ORDINANCE NO. 04-23 N.S.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RICHMOND AMENDING THE ZONING MAP AND RICHMOND MUNICIPAL CODE (RMC) 15.04 (ZONING AND SUBDIVISION REGULATIONS) TO ADD NEW SERIES 15.04.400 FORM BASED CODE ZONING DISTRICTS, CONSISTING OF ARTICLES 14.04.401 TO 15.04.406, AND RELATED CONSISTENCY AMENDMENTS

WHEREAS, the general plan is the City's constitution for future development and any decision by a City affecting land use and development must be consistent with the general plan; and

WHEREAS, Chapter 15.04 of the Richmond Municipal Code provides that "the zoning ordinance whose purpose is to regulate existing uses and uses contemplated in the future shall be made consistent with the general plan as required by State Law; and

WHEREAS, on November 15, 2016, the City Council adopted the Zoning and Subdivision regulations which were updated under comprehensive review and revision in order to ensure that such regulations are consistent with the adopted General Plan 2030 and state and federal laws; and

WHEREAS, proposed Zoning Text and Map Amendments to codify the Richmond Livable Corridors Form Based Code (FBC) as new Series 15.04.400 in the Richmond Municipal Code (RMC), including transect zones, building types, frontage types, architectural standards, and general to large site standards; and

WHEREAS, proposed Zoning Text and Map Amendments to codify the Richmond Livable Corridors Form Based Code (FBC) include amendments to RMC Sections 15.04.101, 15.04.104, 15.04.801, and 15.04.807, incorporated herein by reference as Exhibits A and B; and

WHEREAS, upon completion of an Addendum prepared by Rincon Consultants, Inc., dated May 2022 (Exhibit C), the proposed project is found to be in conformance with the analysis and conclusions of the General Plan FEIR (State Clearinghouse No. 2008022018). The Addendum to the General Plan FEIR found that the FEIR adequately anticipated and described the impacts of the proposed project. Consistent with the mandate in the State CEQA Guidelines Sections 15162 and 15168, no further environmental review is required based on the following findings:

1. There are no substantial changes in the proposed project that will require major revisions of the General Plan 2030 FEIR;

2. There are no substantial changes with respect to the circumstances under which the project will be undertaken that require major revisions of the General Plan FEIR;

3. There is no new information of substantial importance, that was not known and could not have been known, that shows a new or more severe impact than analyzed in the General Plan FEIR, and

4. There are no mitigation measures or alternatives that would substantially reduce project impacts, but that the project proponent declines to adopt.; and

WHEREAS, on September 1, 2022, the Planning Commission adopted Resolution No. 22-09 recommending adoption of the proposed Zoning Text and Map Amendments to the Richmond Municipal Code to the City Council and the related EIR Addendum; and

WHEREAS, on April 4, 2023, the City Council held a duly and properly noticed public hearing to consider the proposed Zoning Text and Map Amendments; and

WHEREAS, the City Council has considered the agenda report, all public comments, the EIR Addendum and the proposed Zoning Text and Map amendments as set forth in this ordinance and the applicable provisions of the Richmond Municipal Code ("the Record").

WHEREAS, on the basis of the application, plans, materials, and testimony at or before the public hearing, the City Council adopts the following findings and statements of fact in approving the proposed amendments:

A. The proposed amendment is consistent with the General Plan.

Statement of Fact: ***Criterion Satisfied.*** The zoning text and map amendments are consistent with several policies and goals set forth in the General Plan, such as Variety of Housing Types, Design Guidelines for Quality Housing, Pedestrian and Transit-Oriented Urban Environment, A Revitalized Downtown, and An Improved Urban Environment. The zoning text and map amendments are consistent with the land use classifications within the General Plan.

B. The proposed amendment is necessary for public health, safety, and general welfare or will be of benefit to the public.

Statement of Fact: ***Criterion Satisfied.*** The proposed zoning text and map amendments include specific architectural standards and development standards that reflect the vision of the Richmond General Plan 2030 to create vibrant and walkable urban environments. The Architectural Standards are a critical component of the Form-Based Code that include allowed building types and frontage types. These proposed amendments also develop objective design standards that all new development within the transect zones is required to meet. These specific objective design standards are a benefit to the public as they would result in a more predictable built environment.

C. The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act.

Statement of Fact: ***Criterion Satisfied.*** The City of Richmond (City), acting as Lead Agency, certified an Environmental Impact Report (EIR) (State Clearinghouse # 2008022018), as part of General Plan Update in 2012. The City has prepared an Addendum to the 2012 EIR, incorporated herein by reference as Exhibit C, which describes the proposed project and compares its impacts to those identified in the 2012 General Plan EIR. The analysis demonstrates that the proposed project does not require the preparation of a subsequent or supplemental EIR per the requirements of the California Environmental Quality Act (CEQA) statutes (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations 15000 et seq.).

D. For a change to the Zoning Maps, that the subject property is suitable for the uses permitted in the proposed zone in terms of access, size of parcel, relationship to similar or related uses, and other relevant considerations, and that the proposed change of zoning district is not detrimental to the use of adjacent properties.

Statement of Fact: ***Criterion Satisfied.*** The proposed zoning map amendments would assign new transect zones designations replacing the current base zoning designation for properties within the FBC area. The proposed transect zones are consistent with the land use classifications within the General Plan. These transect zones are also consistent with the current zoning districts and will not be detrimental to the use of adjacent properties.

NOW, THEREFORE, the Council of the City of Richmond, California does hereby ordain as follows:

SECTION I. Municipal Code Amendments.

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

Sections 15.04.101, 15.04.104, 15.04.400, 15.04.801, and 15.04.807 of the City of Richmond Municipal Code are hereby amended as shown in Exhibit A **(~~strikeout text~~ indicates deletion; underline text indicates insertion)** per and the Zoning Map is amended as shown in Exhibit B, Rezone Map.

SECTION II. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid, the remaining portions of this Ordinance shall remain in full force and effect. The City Council hereby declares that it would have passed each section, subsection, paragraph, sentence, clause or phrase of this Ordinance irrespective of the unconstitutionality or invalidity of any section, subsection, paragraph, sentence, clause or phrase.

SECTION III. Effective Date. This Ordinance becomes effective thirty (30) days after its final passage and adoption.

Exhibit A: Zoning Text Amendments
Exhibit B: Rezone Map
Exhibit C: EIR Addendum

I hereby certify that the foregoing Ordinance of the Council of the City of Richmond was duly passed and adopted at a regular meeting thereof held April 18, 2023, by the following vote:

AYES:	Councilmembers Bana, Jimenez, Robinson, Willis, Zepeda, Vice Mayor McLaughlin, and Mayor Martinez.
NOES:	None.
ABSTENTIONS:	None.
ABSENT:	None.

PAMELA CHRISTIAN
CLERK OF THE CITY OF RICHMOND
(SEAL)

Approved:

EDUARDO MARTINEZ
Mayor

Approved as to form:

DAVE ALESHIRE
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. 04-23 N.S.**, passed and adopted by the City Council of the City of Richmond at a regular meeting held on April 18, 2023.

Pamela Christian

Pamela Christian, Clerk of the City of Richmond

Article 15.04.101 Introductory Provisions

Sections:

15.04.101.010 Title and Authority
15.04.101.020 Purpose
15.04.101.030 Structure of Zoning and Subdivision Regulations
15.04.101.040 Applicability
15.04.101.050 Interpretation – No Civil Liability
15.04.101.060 Zoning Districts Established
15.04.101.070 Official Zoning Map and District Boundaries

15.04.101.010 Title and Authority

Chapter 15.04 of Article XV of the Municipal Code shall be known and cited as the "Zoning and Subdivision Regulations," "Regulations," or the "Zoning Article." (The two main parts also may be referred to as the "Zoning Ordinance" and the "Subdivision Ordinance.")

The Zoning and Subdivision Regulations are adopted pursuant to the authority contained in Section 65850 of the California Government Code and The Subdivision Map Act (Title 7, Division 2, of the California Government Code, as amended).

15.04.101.020 Purpose

The purpose of the Zoning and Subdivision Regulations is to implement the City's General Plan. More specifically, these Regulations are adopted to achieve the following objectives:

A. To provide a precise guide for the physical development of the City in a manner as to progressively achieve the arrangement of land uses depicted in the Richmond General Plan, consistent with the goals and policies of the General Plan.

B. To foster harmonious, convenient and workable relationships between land uses and ensure compatible infill development, consistent with the General Plan.

C. To support economic development and job creation and provide for the housing needs of all economic segments of the community.

D. To promote high quality architecture, landscape architecture and urban design, consistent with the General Plan.

E. To promote the stability of existing land uses that conform to the General Plan, protecting them from inharmonious influences and harmful intrusions, and protect and enhance real property values.

F. To facilitate the appropriate location of community facilities, institutions, parks, and recreational areas.

15.04.101.030 Structure of Zoning and Subdivision Regulations

A. **Organization of Regulations.** The Zoning and Subdivision Regulations consist of eight series:

100 Series – Introductory Provisions

200 Series – Base Zoning Districts

300 Series – Overlay Zoning Districts

400 Series – Form-Based Zoning Districts (*reserved for Council-adopted code)*

500 Series – Specific Plans (*general authority for specific plans; individual plans such as the Richmond Bay Specific Plan will be published in a separate volume)*

600 Series – Additional Use and Development Regulations

700 Series – Land Divisions, Dedications and Improvements

800 Series – Administration and Permits

B. **Types of Regulations.** The Zoning and Subdivision Regulations include four types of regulations that control the use and development of property:

1. ***Land Use Regulations.*** These regulations specify the land uses permitted, conditionally permitted, and prohibited in each zoning district. These regulations also provide any special requirements that are applicable to specific uses. Land use regulations for base zoning districts and for overlay districts are located in the 200 and 300 Series. Additional land use regulations that apply citywide or to only some of the zoning districts, such as those pertaining to nonconforming uses and specific uses (e.g., alcoholic beverage sales, emergency shelters, live-work, residential care facilities, and second units), are located in the 600 Series. Performance standards that govern special uses are also located in the 600 Series.

2. ***Development Regulations.*** These regulations control the height, bulk, density/intensity, location and appearance of structures on development sites. Development regulations for base zoning districts and for overlay districts are located in the 200 and 300 Series. Design standards for public improvements for subdivisions are located in the 700 Series. Regulations for Form-based Zoning Districts are located in the 400 Series. Development regulations, applicable to some or all zoning districts, are located in the 600 Series; these include regulations for accessory buildings, fences, landscaping, lighting, nonconforming uses and structures, off-street parking and loading, signs, and wireless communications facilities. Design standards for public improvements in subdivisions are in the 700 Series.

3. ***Administrative Regulations.*** These regulations contain detailed procedures for the administration of these regulations and include common procedures, processes and standards for discretionary entitlement applications and other permits. Specific procedures for processing maps related to subdivisions, approving improvement agreements, and other approvals related to land divisions are located in the 700 Series. Authority for adopting and implementing Specific Plans is located in the 500 Series. Administrative regulations are located in 800 Series.

4. ***General Terms and Use Classifications.*** The 100 Series provides a list of terms and definitions of the terms used in the Zoning and Subdivision Regulations.

15.04.101.040 Applicability

A. **General Rules for Applicability.**

1. *Applicability to Property*. The Zoning and Subdivision Regulations apply, to the extent permitted by law, to all property within the corporate limits of the City and to property for which applications for annexation and/or subdivisions have been submitted to the City, including all uses, structures and land owned by any private person, firm, corporation or organization, or the City or other local, State or federal agencies. Any governmental agency is exempt from these Regulations only to the extent that such property may not be lawfully regulated by the City.

2. *Compliance with Regulations.* Land must be used, and structures must be constructed, occupied, enlarged, altered, demolished and moved in accordance with the provisions of the **Regulations**.

B. **Relation to Other Regulations.**

1. *General.* The Zoning and Subdivision Regulations and the requirements or conditions imposed by them do not supersede any other regulations or requirements adopted or imposed by the City Council, the State of California, or any federal agency that has jurisdiction over uses and development authorized by these Regulations. All uses and development authorized by these Regulations shall comply with all other such regulations and requirements. Where conflict occurs between the provisions of these Regulations and any other provision of the Municipal Code, City ordinance, resolution, guideline or regulation, the more restrictive provisions control, unless otherwise specified.

2. *Permit Streamlining Act.* It is the intent of the **Zoning and Subdivision Regulations** that all solely adjudicatory actions taken by the decision-making body pursuant to these Regulations be within a time frame consistent with the provisions of Government Code Section 65920 et seq. (California Permit Streamlining Act). These Regulations may not be interpreted as imposing time limits on a decision-making body's legislative actions or quasi-legislative judgments.

3. *Relation to Private Agreements*. The **Zoning and Subdivision Regulations** shall not interfere with or annul any recorded easement, covenant, or other agreement now in effect, provided that where these Regulations impose a greater restriction than imposed by an easement, covenant, or agreement, these Regulations control.

4. *Application During Local Emergency.* The City Council may authorize a deviation from a provision of the **Zoning and Subdivision Regulations** during a local emergency that has been proclaimed and ratified under the Municipal Code. The City Council may authorize a deviation by resolution without notice or public hearing.

C. **Consistency with the General Plan.** Any permit, license or approval issued pursuant to these Regulations must be consistent with the General Plan and all applicable specific plans. Where there is a conflict between this the Zoning and Subdivision Regulations and the General Plan, the General Plan prevails.

D. **Effect on Previously Approved Projects and Projects in Progress.** Any building, structure or use of land for which conditional use permits, variances, or design approval have been granted must be completed in accordance with the zoning, plans, specifications and permits

on which these approval were granted within two years of such granting, except if a later expiration date is stated in the approval. Any building. structure, or use of land for which a Building Permit or its functional equivalent has been issued and where substantial work has been performed and substantial liabilities incurred in good faith reliance thereon, may be completed and used in accordance with the plans, specifications and permits on which these permits or approvals were granted. No extensions of time, except as provided for in the Building Code, shall be granted for commencement of construction, unless the applicant has secured a permit extension from the Department of Planning and Building Services. This provision does not apply to projects with an approved vesting tentative map or development agreement.

1. ***Applications Filed Prior to and Approved After the Effective Date of the Zoning and Subdivision Regulations.***

   a. *Applications for Design Review and Use Permits Submitted Prior to and Approved After the Effective Date of these Regulations.* Complete applications filed prior to the effective date of the ordinance codifying these Zoning and Subdivisions Regulations may be approved under the current provisions of Article XV upon request of the applicant. For a four month period after the effective date of the ordinance codifying these Regulations applicants may elect to develop under the provisions of the prior Zoning Ordinance and the Interim Zoning Regulations, but in that case shall comply with all provisions of the prior Zoning Ordinance and Interim Zoning Regulations. If a Building Permit application is not filed within one year of the date of approval of Design Review or Use Permit, the approval shall expire unless otherwise specified in the conditions of approval.

      i. A one-year time extension may be permitted upon submission of a completed application fee, and documentation showing conditions have not substantially changed since the approval was granted.

      ii. All requests for extensions shall be reviewed for compliance to the applicable development standards. Where the pre-existing Zoning Ordinance or Interim Regulations is silent on any specific aspect of land use regulations and development standards, these Regulations control. Extension requests may be denied or approved by the Zoning Administrator. The Zoning Administrator shall approve the extension request if the delay in obtaining a building permit was not caused by the applicant and has discretion to approve or deny the extension if the applicant failed to take steps towards obtaining a building permit. This decision is appealable to the Planning Commission, which may deny, approve, or approve with new conditions the extension request.

   b. *Applications for Tentative Subdivision Maps and Parcel Map Submitted Prior to and Approved After the Effective Date of this Zoning Code.* Complete applications filed prior to the effective date of the ordinance codifying these Regulations may be approved under the current provisions of Article XV. Applicants may elect to develop under the provisions of the prior Subdivision Regulations and the Interim Zoning Regulations, but in that case shall comply with all provisions of the prior Subdivision Regulations. If the final subdivision map and

associated improvement plans are not filed within two years of the date of the Tentative Map approval, the approval shall expire.

i. If a final map application is not filed prior to the date of tentative map expiration, the tentative map approval shall expire, unless a time extension is requested and approved. A time extension may be permitted upon submission of a completed application and the required fee.

ii. All requests for extensions shall be reviewed for compliance to the existing development standards of the applicable zoning districts and overlay districts and these Regulations where the pre-existing Subdivision Regulations are silent as to land use regulations, improvement standards, design and development standards. Extension requests may be denied, approved, or approved with new or modified conditions (if not a vesting tentative map) by the original Approving Authority. When making its decision, the Approving Authority shall consider whether the delay in obtaining a final map was caused by the applicant.

c. *Applications for Rezoning Filed Prior to and Approved After the Effective Date of this Zoning Code.* Rezoning applications filed prior to the effective date of this Zoning Code shall be governed by the provisions, standards and conditions of approval established in these Regulations or, at the applicant's request, the prior Interim Zoning Regulations and shall follow the applicable procedures identified in the 800 Series, Administration and Permits, of these Regulations. In the event an applicant requests compliance to any provisions of these Regulations, all provisions of these Regulations shall apply to the Zoning Map Amendment request.

i. In the case of an application for rezoning, if the applicant elects to comply with these Zoning Regulations, the parcel shall be rezoned to one or more Zoning Districts established in these Regulations.

ii. In the case of an application for an Amendment to a pre-existing Planned Area District, if an applicant elects to comply with these Regulations, the Amendment procedure shall follow the applicable provisions in the 800 Series.

