

RESOLUTION NO. 29-13

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHMOND
AUTHORIZING SUBMITTAL OF A CALENDAR YEAR 2010 & 2011 GROWTH
MANAGEMENT PROGRAM COMPLIANCE CHECKLIST FOR ALLOCATION OF
FISCAL YEARS 2011-12 AND 2012-13 MEASURE “J” LOCAL STREET
MAINTENANCE AND IMPROVEMENT FUNDS**

WHEREAS, in November 1988 the voters of Contra Costa County approved Measure “C” which established a County-wide 0.596% sales tax, with the proceeds of that tax dedicated to transportation improvements throughout Contra Costa County; and

WHEREAS, Regional Transportation Plan, Assembly Bill No. 471 established a Statewide Congestion Management Program (CMP) which requires participation jurisdictions to maintain a specified level of service (LOS) on the designated CMP network; and

WHEREAS, the voters of Contra Costa County subsequently approved Measure “J” as the successor to Measure “C,” with the proceeds of that tax dedicated to transportation improvements throughout Contra Costa County; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) was established to administer the provisions of Measure “C/J”; and

WHEREAS, Measure “C/J” established a return-to-source program which provides for participating jurisdictions to share in Measure “C/J” funds for local street and highway improvements; and

WHEREAS, CCTA requires biennial submittals of Growth Management Program Compliance Checklist and supporting documentation to release Measure “C/J” funds to local jurisdictions.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Richmond has reviewed and considered the Growth Management Program and Growth Management Program Compliance Checklists for Calendar Years 2010 and 2011 and for the allocation of funds for Fiscal Years 2011-12 and 2012-13 and accordingly certifies and authorizes its submittal to CCTA to demonstrate Richmond’s compliance with both the Measure “C/J” return-to-source program and the Growth Management Program.

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and directed, on behalf of the City, and in its name, to execute and deliver such other documents and to do such acts as may be deemed necessary or appropriate to accomplish the intentions of this resolution.

I certify that the foregoing resolution was passed and adopted by the Council of the City of Richmond at a regular meeting thereof held on April 16, 2013, by the following vote:

AYES: Councilmembers Bates, Beckles, Butt, Rogers, Vice Mayor Boozé, and Mayor McLaughlin.
NOES: None.
ABSTENTIONS: None.
ABSENT: Councilmember Myrick.

DIANE HOLMES
CLERK OF THE CITY OF RICHMOND
(SEAL)

Approved:

GAYLE MCLAUGHLIN
Mayor

Approved as to form:

BRUCE GOODMILLER
City Attorney

State of California }
County of Contra Costa } : ss.
City of Richmond }

I certify that the foregoing is a true copy of Resolution No. 29-13, finally passed and adopted by the City Council of the City of Richmond at a regular meeting held on April 16, 2013.

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

Measure J Growth Management Program Compliance Checklist

1. Action Plans	YES	NO	N/A
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction implemented the following procedures as outlined in the <i>Implementation Guide</i> and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in the <i>Implementation Guide</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Transportation Mitigation Program	YES	NO	
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

3. Housing Options and Job Opportunities

YES

NO

-
- a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by
- (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or
 - (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
 - (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.
- b. Does the jurisdiction's General Plan—or other adopted policy development policies have on the local, regional and countywide document or report—consider the impacts that its land use and transportation system, including the level of transportation capacity that can reasonably be provided?
- c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?

Compliance Checklist

Reporting Jurisdiction: City of Richmond
 For Fiscal Years 2011-12 and 2012-13
 Reporting Period: Calendar Years 2010 & 2011

4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO	
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Compliance Checklist

Reporting Jurisdiction: City of Richmond
 For Fiscal Years 2011-12 and 2012-13
 Reporting Period: Calendar Years 2010 & 2011

- | | YES | NO |
|--|-------------------------------------|--------------------------|
| d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails, planned and improved development within the jurisdiction, and traffic patterns? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

6. Five-Year Capital Improvement Program

YES **NO**

Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)

7. Transportation Systems Management Program

YES **NO**

Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?

8. Maintenance of Effort (MoE)

YES **NO**

Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)?
 (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

9. Posting of Signs	YES	NO	N/A
Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Adoption of the Measure J Growth Management Element	YES	NO	N/A
Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Adoption of a voter-approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Other Considerations	YES	NO	N/A
If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Compliance Checklist

Reporting Jurisdiction: City of Richmond
For Fiscal Years 2011-12 and 2012-13
Reporting Period: Calendar Years 2010 & 2011

13. Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Jonelyn Whales, Senior Planner

Name & Title (print)

(510) 620-6785

Phone

jonelyn_whales@ci.richmond.ca.us

Email

The council/board of _____
has reviewed the completed checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

Certified Signature (Mayor or Chair)

Date

Name & Title (print)

Attest Signature (City/Town/County Clerk)

Date

Name (print)

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

Supplementary Information (Required)

1. Action Plans

- a. Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plans for Routes of Regional Significance:

The City of Richmond has been an on-going participant and coordinator with WCCTAC for planned improvements along its thoroughfares for bus priority timing, streetscape improvements, pedestrian lighting and all potential transit oriented development projects. All projects were required to prepare traffic studies consistent with the Contra Costa Transportation Authority improvements for routes of regional significance.

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

- b. Attach, list and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Traffic Service Objectives. Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:

General Plan Amendments were not requested or approved during the calendar years of 2010 and 2011. The City prepared a new General Plan 2030 during this period of time. The Richmond City Council adopted the General Plan on April 24, 2012.

The City of Richmond has been following procedures for RTPC review for future General Plan amendments. However, there were no general plan amendments submitted for review by the City. Furthermore, none were forwarded to the Congestion Management Agency for review and comments.

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan:

N/A

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

2. Transportation Mitigation Program

- a. Describe progress on implementation of the regional transportation mitigation program:

The City of Richmond implements the regional transportation mitigation program established in the West Contra Costa Subregional Transportation Mitigation Program by levying subregional transportation program fees. The City further implements its transportation mitigation program by levying developer fees on certain types of new development within the City per the fee structure set forth in the Richmond Municipal Code.

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

3. Housing Options and Job Opportunities

- a. Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels. *(Check box to confirm report is attached.)*
- b. Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development. *(Check box to confirm document is attached.)*

4. Traffic Impact Studies

Please list all traffic impact studies that have been conducted as part of the development review of any project that generated more than 100 net new peak hour vehicle trips. (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply). Note whether the study was consistent with the Authority's Technical Procedures and whether notification and circulation was undertaken during the environmental review process.

A traffic impact study was conducted for the City of Richmond's pedestrian and bicycle plan during the reporting period. This proposed traffic study identified roadways that could be narrowed for bicycle and pedestrian use. The traffic study was consistent with the Authority's technical procedures, including notification and circulation during the environmental review process.

Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

6. Five-Year Capital Improvement Program

Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. (Check box to confirm document is attached.) Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.

Resolution Number

Date

7. Transportation Systems Management Program

Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number. (Check box to confirm ordinance is attached.)

Ordinance Number

Date

8. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2009-10 and FY 2010-11). See the Instructions to identify the MoE requirements.

MoE Requirement

MoE expenditures: FY 2010 and 11

Compliance Checklist

Reporting Jurisdiction: City of Richmond
For Fiscal Years 2011-12 and 2012-13
Reporting Period: Calendar Years 2010 & 2011

9. Posting of Signs

Provide a list of all projects exceeding \$250,000 within the jurisdiction, noting which ones are or were signed according to Authority specifications.

The City of Richmond has always complied with the requirement to post signs, thereby meeting the Authority's specification for projects posted signs for all projects exceeding \$250,000 which is funded with Measure C or J funds. However, during the reporting period there were no projects that exceeded the threshold of \$250,000.

10. Adoption of the Measure J Growth Management Element

Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan. *(Check box to confirm GME is attached.)*



Compliance Checklist

Reporting Jurisdiction: City of Richmond

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

11. Adoption of a voter-approved Urban Limit Line

The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period with regard to changes or modifications to the voter-approved ULL, which should include a resolution making a finding of consistency with Measure J and a copy of the related public hearing notice.

The City of Richmond has not modified or changed the adopted Urban Limit Line which is on file at the Authority's offices. The City Council recently adopted a new General Plan which reinforces the voter-approved urban limit line.

12. Other Considerations

Please specify any alternative methods of achieving compliance for any components for the Measure J Growth Management Program.

N/A

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT

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EDMUND G. BROWN JR., Governor



March 4, 2013

Mr. Bill Lindsay
City Manager
City of Richmond
450 Civic Center Plaza, Suite 300
Richmond, CA 94804

Dear Mr. Lindsay:

RE: Review of the City of Richmond's Adopted Housing Element

Thank you for submitting the City of Richmond's housing element adopted January 15, 2013 and received for review on January 18, 2013. The adopted housing element was submitted for the 4th planning cycle and covers the 2009-2014 planning period. The Department is required to review adopted housing elements and report the findings to the locality pursuant to Government Code Section 65585(h).

The Department is pleased to find the adopted housing element in full compliance with State housing element law (Article 10.6 of the Government Code). The Department's review found the adopted element to be substantially the same as the revised draft element reviewed by the Department on November 5, 2012 and determined to comply with statutory requirements.

In addition, the City now meets specific requirements for several State funding programs designed to reward local governments for compliance with State housing element law. Program details are available on the Department's website at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hcompl011708.pdf.

The Department appreciates the efforts that Mr. Hector Rojas, Associate Planner provided throughout the course of the housing element review. The Department wishes the City of Richmond success in implementing its housing element and looks forward to following its progress through the General Plan annual progress reports pursuant to Government Code Section 65400. If the Department can provide assistance in implementing the housing element, please contact Melinda Coy, of our staff, at (916) 445-5307.

Sincerely,

A handwritten signature in cursive script that reads "Glen A. Campora".

Glen A. Campora
Assistant Deputy Director

- 3a. The City Council adopted the City of Richmond Fourth Revision Housing Element on January 15, 2013. The adopted Housing Element was submitted to the State Department of Housing and Community Development (HCD) for review and certification. HCD reviewed and certified that the Richmond Housing Element complies with State housing element law (see attached HCD letter dated March 4, 2013).

The City has also compiled an updated "Housing Construction Activity and Planning Entitlements" Table for the reporting Calendar Years 2010 and 2011 by Income Category (see summary table below).

