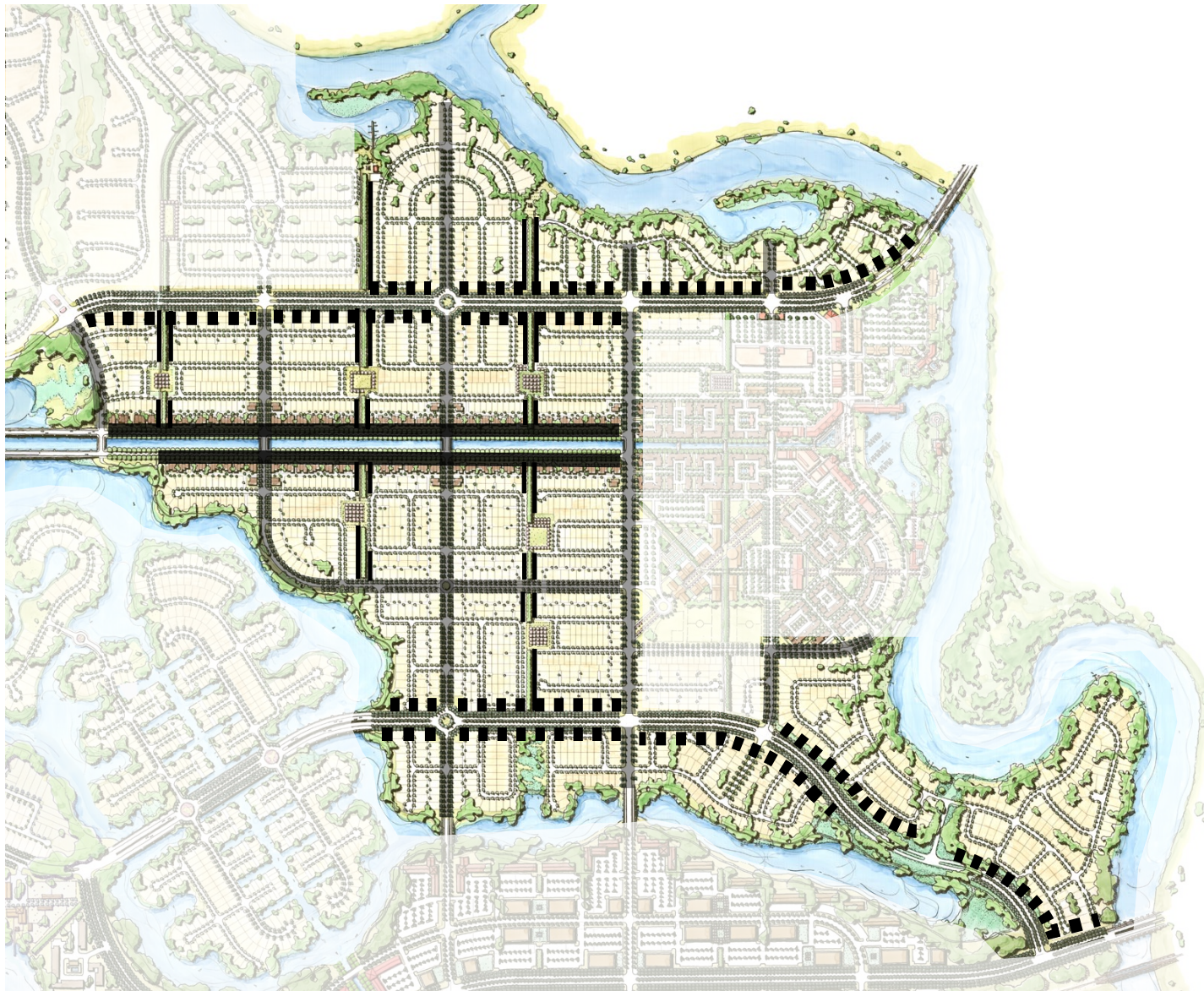
The Development Standards Matrix on page II-70 includes the typical building height, setback, lot size and parking standards for this district. Additional standards are contained in the Appendix.

### Yard Relationship & Lot Design

The relationship of the front door to the adjacent street is one of the most important design factors in establishing the character of River Islands. The diagram on the opposite page illustrates the required yard and street relationships within the East Village District. The vignettes that follow provide additional detail.