2. ***Applications Filed After the Effective Date of these Regulations and Not Covered by Pre-Existing Planned Area or Development Agreement.*** All new applications for Rezoning, Use Permits, Planned Area (PA) Zoning, and Tentative Subdivision Maps and Parcel Maps filed after the effective date of these Regulations, including modifications and amendments to those new applications, shall conform to the current provisions of Article XV.

15.04.101.050 Interpretation – No Civil Liability

None of the provisions in these Zoning and Subdivision Regulations or in any other ordinance or resolution of the City or in any rule or regulation promulgated pursuant thereto, whether pre-existing, existing or in the future, are intended to create or to be construed to create an imposition of civil

liability on the City, its Council, commissioners, officers or employees while acting in accordance with such provisions.

15.04.101.060 Zoning Districts Established

The City is divided into zoning districts, which are also referred to as zoning districts or districts. The designation and regulation of zoning districts are set forth in these **Regulations** and as follows.

A. **Base Zoning Districts.** Base zoning districts into which the City is divided and their corresponding General Plan land use designations are shown in Table 15.04.101.060-A, Base Zoning Districts.

TABLE 15.04.101.060-A: BASE ZONING DISTRICTS		
Short Name/ Map Symbol	*Full Name*	*General Plan Land Use Designation(s)*
Residential Districts		
RH	Single Family Hillside Residential	Hillside Residential
RL1	Single Family Very Low Density Residential	Hillside Residential
RL2	Single Family Low Density Residential	Low Density Residential
RM1	Multifamily Residential	Medium Density Residential
RM2	Multifamily High Density Residential	Medium Density Residential
Mixed-Use Districts		
CM-1	Commercial Mixed-Use, Residential	Medium Intensity Mixed-Use, (Residential Emphasis)
CM-2	Commercial Mixed-Use, Neighborhood	Neighborhood Mixed-Use
CM-3	Commercial Mixed-Use, Commercial Emphasis	Medium Intensity Mixed-Use, (Commercial Emphasis)
CM-4	Commercial Mixed-Use, Gateway/Node	Medium Intensity Mixed-Use (Community Nodes and Gateways)
CM-5	Commercial Mixed-Use, Activity Center	High-Intensity Mixed-Use (Major Activity Center)
LW	Live-Work	Live-Work
Commercial Districts		
CG	General Commercial	Medium Intensity Mixed-Use, (Commercial Emphasis)
CR	Regional Commercial	Regional Commercial Mixed-Use
CC	Coastal Commercial	Marine and Waterfront Commercial
Industrial Districts		
IB	Industrial, Business	Business/Light Industrial; Industrial
ILL	Industrial, Limited Light	Low-Intensity Business/Light Industrial; Business/Light Industrial
IL	Industrial, Light	Business/Light Industrial; Industrial
IG	Industrial, General	Industrial
IW	Industrial, Water-Related	Port
Public and Semi-Public Districts		
PCI	Public, Cultural, and Institutional	Public, Cultural, and Institutional
PR	Parks and Recreation	Parks and Recreation

TABLE 15.04.101.060-A: BASE ZONING DISTRICTS		
Short Name/ Map Symbol	*Full Name*	*General Plan Land Use Designation(s)*
OS	Open Space	Open Space
OS-H	Hillside Open Space	Hillside Open Space
AG	Agriculture	Agriculture

B. **Overlay Zoning Districts.** Overlay zoning districts, one or more of which may be combined with a base district, are established as shown in Table 15.04.101.060-B, Overlay Zoning Districts.

TABLE 15.04.101.060-B: OVERLAY ZONING DISTRICTS	
Short Name/Map Symbol	*Full Name*
CP	Creek Protection
IS	Interim Study
H; L	Historic Districts and Landmarks
NC	Neighborhood Conservation
S	Shoreline

C. **Form-Based Zoning Districts.** Form-Based Zoning Districts are established as shown in Table 15.04.101.060-C, Form-Based Zoning Districts.

TABLE 15.04.101.060-C: FORM-BASED ZONING DISTRICTS	
Short Name/Map Symbol	*Full Name*
T4N-30	T4 Neighborhood-30
T4N-35	T4 Neighborhood-35
T4N-O	T4 Neighborhood-Open
T4MS	T4 Main Street
T4MS-O	T4 Main Street-Open
T5N-55	T5 Neighborhood-55
T5N-135	T5 Neighborhood-135
T5MS	T5 Main Street
T5MS-O	T5 Main Street-Open
T5C	T5 Core
T5C-O	T5 Core-Open

~~C.~~D. **References to Classes of Base Zoning Districts.** Throughout the **Zoning and Subdivision Regulations**, the following references apply:

1. "RL district" or "Residential-Single Family district" means one or more of the following districts: Single Family, Very Low Density Residential (RL1); and Single Family Low Density Residential (RL2).

2. "RM district" or "Multifamily Residential district" means one or both of the following districts: Multifamily Residential (RM1) and Multifamily High Density Residential (RM2).

3. "R district" or "Residential district" means one or more of the following districts: Hillside Residential (HR); Single Family, Very Low Density Residential (RL1); Single Family Low Density Residential (RL2); Multifamily Residential (RM1); and Multifamily High Density Residential (RM2).

4. "Non-residential district" means any base zoning district that is not a Residential district.

5. "CM district" or "Commercial Mixed-Use district" means one or more of the following districts: Commercial Mixed-Use, Residential (CM-1); Commercial Mixed-Use, Neighborhood (CM-2); Commercial Mixed-Use, Commercial Emphasis (CM-3); Commercial Mixed-Use, Gateway/Node (CM-4); and Commercial Mixed-Use, Activity Center (CM-5); and Live-Work (LW).

6. "C district" or "Commercial district" means one or more of the following districts: General Commercial (CG); Regional Commercial (CR); and Coastal Commercial (CC).

7. "I district" or "Industrial district" means one or more of the following: Industrial, Business (IB); Industrial, Limited Light (ILL); Industrial, Light (IL); Industrial, General (IG); and Industrial, Water-Related (IW).

8. "OS district" means the Open Space (OS) district, and "AG district" means the Agricultural district.

9. "P district" means one or both of the following: Public, Cultural, and Institutional (PCI) and Parks and Recreation (PR).

15.04.101.070 Official Zoning Map and District Boundaries

The boundaries of the zoning districts established by these are shown on the Official Zoning Map maintained by the City Clerk. The Official Zoning Map, together with all legends, symbols, notations, references, zoning district boundaries, map symbols, and other information on the maps, have been adopted by the Council and are hereby incorporated into the Zoning and Subdivision Regulations by reference, together with any amendments previously or hereafter adopted, as though they were fully included here.

A. **Application of Pre-Annexation Zoning.** The City may apply pre-annexation zoning to unincorporated property located within the Planning Area Boundary shown in the General Plan. The pre-annexation zoning process shall comply with the Pre-zoning and Annexation Procedures in the 800 Series. The zoning provisions and requirements so established shall become applicable at the same time that the annexation of such territory becomes effective.

B. **Uncertainty of Boundaries.** If in the context of a development application, permit revocation, or enforcement action, an uncertainty exists as to the boundaries of any district shown on the Official Zoning Map, the following rules shall apply:

1. Boundaries indicated as approximately following the centerlines of alleys, lanes, streets, highways, streams or railroads shall be construed to follow such centerlines.

2. Boundaries indicated as approximately following lot lines, city limits, or extraterritorial boundary lines shall be construed as following such lines, limits or boundaries.

3. In the case of unsubdivided property or where a district boundary divides a lot and no dimensions are indicated, the following shall apply.

   a. *Lots Greater than One Acre.* The location of such boundary shall be determined by the use of the scale appearing on the Official Zoning Map.

   b. *Lots Less than One Acre.* The lot shall be deemed to be included within the more restrictive zoning district.

4. In the case of any remaining uncertainty, the Director shall determine the location of boundaries and shall notify the property owners of his/her determination. The Director's determination may be appealed under the provisions of Section 15.04.803.130.

5. Where any public street or alley is officially vacated or abandoned, the regulations applicable to each parcel of abutting property shall apply to that portion of such street or alley added to the parcel by virtue of the street or alley being vacated or abandoned.

6. Where any private right-of-way or easement of any railroad, railway, transportation, or public utility company is vacated or abandoned, pursuant to federal or state law, if that property is not shown with a zoning designation on the Zoning Map, then that property shall be automatically classified as being in the Public, Cultural, and Institutional (PCI) District.

Article 15.04.104 Key Terms and Definitions

Sections:

15.04.104.010 Key Terms
15.04.104.020 Definitions

15.04.104.010 Key Terms

Abutting or Adjoining
Access
Active Play Area
ADA
Adjacent
Administrative Review
Adult Businesses
Affordable-Housing Related Terms
- *Accessible*
- *Affordable Housing Units*
- *Affordable Housing Cost*
- *Density Bonus*
- *Housing Unit*
- *Inclusionary Unit*
- *Initial Subsidy*
- *In-lieu Fee*
- *Proportionate Share of Appreciation*
- *Resale Control*
- *Senior Citizen*
- *Senior Citizen Housing Development*

Agent
Agricultural Production and Services
Alley
Allowed Use
Alteration
Amendment
Animals, Domestic (Household Pets)
Animal Husbandry
Animal Keeping
Animal Sales and Services
- *Boarding Kennel*
- *Clinic/Hospital*
- *Grooming*
- *Retail Sales (Pet Shops)*
- *Riding Schools and Stables*
- *Veterinary Services*

Applicant
Approval Authority
Area
Architectural Feature
Arterial Street
Artisan/Small-Scale Manufacturing
Artist's Studio
- *Studio-Light*
- *Studio-Heavy*

Auto/Vehicle Sales and Services
- *Alternative Fuels and Recharging Facility*
- *Automobile Rental*
- *Automobile Storage Parcel*
- *Automobile/Vehicle Sales and Leasing, New and Used*
- *Automobile/Vehicle Repair, Major*
- *Automobile/Vehicle Service and Repair, Minor*
- *Automobile/Vehicle Washing*
- *Large Vehicle and Equipment Sales, Service and Rental*
- *Service Station*
- *Towing and Impound*

Awning
Balcony
Banks and Financial Institutions
- *Bank and Savings and Loan*
- *Nontraditional Financial Institutions*

Basement
Bathroom
Bay Window
Bedroom
Bicycle-Parking Related Terms
- *Abandoned Bicycle*

- *Bicycle*
- *Bicycle Locker*
- *Bicycle Parking Space*
- *Bicycle Path*
- *Class 1 Bicycle Parking Space(s)*
- *Class 2 Bicycle Parking Space(s)*
- *Fixed*
- *Long-Term Bicycle Parking*
- *Publicly Accessible*
- *Rack Element*
- *Secured Bicycle Parking*
- *Short-Term Bicycle Parking*
- *Tandem*

Bikeway

Bikeway Classes
- *Class I Bikeway (Bike Path)*
- *Class II Bikeway (Bike Lane)*
- *Class III Bikeway (Bike Route)*
- *Class IV Bikeway (separated bikeway)*

Block

Block Face

Bluff

Breweries
- *Brewery, Production*
- *Brewery, Brew-On Premises*
- *Micro-brewery*

Buffer

Build-to Line

Building
- *Building, Accessory*
- *Building, Principal*

Building Code

Building Face

Building Site

Business Services

Canopy

Carport

Catering Service

CDHP

Centerline of Street

Change of Use

Civil Code

College and Trade School

Commercial Entertainment and Recreation
- *Cinema*
- *Theater*
- *Large-scale Facility*
- *Small-scale Facility*

Commercial Kitchen

Commissary

Communications Facilities
- *Antennas and Transmission Towers*
- *Equipment within Buildings*

Community Assembly

Community Garden

Condition of Approval

Conditional Use

Condominium Related Terms
- *Association*
- *Common Area*
- *Community Apartment*
- *Community Apartment Project*
- *Condominium*
- *Consumer Price Index, Rental Component*
- *Conversion*
- *Cooperative, Stock*
- *Developer*
- *Open Space—Common*
- *Open Space—Private*
- *Open Space—Recreational*
- *Owner*
- *Residential Condominium*
- *Tenant*
- *Unit*

Construction

Construction and Material Yard

CPUC; PUC

Creek-Related Terms
- *Brush Layering*
- *Brush Matting*
- *Creek*
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15.04.104.020 Definitions

Abutting or Adjoining. Having a common boundary.

Access. The place or way through which pedestrians and/or vehicles must have safe, adequate, and usable ingress and egress to a property or use.

Active Play Area. An indoor or outdoor space in a school that is designed or adapted to active recreational activity and student play during recess. Excluded from this definition are areas for "mental games" such as a computer lab or library reading room.

ADA. Americans with Disabilities Act.

Adjacent. Directly abutting, having a boundary or lot property line(s) in common or bordering directly, or contiguous to.

Administrative Review. The process for permit/project review and design approval or disapproval by the Director or Zoning Administrator.

Adult Businesses. Any commercial activity, whether conducted intermittently or full time, which primarily involves the sale, display, exhibition or viewing of books, magazines, films, videos, photographs or other materials, distinguished or characterized by an emphasis on matter depicting, describing or relating to human sex acts, or by an emphasis on male or female genitals, buttocks or female breasts. Such activity includes adult book stores, adult arcades, adult movie theaters, sexual encounter establishments, adult cabarets, massage parlors (excluding those in compliance with Chapter 9.38 of the Municipal Code), and adult theaters, which exclude minors by virtue of age.

Affordable-Housing Related Terms.

Accessible. Usable by persons with disabilities and compliant with the building standards published in the California Building Standards Code relating to access for persons with disabilities and the other regulations adopted pursuant to Government Code Section 4450 that are in effect on the date of application for a building permit.

Affordable Housing Units. Housing units affordable to moderate, low, very or extremely low income persons.

Affordable Housing Cost. Affordable housing cost means the cost defined in California Health and Safety Code Section 50052.5 for owner-occupied housing and Section 50053 for rental housing.

Density Bonus. A density increase over the otherwise maximum allowable residential density under the applicable zoning district.

Housing Unit. A dwelling unit.

Inclusionary Unit. A housing unit intended for sale or rental, with a purchase price or rent that is affordable for a specified household income group.

Initial Subsidy. The initial subsidy is equal to the fair market value of the home at the time of initial sale minus the initial sale price to the moderate-income household, plus the amount of any down payment assistance or mortgage assistance.

In-lieu Fee. A fee paid as an alternative to the provision of inclusionary units.

Proportionate Share of Appreciation. The proportionate share of appreciation is equal to the ratio of the initial subsidy to the fair market value of the home at the time of initial sale.

Resale Control. A mechanism by which affordable housing units will be retained in the extremely low, very low, low or moderate-income housing stock for a specified term.