**Housing Construction Activity and Planning Entitlements for
Calendar Years 2010 and 2011 – By Income Category**
City of Richmond

Planning Entitlements Granted 1/1/10 through 12/31/11

<u>Unit Grouping</u>	<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Above Moderate</u>	<u>Total</u>
2010	18	20	41	10	103
2011	20	75	115	100	320
Subtotal	38	95	15	110	423

Construction Activity 1/1/10 through 12/31/11

<u>Unit Grouping</u>	<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Above Moderate</u>	<u>Total</u>
Certificates Of Occupancy 2010		102	93	149	344
Certificates Of Occupancy 2011		120	100	90	310
Subtotal		222	193	239	654

This report is consistent with the State requirements that “each local government shall review its housing element to evaluate... the progress of the city, county, or city and county in implementing of the housing element.” (California Government Code Sec. 65588 (a)).

3b. The City of Richmond’s fourth revision Housing Element complies with Section 65583 of the Government Code. The Housing Element identifies local responsibilities for meeting regional housing needs, establishes goals and policies for meeting those needs, and outlines programs that implement the policies of the Housing Element:

- *Responsible Agencies/Department:* The Community and Economic Development, in particular, its Housing & Community Development Division, and implements the City’s housing programs to provide affordable housing for all income levels consistent with the Housing Element’s goals and policies. For example, the City’s Housing & Community Development Division is the responsible agency for implementing CDBG fund programs and Home Investment Partnership Program (HOME) funds, and Improvement Loan Programs.
- *Establishing Goal and Policies:* During the 2010 & 2011 reporting period, the City has strived to implement several housing programs established by the 2007-2014 Housing Element’s goals and policies including providing a balanced supply of housing types, densities, and prices to meet the needs of all income groups residing or who want to reside in Richmond. These housing types will include affordable housing, housing accessibility, special housing needs, and housing conservation and neighborhood preservation.
- *Program of Actions:* As part of the 5-year program of actions, the City promotes infill housing, requires all residential developments of ten or more units to include affordable housing units, and manages and provides for rehabilitation of local home ownership and rental units (e.g., ‘Inclusionary Housing Ordinance, Ordinance No. 28-01, dated October 23, 2001). Furthermore, the City of Richmond is continuing to monitor the effectiveness of the ordinance by including annual data as part of the Annual Progress Report of the Housing Element. Moreover, the city continues its land inventory and analysis to meet existing and projected housing needs commensurate with Regional Housing Needs Allocation set by HCD and the Association of Bay Area Governments (ABAG).

3c. The Richmond City Council adopted the Richmond Pedestrian and Bicycle Plans on November 1, 2011. Both of these plans are comprehensive planning documents designed to inform decisions about bicycling and walking in Richmond. The Richmond Bicycle Master Plan contains a complete citywide vision for bicycling infrastructure focusing on the development of an on-street bicycling network, connections to the Bay Trail and Richmond Greenway, and reducing barriers crossing freeways and rail tracks. It also identifies opportunities for additional bicycle parking and education and encouragement

programs for bicycling. The Pedestrian Plan includes context-specific project examples to illustrate pedestrian infrastructure concepts, and many of these project examples build upon the recommendations set forth in the Bicycle Master Plan and the State's complete streets integration transportation system.



MEMORANDUM

Date: July 5, 2011

To: Adam Weinstein, LSA Associates

From: Todd Henry and Brooke DuBose, Fehr & Peers

Subject: *Initial Study Traffic Analysis for the Richmond Bicycle Master Plan and Pedestrian Plan*

SF10-0478.01

The Richmond Bicycle Master Plan and Pedestrian Plan describe the goals, policies and actions developed by the City of Richmond and their consultant team to improve the safety, convenience and appeal of bicycling and walking throughout Richmond. These plans also identify networks for a complete system of bikeways and pedestrian routes, as well as priority projects and recommendations for improvements to implement the Plans within the existing transportation environment in the City. The proposed projects and their potential impact on the transportation environment are summarized in this memorandum.

PROJECT DESCRIPTION

The Richmond Bicycle Master Plan and Richmond Pedestrian Plan are comprehensive planning documents designed to inform decisions about bicycling and walking in Richmond. The Richmond Bicycle Master Plan contains a complete citywide vision for bicycling infrastructure focusing on the development of the on-street bicycling network, connections to the Bay Trail and Richmond Greenway, and reducing barriers crossing freeways and rail tracks. It also identifies opportunities for additional bicycle parking and education and encouragement programs for bicycling. The Pedestrian Plan contains general programmatic recommendations that can be applied on a case-by-case basis citywide. The Pedestrian Plan also includes context-specific project examples to illustrate pedestrian infrastructure concepts, and many of these project examples build upon the recommendations set forth in the Bicycle Master Plan.

The Bicycle Master Plan would result in the completion of a 145-mile bicycle system. The bicycle facilities would include the following Caltrans facility types: Class I shared use paths, Class II on-street bicycle lanes, Class III bicycle routes with shared lane marking ("sharrows") and signage, and Bicycle Boulevards. **Table 1** summarizes the total length of the proposed bicycle network. **Figure 1** illustrates the proposed bicycle network.

Classification	Existing	Proposed	Total
Class I	26.6	32	58.6
Class II	6.7	32	38.7
Class III	5.3	42.4	47.8
Total	38.6	106.4	145

The Pedestrian Master Plan contains programmatic recommendations for improving pedestrian infrastructure citywide. The recommendations include enhancements to improve pedestrian safety, security, connectivity, equity, health, and sustainability. Principles in the plan include “complete streets” that accommodate all modes and users, connected streets, right-sized roadways, compact intersections, and safe crossings. Each of these principles is associated with infrastructure improvements, such as curb extensions, median islands, special signals and signs, and road lane reduction plans. The Plan includes recommendations for when and where to mark crosswalks. It also provides site-specific examples for San Pablo Avenue, 23rd Street, Cutting Boulevard, Harbour Way, Marina Way, Carlson Boulevard, and Ohio Avenue.

RELEVANT BACKGROUND DOCUMENTS

The Richmond General Plan is the primary guidance document for planning bicycling and walking infrastructure, and it will soon be adopted. The document places a strong emphasis on increasing the safety, options and appeal of walking and bicycling.

Entitled “Shaping the New 100 Years,” the pending General Plan includes the updated Circulation Element for the City. The Circulation Element emphasizes a “place-based” transportation planning approach, under which “potential enhancements to the street system must [in general] consider all modes of travel and should be based on a particular street’s function and design character.” The Element includes a section on “Walking and Bicycling Patterns and Facilities” and a map of existing and planning Class I, II, and III bicycle routes. One of the key findings of the Circulation Element is that “[a]lthough a network of existing streets sidewalks, and trails provide linkages and connectivity between neighborhoods, improvements are needed to enhance safety and comfort for pedestrians and bicyclists.” The Circulation Element goals are to expand the multimodal circulation system, ensure an efficient movement of goods, and promote sustainable and green practices. Policies related to the Bicycle Master Plan and Pedestrian Plan include development of an interconnected system of streets and safe and convenient walking and bicycling, development of a comprehensive network of multi-use trails, and allowing flexible level of service standards that create streets that balance all modes of travel, and ensuring development and adequate maintenance of transportation facilities, including streets, trails, sidewalks, bikeways, and transit. The Land Use and Urban Design Element and Community Health and Wellness Element also include goals aimed to support pedestrian and bicycling throughout the City.

An Environmental Impact Report (“EIR”) was also developed for the General Plan. The EIR identifies potential impacts of the projects and policies identified in the General Plan Elements.

METHODOLOGY

The Richmond General Plan includes significance criteria for determining when a proposed project would result in a significant impact to the transportation network. Table 2 summarizes the

criteria from the General Plan that were used to evaluate the potential environmental impacts resulting from projects in the Bicycle Master Plan or Pedestrian Plan.

TABLE 2: SIGNIFICANCE CRITERIA FOR DETERMINING IMPACTS RICHMOND GENERAL PLAN UPDATE DEIR	
Mode	Significance Criteria¹
Roadways	<p>Based on existing Caltrans, CCTA, WCCTAC, and City of Richmond standards, the proposed Bicycle Master Plan or Pedestrian Plan would have a significant impact on traffic if one of the following conditions occurs due to modifications to the existing or proposed street network.</p> <ul style="list-style-type: none"> • A reduction in capacity to accommodate a proposed improvement degrades freeways and Routes of Regional Significance currently operating at or above the CCTA/WCCTAC LOS standard to below the standard; • A reduction in capacity to accommodate a proposed improvement degrades other key City arterials (that are not Routes of Regional Significance) currently operating at or above LOS D to below LOS D (i.e. LOS E or F); • A reduction in capacity to accommodate a proposed improvement degrades highways or roadways currently operating worse than their LOS standard by one or more letter grades, and increases the volume-to-capacity ratio by at least 0.05. • A reduction in capacity to accommodate a proposed improvement degrades highways or roadways projected to operate worse than their LOS standard in the No Project case, by one or more letter grades, and increases the volume-to-capacity ratio by at least 0.05.
Emergency Access	<ul style="list-style-type: none"> • Provide inadequate design features to accommodate emergency vehicle access and circulation; or • Cause a substantial decrease in travel speeds on primary emergency response routes such that emergency vehicles would be significantly delayed.
Pedestrians	<ul style="list-style-type: none"> • Disrupt existing pedestrian facilities; • Interfere with planned pedestrian facilities; or • Create inconsistencies with adopted pedestrian system plans, guidelines, policies or standards.
Bicycle	<ul style="list-style-type: none"> • Disrupt existing bicycle facilities; • Interfere with planned bicycle facilities; or • Conflict or create inconsistencies with adopted bicycle system plans, guidelines, policies or standards.
Transit	<ul style="list-style-type: none"> • Result in development that is inaccessible to transit riders; or • Create a demand for transit service that cannot be served by transit agencies.
<p>Note:</p> <p>1. The 1994 Richmond General Plan also contains significance criteria for city streets that is based on intersection level of service using the CCTA LOS methodology. In general, intersections in Central Richmond (west of I-80) have LOS E as a minimum acceptable LOS.</p> <p>Source: City of Richmond General Plan DEIR, 2011</p>	

Table 3 summarizes the level of service thresholds used by the City of Richmond to determine roadway level of service for bi-directional arterial roadways.

TABLE 3: RICHMOND ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS (BI-DIRECTIONAL)						
Facility Class	# of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Arterial	2	8,400	9,300	11,800	14,700	17,300
	3	13,500	14,950	18,900	23,600	27,750
	4	18,600	20,600	26,000	32,500	38,200
	6	28,800	32,000	40,300	50,400	59,300

Source: City of Richmond General Plan DEIR, 2011; Fehr & Peers, HCS Software, 2009

Tiered Project Lists

Several projects identified in the Bicycle Master Plan and Pedestrian Plan share similar characteristics. For the purpose of this transportation analysis, projects in both Plans were grouped into three Tiers:

Tier 1 – Tier 1 consists of projects that would not change the existing right of way or result in modifications to adjacent roadways. Most of these projects are Class III bicycle routes that would include signage and sharrow markings or Class I shared use paths that do not cross roadways. Class II bicycle lane projects that do not require travel lane removals are also included in Tier 1. Tier 1 projects could require modifications to existing on-street parking; however, changes to parking supply are not considered environmental impacts. Projects that change parking are indicated with an asterisk.