Other lot design diagrams in the Appendix illustrate several options with respect to the design of individual or clusters of detached or attached dwellings. The examples are not intended to be exhaustive, however, and other solutions may be acceptable, provided they satisfy other requirements of this district, particularly the Yard Relationship requirements.

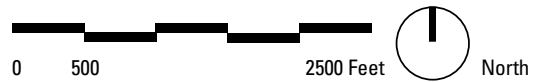




- ■ ■ Arterial: rear or side yard, see Appendix B
- ▬ Collectors: front yard
- ▬ Paseo: side or rear yard with open fence
- ▬ Canal Street: front yard

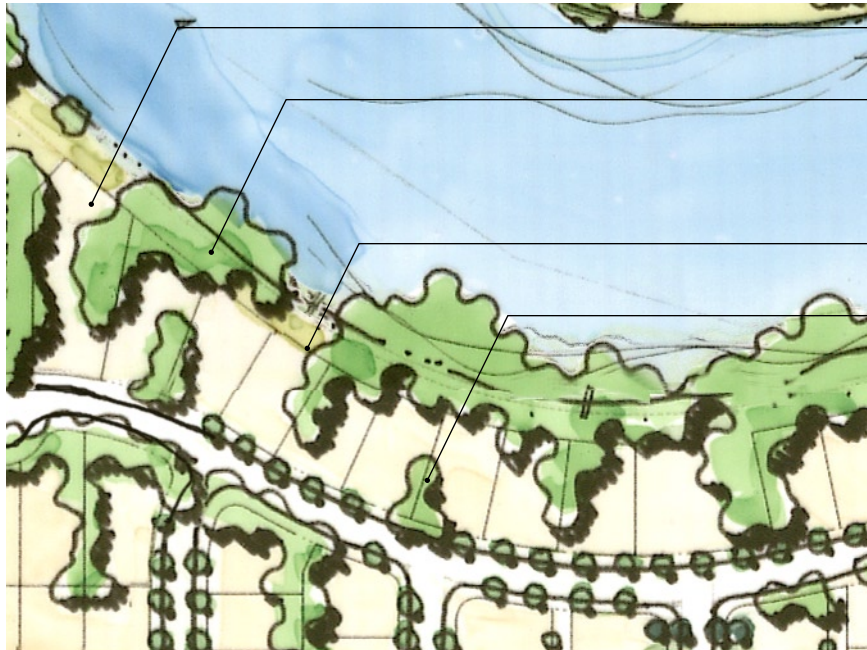
**East Village – Yard Relationship Plan**

**River Islands Development Plan**





River Islands Urban Design Concept



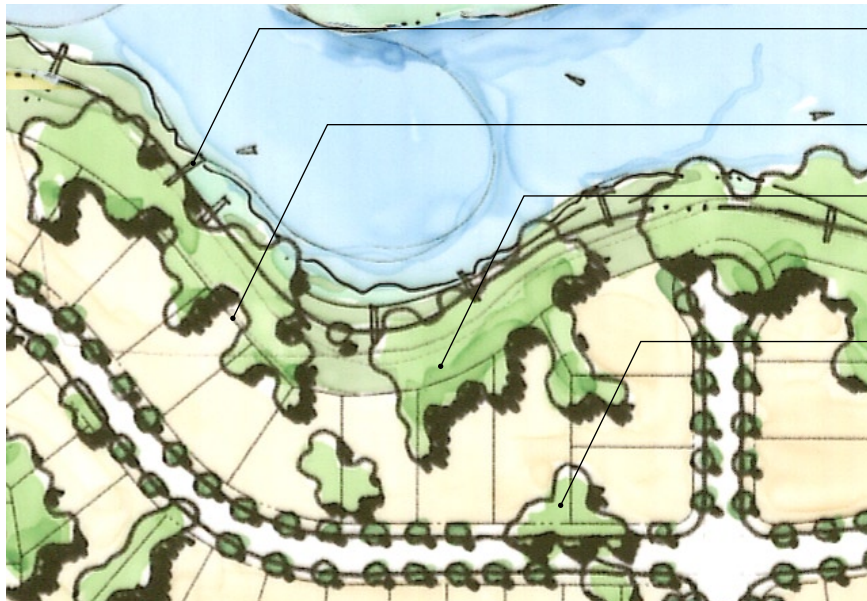
Lots typically have irregular shapes

River Edge landscape by builder, see tree type requirements in Landscape Master Plan