Senior Citizen. A qualifying resident 62 years of age or older, or 55 years of age or older in a senior citizen housing development.

Senior Citizen Housing Development. A residential development developed, substantially rehabilitated, or substantially renovated for senior citizens that has at least 35 dwelling units.

Agent. A person who has been given written authorization by the property owner to represent and act for a property owner in contacts with the City.

Agricultural Production and Services. Any establishment primarily engaged in either the keeping, grazing, feeding of livestock and for sale of livestock or livestock products; production of crops, plants, vines, and trees (excluding forestry operations); or performing services; crop services; veterinary services; other animal services; and landscape and horticultural services; for another on a contract or fee basis.

Alley. A public way permanently reserved primarily for secondary vehicular service access to the rear or side of properties otherwise abutting on a street.

Allowed Use. A use of land as a permitted or conditional use that may be established with zoning compliance review (for an "as-of-right" or permitted use) or a use permit for a conditionally permitted use and, where applicable, design review and/or building permit approval, subject to compliance with all applicable provisions of Article XV and the Municipal Code.

Alteration. Any change, addition, or modification that changes the exterior architectural appearance or materials of a structure or object. Alteration includes changes in exterior surfaces, changes in materials, additions, remodels, demolitions, and relocation of buildings or structures, but excludes ordinary maintenance and repairs.

Amendment. A change in the wording, context or substance of the zoning ordinance, or a change in the district boundaries on the Zoning Map.

Animals, Domestic (Household Pets). Small pets such as cats, dogs, and birds. This definition excludes large animals, such as horses, goats, swine and similar size animals, and farm animals, such as chickens, ducks, and rabbits.

Animal Husbandry. Breeding and raising of small domesticated animals for sale, or in order to use or sell products such as meat, honey, milk, eggs, and fibers.

Animal Keeping. The keeping of animals, such as household pets, for personal use and enjoyment.

Animal Sales and Services. Sales and service activities related to the care and treatment of domestic animals.

> *Boarding Kennel.* An establishment licensed to operate a facility providing shelter and care for domestic animals (e.g. cats and dogs) on a commercial basis for a period in excess of 48 hours. This classification includes activities such as feeding, exercising, grooming, and incidental medical care for domestic animals.
>
> *Clinic/Hospital.* Establishments where domestic animals receive medical and surgical treatment. This classification includes only facilities that are enclosed, soundproofed, and air-conditioned. Grooming and temporary (up to 30 days) boarding of domestic animals is included if incidental to the hospital use.
>
> *Grooming.* Provision of bathing and trimming services for domestic animals on a commercial basis. This classification includes boarding of domestic animals for a maximum period of 48 hours.
>
> *Retail Sales (Pet Shops).* Retail sales and boarding of domestic animals, provided such activities take place within an entirely enclosed building. This classification includes grooming if incidental to the retail use.
>
> *Riding Schools and Stables.* A stable is a place where horses are kept in individual box stalls or in groups in large rooms. The interior of a stable usually consists of two rows of box stalls, tie stalls, and large rooms along the outer walls and a central passage running lengthwise. A horse stable may also contain other facilities, such as a riding school, a feed room, a dressing room, a harness room, a staff area, watering place, and a room for animal care services. A riding school generally operates on the basis of hiring out horses or ponies on a pay per hour basis. Typically students go out together on a ride accompanied by a member of staff, and range from small establishments in converted farm buildings, to much larger premises with purpose-built stables, indoor or outdoor schools and, sometimes, cross-country courses.
>
> *Veterinary Services.* Medical and health services for animals. Typical uses include veterinary offices, pet clinics and animal hospitals. This use type excludes kennels.

Applicant. Any entity or person who applies for a discretionary permit, certificate, zoning approval or other entitlement.

Approval Authority. The decision-making body or official responsible for approving, approving with conditions or denying application. As an illustration, the Planning Commission is the Approval Authority over an application for a conditional use permit, and the Zoning Administrator is the Approval Authority over an application for an administrative use permit.

Area. Any geographical area, for example a portion of a block, a block, or a larger district.

Architectural Feature. An exterior building feature, including a roof, walls, windows, doors, porches, posts, pillars, recesses or projections, and exterior articulation or walls, and other building surfaces.

Arterial Street. A street classified as a Major Arterial or Minor Arterial in the Transportation Element of the General Plan.

Artisan/Small-Scale Manufacturing. The artisan/small-scale manufacturing use type refers to establishments primarily engaged in on-site production of goods by hand manufacturing or artistic endeavor, which involves only the use of hands tools or domestic mechanical equipment not exceeding five horsepower or kilns not exceeding 25 kilowatts, and the incidental direct sale to consumers of only those goods produced on site. Typical uses include ceramic studios, candle making shops, and custom jewelry manufacturers.

Artist's Studio. Work space for an artist or artisan, including individuals practicing one of the fine arts or performing arts, or an applied art or craft. This use may include incidental display and retail sales of items produced on the premises and instructional space for small groups of students. It does not include joint living and working units (See Live-Work).

> ***Studio-Light.*** Small-scale art production that is generally of a low impact. Typical uses include painting, photography, jewelry, glass, textile, and pottery studios.
>
> ***Studio-Heavy.*** Art production on a medium or large scale generally using heavy equipment. Typical uses include large-scale metal and woodworking studios.

Auto/Vehicle Sales and Services. Retail or wholesale businesses that sell, rent, and/or repair automobiles, boats, recreational vehicles, trucks, vans, trailers, and motorcycles, including the following:

> ***Alternative Fuels and Recharging Facility.*** A facility offering motor vehicle fuels not customarily offered by commercial refueling stations (e.g., LPG) as well as equipment to recharge electric-powered vehicles.
>
> ***Automobile Rental.*** Rental of automobiles. Typical uses include car rental agencies.

Automobile Storage Parcel. Any property used for short- or long-term parking of vehicles for sale or lease at an automobile dealership or rental agency on a separate parcel from such agency or dealership.

Automobile/Vehicle Sales and Leasing. Sale or lease, retail or wholesale, of new or used automobiles, light trucks, motorcycles, motor homes, and trailers, together with associated minor repair services and parts sales for vehicles sold or leased by the dealership. This classification includes on-site facilities for maintaining an inventory of vehicles for sale or lease but excludes buildings and property on a separate site that are used for storing vehicles.

- *New.* Sales and leasing of new cars, recreational vehicles, and trucks by new car dealers, including sales of previously-owned automobiles and trucks, and sales of parts and accessories, storage, and incidental maintenance and repair.

- *Used.* Sales and leasing of previously owned automobiles, recreational vehicles and trucks by car dealers not affiliated with a new car manufacturer.

Automobile/Vehicle Repair, Major. Repair of automobiles, trucks, motorcycles, motor homes, boats and recreational vehicles, including the incidental sale, installation, and servicing of related equipment and parts. This classification includes auto repair shops, body and fender shops, transmission shops, wheel and brake shops, auto glass services, vehicle painting, tire sales and installation, and installation of car alarms, sound, telecommunications, and navigation systems, but excludes vehicle dismantling or salvaging and tire retreading or recapping.

Automobile/Vehicle Service and Repair, Minor. The service and repair of automobiles, light-duty trucks, boats, and motorcycles, including the incidental sale, installation, and servicing of related equipment and parts. This classification includes the replacement of small automotive parts and liquids as an accessory use to a gasoline sales station or automotive accessories and supply store, as well as smog check quick-service oil, tune-up and brake and muffler shops where repairs are made or service provided in enclosed bays and no vehicles are stored overnight.

Automobile/Vehicle Washing. Washing, waxing, or cleaning of automobiles or similar light vehicles, including self-serve washing facilities that are the principal use of a building, structure, or site.

Large Vehicle and Equipment Sales, Service and Rental. Sales, servicing, rental, fueling, and washing of large trucks, trailers, tractors, and other equipment used for construction, moving, agricultural, or landscape gardening activities. Includes large vehicle operation training facilities.

Service Station. Establishments primarily engaged in retailing automotive fuels or retailing these fuels in combination with activities, such as providing minor

automobile/vehicle repair services; conducting state inspections (e.g. "smog checks"), selling automotive oils, replacement parts, and accessories; and/or providing incidental food and retail services.

Towing and Impound. Establishments primarily engaged in towing light or heavy motor vehicles, both local and long distance. These establishments may provide incidental services, such as vehicle storage and emergency road repair services.

Awning. An architectural projection that provides weather protection, identity, or decoration, and is wholly supported by the building to which it is attached. An awning is typically constructed of non-rigid materials on a supporting framework which projects from and is supported by the exterior wall of a building. The awning may be fixed in place or retractable.

Balcony. A platform that projects from the wall of a building 30 inches or more above grade that is accessible from the building's interior, is not accessible from the ground, and is not enclosed by walls on more than two sides (see also Deck).

Banks and Financial Institutions.

Bank and Savings and Loan. A financial institution, including a credit union office, that provides retail banking services to individuals and businesses. This classification includes only those institutions engaged in the on-site circulation of cash money.

Nontraditional Financial Institutions. Establishments engaged in short-term lending and buy-back activities in which customers typically take part in one-time or infrequent transactions and do not open long-term accounts or deposit funds. Typical uses include check cashing services, pay day lenders (also known as deferred deposit originators), pawnbrokers, cash for gold dealers, and similar activities.

Basement. A non-habitable space beneath the first or ground floor of a building, the ceiling of which does not extend more than four feet above finished grade. When used as a dwelling or portion thereof, the basement shall not be counted as a story for the purposes of height measurement based on allowed number of stories.

Bathroom. A room containing toilet, sink, and bathing facilities.

Bay Window. An architectural projection from the building cantilevered from the facade, consisting of one or more stories in height, containing at least 60 percent glass area. ~~A window or a series of windows forming a bay in a room and projecting outward from the exterior wall.~~

Bedroom. Any room having the potential of being a bedroom and meeting the standards of the Building Code as a sleeping room.

Bicycle-Parking Related Terms.

Abandoned Bicycle. A bicycle that has been parked continuously in one place for at least two weeks in short-term parking or at least one month in long-term parking, excluding seasonal bicycle storage as agreed upon between the property owner and the bicycle owner.

Bicycle. A device propelled by human power upon which a person may ride, having two wheels one behind the other, at least one wheel being at least 13 inches in diameter.

Bicycle Locker. An enclosure that can be locked for the safe keeping of a bicycle, made of theft-resistant material, with a lockable door that opens the full width and height of the locker, with no exposed fittings or connectors.

Bicycle Parking Space. A paved, level, drained, lighted area for the parking of one bicycle.

Bicycle Path. A way designed for primary use by bicycles and excluding motorized vehicles.

Class 1 Bicycle Parking Space(s). Spaces in secure, weather protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees.

Class 2 Bicycle Parking Space(s). Bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

Fixed. Mounted so the rack element cannot be stolen; anchored in the pavement or a structure with vandal-resistant fasteners such as, but not limited to, embedded mounting in poured-in-place concrete, recessed bolt heads or grouted-in anchoring.

Long-Term Bicycle Parking. Bicycle parking intended for the primary use of residents, employees and others who park bicycles for four hours or more.

Publicly Accessible. In an area that is visible from a right-of-way and open to the general public.

Rack Element. A fixed object that supports one or two bicycles upright by their frames in a stable position and enables the frame and at least one wheel to be locked.

Secured Bicycle Parking. An enclosed, covered, locked area, surrounded by a fence or wall, restricted to bicycle parking users.

Short-Term Bicycle Parking. Bicycle parking intended for the primary use of customers, messengers, guests and others who park bicycles for less than four hours.

Tandem. Arranged so a bicycle must be removed to access another bicycle parking space.

Bikeway. A right-of-way either on or off a street that is used as a travel route for bicycles either independently or jointly with other means of transportation, and as identified in the City's Bicycle Master Plan.

Bikeway Classes.

Class I Bikeway (Bike Path). Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

Class II Bikeway (Bike Lane). Provides a striped lane for one-way bike travel on a street or highway.

Class III Bikeway (Bike Route). Provide a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. While a basic Class III route may simply have signs and markings, a Bicycle Boulevard is a special type of shared route that optimizes bicycle travel. Bike boulevards can have a variety of traffic calming elements to improve safety and comfort for bicyclists.

Class IV Bikeway (separated bikeway). On-street bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible.

Block. Property bounded on all sides by a public right-of-way.

Block Face. All property between two intersections that fronts upon a street or abuts a public right-of-way

Bluff. A scarp or steep face of rock, decomposed rock, sediment, or soil resulting from erosion, folding, or excavation of the land mass, having a vertical relief of 10 or more feet measured from the top edge to the toe of the steep face, and located along or adjacent to the ocean. The bluff may be a simple planar or curved surface, or it may be step-like in section.

Breweries. Facilities that produce beer and similar beverage onsite.

Brewery, Production. An establishment that produces annually 15,000 barrels or more of ales, beers, meads, hard ciders and/or similar beverages onsite. Production breweries may also serve beverages onsite, and sell beverages for offsite consumption pursuant to the regulations of the California Department of Alcohol Beverage Control and the federal Bureau of Alcohol, Tobacco, and Firearms.

Brewery, Brew-on-Premises. A do-it-yourself brewery where customers produce craft style beer or wine on the premises of a brewery or microbrewery. Customers also

may purchase the ingredients, rent the equipment, time and space, and be provided assistance by an on-site brewmasters.

Micro-brewery. An establishment that produces annually less than 15,000 barrels of ales, beers, meads, hard ciders and/or similar beverages onsite. Micro-breweries may also serve beverages onsite, and sell beverages for offsite consumption pursuant to the regulations of the California Department of Alcohol Beverage Control and the federal Bureau of Alcohol, Tobacco, and Firearms.

Buffer. An open area or barrier used to separate potentially incompatible activities and/or development features; for example, a required setback to separate an area of development from environmentally sensitive habitat, to reduce or eliminate the effects of the development on the habitat.

Build-to Line. A line parallel to the lot line where the façade of the building is required to be located.

Building. Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials.

Building, Accessory. A detached building located on the same parcel as the principal building, which is incidental and subordinate to the principal building in terms of both size and use. A building will be considered part of the principal building if connected to it by common roof line or fully enclosed space.

Building, Principal. A building in which the principal use of the parcel on which it is located is conducted.

Building Code. Any regulations of the City governing the type and method of construction of buildings and structures, including sign structures.

Building Face. The general outer surface of the structure or walls of a building. Where bay windows or pillars project beyond the walls, the outer surface of the windows or pillars is considered to be the face of the building. For areas where transect zones have been applied as part of a form-based code (Series 400) pillars and bay windows shall be considered architectural elements which may encroach into the setback per transect zone standards.

Building Site. A lot or parcel of land occupied or to be occupied by a main building and accessory buildings together with such open spaces as are required by the terms of this title and having its principal frontage on a street, road, highway, or waterway.

Business Services. The business services use type refers to establishments primarily engaged in the provisions of services of a clerical, employment, protective or minor processing nature to firms, rather than individuals, and where the storage of goods other than samples is prohibited. Typical uses include secretarial services, quick-printing services, and blueprint services.

Canopy. A roofed shelter projecting over a sidewalk, driveway, entry, window, or similar area that may be wholly supported by a building or may be wholly or partially supported by columns, poles, or braces extending from the ground.

Carport. An accessible and usable covered space enclosed on not more than two sides, designed, constructed, and maintained for the parking or storage of one or more motor vehicles.

Catering Service. A business that prepares food for consumption on the premises of a client or at any other location separate from where the food was prepared.

CDHP. California Department of Public Health.

Centerline of Street. The geographic center of a public or private road right-of-way.

Change of Use. The replacement of an existing use on a site, or any portion of a site, by a new use, or a change in the type of an existing use; does not include a change of ownership, tenancy, or management associated with a use for which the previous type of use will remain substantially unchanged.

Civil Code. The Civil Code of the State of California.

College and Trade School. Institutions of higher education providing curricula of a general, religious or professional nature, typically granting recognized degrees, including conference centers and academic retreats associated with such institutions. This classification includes junior colleges, business and computer schools, management training, technical and trade schools, but excludes personal instructional services such as music lessons.

Commercial Entertainment and Recreation. Provision of participant or spectator entertainment to the general public. This classification may include restaurants, snack bars, and other incidental food and beverage services to patrons.