Tier 2 – Tier 2 consists of projects that may require modification to the roadway, including changes to travel lane markings (such as travel lane width reduction) or addition of traffic calming measures (e.g., neighborhood traffic circles); however, these projects do not require capacity changes (i.e., none of these project would remove travel lanes). Furthermore, none of these projects would reduce lane widths to less than 11 feet on designated transit routes.

Tier 3 – Tier 3 projects require substantial modifications to the right-of-way, and include projects that require travel lane removal, intersection realignment or new signals. Projects that do not have substantial project descriptions, such as long-term, lower priority projects, are also included in Tier 3, since they would undergo environmental review when a project is developed.

Attachment A includes a list of Tier 1, 2, and 3 projects. Each project number corresponds to the project number identified in the Bicycle Master Plan.

ANALYSIS

This section summarizes the traffic analysis conducted for each project identified in the Tier 1, Tier 2, and Tier 3 project lists.

Tier 1

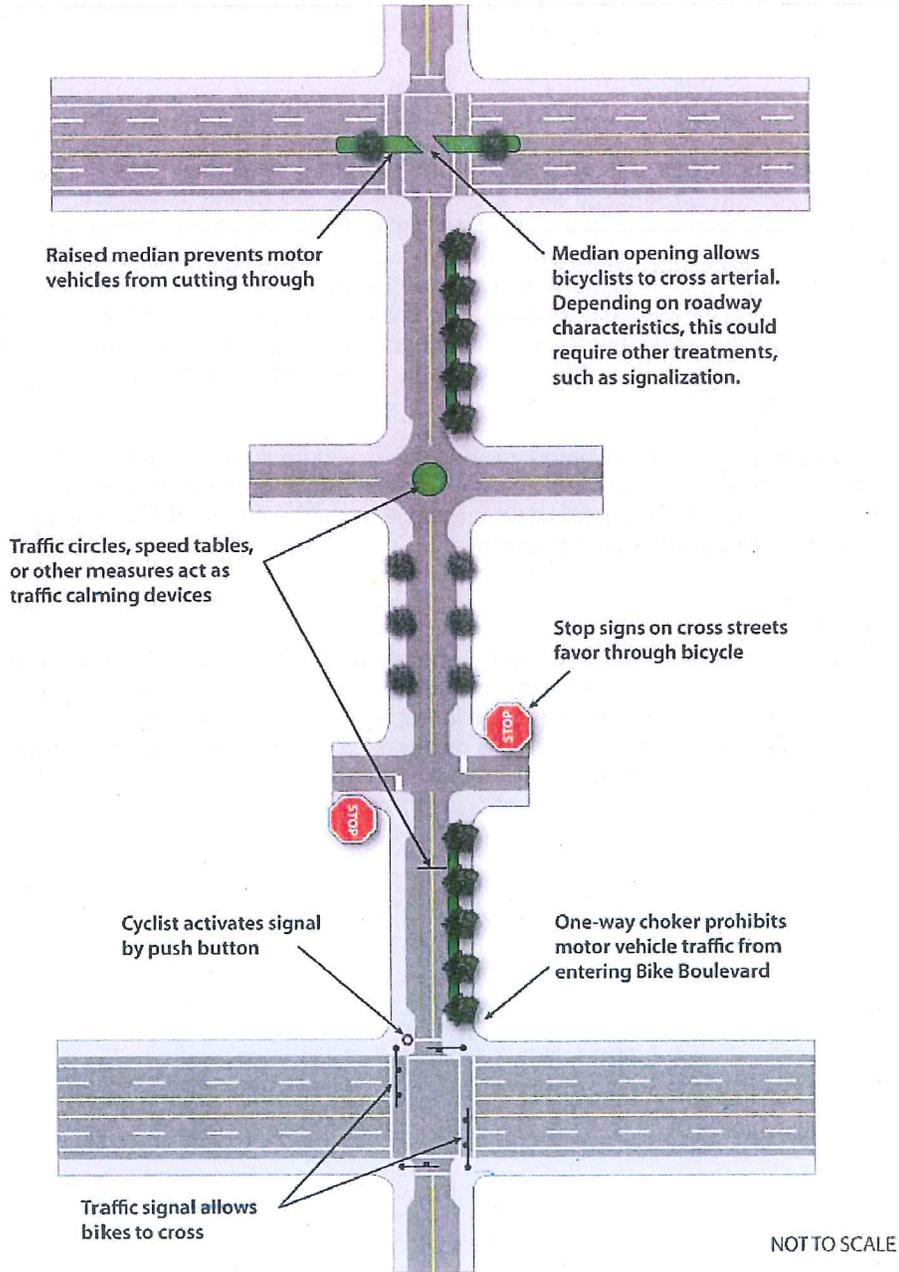
Projects identified as Tier 1 projects are summarized in Table A-1 in Attachment A. Tier 1 includes projects that would add 23 miles of new bicycle facilities. All of these projects would include signage to support implementation of the on-street network. As discussed, these projects include improvements to signage and sharrows or involve construction of Class I shared use pathways that do not require any modification to adjacent roadways. Class II projects identified in this Tier would require striping a bicycle lane; however, no vehicle travel lane would be removed and roadway capacity would be maintained. Some projects may require installation of new detection at intersections; however, this would not result in impacts to capacity or substantial changes to intersection vehicle delay.

Tier 1 projects are consistent with the multi-modal vision for streets identified in the Richmond General Plan Circulation Element, which was analyzed in the Richmond General Plan EIR. Implementation would not change roadway capacity; therefore, implementation of Tier 1 projects would result in a *less-than-significant* impact to traffic.

Tier 2

Projects identified in Tier 2 are summarized in Table A-2 in Attachment A. Tier 2 includes projects that require modifications travel lane markings, including new sharrows and lane width reductions, and implementation of traffic calming improvements. Tier 2 also includes 19 miles of Bike Boulevard facilities. Bike boulevards are a special designation of Class III bicycle routes that typically include enhancements that calm traffic and prioritize bicycle movement along corridors. A prototype of a typical bike boulevard treatment is shown in **Inset 1**.

Inset 1. Typical Bike Boulevard Treatment



Source: Richmond Bicycle Master Plan, 2011

Tier 2 projects do not require any traffic capacity modifications, and any associated reduction in vehicle speed would generally be considered beneficial for bicyclists, pedestrians, and surrounding residential areas. All Tier 2 projects, except for CR-NS-24 (San Pablo Avenue), are located on neighborhood residential streets with lower traffic volumes.

Some of the recommended treatments for bicycle boulevards, such as traffic diverters, partial closures, and bike-priority intersections may result in some through vehicle traffic diverting from the bike boulevard street to other parallel facilities. Since all but one Tier 2 projects are located on lower volume residential roadways, this diversion is expected to be minimal, since local residential streets are designed to carry traffic from adjacent residences and not through traffic.

Project CR-NS-24 includes installation of sharrow markings along San Pablo Avenue, signage, curb extensions at intersections, and a pilot project to install a green sharrow lane in the outside travel lane. Installations of corner curb extensions, as proposed in the Pedestrian Plan, may result in reduce turning speeds. These improvements would not modify traffic capacity on San Pablo Avenue; however, improvements that slow traffic may increase vehicle travel time along the corridor. Implementation of a pilot green sharrow lane would not require environmental review unless the City decided to make the installation permanent.

Implementation of Tier 2 projects would not result in an impact to traffic capacity. Furthermore, slowing traffic on neighborhood streets and improving bicycle access to the San Pablo commercial corridor is consistent with the City of Richmond General Plan goal of designing streets that complement their surrounding land uses. Therefore, implementation of Tier 2 projects would result in a *less-than-significant* impact to traffic.

Several Tier 2 projects identify narrowing travel lanes. This would not impact traffic capacity; however, AC Transit typically requires that travel lanes that serve transit be a minimum of 11 feet wide. No Tier 2 project would reduce lane width to less than 11 feet along AC Transit Routes; therefore, impacts to transit are expected to be *less-than-significant*.

Improvement Measure 1 – Although implementation of bike boulevards is expected to be less-than-significant, the City of Richmond may wish to require additional analysis on a case-by-case bases prior to completing a bike boulevard installation. Additional analysis may be required in cases where the design of the facility alters the flow of traffic or substantially alters an intersection. A project that may substantially alter traffic flow, capacity, or level of service may include improvements such as partial closures or intersection control modifications.

Tier 3

Projects in Tier 3, summarized in Table A-3 in Attachment A, require modifications to the existing right-of-way, including modifications such as eliminating a vehicle travel lane to accommodate a bicycle lane or converting an intersection from a signal to a roundabout. Proposed details about each project are discussed separately in this section.

TABLE 4: CUMULATIVE AND CUMULATIVE PLUS PROJECT ROADWAY VOLUMES, CAPACITIES, AND LEVELS OF SERVICE

Project # : Roadway	Cumulative 2030 No Project ¹			Cumulative 2030 Plus Project		
	Volume	Capacity	LOS	Volume	Capacity	LOS
CR-NS-7a : 13 th Street/Portola Avenue	30,400	38,200	D	30,400	27,750	F
CR-NS-7b : Pennsylvania Avenue Bridge	30,400	38,200	D	30,400	27,750	F
CR-NS-10 : 23 rd Street/Marina Bay Parkway	24,000	38,200	C	24,000	27,750	D
CR-NS-11 : Carlson Boulevard	11,200	38,200	A	11,200	27,750	A
CR-EW-8 : Barrett Avenue	18,800	38,200	C	15,800	27,750	C
CR-EW-14 : Cutting Boulevard	23,600	38,200	C	23,600	27,750	D
CR-EW-25 : Central Avenue	27,400	38,200	D	27,400	27,750	D
HT-5 : Lancaster/Robert H Miller Dr	26,300	38,200	D	26,300	27,750	E
ES-4 : Valley View Road	17,800	38,200	A	17,800	27,750	B

Notes:
 1. Assumes Richmond General Plan buildout.
 2. **Bold** text indicates roadway segments projected to operate over their designated LOS standard.
 Source: Fehr & Peers, Richmond General Plan DEIR, 2011.