River Edge easement

River Terrace landscape by builder, see tree type requirements in Landscape Master Plan

Private Lots Adjacent to River



Maximum one (1) dock per lot; see Dock Design Standards

Back Bay edge easement

River Edge landscape by builder, see tree type requirements in Landscape Master Plan

River terrace landscape by builder, see tree type requirements in Landscape Master Plan

Private Lots Adjacent to Back Bay



Garages located in rear or on adjacent local street

Front yards face collector

Collector road, typical

Private Lots Adjacent to Collector Roads



- Public trail
- Landscape in area subject to seasonal inundation
- Lake edge easement
- Docks not permitted

Private Lots Adjacent to Public Trail



- Local street, typical
- Rear yard adjacent to lake, typical
- Landscape in area subject to seasonal inundation
- Lake edge easement
- Maximum one boat dock per lot; see Dock Design Standards
- Lake edge landscape by builder; See tree requirements in Landscape Master Plan

Private Lots Adjacent to the Lake



Development Standards Matrix	
<b>Building Height (maximum)</b>	50 ft (Apartments)
<b>Building Setbacks</b>	
Arterial Roads	
River Islands Parkway (N & S)	
Residential (L & M)	
Front Yard	NP
Side Yard	10 ft
Rear Yard *	10 ft, if bldg height ≤ 15 ft; else, 20 ft
Residential (H) -All yards	20 ft
Non-Residential -All yards	20 ft
Collector Roads	
Broad Street	
Residential (L & M)	
Front Yard	20 ft
Side Yard	10 ft
Rear Yard	NP
Residential (H) -All yards	–
Non-Residential -All yards	20 ft
Commercial Street	
Residential (L & M)	
Front Yard	20 ft
Side Yard	10 ft
Rear Yard	NP
Residential (H) -All yards	20 ft
Non-Residential -All yards	0–10 ft
Canal Street	
Residential (L & M)	
Front Yard	30 ft
Side Yard	30 ft
Rear Yard	NP
Residential (H) -All yards	–
Non-Residential -All yards	30 ft
Residential Collector	
Front Yard	20 ft
Side Yard	10 ft
Rear Yard	NP
Local Streets & Alleys	
Local Neighborhood	
Residential (L & M)	
Front Yard	15 ft; 10 ft if garage access from alley
Side Yard	lot width ≤ 70ft: 5 ft lot width > 70ft: 10 ft one side, 5 ft other side
Rear Yard	10 ft, if bldg height ≤ 15 ft; else, 20 ft