> *Cinema.* Facilities for indoor display of films and motion pictures.
>
> *Theater.* Facilities designed and used for entertainment, including plays, comedy, and music, which typically contain a stage upon which movable scenery and theatrical appliances or musical instruments and equipment are used.
>
> *Large-scale Facility.* This classification includes large outdoor facilities such as amusement and theme parks, sports stadiums and arenas, racetracks, amphitheaters, drive-in theaters, driving ranges, golf courses. It also includes indoor and facilities with more than 5,000 square feet in building area such as fitness centers, gymnasiums, handball, racquetball, or large tennis club facilities; ice or roller skating rinks; swimming or wave pools; miniature golf courses; bowling alleys; archery or indoor shooting ranges; and riding stables.

Small-scale Facility. This classification includes small, generally indoor facilities that occupy less than 5,000 square feet of building area, such as billiard parlors, card rooms, game arcades, health clubs, yoga studios, dance halls, small tennis club facilities, poolrooms, and amusement arcades.

Commercial Kitchen. Kitchens used for the preparation of food to be delivered and consumed off-site. Typical uses include catering facilities. This classification does not include businesses involved in the processing or manufacturing of wholesale food products (See Industry, Limited).

Commissary. A food establishment in which food, containers, equipment, or supplies are stored or handled for use in mobile food facilities, mobile food preparation units, stationary mobile food preparation units, or vending machines.

Communications Facilities. Broadcasting and other information relay services.

Antennas and Transmission Towers. Broadcasting and other communication services accomplished through electronic or telephonic mechanisms, as well as structures designed to support reception or transmission systems. Typical uses include wireless telecommunication towers and facilities, radio towers, television towers, telephone exchange/microwave relay towers, and cellular telephone transmission/personal communications systems towers.

Equipment within Buildings. Indoor facilities containing primarily communication equipment and storage devices such as computer servers.

Community Assembly. A facility for public or private meetings, including community centers, banquet centers, religious assembly facilities, civic and private auditoriums, union halls, meeting halls for clubs, and other membership organizations. This classification includes functionally related facilities for the use of members and attendees such as kitchens, multi-purpose rooms, classrooms and storage. It does not include gymnasiums or other sports facilities uses that represent more than 20 percent of overall square footage, convention centers, or facilities, such as day care centers and schools that are separately classified and regulated.

Community Garden. An area of land managed and maintained by a public or non-profit organization or a group of individuals to grow and harvest food or medicinal crops, excluding marijuana, and/or ornamental crops, such as flowers, for personal or group use, consumption, or donation. Community gardens may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members. This use type includes the accessory sale of goods produced on-site, but excludes marijuana cultivation.

Condition of Approval. A performance standard, required change in a project, environmental mitigation measure, or other requirement imposed by the decision-making

body to alter or modify a project in any manner from the description in the application originally submitted for City approval.

Conditional Use. A use that is generally compatible with other uses permitted in a zoning district, but that requires individual review of its location, design, configuration, and intensity and density of use and structures, and may require the imposition of conditions pertinent thereto to ensure the appropriateness of the use at that particular location.

Condominium-related Terms. The following terms are related to residential condominium conversions and new condominium construction.

Association. An organization composed of persons who own a condominium unit(s) or right of exclusive occupancy in a community apartment, and who are organized to operate and maintain common areas for condominiums.

Common Area. The area that is available to the common use of unit owners in an entire project, excepting the individual units therein.

Community Apartment. One residential unit within a community apartment project. For the purposes of this Ordinance, "community apartment" shall mean the same thing and shall be treated in the same manner as a "unit," as defined herein.

Community Apartment Project. A development of real property in which an undivided interest in the land is coupled with the right of exclusive occupancy of a designated residential unit located thereon or therein as defined in Section 4105 of the Civil Code. For the purposes of this Ordinance, "community apartment project" shall mean the same thing and shall be treated in the same way as a residential condominium.

Condominium. An estate in real property consisting of an undivided interest in common in a portion of a parcel of real property, together with a separate interest in space in a residential building such as an apartment. A condominium may include, in addition, a separate interest in other portions of such real property. For purposes of this Ordinance, the term "condominium" shall be deemed to include a "stock cooperative" or "planned development."

Consumer Price Index, Rental Component. A statistical measure of change over time in the price of residential rent, as reported periodically by the U.S. Department of Labor. For purposes of this Ordinance, the index for the San Francisco-Oakland area, for the 12-month period most recently reported, shall be applicable.

Conversion. A change in the type of ownership of a parcel or parcels of real property, together with the existing attached structures, to that defined as a condominium project or a community apartment project, regardless of the present or prior use of such land and structures and whether substantial improvements have been made or are to be made to such structures.

Cooperative, Stock. A corporation holding title to improved real property in which shareholders receive rights to exclusive occupancy of portions of the real property, which rights of occupancy are transferable concurrently with transfer of the shares. The term "stock cooperative" does not include a limited equity housing cooperative.

Developer. The applicant, owner or subdivider of real property with a controlling proprietary interest in the proposed condominium conversion project.

Open Space—Common. Landscaped area within the project that is designed for leisure use by all residents. Accessory structures within Common Open Space may include but are not limited to benches, tables and BBQ structures.

Open Space—Private. Area within the project that is available only for use by an individual homeowner, and is separate and distinct from common open space. Private open space may include but not necessarily be limited to decks, balconies, porches, patios and enclosed yards.

Open Space—Recreational. Area within the project that is designed for active use by all residents, and may include but is not limited to game courts, recreational rooms, swimming pools, garden roofs, sauna baths, putting greens, and play lots.

Owner. The person(s) named on a Deed of Trust of a residential condominium unit.

Residential Condominium. A condominium for residential purposes.

Tenant. The person(s) in actual possession, or entitled to immediate possession, of the unit pursuant to a written or oral rental agreement, lease, or sublease. A person who sublets a unit to another, who does not live in the unit himself, is not a tenant.

Unit. The element of a residential condominium project which is not owned in common with the owners of other condominiums in the project or is an apartment in a community apartment project to which an owner of an undivided interest in common in a community apartment project has a right of exclusive occupancy.

Construction. Construction, erection, enlargement, alteration, conversion, or movement of any building, structures, or land, together with any scientific surveys associated therewith.

Construction and Material Yard. Storage of construction materials or equipment on a site other than a construction site.

Corner Build Area. A triangular area within a specified distance of a street corner where certain development standards for a zoning district may apply

CPUC or PUC. California Public Utilities Commission.

Creek-Related Terms.

Brush Layering. The use of live branches or cuttings which are inserted into the streambanks perpendicular to the slope so that the rooting occurs back into the slope.

Brush Matting. The use of dead or live cuttings from riparian vegetation stacked and secured against streambanks to check erosion and revegetate banks.

Creek. A watercourse that carries water from either a permanent or natural source, either intermittently or continuously, in a defined channel, continuous swale or depression, or in a culvert that was placed in the general historic location and the water either merges with a larger watercourse or body of water or is diverted into an engineered structure that does not follow the general historic course of a creek. A "creek" does not include any part of an engineered structure developed for collection of storm or flood waters (e.g. a storm drainpipe) that does not follow the general historic course of a creek.

Cribwalls. A rectangular framework of logs which is filled with soil and/or rocks and planted with cuttings.

Culverted. The placement or construction of a pipe or box-shaped conduit in a creek bed allowing water to be conducted.

Daylighting. The unearthing of a culverted creek or natural watercourse and the design of a new open channel to re-create the original stream channel and environment.

Fascines. Bundles of cuttings from riparian plants used to revegetate banks; also known as "wattles".

Gabions. Wire baskets filled with rocks and soil and planted with seeds, cuttings and rooted plants. Gabions can be used to rebuild streambanks.

Restoration. The rehabilitation and improvement of a culverted or engineered creek to re-create a natural system by the use of erosion control technology, revegetation, vegetation management, and/or selective channel clearing.

Retention Basins. Open spaces that hold overbank stream flows and can be used as parks and other open space uses in drier seasons.

Riprap. Cobbles, rock, concrete pieces, or other non-vegetative debris used to protect streambanks from erosion.

Cul De Sac. A street or system of streets that connects to other streets only at one end. A means for turning around is generally provided at each dead end.

Cultural Facility. Facilities engaged in activities to serve and promote aesthetic and educational interest in the community that are open to the public on a regular basis. This classification includes performing arts centers for theater, music, dance, and events; spaces for display or preservation of objects of interest in the arts or sciences; libraries; museums; historical sites; aquariums; art galleries; and zoos and botanical gardens. It does not include schools or institutions of higher education providing curricula of a general nature.

Day Care. Establishments providing non-medical care for persons on a less-than-24-hour basis other than Family Day Care (Small and Large). This classification includes commercial and nonprofit nursery schools, preschools, day care facilities for children or adults, and any other day care facility licensed by the State of California.

Day Care Home, Large. A home which is authorized, certified or licensed by the State of California which regularly provides care, protection and supervision between seven and 14 children in the provider's own home, for periods of less than 24 hours per day. The number of children shall include children under the age of 10 who reside at the provider's home.

Days. Calendar days, unless indicated otherwise.

De novo. A legal term meaning starting over, as in an appeal hearing that is de novo and can consider the whole project application and all relevant materials, not just the specific issue appealed. The appeal body is hearing the matter again, de novo.

Decision-making Body. *See Approval Authority.*

Deck. A platform, either freestanding or attached to a building that is supported by pillars or posts. See also Balcony.

Demolition. The intentional destruction and removal of 50 percent or more of the enclosing exterior walls and 50 percent of the roof of any structure.

Density. The number of dwelling units per acre of land.

Design. Design means:

1. Street alignments, grades and widths;
2. Drainage and sanitary facilities and utilities, including alignments and grades thereof;
3. Location and size of all required easements and rights-of-way;
4. Fire roads and firebreaks;
5. Lot size and configuration;
6. Traffic access;
7. Grading;

8. Land to be dedicated for park and recreational purposes; and
9. Such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the General Plan or any applicable specific plan.

Design Review Board. The Design Review Board of the City of Richmond.

Design Site. A portion of land delineated from others to accommodate no more than one building type. The main purpose of a design site is to allow a parcel large enough to contain more than one building type to contain multiple building types while not requiring the legal subdivision of the parcel into additional parcels.

Detached Structure. A structure, no part of which is attached by any means to any other structure.

Development. The placement or erection of any solid material or structure on land, in, or under water; discharge or disposal of any materials; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, without limitation, subdivision pursuant to the Government Code 66410, and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreation use; and change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation.

Development Agreement. An agreement between the City and any person having a legal or equitable interest in real property for the development of such property and which complies with the applicable provisions of the Government Code for such development agreements.

Director. The Director of Planning and Building Services of the City of Richmond or his/her designee.

Drive-Through Facilities. Facilities designed to enable persons to receive a service or purchase or consume goods while remaining within a motor vehicle, typically associated with banks, eating and drinking establishments, pharmacies, and other commercial uses.

Driveway. An accessway that provides vehicular access between a street and the parking or loading facilities located on an adjacent property.

Drug Paraphernalia. All equipment, products and materials of any kind that are used, intended for use, or designed for use, in planting, propagating, cultivating, growing, harvesting, manufacturing, compounding, converting, producing, processing, preparing, testing, analyzing, packaging, repackaging, storing, containing, concealing, injecting, ingesting, inhaling, or otherwise introducing into the human body a controlled substance in violation of the

California Uniform Controlled Substances Act (commencing with California Health and Safety Code Section 11000).

Duplex. A single building that contains two dwelling units or two single unit dwellings on a single parcel. This use is distinguished from a Second Dwelling Unit, which is an accessory residential unit as defined by State law.

Dwelling Unit. One or more rooms designed, occupied, or intended for occupancy as separate living quarters, with or without full cooking, sleeping, and bathroom facilities for the exclusive use of a single household.

Easement. A portion of land created by grant or agreement for specific purpose; an easement is the right, privilege, or interest which one party has in the land of another.

Eating and Drinking Establishments. Businesses primarily engaged in serving prepared food and/or beverages for consumption on or off the premises.

> ***Bars/Night Clubs/Lounges.*** Businesses serving beverages for consumption on the premises as a primary use and including on-sale service of alcohol including beer, wine, and mixed drinks. This use includes karaoke bars and micro-breweries where alcoholic beverages are sold and consumed on site and any food service is subordinate to the sale of alcoholic beverages.
>
> ***Brewpub.*** A full-service or limited-service restaurant with a micro-brewery as an accessory use. A brewpub may sell other supplier's beer, including other hand-crafted or micro-brewed beers as well as wine to patrons for consumption on its premises
>
> ***Restaurant, Full Service.*** Restaurants providing food and beverage services to patrons who order and are served while seated and pay after eating. Take-out service may also be provided.
>
> ***Restaurant, Limited Service.*** Establishments where food and beverages are consumed on the premises, taken out, or delivered, but where limited table service is provided. This classification includes cafes, cafeterias, coffee shops, delicatessens, fast-food restaurants, sandwich shops, limited-service pizza parlors, self-service restaurants, and snack bars with indoor or outdoor seating for customers. This classification includes bakeries that have tables for on-site consumption of products.
>
> ***Restaurant with Drive Through.*** A restaurant where food or coffee-type beverages are purchased by motorists who remain in their vehicles during the sales transaction.

Effective Date. The date on which a permit or other approval becomes enforceable or otherwise takes effect, rather than the date it was signed or circulated.

Efficiency Unit. A dwelling unit in a multi-family building with less than 500 square feet of space, meeting all Building Code requirements for such units.

Elderly and Long-Term Care. Establishments that provide 24-hour medical, convalescent or chronic care to individuals who, by reason of advanced age, chronic illness or infirmity, are unable to care for themselves, and is licensed as a skilled nursing facility by the State of California, including but not limited to, rest homes, nursing homes, and convalescent hospitals, but not Residential Care, Hospitals, or Clinics.

Emergency. A sudden unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property, or essential public services.

Emergency Shelter. A temporary, short-term residence providing housing with minimal supportive services for homeless families or individual persons where occupancy is limited to six months or less, as defined in Section 50801 of the California Health and Safety Code. Medical assistance, counseling, and meals may be provided.

Environmental Impact Report (EIR). An Environmental Impact Report is a report that may be required under the California Environmental Quality Act.

Environmental Review. An evaluation process conducted pursuant to the California Environmental Quality Act to determine whether a proposed project may have a significant impact on the environment.

Erect. To build, construct, attach, hang, place, suspend or affix to or upon any surface. Such term shall also include the painting of wall signs.

Et seq. An abbreviation for the Latin phrase et sequences, meaning "and the following."

Exterior Storage. The outdoor placement or keeping of materials in an area not fully enclosed by a storage structure.

FAA. Federal Aviation Administration.

Façade. The exterior wall of a building exposed to public view or that wall viewed by persons not within the building. The portion of any exterior elevation of a building extending vertically from the grade to the top of a parapet wall or eave, and horizontally across the entire width of the building elevation.

Family. One or more persons, related or unrelated, living together as a single housekeeping unit.

Family Day Care. A day-care facility licensed by the State of California that is located in a dwelling unit where a resident of the dwelling provides care and supervision for children under the age of 18 for periods of less than 24 hours a day.

> ***Small.*** A facility that provides care for up to six children or eight children including children who reside at the home and are under the age of 10.

> ***Large.*** A facility that provides care for seven to 14 children, including children who reside at the home and are under the age of 10.

Farmers Market. An event that occurs on a regular basis in the same location and the majority of vendors are farmers, ranchers and other agricultural producers selling food, plants, flowers, and added-value products.

FCC. Federal Communications Commission.

Feasible. Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

FEMA. Federal Emergency Management Agency.

Fence-Related Terms.

> ***Fence.*** A horizontal or vertical barrier that functions as a means of protection or confinement or obscures sight to provide privacy, including a wall, hedge, or structure made of metal, wood or similar material.
>
> ***Opacity.*** The proportion of a fence construction that is opaque, including pilasters and pickets.