Project CR-NS-7a: 13th Street/Portola Avenue

Implementation of the Proposed Project on 13th Street/Portola Avenue would include a lane reduction on 13th Street/Portola Avenue between Costa Avenue and Garvin Avenue, Class II bicycle lanes, signage, a shared use path connection between Garvin and Barrett along the rail right-of-way, and signage. As shown in Table 4, the 13th Street/Portola Avenue corridor would operate at roadway level of service D under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service F. This would be a *significant impact*.

Two mitigation measures that would reduce the impact to a less-than-significant level were identified.

Mitigation Measure Option 1: Implementation of Mitigation Measure Option 1 would allow for two travel lanes in each direction on 13th Street/Portola Avenue during peak hours (generally 7-9 AM

and 4-6 PM); however, during non-peak hours, the curbside travel lane would be used for on street parking. During non-peak hours, a Class II bicycle lane could be accommodated between parked vehicles and the travel lane. During peak hours, the bicycles would share the curbside travel lanes with vehicle travel. This bicycle facility is commonly called a "floating" bicycle lane. The City of Richmond may wish to determine when peak hours occur using more recent traffic counts. Implementation of this mitigation measure would maintain vehicle traffic capacity during the times when it is most needed during the day; however, it would allow Project CR-NS-7a to maintain Class II bicycle lanes. This mitigation measure would reduce the impact of Project CR-NS-7a to a *less-than-significant* level.

Mitigation Measure Option 2: Implementation of Mitigation Measure Option 2 would reduce the scope of Project CR-NS-7a from a Class II facility to a Class III facility. This Mitigation Measure Option would keep two travel lanes in each direction on 13th Street/Portola Avenue and stripe sharrows in the outer travel lane. Since implementation of Mitigation Measure Option 2 would maintain vehicle traffic capacity, the mitigation measure would reduce the impact of CR-NS-7a to a *less-than-significant* level.

Project CR-NS-7b: Pennsylvania Avenue Bridge

Implementation of the Proposed Project on the Pennsylvania Avenue Bridge would include a lane reduction on the Bridge, and installation of Class II bicycle lanes, signage, and a shared use path on the west side of the Bridge. As shown in Table 4, the Pennsylvania Avenue corridor would operate at roadway level of service D under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service F. This would be a *significant impact*.

During the development of the Bicycle Master Plan, this project was identified as a critical link in the proposed bicycle network; therefore, this project should be removed from the plan and evaluated separately to determine its environmental consequences. However, a mitigation measure that would reduce the impact to a less-than-significant level was identified.

Mitigation Measure Option 1: Implementation of Mitigation Measure Option 1 would reduce the scope of Project CR-NS-7a from a Class I facility to a Class III facility. This Mitigation Measure Option would keep two travel lanes in each direction on Pennsylvania Avenue Bridge and stripe sharrows in the outer travel lane. Since implementation of Mitigation Measure Option 1 would maintain vehicle traffic capacity, the mitigation measure would reduce the impact of CR-NS-7a to a *less-than-significant* level.

Project CR-NS-10: 23rd Avenue/Marina Bay Parkway

Implementation of the Proposed Project on the 23rd Avenue/Marina Bay Parkway corridor includes a lane reduction, and installation of Class II bicycle lanes and signage. Improvements would be coordinated with the North 23rd Avenue Streetscape project, which is undergoing separate environmental review. As shown in Table 4, the 23rd Avenue/Marina Bay Parkway corridor, between Bissell and Cutting would operate at roadway level of service C under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service D. Therefore, implementation of this project would result in a *less-than-significant* impact to roadway level of service.

Project CR-NS-11: Carlson Boulevard and Project CR-EW-14: Cutting Boulevard

Implementation of the Proposed Project on Cutting Boulevard includes a lane reduction, and installation of Class II bicycle lanes and signage. As shown in Table 4, Cutting Boulevard would operate at roadway level of service C under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service D. Therefore, implementation of this project would result in a **less-than-significant** impact to roadway level of service. Intersection operations for this project are discussed separately below.

Implementation of Project CR-NS-11 (Carlson Boulevard) would include a lane reduction, intersection improvements at Cutting Boulevard, and new Class II bicycle lanes. After the proposed lane reduction, Carlson Boulevard would have one travel lane in each direction and on-street buffered bike lanes. There would be no on-street parking between Ohio Avenue and Cutting Boulevard. There would be a northbound parking lane between Cutting Boulevard and 45th Street. As shown in Table 4, Carlson Boulevard would operate at roadway level of service A under cumulative conditions with the project; therefore, implementation of the Project would be **less-than-significant**.

Both Carlson and Cutting Boulevard are Contra Costa County Routes of Regional Significance; therefore, intersection operations at the Cutting/Carlson Boulevard intersection were analyzed using significance criteria and methodology contained in the Contra Costa County Transportation Authority's *Technical Procedures* (CCTALOS). As shown in Table 5, the intersection would continue to operate at acceptable levels of service, and the Project would have a **less-than-significant** impact based on the County's significance criteria.

TABLE 5: CUTTING BOULEVARD/CARLSON BOULEVARD LEVEL OF SERVICE									
Intersection	Peak Hour	Existing		Existing Plus Project		Cumulative		Cumulative Plus Project	
		V/C Ratio ¹	LOS	V/C Ratio ¹	LOS	V/C Ratio ¹	LOS	V/C Ratio ¹	LOS
1. Cutting Boulevard / Carlson Boulevard	AM	0.42	A	0.52	A	0.65	B	0.74	C
	PM	0.50	A	0.41	A	0.74	C	0.89	D

1. CCTA volume to capacity (v/c) ratios. Signalized intersection level of service based on *Technical Procedures* (Contra Costa Transportation Authority, 2006).
 Source: Fehr & Peers, 2011.

Project CR-EW-8: Barrett Avenue

Implementation of the Proposed Project on Barrett Avenue includes a lane reduction, Class II bicycle lanes, and signage. This project is already funded for construction and has undergone separate environmental review. As shown in Table 4, Barrett Avenue would operate at roadway level of service C under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service C. Therefore, implementation of this project would result in a **less-than-significant** impact to roadway level of service.

Project CR-EW-2: Central Avenue

Implementation of the Proposed Project on Central Avenue includes a lane reduction, and installation of Class II bicycle lanes and signage. As shown in Table 4, Central Avenue would operate at roadway level of service C under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service C. Therefore, implementation of this project would result in a ***less-than-significant*** impact to roadway level of service.

Project HT-5: Lancaster/Robert H. Miller Drive

Implementation of the Proposed Project on Lancaster Avenue includes signage and sharrows on Lancaster Drive between San Pablo Avenue and Birmingham and an eastbound Class II bicycle lane on Robert H. Miller Drive between Birmingham and Hilltop. The Class II bicycle lane on Robert H. Miller Drive requires the removal of an eastbound travel lane. As shown in Table 4, Robert H. Miller Drive would operate at roadway level of service D under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service E. Class II bicycle lanes have already been striped in the westbound direction on this roadway. There are also alternative parallel roadway facilities that could reasonably accommodate additional traffic if the Lancaster/Robert H. Miller Drive segment becomes congested, including Shane Drive and San Pablo Avenue. Therefore, implementation of this project would result in a ***less-than-significant*** impact to roadway level of service.

Project ES-4: Valley View Road

Implementation of the Proposed Project on Valley View Road includes a lane reduction, Class II bicycle lanes, and signage. As shown in Table 4, Valley View Road would operate at roadway level of service A under Cumulative 2030 No Project conditions assuming buildout of the General Plan. With the lane reduction in place, roadway segment level of service would degrade to level of service B. Therefore, implementation of this project would result in a ***less-than-significant*** impact to roadway level of service. Class II bicycle lanes may be able to be installed as part of this project without removal of a travel lane; however, lanes would have to be narrowed. The narrowing of the travel lanes would not impact capacity; therefore, there would not be a substantial change in results if the project is implemented without the lane reduction.

Project BT-1: Central Avenue

Implementation of the Proposed Project on Central Avenue includes a new signal and crossing improvements to improve access to the Bay Trail segments near the I-580/Central Avenue interchange. This project is identified in the CCTA Central Avenue interchange improvement project and will be further analyzed as a part of that project.

Project CR-NS-6: Harbour Way

The Harbour Way Corridor project (Bicycle Master Plan Project CR-NS-6) extends from Interstate 580 to Downtown Richmond and provides a connection between Downtown and the Ford Peninsula area. The street currently provides two travel lanes in each direction. The Pedestrian Master Plan also identifies Harbour Way as a Key Corridor for pedestrian improvements.

The Proposed Project for Harbour Way would include a lane reduction from four lanes to three lanes (one lane in each direction and a center two-way left-turn lane) between Bissell and

Macdonald Avenue; and a lane reduction from four lanes to two lanes between Bissell and Ohio Avenue. The remaining right of way would be used to install Class II bicycle lanes between Pennsylvania Avenue and Ohio Avenue. South of Ohio Avenue, sharrows would designate Harbour Way a Class III bicycle route. A mid-block crosswalk and median island would be installed between Bissell and Chanslor Avenues. This project was identified as a high-priority streetscape plan in the General Plan.

Table 6 summarizes the existing roadway volume, capacity, and levels of service with and without the Harbour Way Proposed Project. Implementation of the Proposed Project would eliminate one through lane in each direction and provide one travel lane in each direction, a center two-way left turn lane, and Class II bicycle lanes in each direction. Due to the lane reduction, there is a corresponding reduction in roadway capacity.

TABLE 6: EXISTING AND EXISTING PLUS PROJECT ROADWAY VOLUMES, CAPACITIES, AND LEVELS OF SERVICE

Roadway	LOS Standard	Existing			Existing Plus Project		
		Volume ¹	Capacity	LOS	Volume ¹	Capacity	LOS
Harbour from Barrett to Macdonald	D	14,600	38,200	A	14,600	38,200	A
Harbour from Macdonald to Cutting	D	15,000	38,200	A	15,000	27,750	C
Harbour from Wright to Marina	D	2,900	38,200	A	2,900	38,200	A

Note:
 1. Based on 2007 roadway volumes collected for the Richmond General Plan DEIR.
 Source: Fehr & Peers, Richmond General Plan DEIR, 2011.

As shown in Table 6, Harbor Way operates at level of service A between Barrett and Marina. After implementation of the lane reduction, Harbour Way would continue to operate at acceptable levels of service. The segment of Harbour Way between Macdonald and Cutting currently operates at level of service A; with the lane reduction in place, the segment would operate at level of service C.