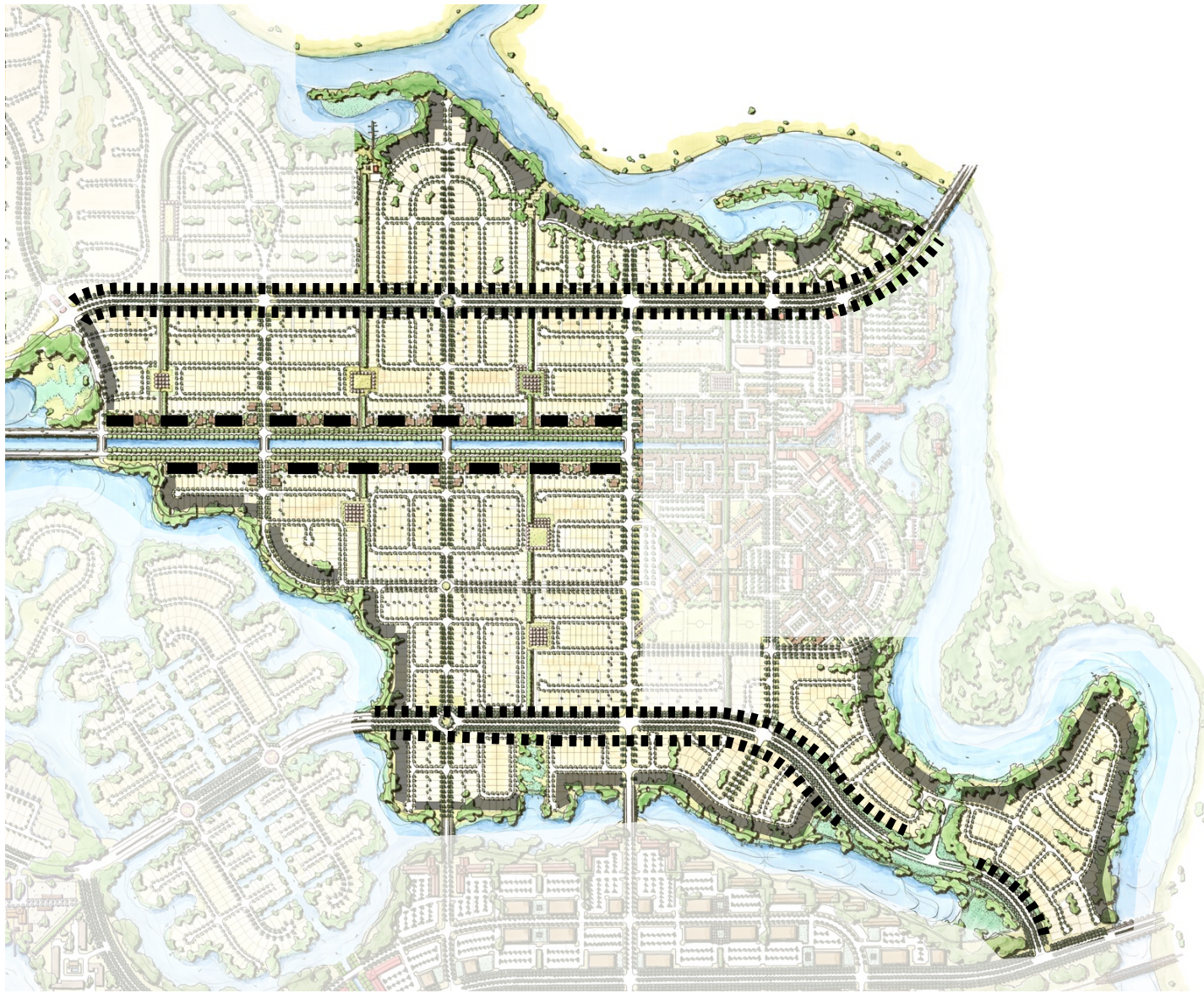
Garage: front yard	18 ft
Garage: side yard	5 ft, or ≥ 18 ft
Garage: rear yard	5 ft
Residential (H) -All yards	–
Non-Residential -All yards	–
Alleys (20 ft R.O.W.)	
Residential (L & M)	
Garage	5 ft
Water Edge Setbacks -All yards	
San Joaquin, Old River, Paradise Cut (slope edge)	
Residential	20 ft
Non-residential	20 ft
Central Lake (high water)	
Residential	20 ft
Non-residential	20 ft
Side Yard Setbacks (Lots on local street)	
Residential (L & M)	lot width ≤ 70ft: 5 ft lot width > 70ft: 10 ft one side
	Corner Lots: 10 ft
Residential (H)	–
Non-Residential	0 ft, subject to Site Plan and STDRB review
<b>Lot Size (minimum)</b>	
Residential (L & M)	2400 sf
Width (min)	35 ft
Depth (min)	75 ft
Residential (H)	–
Non-Residential	no minimum; subject to Site Plan and STDRB review
<b>Parking</b>	
Residential	
Single Family Detached	2 enclosed/du
Single Family Attached	1 covered/du
Multiple Family	–
Retail	–
Office	–

NP Not Permitted  
 – Not Applicable  
 \* See Appendix for additional clarification

**Building Heights, Setbacks, Lot Size & Parking**

The diagram on the following page provide important information regarding development standards for this district.





- ■ ■ ■ Canal Street: 3 story, 50 feet maximum
- Water Edge: 25% one story buildings required
- ■ ■ ■ Arterial Edge: 1 story maximum within 20 feet of arterial road edge
- Elsewhere, 2 story, 35 feet maximum

**East Village – Building Heights Diagram**  
**River Islands Development Plan**