Final Map. A map showing a subdivision for which a tentative and final map are required by the Subdivision Map Act or this Ordinance, prepared in accordance with the provisions of this Ordinance and the Subdivision Map Act and designed to be recorded in the Contra Costa County Clerk-Recorder's Office, County Recorder Division.

Finance, Insurance and Real Estate Services. The finance, insurance and real estate service use type refers to establishments primarily engaged in the provision of financial, insurance, real estate or securities brokerage services. Typical uses include banks, insurance agencies or real estate firms.

Fire Chief. The Fire Chief of the City of Richmond.

Floor Area. The total horizontal enclosed area of all the floors below the roof and within the outer surface of the walls of a building or structure, including basements, mezzanines, interior balconies, and upper stories or levels in a multistory building unless otherwise stipulated.

Food and Beverage Sales. Retail sales of food and beverages for off-site preparation and consumption. Typical uses include food markets, groceries, and liquor stores.

> ***Convenience Market.*** Retail establishments that sell a limited line of groceries, prepackaged food items, tobacco, magazines, and other household goods, primarily for off-premises consumption. These establishments typically have long or late hours of operation and occupy a relatively small building. This classification includes small

retail stores located on the same parcel as or operated in conjunction with a Service Station but does not include delicatessens or specialty food shops.

Farmers Market. A location where the primary activity is the sale of agricultural products by produces and certified producers. Sales of ancillary products may occur at the location. An open air farmers market may only be operated by a local government agency.

General Market. Retail food markets of food and grocery items primarily for offsite preparation and consumption. Typical uses include supermarkets and specialty food stores such as retail bakeries; commissaries, candy, nuts and confectionary stores; meat or produce markets; vitamin and health food stores; cheese stores; and delicatessens. This classification may include small-scale specialty food production with retail sales.

Liquor Store. Establishments primarily engaged in selling packaged alcoholic beverages for off-site consumption.

Food Membership Distribution Site. A site where pre-ordered food is delivered and picked up as part of a food buying club or community supported agriculture organization.

Footprint. The horizontal area, as seen in plan view, of a building or structure, measured from the outside of exterior walls and supporting columns, and excluding eaves.

Freight/Truck Terminal and Warehouse. Facilities for freight, courier, and postal services by truck or rail. This classification does not include local messenger and local delivery services (see Light Fleet-Based Services).

Frontage, Street. (Synonym: Private Frontage) That portion of a lot or parcel of land that borders a public street. "Street frontage" will be measured along the common lot line separating said lot or parcel of land from the public street, highway, or parkway.

Funeral and Interment Service. Establishment primarily engaged in services involving the care, preparation or disposition of human dead other than in a cemetery. Typical uses include crematory, columbarium, or mortuary.

Garage. A building or portion thereof, containing accessible and usable enclosed space designed, constructed, and maintained for the parking or storage of one or more motor vehicles.

Glare. The effect produced by a light source within the visual field that is sufficiently brighter than the level to which the eyes are adapted, such as to cause annoyance, discomfort, or loss of visual performance and ability.

Government Code. The Government Code of the State of California.

Government Buildings. Administrative, clerical, or public contact offices of a government agency, including postal facilities and courts, together with incidental storage and maintenance of vehicles. This classification excludes corporation yards, equipment service centers, and similar facilities that primarily provide maintenance and repair services and storage facilities for vehicles and equipment (see Utilities, Major).

Grade. The location of the ground surface.

> *Adjacent Grade*. The lowest elevation of ground surface within five feet of the building exterior wall.
>
> *Average Grade*. A horizontal line approximating the ground elevation through each building on a site used for calculating the exterior volume of a building. Average grade is calculated separately for each building.
>
> *Existing Grade*. On vacant parcels before any land development activities are undertaken, the elevation of the ground at any point on a lot as shown on the required survey submitted in conjunction with an application for a building permit or grading permit. Existing grade also may be referred to as natural grade.
>
> *Finished Grade*. The lowest point of elevation of the finished surface of the ground, paving, or sidewalk within the area between the building and the lot line, or when the lot line is more than five feet from the building, between the building and a line five feet from the building.

Group Residential. Shared living quarters without separate kitchen or bathroom facilities for each room or unit, offered for rent for permanent or semi-transient residents on a weekly or longer basis. This classification includes rooming and boarding houses, dormitories, fraternities, convents, monasteries, and other types of organizational housing, and private residential clubs, but excludes extended stay hotels intended for long-term occupancy (see Hotel and Motel) and Residential Facilities.

> *Congregate Housing.* A residential facility with shared kitchen facilities, deed-restricted or restricted by an agreement approved by the City for occupancy by low- or moderate-income households, designed for occupancy for periods of six months or longer, providing services that may include meals, housekeeping and personal care assistance as well as common areas for residents of the facility.
>
> *Senior Group Residential.* A residential facility that provides residence for a group of senior citizens (persons 62 years of age or older) with a central kitchen and dining facilities and a separate bedroom or private living quarters.

Habitable Room. A space intended for living, sleeping, eating, or cooking, including living rooms, dining rooms, bedrooms, kitchens, dens, family rooms, recreation rooms, and enclosed porches suitable for year-round use. Specifically excluded are balconies, bathrooms, foyers, garages, hallways, laundries, open porches, pantries, storage closets, utility

rooms, unfinished attics and basements, other unfinished spaces used for storage, and water closets.

Hazardous Waste Terms.

> ***Hazardous Materials.*** Any material, including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.
>
> ***Hazardous Waste Facility.*** All contiguous land and structures, other appurtenances, and improvements on the land used for the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste. A hazardous waste facility may consist of one or more treatment, transfer, storage, resource recovery, disposal, or recycling hazardous waste recycling management units, or combinations of these units.

Health and Safety Code. The Health and Safety Code of the State of California.

Heat. Thermal energy of a radioactive, conductive, or convective nature.

Height. The vertical distance from a point on the ground below a structure to a point directly above.

Home Occupation. A business enterprise conducted in a dwelling unit, garage or accessory building in a residential district that is incidental to the principal residential use and which is consistent with the criteria below.

Hospitals and Clinics. State-licensed public, private, and non-profit facilities providing medical, surgical, mental health, or emergency medical services. This classification includes facilities for inpatient or outpatient treatment, including substance-abuse programs, as well as training, research, and administrative services for patients and employees. This classification excludes veterinaries and animal hospitals (see Animal Care, Sales, and Services).

> ***Hospital.*** A facility providing medical, surgical, mental health, or services primarily on an in-patient basis, and including ancillary facilities for outpatient and emergency treatment, diagnostic services, training, research, administration, and services to patients, employees, or visitors.
>
> ***Clinic.*** A facility providing medical, mental health, or surgical services exclusively on an out-patient basis, including emergency treatment, diagnostic services, administration, and related services to patients who are not lodged overnight. Services may be available without a prior appointment. This classification includes licensed facilities offering substance abuse treatment, blood banks, plasma, dialysis centers, and emergency medical services offered exclusively on an out-patient basis. This

classification does not include private medical and dental offices that typically require appointments and are usually smaller scale.

Skilled Nursing Facility. A facility or a distinct part of a hospital that provides continuous skilled nursing care and supportive care to patients whose primary need is for the availability of skilled nursing care on an extended basis. It provides 24-hour inpatient care and, as a minimum, includes physician, nursing, dietary, pharmaceutical services and an activity program. Intermediate care programs that provide skilled nursing and supportive care for patients on a less-than-continuous basis are classified as skilled nursing facilities.

Hours of Operation. Refers to the time from when a busiess opens and serves customers or patrons to the time when it closes and the last customer or patron departs.

Household. See Family.

Household Income Types.

Extremely Low Income Household. A household of extremely low income as defined in Section 50106 of the Health and Safety Code.

Low Income Household. Households of lower income as defined in Section 50079.5 of the Health and Safety Code.

Moderate Income Household. Households of moderate income as defined in Section 50093 of the Health and Safety Code.

Very Low Income Household. Households of very low income as defined in Section 50105 of the Health and Safety Code.

Household Pets. Animals that are customarily kept within a dwelling or a yard for the personal use or enjoyment of the residents.

Housing Authority. The Housing Authority of the City of Richmond.

Illegal use. Any use of land or building that does not have the currently required permits, and was originally constructed and/or established without permits or approvals required for the use at the time it was brought into existence.

Improvement. Improvement refers to:

1. Any street work and utilities to be installed, or agreed to be installed, by the subdivider on the land to be used for public or private streets, highways, ways and easements, as are necessary for the general use of the lot owners in the subdivision and local neighborhood traffic and drainage needs as a condition precedent to the approval and acceptance of the final map; and

2. Any other specific infrastructure, such as streets and sidewalks, trails, drainage, utilizes, or other types of physical improvements, the installation of which, either by the subdivider, public agencies, private utilities, any other entity approved by the City, or a combination thereof, is necessary to ensure consistency with or implementation of the General Plan or any applicable specific plan.

Improvement Agreement. A legal document defining responsibilities for installation and maintenance of improvements in a subdivision and guaranteeing construction of these improvements.

Improvement Plan. One or more city standard engineered drawings, done according to the city's standard, that show in detail the improvements that are to be installed in any particular development, including but not limited to plan and profile views of streets, sewers, storm drains, and associated facilities.

Indoor Agriculture. Indoor areas used for the cultivation of plants, excluding marijuana. This use type includes the accessory sale of goods produced on-site, but excludes marijuana cultivation.

Industrial, General. The general industrial use type refers to industrial plants primarily engaged in the manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of materials and products. This classification includes operations such as agriculture processing; biomass energy conversion; production apparel manufacturing; photographic processing plants; leather and allied product manufacturing; wood product manufacturing; paper manufacturing; chemical manufacturing; plastics and rubber products manufacturing; nonmetallic mineral product manufacturing; primary metal manufacturing; fabricated metal product manufacturing; and automotive and heavy equipment manufacturing.

Industrial, Limited. Establishments engaged in light industrial activities taking place primarily within enclosed buildings and producing minimal impacts on nearby properties. This classification includes the manufacturing of finished parts or products primarily from previously prepared materials; commercial laundries and dry cleaning plants; monument works; printing, engraving, and publishing; sign painting shops; machine and electrical shops; computer and electronic product manufacturing; furniture and related product manufacturing; perishable commodity services and handling with cold storage; and industrial services. It also includes the preparation, manufacturing, and/or packaging of food for off-site consumption. Typical food manufacturing uses include canners, roasters, production breweries, wholesale bakeries, and frozen food manufacturers.

Instructional Services. Services for the purpose of personal enrichment. Typical uses include classes or instruction in music, health, athletics, art, or academics. Instructional Services includes rehearsal studios as an accessory use.

Intensity of Use. The extent to which a particular use or the use in combination with other uses affects the natural and built environment in which it is located, the demand for services, and persons who live, work, and visit the area. Measures of intensity include but are not limited

to requirements for water, gas, electricity, or public services; number of automobile trips generated by a use; parking demand; number of employees on a site; hours of operation; the amount of noise, light or glare generated; the number of persons attracted to the site, or, in eating establishments, the number of seats.

Intersection, Street. The area common to two or more intersecting streets.

ITE. Institute of Transportation Engineers.

Kitchen. Any room or space within a building intended to be used for the cooking or preparation of food.

Land Use. The purpose for which land or a structure is designed, arranged, intended, occupied, or maintained, including residential, commercial, industrial, etc.

Landscape-Related Terms.

Applied Water. The portion of water supplied by the irrigation system to the landscape.

Automatic Irrigation Controller. An automatic timing device used to remotely control valves that operate an irrigation system. Automatic irrigation controllers schedule irrigation events using either evapotranspiration (weather-based) or soil moisture data.

Backflow Prevention Device. A safety device used to prevent pollution or contamination of the water supply due to the reverse flow of water from the irrigation system.

Certified Irrigation Designer. A person certified to design irrigation systems by an accredited academic institution, a professional trade organization, or other certification program.

Check Valve or Anti-Drain Valve. A valve located under a sprinkler head, or other location in the irrigation system, to hold water in the system to prevent drainage from sprinkler heads when the sprinkler is off.

Compost. The safe and stable product of controlled biologic decomposition of organic materials that is beneficial to plant growth.

Drip Irrigation. Any non-spray low volume irrigation system utilizing emission devices with a flow rate measured in gallons per hour. Drip irrigation systems are specifically designed to apply small volumes of water slowly at or near the root zone of plants.

Effective Precipitation or "Usable Rainfall" (Eppt). The portion of total precipitation which becomes available for plant growth.

Emitter. A drip irrigation emission device that delivers water slowly from the system to the soil.

Established Landscape. The point at which plants in the landscape have developed significant root growth into the soil. Typically, most plants are established after one or two years of growth.

Establishment Period. The first year after installing the plant in the landscape or the first two years if irrigation will be terminated after establishment.

Estimated Total Water Use (ETWU). The total water used for the landscape.

ET Adjustment Factor. A factor of 0.55 for residential areas and 0.45 for non-residential areas, that, when applied to reference evapotranspiration, adjusts for plant factors and irrigation efficiency, two major influences upon the amount of water that needs to be applied to the landscape.

Evapotranspiration Rate. The quantity of water evaporated from adjacent soil and other surfaces and transpired by plants during a specified time.

Flow Rate. The rate at which water flows through pipes, valves and emission devices, measured in gallons per minute, gallons per hour, or cubic feet per second.

Flow Sensor. An inline device installed at the supply point of the irrigation system that produces a repeatable signal proportional to flow rate.

Graywater. Untreated wastewater that has not been contaminated by any toilet discharge, has not been affected by infectious, contaminated, or unhealthy bodily wastes, and does not present a threat from contamination by unhealthful processing, manufacturing, or operating wasters. "Graywater" includes, but is not limited to, wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines, and laundry tubs, but does not include wastewater from kitchen sinks or dishwashers.

Hydrozone. A portion of the landscaped area having plants with similar water needs. A hydrozone may be irrigated or non-irrigated.

Infiltration Rate. The rate of water entry into the soil expressed as a depth of water per unit of time (e.g., inches per hour).

Invasive Plant Species. Species of plants not historically found in California that spread outside cultivated areas and can damage environmental or economic resources.

Irrigation Efficiency. The measurement of the amount of water beneficially used divided by the amount of water applied.

Irrigation Survey. An evaluation of an irrigation system that is less detailed than an irrigation audit. An irrigation survey includes, but is not limited to: inspection, system test, and written recommendations to improve performance of the irrigation system.

Irrigation Water Use Analysis. An analysis of water use data based on meter readings and billing data.

Landscape Area. All the planting areas, turf areas, and water features in a landscape design plan. The landscape area does not include footprints of buildings or structures, sidewalks, driveways, parking lots, decks, patios, gravel or stone walks, other pervious or non-pervious hardscapes, and other non-irrigated areas designated for non-development (e.g., open spaces and existing native vegetation).

Landscape Contractor. A person licensed by the state of California to construct, maintain, repair, install, or subcontract the development of landscape systems.

Landscape Water Meter. An inline device installed at the irrigation supply point that measures the flow of water into the irrigation system and is connected to a totalizer to record water use.

Landscaping. The planting, configuration and maintenance of trees, ground cover, shrubbery and other plant material, decorative natural and structural features (walls, fences and hedges), earth patterning and bedding materials, and other like site improvements, for an aesthetic or functional purpose.

Lateral Line. The water delivery pipeline that supplies water to the emitters or sprinklers from the valve.

Low Volume Irrigation. The application of irrigation water at low pressure through a system of tubing or lateral lines and low-volume emitters such as drip, drip lines, and bubblers.

Maximum Applied Water Allowance. The upper limit of annual applied water for the established landscaped area.

Microclimate. The climate of a small, specific area that ma y contrast with the climate of the overall landscape area due to factors such as wind, sun exposure, plant density, or proximity to reflective surfaces.

Mulch. Any organic material such as leaves, bark, straw, compost, or inorganic mineral materials such as rocks, gravel, and decomposed granite left loose and applied to the soil surface for the beneficial purposes of reducing evaporation, suppressing weeds, moderating soil temperature, and preventing soil erosion.

Operating Pressure. The pressure at which the parts of an irrigation system are designed by the manufacturer to operate.

Overhead Sprinkler Irrigation Systems. Systems that deliver water through the air (e.g., spray heads and rotors).