Table 7 summarized the cumulative roadway volume, capacity, and levels of service with and without the Harbour Way Proposed Project. The roadway volumes in Table 7 represent roadway volumes assuming the buildout of the Richmond General Plan. As shown, all of the segments would operate at level of service D or better, which is acceptable. Each of the segments would continue to operate at the same level of service after the Proposed Project would be constructed.

TABLE 7: CUMULATIVE AND CUMULATIVE PLUS PROJECT ROADWAY VOLUMES, CAPACITIES, AND LEVELS OF SERVICE							
Roadway	LOS Standard	Cumulative 2030 No Project ¹			Cumulative 2030 Plus Project		
		Volume	Capacity	LOS	Volume	Capacity	LOS
Harbour Way from Barrett to Macdonald	D	22,800	38,200	C	22,800	38,200	C
Harbour Way from Macdonald to Cutting	D	26,800	38,200	D	26,800	27,750	D
Harbour from Wright to Marina	D	13,100	38,200	A	13,100	38,200	A
Note:							
1. Assumes that General Plan buildout.							
Source: Fehr & Peers, Richmond General Plan DEIR, 2011.							

Based on the City of Richmond's roadway segment level of service significance criteria, the Proposed Project on Harbour Way would result in a *less-than-significant* impact to roadway traffic capacity between Macdonald Avenue and Cutting Boulevard.

Other segments of Harbour Way operate with excess roadway capacity and implementation of the Proposed Project on Harbour Way would not result in a substantial change in traffic on other portions of the roadway. The Proposed Project on Harbour Way also includes a Class I shared-use path between Ohio Avenue and Cutting Avenue, corner curb extensions, and installation of bicycle detection at the Harbour Way/Hoffman Avenue signal. These improvements may result in slower vehicle turning speeds at intersections; however, these improvements would result in a *less-than-significant* impact to traffic, based on the City's criteria. Furthermore, these improvements are consistent with the updated General Plan's goal of improving safety for pedestrians citywide.

CR-NS-16: 37th Street, Cerrito Avenue

Implementation of the project on 37th Street and Cerrito Avenue would include a Class III bicycle route on 37th Street between Wall Avenue and Cutting Boulevard, a Class III bicycle route on Cerrito Avenue/38th Street between Garvin Avenue and 37th Street, and Class II bicycle lanes between Cerrito Avenue and Wall Avenue and Cutting Boulevard and Carlson Boulevard. These improvements would not require any modification to the vehicle travel lanes. The proposed project also includes proposed intersection modifications to the 37th Street/Roosevelt Avenue intersection. The Bicycle Master Plan identifies a potential roundabout at this intersection. Although this improvement would not substantial impact capacity of the roadway, it may change intersection level of service. Details about the design of the roundabout are not known at this time; therefore, implementation of this project would have a *significant impact*.

Mitigation Measure Option 1: At the time that this project is designed, the design of the roundabout at 37th Street/Roosevelt Avenue should be designed to accommodate the existing and projected traffic volumes and emergency vehicle access at the intersection. Designing the intersection to accommodate existing and project traffic would reduce the impact to a less-than-significant level.

CR-NS-17a: Wilson Avenue/43rd/44th/45th Street

Implementation of this project would include (1) bicycle boulevard improvements between McBryde Avenue and Macdonald Avenue; (2) signage and sharrows; (3) improvements to an existing Class I shared use path between San Pablo Avenue and Roosevelt Avenue; (4) a bicycle-only passage through the Macdonald Avenue median; (5) a Class III bicycle route on 43rd Street; (6) interchange improvements at Barrett Avenue; (7) a signalized crossing at Barrett Avenue; and (8) conversion of 44th Street from one-way to two-way traffic. As discussed under Tier 2, implementation of improvements 1 through 5 of this project would not substantially affect traffic capacity or change traffic patterns. Improvement 6 (interchange improvements at Barrett Avenue) were considered and evaluated when the Barrett Avenue project was undergoing environmental review, and no impacts were identified during the process. Improvement 7 (a signalized crossing at Barrett Avenue) would require minor adjustments to signal timing at an existing signal, and including a new pedestrian walk phase would not substantially change intersection operations. Improvement 8 (conversion of 44th Street) may result in some traffic diversion; however, this link is short and does not serve any major destinations; therefore, removing the one-way restriction is not expected to substantially change traffic volumes on the street. Thus, implementation of this project would be *less-than-significant*.

CR-NS-20: 51st Street

Implementation of this project would include a Class I shared use path along 51st Street between East Montgomery Street and the Bay Trail. Details on this project are not known at this time; however, the path would not directly affect roadway capacity or traffic operations. Therefore, implementation of this project is expected to have a *less-than-significant* impact.

CR-EW-4: McBryde Avenue

Implementation of this project would include a potential lane narrowing or lane reduction to accommodate Class II bicycle lanes between Alvarado Park and San Pablo Avenue. The project would also include designating McBryde Avenue a Class III bicycle route with signage and sharrows between San Pablo Avenue and Wilson Avenue. McBryde Avenue is a two lane, two-way roadway with parking lanes in both directions. If lane removal is required to accommodate bicycle lanes, a parking lane would need to be removed to maintain two-way traffic circulation on the street. Parking loss is not considered an environmental impact; therefore, implementation of this project would be *less-than-significant*.

CR-EW-5: Solano/Garvin/Pennsylvania Avenue

Implementation of this project would include (1) bicycle boulevard treatments on Solano Avenue between 35th Street and Arlington Boulevard; (2) designation of a Class III bicycle route on Garvin Avenue between 13rd Street and Wilson Avenue; and (3) a travel lane reduction and installation of Class II bicycle lanes on Pennsylvania Avenue between 3rd Street and Harbour Way. Implementation of improvements on Solano Avenue and Garvin Avenue would not change roadway capacity and would have a less-than-significant impact on traffic. West of Harbour Way traffic on Pennsylvania Avenue is low because a majority of westbound traffic on Pennsylvania Avenue turns onto Harbour Way south and Pennsylvania Avenue is a dead end at Richmond Parkway; therefore, reducing capacity would not substantially affect operations on this segment. Therefore, implementation of this project would have a *less-than-significant* impact on roadway capacity.

CONCLUSION

Implementation of the Richmond Bicycle Master Plan and Pedestrian Plan would be beneficial for bicyclists and pedestrians. Of the projects identified in the list, the Tier 1 and Tier 2 projects would have a ***less-than-significant*** impact on traffic. One improvement measure was identified for Tier 2 projects: Tier 2 projects that contain bicycle boulevard treatments that require intersection modification or circulation changes should be analyzed when additional project details are available.

Within the Plans, 17 projects were identified as having a potential impact on traffic because they required lane reductions or signal modifications. Of the Tier 3 projects, 14 projects would have a less-than-significant impact without mitigation required. The following three projects would have a ***significant impact*** on roadway traffic capacity:

- Project CR-NS-7a: 13th Street/Portola Avenue: Less-than-Significant with Mitigation, or remove project from the Bicycle Master Plan
- Project CR-NS-7b: Pennsylvania Avenue Bridge: Less-than-Significant with Mitigation, or remove project from the Bicycle Master Plan and Pedestrian Plan to evaluate independently
- Project CR-NS-16: 37th Street, Cerrito Avenue: Less-than-Significant with Mitigation

Implementation of these projects would result in impacts on traffic capacity based on the cumulative volume forecasts and capacity projections for the roadways identified in the Draft Richmond General Plan DEIR and Bicycle Master Plan; however, mitigation measures have been identified to reduce their impact to a less-than-significant level.

ORDINANCE NO. 23-98 N.S.

AN ORDINANCE OF THE COUNCIL OF THE CITY OF RICHMOND AMENDING THE MUNICIPAL CODE OF THE CITY OF RICHMOND. THIS ORDINANCE SUPERSEDES ORDINANCE NO. 27-94 N.S. WHICH ADOPTED A TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR THE CITY OF RICHMOND. THIS ORDINANCE REPEALS THE TRANSPORTATION DEMAND MANAGEMENT REQUIREMENTS WITH RESPECT TO MANDATORY EMPLOYER BASED TRIP REDUCTION PROGRAMS AND ADOPTS NEW POLICIES, PURPOSES, GOALS AND OBJECTIVES FOR A TRANSPORTATION SYSTEM MANAGEMENT PROGRAM.

The Council of the City of Richmond do ordain as follows:

Section I. Recitals.

WHEREAS, in 1988 Measure C was approved by the voters of Contra Costa County to address the funding to transportation projects in Contra Costa County by imposing a one-half cent sales tax; and

WHEREAS, pursuant to the requirements of Contra Costa County's Measure C, each jurisdiction within Contra Costa County, as a condition of receiving Measure C Local Street Maintenance and Improvement Funds, was required to adopt a Transportation Systems Management ("TSM") Ordinance or other mitigations to promote carpools, vanpools, and park and ride lots; and

WHEREAS, pursuant to the provisions of Measure C, the Contra Costa Transportation Authority (the "Authority") drafted and adopted a model TSM Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation and

WHEREAS, in 1989 the California Legislature enacted amendments to the California Government Code imposing separate requirements under the state congestion management programs which required local jurisdictions to adopt trip reduction and travel demand ordinances; and

WHEREAS, pursuant to such requirements, the Authority revised its model TSM Ordinance to incorporate trip reduction and travel demand ("TDM") requirements; and

WHEREAS, the Authority's revised model TSM/TDM Ordinance was modified and adopted by the City of Richmond as Ordinance No. 8-92 N.S.; and

WHEREAS, in 1995, the California Legislature passed SB 437 which prohibits local jurisdiction from enforcing mandatory employer trip reduction programs; and

WHEREAS, in order to implement the mandate of the 1995 legislation, it is necessary and advisable to repeal the TSM/TDM Ordinance to eliminate requirements for mandatory employer based trip reduction plans and to approve and adopt new purposes, goals and objectives for transportation systems management;

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

Section II. Repeal of Ordinance No. 27-94 N.S.

Ordinance 27-94 N.S. is hereby repealed.

Section III. Adoption of a new TSM Ordinance.