Pervious. Any surface or material that allows the passage of water through the material and into the underlying soil.

Plant Factor or "Plant Water Use Factor". A factor that estimates the amount of water needed by plants. Plant factors are derived from the University of California publication "Water Use Classification of Landscape Species" known as (WUCOLS). Plant factors may also be obtained from horticultural researchers from academic institutions or professional associations.

Precipitation Rate. The rate of application of water measured in inches per hour.

Rain Sensor. A component of an irrigation system that automatically suspends an irrigation event when it rains.

Recycled Water. Treated or recycled waste water of a quality suitable for nonpotable uses such as landscape irrigation and water features.

Reference Evapotranspiration (ETo). A standard measurement of environmental parameters that affect the water use of plants. ETo is expressed in inches per day, month, or year, and is an estimate of the evapotranspiration of a large field of four- to seven-inch tall, cool-season grass that is well watered.

Runoff. Water which is not absorbed by the soil or landscape to which it is applied and flows from the landscape area. For example, runoff may result from water that is applied at too great a rate (application rate exceeds infiltration rate) or when there is a slope.

Soil Moisture Sensing Device. A device that measures the amount of water in the soil. The device may also suspend or initiate an irrigation event.

Special Landscape Area. An area of the landscape dedicated solely to edible plants, recreational areas, areas irrigated with recycled water, or water features using recycled water.

Sprinkler Head. A device that delivers water through a nozzle.

Station. An area served by one valve or by a set of valves that operate simultaneously.

Swing Joint. An irrigation component that provides a flexible, leak-free connection between the emission device and lateral pipeline to allow movement in any direction and to prevent equipment damage.

Turf. A ground cover surface of mowed grass.

Valve. A device used to control the flow of water in the irrigation system.

Water Conserving Plant Species. A plant species identified as having a very low or low plant factor.

Water Feature. A design element where open water performs an aesthetic or recreational function. Water features include ponds, fountains, artificial streams, spas, and swimming pools (where water is artificially supplied). Constructed wetlands used for on-site wastewater treatment or stormwater retention that are not irrigated are not water features.

Watering Window. The time of day irrigation is allowed.

WUCOLS. The Water Use Classification of Landscape Species published by the University of California Cooperative Extension, the Department of Water Resources and the Bureau of Reclamation, 2000.

Ldn. The day-night average sound level (also referred to as DNL) is the average noise level over a 24-hour period. The noise between the hours of 10pm and 7am is artificially increased by 10 dB to take into account the decrease in community background noise of 10 dB during this time period.

Light Fleet-Based Service. Passenger transportation services, local delivery services, medical transport, and other businesses that rely on fleets of three or more vehicles with rated capacities less than 10,000 lbs. This classification includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, non-emergency medical transport, local messenger and document delivery services, home cleaning services, and similar businesses. This classification does not include towing operations (see Automobile/Vehicle Sales and Service, Towing and Impound) or taxi or delivery services with two or fewer fleet vehicles on-site.

Lighting-Related Terms.

Color Rendition. Ability of a light source to show true colors as seen outdoors in sunlight.

Display Lot or Area. Outdoor areas where active nighttime sales activity occurs and where accurate color perception of merchandise by customers is required. Includes display areas for automobile sales, boat sales, tractor sales, building supply sales, gardening or nursery sales, and swap meets.

Flood Lamp. A specific form of lamp designed to direct its output in a specific direction (a beam) with a reflector formed from the glass envelope of the lamp itself, and with a diffusing glass envelope.

Fully Shielded Light Fixture. A lighting fixture constructed in such a manner that all light emitted by the fixture, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal.

Glare. The sensation produced by a bright source within the visual field that is sufficiently brighter than the level to which the eyes are adapted to cause annoyance, discomfort, or loss in visual performance and visibility; blinding light.

Illuminance. The amount of light falling onto a unit area of surface - measured in lumens per square foot (footcandles).

Light Trespass. Light falling where it is not wanted or needed, typically across property boundaries.

Lumen. Unit used to measure the amount of light emitted by lamps.

Luminaire. The complete lighting assembly (including the lamp, housing, reflectors, lenses and shields), less the support assembly (pole or mounting bracket); a light fixture.

Lux. A unit of illuminance. One lux equals approximately 0.1 footcandles.

Opaque. Opaque means that a material does not transmit light from an internal illumination source.

Outdoor Light Fixture. An outdoor illuminating device, outdoor lighting or reflective surface, luminous tube, lamp or similar device, permanently installed or portable, used for illumination, decoration, or advertisement.

Searchlight. A lighting assembly designed to direct the output of a contained lamp in a specific tightly focused direction (a beam) with a reflector located external to the lamp, and with a swiveled or gimbaled mount to allow the assembly to be easily redirected.

Spot Lamp. A specific form of lamp designed to direct its output in a specific direction (a beam) with a reflector formed from the glass envelope of the lamp itself, and with a clear or nearly clear glass envelope.

Live-Work. A unit that combines a work space and incidental residential occupancy occupied and used by a single household in a structure that has been constructed for such use or converted from commercial or industrial use and structurally modified to accommodate residential occupancy and work activity in compliance with the Building Code. The working space is reserved for and regularly used by one or more occupants of the unit.

Living Accommodations. Shared living quarters with or without separate kitchen or bathroom facilities for each room or unit.

Living Room. The principal room in a dwelling unit designed for general living purposes rather than for sleeping.

Lot. A parcel, tract, or area of land whose boundaries have been established by a legal instrument, such as a deed or map recorded with Contra Costa County, and is recognized as a separate legal entity for purposes of transfer of title, except public easements or rights-of-way. Lot types include the following:

Abutting Lot. A lot having a common property line or separated by a public path or lane, private street, or easement to the subject lot.

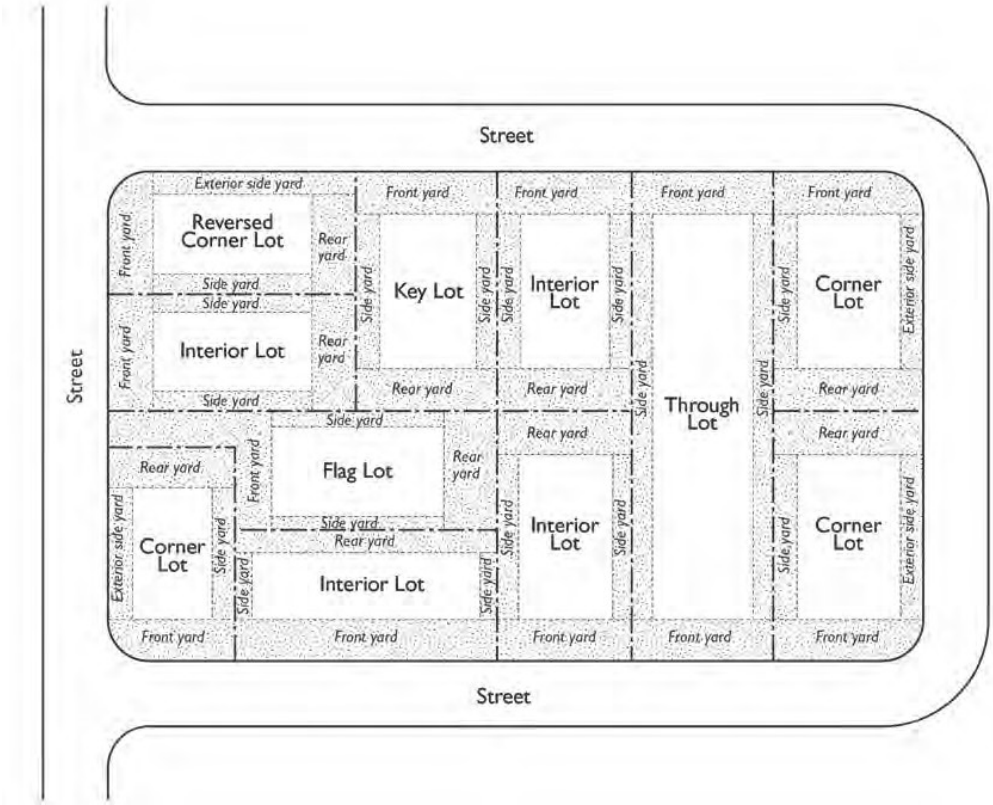
Corner Lot. A lot or parcel bounded on two or more sides by street lines that have an angle intersection that is not more than 135 degrees.

Flag Lot. A lot so shaped that the main portion of the lot area does not have access to a street other than by means of a corridor having less than 20 feet of width. Also called a "panhandle" lot.

Interior Lot. A lot bounded on one side by a street line and on all other sides by lot lines between adjacent lots, or that is bounded by more than one street with an intersection greater than 135 degrees.

Through Lot. A lot having frontage on two parallel or approximately parallel streets.

FIGURE 15.04.104.020: LOT AND YARD TYPES



Lot Area. The area of a lot measured horizontally between bounding lot lines.

Lot Area, Net. The lot area minus any public rights-of-way, public easements, floodplains, environmentally sensitive areas, and areas with archaeological or cultural resources.

Lot Coverage. The portion of a lot that is covered by structures, including principal and accessory buildings, garages, carports, patios with covers that are 50 percent or less open to the sky, and roofed porches, but not including unenclosed and unroofed decks, landings, or balconies.

Lot Line. The boundary between a lot and other property or the public right-of-way.

Lot Line Adjustment. A shift or rotation of an existing lot line of four or fewer existing, adjoining parcels, where the land is taken from one parcel and added to an adjoining parcel, and where a greater number of parcels than originally existed is not created.

Lot Line Types.

> ***Front Lot Line***. (Synonym: Front Design Site Line) On an interior lot, that portion abutting a public or private street. On a flag or panhandle lot, the interior lot line most parallel to and nearest the street or lane from which access is obtained.

Front Lot Line, Corner Lot. (Synonym: Front Site Line, Corner Lot) The narrowest lot line abutting a public or private street or lane.

Interior Lot Line. (Synonym: Interior Design Site Line) Any lot line that is not adjacent to a street.

Rear Lot Line. (Synonym: Rear Design Site Line) The lot line that is opposite and most distant from the front lot line. Where no lot line is within 45 degrees of being parallel to the front lot line, a line 10 feet in length within the lot, parallel to and at the maximum possible distance from the front lot line, will be deemed the rear lot line for the purpose of establishing the minimum rear yard.

Side Lot Line. Any lot line that is not a front or rear lot line.

Street Side Lot Line. A side lot line of a corner lot that is adjacent to a street.

Maintenance and Repair. The repair or replacement of nonbearing walls, fixtures, wiring, roof, or plumbing that restores the character, scope, size, or design of a structure to its previously existing, authorized, and undamaged condition.

Maintenance and Repair Service. Establishments engaged in the maintenance or repair of office machines, household appliances, furniture, and similar items. This classification excludes maintenance and repair of motor vehicles or boats (see Automotive/Vehicle Sales and Services) and personal apparel (see Personal Services).

Major Subdivision. A subdivision of five or more parcels, five or more condominiums as defined in Section 783 of the State Civil Code, or a community apartment project containing five or more parcels. Also, the conversion of a dwelling to a stock cooperative containing five or more dwelling units.

Major Transit Stop. A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Mansard. A wall which has a slope equal to or greater than two vertical feet for each horizontal foot and has been designed to look like a roof.

Marijuana-Related Terms

Attending Physician. An individual who possesses a license in good standing to practice medicine or osteopathy issued by the Medical Board of California or the Osteopathic Medical Board of California and who has taken responsibility for an aspect of the medical care, treatment, diagnosis, counseling, or referral of a patient and who has conducted a medical examination of that patient before recording in the

patient's medical record the physician's assessment of whether the patient has a serious medical condition and whether the medical use of cannabis is appropriate.

Bureau of Medical Marijuana Regulations. The bureau with the California Department of Consumer Affairs created to develop, administer and enforce comprehensive rules for the marijuana industry in California, from licensing marijuana growers to crafting environmental protections.

Cannabis. See Marijuana.

Collective. See Dispensary.

Commercial Cannabis Activity. Includes cultivation, possession, manufacture, processing, storing, laboratory testing, labeling, transporting, distribution, delivery, or sale of medical cannabis or a medical cannabis product, except as set forth in Section 19319 of the Business and Professions Code, related to qualifying patients and primary caregivers.

Cultivation. Any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of medical cannabis.

Delivery. The commercial transfer of medical marijuana or medical marijuana products from a dispensary, up to an amount determined by the Bureau to a primary caregiver or qualified patient as defined in Section 11362.7 of the California Health and Safety Code. Delivery also includes the use by a dispensary or any technology platform owned by and controlled by a dispensary or independently licensed under State law whereby qualified patients or primary caregivers arrange for or facilitate the commercial transfer by a licensed dispensary of medical cannabis or medical cannabis products.

Dispensary. A premises where medical cannabis, medical cannabis products, edible cannabis products, or devices for the use of medical cannabis or medical cannabis products are offered, either individually or in any combination, for retail sale, including an establishment that delivers, pursuant to Section 19340 of the California Business and Professions Code, medical cannabis and medical cannabis products as part of a retail sale.

Distributor. A person licensed by the City to engage in the business of purchasing medical cannabis from a licensed cultivator, or medical cannabis products from a licensed manufacturer, for sale to a licensed dispensary.

Edible Marijuana Product. Manufactured cannabis that is intended to be used, in whole or in part, for human consumption, including, but not limited to, chewing gum, but excluding products set forth in Division 15 (commencing with Section 32501) of the California Food and Agricultural Code.

Management Member. A person with responsibility for the establishment, organization, registration, supervision, or oversight of the operation of a medical marijuana business, including but not limited to persons who perform the functions of president, vice president, director, operating officer, financial officer, secretary, treasurer, or manager of the business. Any person or entity having a financial interest in the medical marijuana business.

Manufacturer. A person that conducts the production, preparation, propagation, or compounding of manufactured medical cannabis, or medical cannabis products either directly or indirectly or by extraction methods, or independently by means of chemical synthesis at a fixed location that packages or repackages medical cannabis or medical cannabis products or labels or relabels its container.

Marijuana. All parts of the plant Cannabis sativa Linnaeus, Cannabis indica, or Cannabis ruderalis, whether growing or not; the seeds thereof; the crude or purified resin extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds or resin. It does not include the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination. See also "marijuana."

Marijuana Cultivation Facility. Any building in which medical cannabis is planted, grown, harvested, dried, cured, graded, or trimmed, or that does all or any combination of these activities using artificial lighting in whole or in part.

Marijuana Product Manufacturer. A manufacturer of a medical marijuana product.

Medical Marijuana. A product containing cannabis, including, but not limited to, concentrates and extractions, intended to be sold for use by medical cannabis patients in California pursuant to the Compassionate Use Act of 1996 (Proposition 215), found at Section 11362.5 of the California Health and Safety Code. For the purposes of these zoning regulations, "medical cannabis" does not include "industrial hemp" as defined by Section 81000 of the California Food and Agricultural Code or Section 11018.5 of the California Health and Safety Code.

Medical Marijuana Business. Establishments, properties, parcels, and/or structures involved in any commercial cannabis activity.

Medical Marijuana Regulation and Safety Act (MMRSA). Article 6 (commencing with Section 19331) Chapter 3.5 of Division 8 of the California Business and Professions Code, as amended.

Person. An individual, firm, partnership, joint venture, association, corporation, limited liability company, estate, trust, business trust, receiver, syndicate, or any other

group or combination acting as a unit and includes the plural as well as the singular number.

Primary Caregiver. The individual, designated by a qualified patient or by a person with an identification card issued pursuant to California Health and Safety Code Section 11362.7, who has consistently assumed responsibility for the housing, health, or safety of that patient or person. The primary caregiver may be a licensed clinic, residential care facility, hospice, or home health agency.

Qualified Patient. A person who is entitled to the protections of California Health and Safety Code Section 11362.5 for patients who obtain and use cannabis for medical purposes upon the recommendation of an attending physician, whether or not that person applied for and received a valid identification card issued pursuant to State Law.

Testing Laboratory. The premises where tests are performed on medical cannabis or medical cannabis products and that holds a valid certificate of accreditation.

Transporter. A person who holds a license by the Bureau to transport medical cannabis or medical cannabis products in an amount above a threshold determined by the Bureau between licensees that have been issued a license pursuant to the MMRSA.

Marinas. Facilities for the docking of boats and related accessory uses, including boat rentals, boat repairs, boat fueling facilities, retail sales and rentals of marine supplies and equipment, and a harbor masters office.

Master Fee Schedule. The schedule of fees and service charges established by the City manager pursuant to Section 2.34.040 to recover a portion or all of the costs reasonably necessary to provide the listed regulation, products or services.

Media Production. Facilities for motion picture, television, video, sound, computer, and other communications media production.

Merger. The joining of two or more contiguous parcels of land under one ownership and into one parcel.

Mezzanine. An intermediate floor within a building interior without complete enclosing interior walls or partitions that is not separated from the floor or level below by a wall, and has a floor area that is no greater than one third of the total floor area of the floor below.

Mixed-Use Building. A building with multiple uses, such as retail, office, and residential.

Mixed-Use Development. A development that combines both residential and non-residential uses on the same lot.

Mobile Vending Unit. A vehicle (e.g., truck, trailer, wagon) or structure not permanently fixed to a permanent foundation that may be moved under its own power, moved by hand,

towed by a motor vehicle or carried upon or in a motor vehicle or trailer. A mobile vending unit does not include news racks or vending machines but does include mobile vending food preparation units and vehicles, such as "taco trucks".

Multi-Use Path. A completely separated right-of-way for exclusive non-motorized use with cross flow minimized to the extent possible.

Multiple-Unit Dwelling. Three or more dwelling units within a single building or within two or more buildings on a site or parcel. Types of multiple-unit dwellings include garden apartments, senior housing developments, and multi-story apartment buildings. This classification includes transitional housing in a multiple-unit format and Single-Room Occupancy (SRO) housing units that may have kitchen and/or bathroom facilities and are guest rooms or efficiency apartments as defined by the State Health and Safety Code. The classification is distinguished from Group Residential.

Municipal Code. The City of Richmond Municipal Code.

Neighborhood Council. A neighborhood organization identified by the City Council, which represents the interests of local residents.

Noise-Related Terms.

> *Ambient Noise Level.* The all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.
>
> *Cumulative Period.* An additive period of time composed of individual time segments which may be continuous or interrupted.
>
> *Decibel (dB).* A unit of noise measurement indicating the loudness of sound, based on logarithmic (base 10) scale.
>
> *Noise Level.* The "A" weighted sound pressure level in decibels obtained by using a sound level meter. The "A" weighted discriminates against the lower and higher frequencies according to a relationship with the sensitivity of the human ear. The unit of measurement is designated as dB(A).

Nonconforming Lot. A legally created parcel of land having less area, frontage, or dimensions than the zoning regulations require for the zoning district in which it is located.

Nonconforming Structure. A nonconforming structure is a structure that complied with zoning and development regulations at the time it was built but which, because of subsequent changes to the Zoning Regulations, no longer conforms to the specific regulations applicable to the zoning district where the structure is located.

Nonconforming Use. The use of a building, structure, or site, or portion thereof, that was lawfully established and maintained, but, because of subsequent changes in the Zoning Regulations, no longer conforms to the specific regulations applicable to the zoning district where the use is located.

Nursery and Garden Center. Establishments primarily engaged in retailing nursery and garden products—such as trees, shrubs, plants, seeds, bulbs, and sod—that are predominantly grown elsewhere. Fertilizer and soil products are stored and sold in packaged form only.

NPDES. The National Pollutant Discharge Elimination System created by the 1972 federal Clean Water Act.

Off-Site Use. An activity or accessory use that is related to a specific primary use, but is not located on the same lot as the primary use

Offices. Offices of firms, organizations, or public agencies providing professional, executive, management, administrative or design services, such as accounting, architectural, computer software design, engineering, graphic design, interior design, investment, insurance, and legal offices, excluding banks and savings and loan associations with retail banking services (see Banks and Financial Institutions). This classification also includes offices where medical and dental services are provided by physicians, dentists, chiropractors, acupuncturists, optometrists, and similar medical professionals, including medical/dental laboratories within medical office buildings, but excludes clinics or independent research laboratory facilities (see Research and Development) and hospitals.

> *Medical and Dental.* Offices providing consultation, diagnosis, therapeutic, preventive, or corrective personal-treatment services by doctors and dentists; medical and dental laboratories that see patients; and similar practitioners of medical and healing arts for humans licensed for such practice by the State of California. Incidental medical and/or dental research within the office is considered part of the office use.
>
> *Walk-In Clientele.* Offices providing direct services to patrons or clients without prior appointments. This use classification includes employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, and offices for elected officials. It does not include banks or check-cashing facilities, which are separately classified and regulated (see Banks and Financial Institutions).

On-Site Use. An activity or accessory use that is related to a specific primary use which is located on the same lot as the primary use.

Open Space Types.

> *Open Space, Common*. Areas for outdoor living and recreation that are intended for the use of residents and guests of more than one dwelling unit. Common areas typically consist of landscaped areas, walks, patios, swimming pools, playgrounds,

turf, or other such improvements as are appropriate to enhance the outdoor environment of the development.

Open Space, Private. Open areas for outdoor living and recreation that are adjacent and directly accessible to a single dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests. Private areas typically consist of courtyards, balconies, decks, patios, fenced yards, and other similar areas.

Open Space, Useable. Outdoor areas that provide for outdoor living and/or recreation for the use of residents.

Opposite. Across from or across the street from.

Ordinary Maintenance. Repair and maintenance activities that are periodic and that do not involve a change to the architectural or historic value, style or general design of the building, structure, or object. In-kind replacement or repair is included in this definition of ordinary maintenance.

Outdoor Agriculture. Outdoor areas used for the cultivation of plants, excluding marijuana. This use type includes the accessory sale of goods produced on-site, but excludes marijuana cultivation.

Outdoor Storage. The keeping, in an unroofed area, of any goods, junk, material, merchandise, or vehicles in the same place for more than 24 hours, except for the keeping of building materials reasonably required for construction work

Outdoor Vendor. A person who sells or displays for sale any type of goods or services on private property, but not within a structure constructed on a permanent foundation. Persons engaged in a business conducted from a structure constructed on a permanent foundation that involves outdoor display, sale, or storage of the same type of goods sold as part of the primary business activity on those premises shall not be considered outdoor vendors.

Overlay District. A zoning designation specifically delineated on the Zoning Map establishing land use requirements that govern in addition to the standards set forth in the underlying base district.

Owner. A person or persons holding single or unified beneficial title to the property, including but not limited to the settlor of a grantor trust, a general partner, firm or corporation.

Parapet Wall. That part of a wall that extends above the roof line.

Parcel. A legally subdivided plot of land shown on a map of record. Also referred to as "lot."

Parcel Map. A map showing a division of land of four or fewer parcels as required by this Ordinance, prepared in accordance with the provisions of this Ordinance and the Subdivision Map Act.

Park and Recreation Facility. Parks, playgrounds, recreation facilities, trails, wildlife preserves, and related open spaces, which are open to the general public. This classification also includes playing fields, courts, gymnasiums, swimming pools, picnic facilities, tennis courts, and golf courses, botanical gardens, as well as related food concessions or community centers within the facilities and restrooms within a primary structure or in an accessory structure on the same site.

Parking Area. An area of a lot, structure, or any other area, including driveways, which is designed for and the primary purpose of which is to provide for the temporary storage of operable motor vehicles.

Parking Facilities, Commercial. Surface lots and structures offering paring to the public for a fee when such use is not incidental to another activity. These facilities may be publicly or privately-owned.

Path. A way designed for use by pedestrians, animals, and bicyclists and that is not for use by motor vehicles.

Peak Hour. The hour when the greatest daily traffic volume occurs; this generally occurs during morning and afternoon commute times. Traffic counts are obtained during AM and PM peak periods, and the volume from the heaviest hour of AM or PM traffic is used to define the peak hour for those time periods.

Pedestrian Way. A right-of-way designed for use by pedestrians and bicyclists that is not designed for or used by automotive vehicles and is not located within a street right-of-way.

Permit. Any Zoning Clearance, conditional use permit, administrative use permit, temporary use permit, Building Permit, license, certificate, approval, or other entitlement for development and/or use of property as required by any public agency.

Permitted Use. Any use or structure that is allowed in a zoning district without a requirement for approval of a use permit, but subject to any restrictions applicable to that zoning district.

Person. Any individual, firm, association, organization, partnership, business trust, company, or corporation.

Personal Services.

> *General Personal Services.* Provision of recurrently needed services of a personal nature. This classification includes barber shops and beauty salons, seamstresses, tailors, dry cleaning agents (excluding large-scale bulk cleaning plants), shoe repair shops, self-service laundries, video rental stores, photocopying and photo finishing services, and travel agencies mainly intended for the consumer. It does not include gyms, exercise clubs, or studios offering performing arts, martial arts, physical exercise, or yoga training and similar types of instruction.

Massage Establishment. Any establishment having a fixed place of business where any individual, firm, association, partnership, corporation, joint venture or combination of individuals conducts, carries on or permits to be engaged in, conducted or carried on, for consideration or compensation, massages, baths or health treatments involving therapeutic massages or baths as regular functions. Exempted from this definition are massage therapists operating in conjunction with and on the same premises as a physician, surgeon, chiropractor, osteopath, nurse or any physical therapist (State-licensed professions or vocations) who are duly State-licensed to practice their respective professions in the State of California.

Health/Fitness Facility. A fitness center, gym, exercise club, health and athletic club, or studio offering martial arts, physical exercise, yoga training and similar types of instruction to classes and groups of more than five persons. The facility may include exercise machines, weight training equipment, group exercise rooms, sauna, spa or hot tub facilities, indoor tennis, handball, racquetball, and other indoor sports activities, indoor or outdoor pools.

Tattoo or Body Modification Parlor. An establishment whose principal business activity is one or more of the following: 1) using ink or other substances that result in the permanent coloration of the skin through the use of needles or other instruments designed to contact or puncture the skin; or 2) piercing of the body of a person for the purpose of inserting jewelry or other decoration.

Persons with Disabilities. Persons who have a medical, physical, or mental condition, disorder or disability as defined in Government Code Section 12926 or the Americans With Disabilities Act, that limits one or more major life activities.

Petroleum Refining. An industrial use facility that refines crude oil into petroleum products, such as diesel, gasoline and heating oils. This uses includes the accessory facitiiles need for management, testing, transport and storage Petroleum refineries (oil refineries) essentially serve as the second stage in the production process following the actual extraction by oil rigs.

Planned Development. A development that has common areas owned by an association or owners and has the power to enforce obligations of owners by imposing assessments as more particularly defined in Civil Code Section 4175.

Planned Residential Group. Two or more grouped dwellings that may deviate from standard area, yard, height, parking or fencing requirements whose design and site layout have been approved through a conditional use permit process by the Planning Commission under pursuant to the Zoning Ordinance.

Planning Division. The Planning Division of the Planning and Building Services Department of the City of Richmond.

Planting Strip. The area between the curb, or in the case where there is no curb the edge of the roadway, and the abutting property line, that is not improved by surfacing intended for

the use of pedestrians, is designed to separate the sidewalk from the roadway or to prevent access to abutting properties, and is intended to be planted with trees or otherwise landscaped. Grates or other coverings of said areas shall not be considered as surfacing intended for the use of pedestrians.

Pre-existing. In existence before the effective date of the ordinance updating Article XV.

Principal Structure. A structure in which the principal use of its lot is conducted. In any residential or agricultural zoning district, a dwelling is deemed to be the principal structure on the lot on which it is situated.

Printing & Publishing. An establishment engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying; and other establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; establishments manufacturing business forms and binding devices. Quick printing services are included in the Business Services use type.

Project. Any proposal for a new or changed use or for new construction, alteration, or enlargement of any structure, that is subject to the provisions of this ordinance. This term includes, but is not limited to, any action that qualifies as a "project" as defined by the California Environmental Quality Act.

Property Line. The recorded boundary of a lot or parcel of land.

Public Resources Code. The Public Resources Code of the State of California.

Public Safety Facility. Facilities providing public-safety and emergency services, including police and fire protection and emergency medical services, with incidental storage, training and maintenance facilities.

Qualified Applicant. The property owner, the owner's agent, or any person, corporation, partnership or other legal entity that has a legal or equitable title to land that is the subject of a development proposal or is the holder of an option or contract to purchase such land or otherwise has an enforceable proprietary interest in such land.

Reasonable Accommodation. Any deviation requested and/or granted from the strict application of the City's zoning and land use laws, rules, policies, practices and/or procedures under provisions of federal or California law to make housing or other facilities readily accessible to and usable by persons with disabilities and thus enjoy equal employment or housing opportunities or other benefits guaranteed by law.

Research and Development. The research and development use type refers to establishments primarily engaged in the research, development, and controlled production of high-technology electronic, industrial or scientific products or commodities for sale, but excludes uses which in the opinion of the planning commission, may be objectionable by

reason of production of offensive odor, dust, noise, bright lights, vibration or the storage of hazardous material or products, or uses which in the opinion of the commission threaten public safety. Typical uses include biotechnology firms.

Residential Care, General. Facilities that are licensed by the State of California to provide living accommodations and 24-hour, primarily non-medical care and supervision for more than six persons in need of personal services, supervision, protection, or assistance for sustaining the activities of daily living.

Residential Facility. Facilities that provide permanent living accommodations and 24-hour primarily non-medical care and supervision for persons in need of personal services, supervision, protection, or assistance for sustaining the activities of daily living. Living accommodations are shared living quarters with or without separate kitchen or bathroom facilities for each room or unit. This classification includes facilities that are operated for profit as well as those operated by public or not-for-profit institutions, including group homes for minors, persons with disabilities, people in recovery from alcohol or drug additions, and hospice facilities.

> ***Residential Care, General.*** A Residential Facility licensed by the State of California and providing care for more than six persons.
>
> ***Residential Care, Limited.*** A Residential Facility licensed by the State of California providing care for six or fewer persons.
>
> ***Residential Care, Senior.*** A housing arrangement chosen voluntarily by the resident, the resident's guardian, conservator or other responsible person, where residents are 60 years of age or older and where varying levels of care and supervision are provided as agreed to at the time of admission or as determined necessary at subsequent times of reappraisal. This classification includes continuing care retirement communities and life care communities licensed for residential care by the State of California.
>
> ***Hospice, General.*** A facility that provides residential living quarters for more than six terminally ill persons.
>
> ***Hospice, Limited.*** A facility that provides residential living quarters for up to six terminally ill persons.

Retail Sales.

> ***Building Materials and Services.*** Retail sales or rental of building supplies or equipment. This classification includes lumberyards, tool and equipment sales or rental establishments, and includes establishments devoted principally to taxable retail sales to individuals for their own use. This definition does not include Construction and Material Yards, hardware stores less than 10,000 square feet or establishments engaged in the business of selling, leasing, or otherwise transferring any firearm or ammunitions.

General Retail Sales, Small-Scale. The retail sale or rental of merchandise not specifically listed under another use classification. This classification includes retail establishments with 25,000 square feet or less of sales area; including department stores, clothing stores, furniture stores, pet supply stores, small hardware and garden supply/nurseries stores (with 10,000 square feet or less of floor area), and businesses retailing goods including, but not limited to, the following: toys, hobby materials, handcrafted items, jewelry, cameras, photographic supplies and services (including portraiture and retail photo processing), medical supplies and equipment, pharmacies, electronic equipment, sporting goods, kitchen utensils, hardware, appliances, antiques, art galleries, art supplies and services, paint and wallpaper, carpeting and floor covering, office supplies, bicycles, video rental, and new automotive parts and accessories (excluding vehicle service and installation). Retail sales may be combined with other services such as office machine, computer, electronics, and similar small-item repairs.

General Retail Sales, Large-Scale. Retail establishments with over 25,000 square feet of sales area that sell merchandise and bulk goods for individual consumption, including membership warehouse clubs, where sales of grocery items do not occupy more than 25 percent of the floor area.