Ordinance No. 27-94 N.S. which has been repealed herein shall be replaced by a new TSM Ordinance which reads as follows:

Chapter 11.92

TRANSPORTATION SYSTEMS MANAGEMENT

Sections:

11.92.010 Findings.

11.92.020 Purpose, goal and objectives.

11.92.010 Findings.

- A. Transportation Systems Management (hereinafter referred to as "TSM") has the potential to reduce vehicle trips and vehicle emission more effectively and cost effectively than major roadway improvements.
- B. For many years prior to the passage of Contra Costa County Measure C in 1988, local jurisdictions developed and implemented a variety of TSM and Transportation Demand Management (hereinafter referred to as "TDM") projects and programs (e.g., operation of transit systems, construction of bicycle facilities, land use policy coordination and related improvements).
- C. Since 1992, the Contra Costa Transportation Authority has committed both Measure C and Transportation Fund for Clean Air ("TFCA") funds to four sub-area programs for the implementation of Measure C and Clean Air Plan goals.
- D. Pursuant to the provisions of Measure C, adoption of a TDM ordinance was deemed to be one component of a comprehensive transportation planning effort.
- E. In compliance with the requirements of the TDM Ordinance, large employers were required to develop and implement trip reduction programs at work sites and, pursuant to those requirements, implementation of the TDM Ordinance was delegated to the West Contra Costa Transportation Advisory Committee ("WCCTAC").
- F. The Countywide Comprehensive Transportation Plan incorporates each Regional Committee's Action Plan for Routes of Regional Significance, which support specific TSM/TDM goals and objectives.
- G. Over the past four years, the sub-area TDM programs have been successful in reducing vehicle trips and emissions at the employment sites specified in the TDM Ordinance, as well as in school and residential areas where programs have been implemented.
- H. Since the adoption of the TDM Ordinance, TDM efforts have been expanded to include aspects of the transportation systems other than employer programs (e.g., enhancement of transit and bicycle facilities, incorporation of new technologies into the system, and use policy coordination and related enhancements).
- I. In adopting this Ordinance, cooperation and coordination with other local jurisdiction and regions in furthering TSM are acknowledged as having the potential to enhance the efficiency and cost-effectiveness of its efforts, and accordingly, the Council of the city of Richmond directs staff to take steps to

implement TSM in accordance with the policies, goals and objectives set forth herein, and in cooperation with WCCTAC staff.

11.92.020 Purpose, Goal and Objectives.

A. In light of legislation passed eliminating mandatory employer-based trip reduction requirements, the following purposes, goals, and objectives are adopted in order to assist staff in implementing this TSM Ordinance and TSM programs. The City hereby establishes this TSM Ordinance.

1. To promote maximum efficiency in the existing transportation system and to further the transportation goals of the Measure C Growth Management Program, Contra Costa's Congestion Management Program, the Bay Area Clean Air Plan, and the West County Action Plan, by:
 - (a) Promoting and encouraging the use of transit, ridesharing, bicycling, walking, flexible work hours and telecommuting as alternatives to solo driving;
 - (b) Incorporating these goals and objectives into the land use and review and planning process;
 - (c) Developing proactive programs and/or projects either alone, or in conjunction with other jurisdictions, or with WCCTAC, aimed at achieving these goals;
 - (d) Considering the incorporation of appropriate technology designed to facilitate traffic flow, provide transit and highway information, provide trip generation alternatives, and considering the incorporation of related technology into the transportation system;
 - (e) Cooperating with other jurisdictions, the private sector, and transit operators in planning and implementing transportation programs;
 - (f) Educating West County employees, employers, residents, and students regarding the benefits and availability of commute alternatives;
 - (g) Working with the transit authorities to better serve West Contra Costa County;
 - (h) Encouraging the most cost-effective transportation improvement projects aimed at achieving congestion relief; and
 - (i) Cooperating with other jurisdictions and agencies, the private sector, and transit operators in planning and implementing transportation programs;
 2. To reflect an ongoing commitment to expand TSM efforts beyond employer-based trip reduction programs, in order to achieve congestion management and air quality goals; and
 3. To comply with applicable state and federal laws as well as with Measure C Growth Management Program requirements pertaining to TSM.
- B. The goal of this TSM Ordinance is to ensure the continuation of a pro-active TSM program effort aimed at reducing vehicle trips, vehicle emissions, and traffic congestion in the most efficient and cost-effective manner.

C. The objective of this section is to establish the following policies:

1. To participate, in conjunction with other jurisdictions and WECTAC, in a pro-active effort to support and develop projects which will achieve the Measure C TSM/TDM goals as described in the West County Action Plan, the County-wide Comprehensive Transportation Plan, the Measure C Strategic Plan, the Congestion Management Plan, and/or the Bay Area Clean Air Plan. Such participation may include, but need not be limited to:
 - (a) Promotion and encouragement of the use of transit, ridesharing, bicycling, walking, flexible work hours, telecommuting or other alternatives to solo driving.
 - (b) Defining and implementing projects incorporating appropriate technology designed to facilitate traffic flow, provide transit and highway information, and related technology.
2. To incorporate these goals into the land use review and planning process.

Section IV. Severability.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance is for any reason held to be unconstitutional or invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance irrespective of the unconstitutionality or invalidity of any section, subsection, subdivision, paragraph, sentence, clause or phrase.

Section V. Effective Date.

This Ordinance becomes effective after its final passage and adoption.

First read at a regular meeting of the Council of the City of Richmond held May 26, 1998, and finally passed and adopted at a regular meeting thereof held June 9, 1998, by the following vote:

Ayes: Councilmembers Butt, McIntosh, Marquez, Anderson, Bates, Griffin and Mayor Corbin

Noes: None

Abstentions: None

Absent: Councilmembers Evans and Powers

BULA M. BARNES
Clerk of the City of Richmond

(SEAL)

Approved:

ROSEMARY M. CORBIN
Mayor

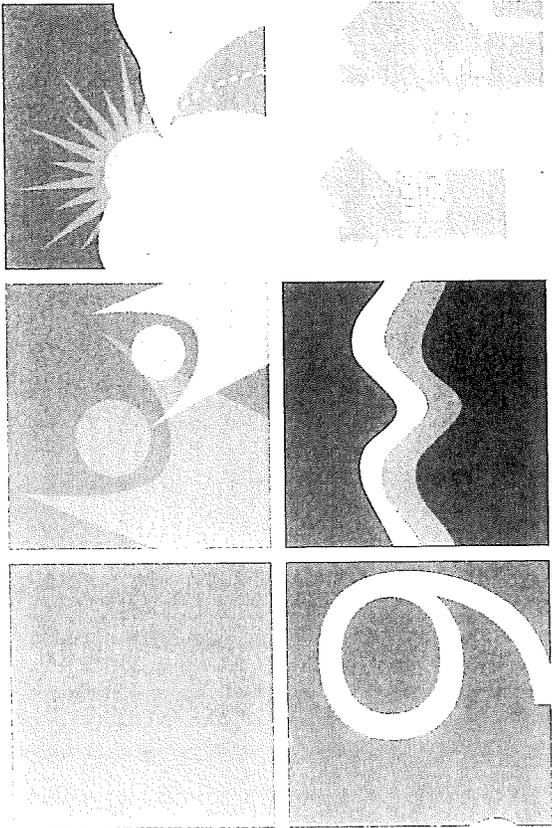
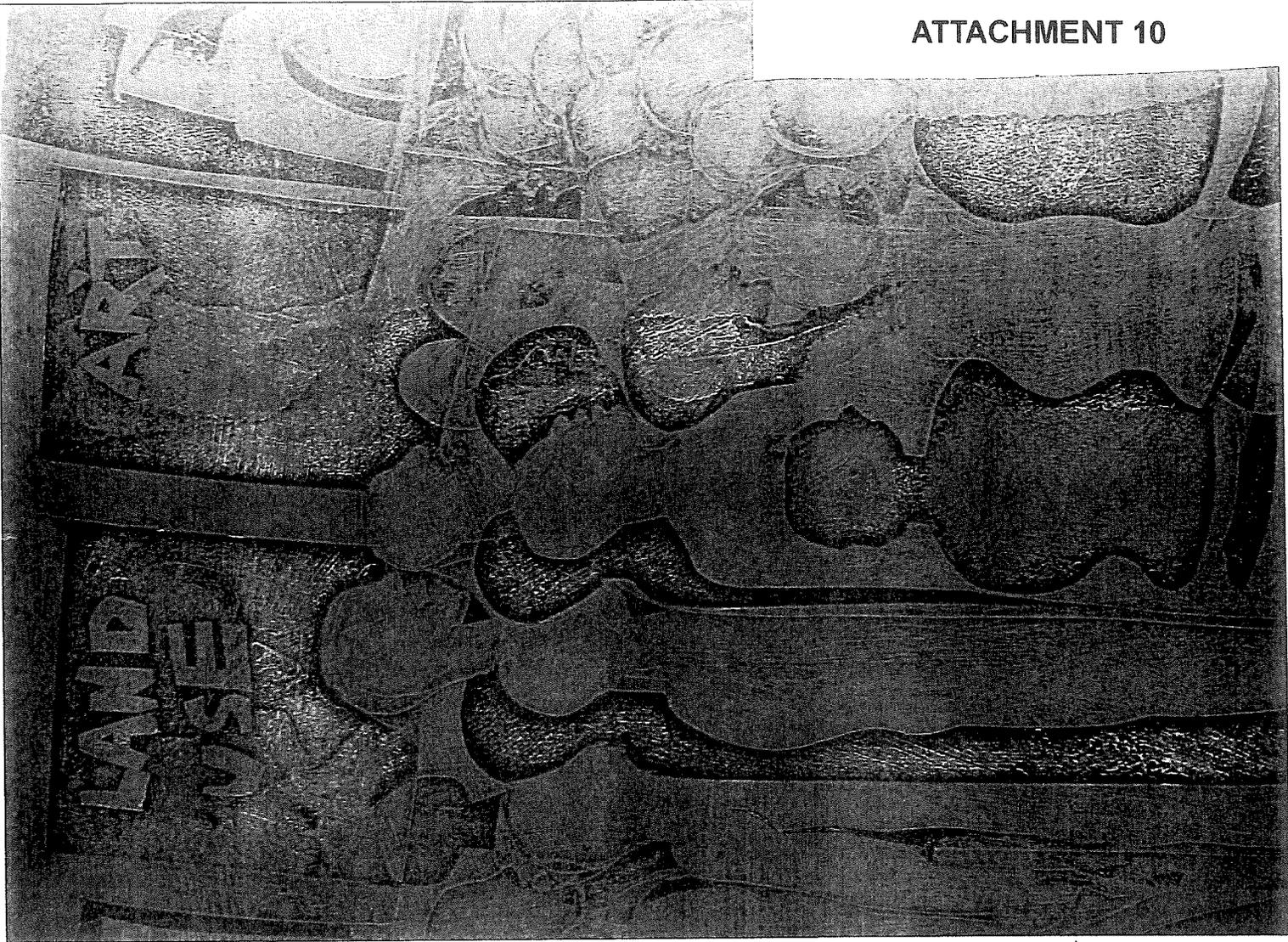
Approved as to form:

MALCOLM HUNTER
City Attorney

State of California)
County of Contra Costa : ss.
City of Richmond)

I certify that the foregoing is a true copy of Ordinance No. 23-98 N.S. finally passed and adopted by the council of the City of Richmond at a regular Meeting held June 9, 1998, and published in accordance with law.

John M. ...
Clerk of the City of Richmond



Growth Management
Richmond General Plan 2030



Community Vision

Richmond, California in 2030

The City of Richmond is an inclusive, efficient and livable city that provides its residents with an exceptional quality of life, community facilities and amenities and access to parks and open space. Richmond promotes efficient growth and the protection of open space by directing new residential and commercial development into existing urban areas.

Revenue generated by new development supports the construction and modernization of community facilities. Richmond participates in ongoing, collaborative land use and transportation planning with nearby cities, Contra Costa County and regional transit agencies. Richmond's traditional layout, a grid-based block development pattern, supports efficient and ongoing growth within the core districts.

Growth Management

Richmond has experienced renewed growth in recent years and population projections suggest that growth will continue into the future. The City has responded by investing in improving existing neighborhoods, commercial corridors and industrial areas. Richmond aims to be an efficient, balanced and livable city that provides its residents an exceptional quality of life.

The Growth Management Element:

- Describes the status of growth management in Richmond;
- Highlights key findings and recommendations;
- Defines goals for promoting growth management;
- Identifies policies and implementing actions to balance protection and conservation of natural resources with responsible development;
- Provides a summary table identifying lead responsibilities for each implementing action; and
- Reviews the existing regulatory framework that guides growth management efforts.

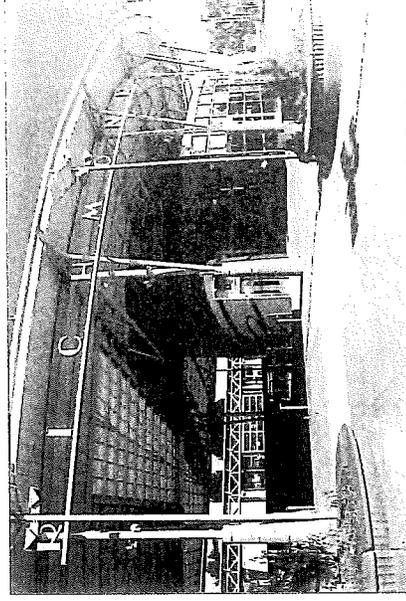
Purpose of the Element

This Element seeks to assure that new development pays its infrastructure improvement costs and

improves the quality of life for current residents. By complying with Contra Costa County's Growth Management Program requirements, the City will remain eligible for County transportation improvement funding. Contributing shared benefits to Richmond and Contra Costa County as a whole, this Element provides a framework for effectively coordinating land use, infrastructure and transportation planning.

Legal Requirement

Richmond has a strong commitment to effectively managing growth and preserving a high quality of life for current and future residents. Although the Growth Management Element is not a state-mandated general plan element, the City has included it in its General Plan to reinforce this commitment and ensure that growth management remains a priority. In adopting the Growth Management Element, the City also complies with the requirements of the Contra Costa Transportation Authority's Growth Management Plan which requires each municipality to adopt a growth management element to be eligible for local transportation improvement and street maintenance funds.¹ Richmond's Growth Management Element is con-



Downtown's remodeled BART/Amtrak station provides regional transit access for Richmond residents.

sistent with voter-approved Measure J, the Contra Costa Transportation Authority's Transportation Sales Tax Expenditure Plan.² In addition, the Growth Management Element is consistent with section 65303 of the State of California Government Code which grants authority to local jurisdictions to include additional elements to those required by state law when they relate to the physical development of the jurisdiction.³

Richmond Today

Richmond has grown in popularity in recent years given its proximity to regional employment centers, comparatively lower housing costs, multimodal transit services and spectacular bay views. Richmond's distinct character attracts many residents seeking an alternative to the County's eastern suburbs. At the same time, Richmond's relatively inexpensive real estate and access to Interstate 80 and 580 have lured businesses away from neighboring cities, bringing new energy to the City's commercial base. A coordinated growth management program integrating land use, transportation and infrastructure policies will ensure that Richmond meets current and projected community needs.

Land Use

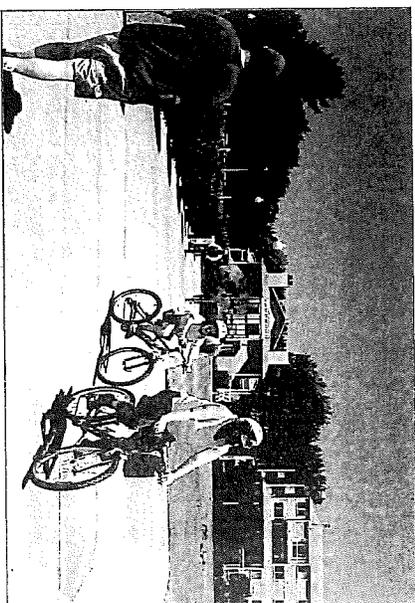
With the exception of hillside parcels in El Sobrante Valley, Richmond has few remaining opportunities for new greenfield development to accommodate growth. Thus, the City has responded to increasing demand for growth through infill development in Downtown, along commercial corridors and on underutilized brownfield parcels within the City's industrial areas. Richmond's growth management policies, land use planning and redevelopment efforts dovetail with Contra Costa County's broader growth management land use goals and the county-wide Urban Limit Line.

Countywide Urban Limit Line

The Countywide Urban Limit Line (ULL) designates a boundary beyond which no urban land uses may be permitted. The intent of Contra Costa County's ULL policy is to encourage sustainable infill development and preserve non-urban agricultural lands, open space and environmental resources.

Transportation

The City participates in local and regional efforts to strengthen the role of transportation planning in growth management. At the local level, Richmond seeks to increase transit ridership and build on the strength of its existing commuter rail infrastructure by promoting transit-oriented development around the Richmond BART/Amtrak Station. The City encourages development along key transit corridors such as Macdonald and San Pablo avenues including higher densities and a mix of uses in order to set the stage for increased transit ridership along these routes. Through an active partnership with neighboring El Cerrito, Richmond has developed the San Pablo Avenue Specific Plan to guide future development along this important corridor. In addition, through the West Contra Costa Transportation Advisory Committee (WCCTAC), Richmond participates in regional transportation planning with nearby cities and transit agencies to promote innovative new technologies such as bus rapid transit (BRT)



Alternative modes of travel including transit, bicycling and walking are emphasized in Richmond's circulation and land use policy framework.

Infrastructure

Richmond seeks to provide adequate public facilities to both its current and future residents and infrastructure plays an integral role in its vision for long-range growth management. To this end, the City's developer impact fees ensure that new development pays for facility and infrastructure improvements necessary to meet increased demand attributable to that development. These fees apply to new residential, commercial and industrial development and include improvements such as: sewers and waste treatment facilities; schools, libraries and community centers; traffic signals and roadway improvements; fire and police facilities; and parks, trails and recreation facilities.

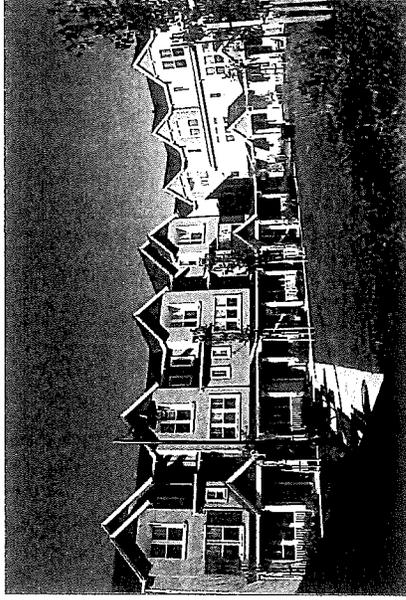
Key Findings and Recommendations

Richmond's future growth and economic vitality are largely dependent on the strength and innovation in the Bay Area. Managing this growth is essential to meeting the needs of current and future residents and businesses.

The following key findings and recommendations are derived from the analysis of existing conditions and the community's vision for the future.

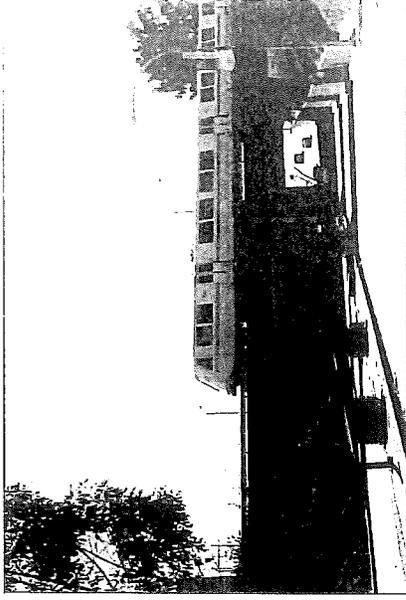
Finding 1: Richmond will experience substantial infill development in the coming decades.

Given the limited amount of greenfield development opportunities, the City encourages infill and redevelopment Downtown, along commercial corridors and in underutilized parcels throughout the City. A preliminary assessment suggests that there are more than 1,200 acres of vacant and underutilized land in Richmond that may be available for infill development. Richmond is ideally positioned to respond to regional demand for housing, commercial and job-generating uses while increasing efficiencies and reducing the regional energy footprint. The City is served by regional transit systems including Amtrak, BART and AC Transit to support transit-oriented infill development without adversely impacting regional air quality and traffic. Richmond can integrate land use planning with regional transportation planning to effectively accommodate growth. The City will continue:



The Metrowalk neighborhood in Downtown Richmond is an example of transit-oriented development.

- Promoting infill and brownfield redevelopment by encouraging new development in existing neighborhoods and commercial corridors served by transit and adequate public facilities;
- Encouraging housing development near existing transit and community facilities and providing opportunities for households at all income levels to reside in areas served by public infrastructure; and
- Strengthening regional planning by coordinating land use and transportation planning in partnership with other jurisdictions and agencies in the East Bay to create an efficient and balanced transportation system that supports long-term regional economic vitality.



Transportation demand management solutions such as connections to and from BART can encourage the use of public transit, walking and bicycling.

Finding 2: Growth will increase demand for public services and facilities.

To accommodate growth, Richmond will need to acquire additional sources of revenue to address future infrastructure and public facilities needs.

Long-term growth management strategies include:

- Ensuring that new development pays its fair share of community improvements through impact fees, development agreements and other mechanisms;
- Monitoring infrastructure improvements for timely implementation and progress; and
- Maintaining the urban limit line and continuing to promote compact, infill development and the protection of open space.

Goals

GOAL GM1

Coordinated Land Use and Transportation Planning

Promote mixed-use, high-density infill development and investment around transit hubs and along transit corridors to maximize the efficient use of available land and infrastructure in the City and the region. Coordinate with neighboring cities, Contra Costa County and regional transportation agencies to manage growth and minimize regional impacts.

GOAL GM2

Improved Infrastructure and Facilities

Improve public services and infrastructure to meet the demands of new development.

Policies and Implementing Actions

A range of policies and implementing actions are outlined below in relation to each of the goals. These policies mandate, encourage or allow certain actions to be pursued throughout the duration of the General Plan. Together they serve as strategic directions for City staff and partners, highlighting where time and resources should be focused.

Each policy may either be correlated with a number of actions, or simply a single key implementing action. Conversely, some actions may support a range of policies. The policies and implementing actions are organized in two parts. First, all goal-related policies are described and each policy description is followed by a list of its associated implementing actions. Then, implementing actions are described in greater detail in the following section.

GOAL GM1

Coordinated Land Use and Transportation Planning

Policy GM1.1

Pedestrian and Transit-Oriented Urban Environment

Promote walkability and public transit by encouraging mixed-use, higher-density development close to community amenities. Promote multifamily and mixed-use infill and brownfield redevelopment close to the Richmond BART/Amtrak Station, Hilltop Area and Marina Bay.

Support increased residential density, commercial intensity and reduced parking requirements in areas well served by transit while protecting and increasing land dedicated to parks and open space.

Support complete and balanced streets and an expanded multimodal circulation system. Locate medium and high-density housing and mixed-use development along corridors where improvements to multimodal systems are planned. Require new development and improvements to include amenities for pedestrians, bicycles and transit users.

Encourage location of new public facilities near primary user groups and existing public transit infrastructure. Encourage new residential uses near existing schools and community facilities.

See also : LU6.1

Policy GM1.2

Urban Limit Line

Promote efficient growth in existing urban areas and protection of open space by adhering to the County's Urban Limit Line.

Policy GM1.3

Regional Transportation Planning

Participate in ongoing multi-jurisdictional regional transportation planning efforts by participating in efforts sponsored by the West Contra Costa County Transportation Advisory Committee (WCCTAC), the Contra Costa Transportation Authority (CCTA), the Metropolitan Transportation Commission (MTC) and the Water Emergency Transportation Authority (WETA).

Policy GM1.4

Diverse Range of Housing Opportunities

Encourage a range of housing types that meet the diverse needs of the community. Encourage and support projects and programs that provide quality affordable housing in mixed-income neighborhoods. Promote the development of senior and multifamily housing options in close proximity to major job centers, public transit and community amenities such as schools, parks, shopping and community centers.

GOAL GM1

Coordinated Land Use and Transportation Planning

*Action GM1.A**Urban Limit Line*

Maintain the established voter approved Urban Limit Line (ULL) in compliance with the provisions of Measure J, Contra Costa County's Transportation Sales Tax Expenditure Plan.

*Action GM1.B**Regional Collaboration and Joint Planning*

Participate in an ongoing, cooperative and multi-jurisdictional planning process to manage the impacts of growth and create a balanced and efficient transportation system. Specific actions may include:

- Identifying Routes of Regional Significance and establishing appropriate Multimodal Transportation Service Objectives;
- Applying Contra Costa Transportation Authority's demand model to General Plan amendments and large developments to study their effect on the regional transportation system; and
- Helping to develop additional plans and programs to study other transportation and growth management issues.

*Action GM1.C**Transportation Demand Management Program*

Develop a transportation demand management (TDM) program that encourages use of public transit, bicycling and walking. TDM programs may include transit subsidies, car-share service, parking cash-out programs, bicycle-share programs, bicycle amenities and facility enhancements, among others.

Include an incentive program to promote TDM in the City. Program elements may include reduction in transportation impact fees for new or redevelopment projects that demonstrate commitment to TDM strategies and reductions in parking requirements for mixed-use development and for projects that provide TDM programs and/or shared parking. Explore the feasibility of developing citywide TDM program that would be funded by annual fees or assessment on new development.

See also: CR5.A

GOAL GMI

Coordinated Land Use and Transportation Planning

Policy GM2.1

A Range of High-Quality Community Facilities and Infrastructure

Maintain high-quality facilities and infrastructure to serve diverse community needs. Upgrade, maintain and expand infrastructure to meet current and future needs and provide an effective and consistent level of services and utilities in all neighborhoods. Retain existing public facilities and uses in the Downtown, and actively work to attract new public facilities, especially within walking distance of the Richmond BART/Amtrak Station. Facilities and infrastructure may include community and recreation centers, parks and playgrounds, libraries and senior centers, schools, multi-use trails, pedestrian-scale lighting, and police and fire stations.

See also: CF1.1; LU1.3

Policy GM2.2

Community Amenities for New Development

Require new development to pay costs attributable to that development including impacts on: local streets; local and regional transportation systems; and public facilities such as parks and recreation, schools and emergency services.

GOAL GM2

Improved Infrastructure and Facilities

*Action GM2.A**Capital Improvements*

Coordinate development with the Capital Improvement Program (CIP) to ensure completion of high-priority facility and infrastructure projects. Ensure that CIP projects are prioritized in economically depressed neighborhoods with the highest need.

See also: CR1.G; CF1.B; PR1.J

*Action GM2.B**Regional Development Mitigation*

Support regional development mitigation measures consistent with the Countywide Comprehensive Transportation Plan which funds regional transportation projects, community facilities and infrastructure for planned and proposed development. Continue to participate in the West Contra Costa County Subregional Transportation Mitigation Program (STMP) community facilities and infrastructure for planned and proposed development.

*Action GM2.C**Local Development Mitigation*

Regularly review and update the impact fee schedule to offset costs of new development.

See also Action CF1.J

9 Growth Management

Summary of Implementing Actions

The table presented on the following pages is a tool for guiding implementation of the City's Growth Management Element. Organized by the community's broad goals, the table provides an overview of policies and implementing actions detailed in the previous section. Each action is linked to a designated lead responsible party. Related policies are identified in the final column.

Goal GM1: Coordinated Land Use and Transportation Planning

Action	Lead Responsibility	Supporting Policies
GM1.A	Urban Limit Line	Planning and Building Services GM1.2
GM1.B	Regional Collaboration and Joint Planning	Planning and Building Services GM1.1, GM1.3
GM1.C	Transportation Demand Management Program	Planning and Building Services GM1.3

Goal GM2: Improved Infrastructure and Facilities

Action	Lead Responsibility	Supporting Policies
GM2.A	Capital Improvements	Public Works GM2.1
GM2.B	Regional Development Mitigation	Planning and Building Services GM2.2
GM2.C	Local Development Mitigation	Planning and Building Services GM2.2

Regulatory Framework

A number of organizational bodies and regulations make up Richmond's regulatory framework for managing growth.

Organizations

The following City and County-based agencies are instrumental in assuring that Richmond grows while meeting broad quality-of-life goals.

Richmond Planning and Building Services

Richmond's Planning and Building Services Department is responsible for approving new construction, reviewing design proposals, overseeing long-range planning and enforcing General Plan policies. The Department also produces specific plans, updates the zoning ordinance and upholds California's Environmental Quality Act (CEQA). In its regulatory capacity the Planning and Building Services Department plays an integral role in managing growth by promoting compact urban development and enforcing the City's land use goals.

Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) was created in 1988 to manage the funds generated by the voter-approved, half-cent transportation sales tax, Measure C and its extension Measure J. The CCTA oversees planning and construction of capital projects included in Measure C and Measure J Expenditure Plans and implements the County's Growth Management Program.⁵

WCCTAC

The West Contra Costa Transportation Advisory Committee (WCCTAC) is one of four subregional transportation planning committees created in 1988 to advise the Contra Costa Transportation Authority (CCTA) on Measure C expenditures and transportation concerns specifically related to the cities of Richmond, El Cerrito, Hercules, Pinole and San Pablo as well as transit agencies serving these cities including AC Transit, WestCAT and BART. WCCTAC also assists in designing and implementing improvement projects and programs related to local and regional transportation services that are not specifically linked to Measure C or Measure J funding such as air quality improvement and congestion management.⁶

Related Regulations

Measure C: The Contra Costa Transportation Improvement and Growth Management Program

Passed by voters in 1988, Measure C authorizes a half-cent sales tax to fund major transportation improvements throughout Contra Costa County. Under Measure C each municipality can receive a percentage of the collected transportation sales tax funds in order to maintain local streets and roads and to fund local transportation services. In order to qualify for these Local Transportation Maintenance and Improvement funds, Measure C mandates that each municipality in the County adopt a growth management element as part of its General Plan that includes: policies to mitigate the negative impacts of development; a five-year capital improvement

program to maintain traffic service standards; a transportation demand management ordinance; and measures to address its balance of jobs and housing. Moreover, Measure C requires that new development fund necessary mitigation measures stemming from its construction. The City of Richmond adopted a Growth Management Element as part of its 1994 General Plan.

Measure J: The Contra Costa Transportation Sales Tax Extension and Expenditure Plan

Measure J authorizes a 20-year extension of Measure C with modifications to the Growth Management Program including requirements that local cities demonstrate reasonable progress in providing housing opportunities at all income levels and that they comply with the County's 2006, voter-approved Urban Limit Line. As with Measure C, each municipality must demonstrate compliance with Measure J through the inclusion of a Growth Management Element in its updated General Plan in order to qualify for Local Transportation Maintenance and Improvement funds.⁷

Contra Costa County Urban Limit Line

In 2006 Contra Costa County voters adopted an Urban Limit Line (ULL) as part of the County's open space conservation plan. The ULL limits urban development in Contra Costa County to 35% of the land area and limits the County's power to designate land outside the ULL for development. In order to comply with Measure J and receive funding, Contra Costa County municipalities must either comply with the County's ULL or adopt a municipal ULL as part of their general plans.

Notes

1. Contra Costa Transportation Authority (CCTA). <http://www.ccta.net/about>.
2. Contra Costa Transportation Authority. "Measure J: Contra Costa's Transportation Sales Tax Expenditure Plan," 2004.
3. Official California Legislative Information Website. <http://www.leginfo.ca.gov/>.
4. West Contra Costa Transportation Advisory Committee (WCCCTAC). <http://www.wccctac.org/about>.
5. Contra Costa Transportation Authority (CCTA). <http://www.ccta.net/about>.

Cover Artwork

1. Left: Photograph by Hector Rojas
2. Right: "Process" by Andres Cisneros-Galindo, Richmond Resident