Pawn Shop; Secondhand Store. Establishments engaged in the buying, selling, trading, accepting for consignment, accepting for auctioning, or auctioning of new or secondhand merchandise and offering loans in exchange for personal property. This classification includes stores that buy and sell second hand articles, as defined and regulated in Chapter 7.60 of the Municipal Code, but excludes close-out sales as defined and regulated by Chapter 7.34 of the Municipal Code. It also does not include any business owned and operated by a charitable, nonprofit entity.

With Drive-Through. A retail establishment with drive-through facilities

Reversion to Acreage Map. A map filed for the purpose of reverting to acreage land previously placed on record with the County Recorder by means of a subdivision or parcel map.

Right-of-Way. A strip of land acquired by reservation, dedication, prescription, or condemnation, and intended to be occupied or occupied by a road, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer, or other similar use.

Salvage and Wrecking. Storage, dismantling and recycling of vehicles, equipment, metals, tires, or other used materials for sale as parts or raw materials, including but not limited to, the collection, storage, exchange or sale of goods, used building materials, used containers or drums, and similar articles or property.

Sanitary Waste and Recycling Facilities. Collection or processing or recyclable materials or items.

Recycling Collection Facilities. A drop-off/collection and sorting point for recyclable materials such as paper, metal, plastic, and glass.

Recycling Processing Facilities. An industrial facility where recycled materials are processed into new materials or products.

Waste Hauling and Transfer Facilities. Facilities operated by private companies doing waste hauling and transfer, including storing, sorting and/or processing of solid and liquid waste and recyclable materials.

School. Facilities for primary or secondary education, including public schools, charter schools, and private and parochial schools.

Screening. Screening refers to a wall, fence, hedge, informal planting, or berm, provided for the purpose of buffering a building or activity from neighboring areas or from the street.

Seaport. Facilities for freight service and operations by ship. This classification includes piers, marine terminals, container and break-bulk storage areas, related inter-modal facilities, and support services such as port and harbor operations and navigational services.

Second Dwelling Unit. An attached or detached accessory dwelling unit, as defined by State law providing complete independent living facilities for one or more persons that is located on a parcel with another primary, single-unit dwelling. A second unit may be within the same structure as the primary unit, in an attached structure, or in a separate structure on the same parcel. This use is distinguished from a duplex.

Setback. The area between a property line and a building, ~~or~~ structure, or parking area that must be kept clear or open.

Front Setback. An area extending across the full width of the lot or design site between the front design site line and the primary structure or parking area.

Side Setback. An area between a side lot line or design site line and the primary structure or a parking area, extending between the front and rear setback.

Side Street Setback. On corner lots, the area between a lot line adjacent to a side street or a design site line adjacent to a side street and the principal structure or a parking area, extending between the front and rear setback.

Rear Setback. An area extending the full width of the lot or design site between a rear design site line and the primary structure or a parking area.

Shoreline. In open water areas, the shoreline is the mean high tide line (often called the mean high water line), and in marshes, the shoreline is the higher of the mean high tide line or a line five feet above mean sea level.

Sidewalk. A paved, surfaced, or leveled area, paralleling and usually separated from the street, used as a pedestrian walkway.

Sight Distance Triangle. A minimum area of unobstructed view that occurs at street intersections.

Sight Triangle. The area enclosed by a triangle formed by the intersecting property lines of a corner lot at a street intersection that defines a driver's view of approaching, merging or intersecting traffic.

Single Unit Dwelling, Attached. A dwelling unit that is designed for occupancy by one household located on a single parcel that does not contain any other unit (except a second dwelling unit, where permitted), and is attached through common vertical walls to one or more dwellings on abutting parcel. An attached single-unit dwelling is sometimes called a "townhouse" or "zero-parcel line" development.

Single Unit Dwelling, Detached. A dwelling unit that is designed for occupancy by one household, located on a single parcel that does not contain any other dwelling unit (except a second dwelling unit, where permitted), and not attached to another dwelling unit on an abutting parcel. This classification includes individual manufactured housing units installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code.

Site. A lot, or group of contiguous lots, that is proposed for development and is in a single ownership or under unified control.

Social Service Center. Facilities providing a variety of supportive services for disabled and homeless individuals and other targeted groups on a less-than-24-hour basis. Examples of services provided are counseling, meal programs, personal storage lockers, showers, instructional programs, television rooms, and meeting spaces. This classification is distinguished from licensed day care centers (See Day Care Center), clinics (see Clinic), and emergency shelters providing 24-hour or overnight care (See Emergency Shelter).

Solar Reflective Index. A measure of a surface's ability to reflect solar heat, combining reflectance and emittance into one number. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is zero and a standard white (reflectance 0.80, emittance 0.90) is one hundred.

Specific Plan. A plan for all or part of the area covered by the General Plan that is prepared to be consistent with and to implement the General Plan pursuant to the provisions of Government Code, Section 65450 et seq.

Story. That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story is that portion of a building included between the upper surface of the topmost floor and the upper surface of the roof above

First Story. (Synonym: Ground Floor) The lowest story or the ground story of any building, the floor of which is not more than 12 inches below the average contact ground level at the exterior walls of the building.

Half Story. A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows. The half story is identified by the ".5" in the description of maximum height (e.g., 2.5). A half-story is considered a story when its top wall plates, on at least two opposite exterior walls, are four feet or more above the floor of such story.

Street. A public or private thoroughfare, which affords the principal means of access to a block and to abutting property. "Street" includes avenue, court, circle, crescent, place, way, drive, boulevard, highway, road, and any other thoroughfare, except an alley or walkway.

Street Line. The boundary between a street and a lot or parcel of land.

Structural Alterations. Any physical change to or the removal of the supporting members of a structure or building, such as bearing walls, columns, beams, or girders, including the creation, enlargement, or removal of doors or windows and changes to a roofline or roof shape.

Structure. Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground.

Structure, Accessory. A detached subordinate structure, used only as incidental to the main structure on the same lot.

Structure, Primary (Structure, Main). A structure housing the principal use of a site or functioning as the principal use.

Structure, Temporary. A structure without any foundation or footings, and which is intended to be removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

Subdivider. A person, firm, corporation, partnership or association who proposes to divide, divides, or causes to be divided real property into a subdivision for himself or herself or for others, except that employees and consultants of such persons or entities, acting in such capacity, are not "subdividers."

Subdivision. The division by any subdivider of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or contiguous units, for the purpose of sale, lease or financing, whether immediate or future, except for leases of agricultural land for agricultural purposes. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement, or railroad rights-of-way. Subdivision includes a condominium project, as defined in Section 4125 of the Civil Code, a community apartment project, as defined in Section 4105 of the Civil Code, or the conversion of five or more existing dwelling units to a stock cooperative, as defined in of Section 4190 or 6566 of the Civil Code.

Subdivision Map Act. Title 7, Division 2 of the Government Code of the State of California, as amended.

Supportive Housing. Dwelling units with no limit on length of stay that are occupied by the target population as defined in subdivision (d) of Section 53260 of the California Health and Safety Code or individuals eligible for services provided pursuant to the Lanterman Development Disabilities Act (Division 45 of the Welfare and Institutions Code), and that are linked to onsite or offsite services that assist supportive housing residents in retaining the housing, improving their health status, and maximizing their ability to live and, where possible, work in the community and where no onsite medical care is provided. Supportive housing as defined by Subdivision (b) of Section 50675.14 may be provided in a multiple-unit structure or group residential facility. Facilities may operate as licensed or unlicensed facilities subject to applicable State requirements.

Swimming Pool. A pool, pond, lake, or open tank capable of containing water to a depth greater than 1.5 feet at any point.

TDM. Transportation Demand Management.

Tenant. A person renting or leasing a housing unit or non-residential space.

Tentative Map. A map made for the purpose of showing the design and improvement of a proposed subdivision and the existing conditions in and around it, which need not be based upon an accurate or detailed final survey of the property.

Tentative Parcel Map. A map made for the purpose of showing the design and improvements of a proposed division of land into four or fewer parcels and the existing conditions in and around it.

TMA. Transportation Management Association

Transient Lodging. Transient lodging refers to establishments primarily engaged in the provision of lodging services with incidental food, drink and other sales and services intended for the convenience of guests. Lodging services involve the provision of room and/or board. Typical uses include hotels and motels.

> ***Bed and Breakfast.*** A residential structure that is in residential use by the property owner or manager and within which up to four bedrooms are rented for overnight lodging and where meals may be provided.
>
> ***Hotel and Motel.*** An establishment providing temporary lodging to transient patrons. These establishments may provide additional services, such as conference and meeting rooms, restaurants, bars, or recreation facilities available to guests or to the general public. This use classification includes motor lodges, motels, apartment hotels, extended stay hotels, hostels and tourist courts, but does not include rooming houses,

boarding houses, or private residential clubs, single-room occupancy housing, or bed and breakfast establishments within a single-unit residence.

Transitional Housing. Dwelling units configured as rental housing but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time, that shall be not less than six months from the beginning of assistance. Transitional housing may be designated for homeless or recently homeless individuals or families transitioning to permanent housing as defined in subdivision (h) of Section 50675.2 of the California Health and Safety Code. Facilities may be linked to onsite or offsite supportive services designed to help residents gain skills needed to live independently. Transitional housing may be provided in a variety of rental housing types (e.g., multiple-unit dwelling, single-room occupancy, group residential, single unit dwelling). This classification includes domestic violence shelters.

Transportation Passenger Terminals. Facilities for passenger transportation operations. This classification includes rail stations, bus terminals, ferry terminals, and scenic and sightseeing facilities.

Urban Agriculture. The growing of crops, plants (excluding marijuana), and fruits; beekeeping; and raising of animals within an urban context.

Use. The purpose for which land or the premises of a building, structure, or facility thereon is designed, arranged, or intended, or for which it is or may be occupied or maintained.

Accessory Use. A use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same lot as the primary use and occupies no more than 30 percent of the gross floor area.

Incidental Use. A secondary use of a lot and/or building that is located on the same lot but is not customarily associated with the primary use.

Primary Use. A primary, principal or dominant use established, or proposed to be established, on a lot and occupies at least 70 percent of the gross floor area of the tenant space or building.

Use Classification. A system of classifying uses into a limited number of use types on the basis of common functional, product, or compatibility characteristics. All use types are grouped into the following categories: residential, retail, commercial and office; institutional and community facilities, industrial, and transportation, communication, and utilities

Use Permit. A discretionary permit, such as an administrative use permit or a conditional use permit, that provide for the accommodation of land uses with special site or design requirements, operating characteristics, or potential adverse effects on surroundings, that are not permitted as of right but may be approved upon completion of a review process and, where necessary, the imposition of conditions of approval.

Use Type. A category that classifies similar uses based on common functional, product, or compatibility characteristics.

Utilities. Equipment and associated features related to the mechanical functions of a building(s) and services such as water, electrical, telecommunications, and waste.

> ***Utilities, Major.*** Generating plants, electric substations, and solid waste collection, including transfer stations and materials recovery facilities, solid waste treatment and disposal, water or wastewater treatment plants, and similar facilities of public agencies or public utilities.
>
> ***Utilities, Minor.*** Facilities necessary to support established uses involving only minor structures, such as electrical distribution lines, and underground water and sewer lines.

Variance. A discretionary permit allowing a departure from specific provisions of a zoning ordinance such as setbacks, side yards, frontage requirements, and lot size, but not involving the actual use or structure, thus relieving a property owner from strict adherence to development standards when some special circumstances exist which deprive the property owner from developing the property in a manner enjoyed by similar properties.

Vehicle. Any vehicle, as vehicle is defined by the California Vehicle Code, including any automobile, camper, camp trailer, trailer, trailer coach, motorcycle, house car, boat, or similar conveyance.

Vesting Tentative Map. A tentative map for a residential subdivision that shall have printed conspicuously on its face the words "Vesting Tentative Map" at the time it is filed and is processed, in accordance with the provisions of this Ordinance for Vesting Tentative Maps.

Visible. Capable of being seen (whether or not legible) by a person of normal height and visual acuity walking or driving on a public road or in a public place.

Wall. Any vertical exterior surface of building or any part thereof, including windows.

Warehousing, Storage, and Distribution. Storage and distribution facilities without sales to the public on-site or direct public access except for public storage in small individual space exclusively and directly accessible to a specific tenant.

> ***Chemical, Mineral, and Explosives Storage.*** Storage and handling of hazardous materials including but not limited to: bottled gas, chemicals, minerals and ores, petroleum or petroleum-based fuels, fireworks, and explosives.
>
> ***Indoor Warehousing and Storage.*** Storage within an enclosed building of commercial goods prior to their distribution to wholesale and retail outlets and the storage of industrial equipment, products and materials. This classification also includes cold storage, draying or freight, moving and storage, and warehouses. It excludes the storage of hazardous chemical, mineral, and explosive materials.

Outdoor Storage. Storage of vehicles or commercial goods or materials in open parcels.

Mini-Storage. A storage facility that is characterized by individual separate spaces which are accessible by customers for the storing and retrieval of personal effects and household goods. In no case shall storage spaces be used for manufacturing, retail or wholesale selling, office or other business services, or human habitation.

Wireless Communications-Related Terms.

Accessory Equipment. Any equipment installed, mounted, operated or maintained in close proximity to a personal wireless telecommunication facility to provide power to the personal wireless telecommunication facility or to receive, transmit or store signals or information received by or sent from a personal wireless communication facility.

Antenna. Any system of poles, panels, rods, reflecting discs, wires or similar devices used for the transmission or reception of electromagnetic signals, including, but not limited to radio waves and microwaves. An antenna does not include the support structure the antenna(s) is mounted upon.

Antenna, Amateur Radio. An antenna operated by a federally licensed amateur radio operator.

Antenna, Ground-Mounted. An antenna that is not mounted on a pole, a structure, or the roof or wall of a building.

Antenna, Panel. An antenna shaped like a panel that is usually one-directional and is attached to a mounting bracket, which may then be affixed to a building or other structure such as a pole.

Antenna, Satellite Earth Station. An antenna designed and used to receive and/or transmit radio frequency signals directly to and/or from orbiting communications satellites.

Antenna Array. A group of antennas with dimensions, spacing, and illumination sequence arranged and interconnected so that the fields for the individual elements combine to produce a maximum intensity in a particular direction and minimum field intensities in other directions.

Antenna Structure. An antenna array and its associated support structure, such as a pole, mast, or tower, but not including a suspended wire antenna.

Antenna Structure, Freestanding. An antenna structure or mast that is not attached to any part of a building, fence, or other such structure. Freestanding antenna structures include communications towers, utility poles, and concrete and steel monopoles.

Approved Radio Frequency Expert. A person or firm specializing in radio frequency wireless telecommunications technology, including wireless site design.

Base Station. A structure or equipment at a fixed location that enables FCC-licensed or authorized wireless communications between user equipment and a communications network. A base station includes, without limitation:

3. Equipment associated with wireless communications services such as private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.
4. Radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment.
5. Any structure other than a tower that supports or houses communication equipment.

Camouflaged Facility. A wireless communications facility located and designed so as to be of minimal visibility, such as being incorporated within an architectural feature such as a steeple or parapet, or in the open but disguised as a tree or other natural feature so that the antenna and supporting antenna equipment are either not readily visible beyond the property on which they are located, or, if visible, appear to be part of the existing landscape or environment rather than identifiable as a wireless communication facility.

Co-Location. The mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes, including the location of two or more wireless communications facilities on a single support structure or otherwise sharing a common location. Co-location also includes the location of wireless communications facilities with other facilities such as buildings, water tanks, light standards, and other utility facilities and structures.

Eligible Support Structure. Any tower or base station that it is existing at the time an application is filed with the City.

Equipment Shelter. A cabinet or structure designed to enclose equipment used in connection with a wireless communications facility.

Feasible. Feasible means in light of technical feasibility, radio signal transmitting and receiving requirements, aesthetics, electromagnetic fields, costs, landowner permission, facility owner permission, and all necessary approvals, as well as the common meaning of the term.

Mast. A pole of wood or metal or a tower fabricated of metal that is used to support an antenna and maintain it at the proper elevation.

Microcell Facility. A wireless communication facility serving a single carrier and consisting of a small antenna or a networked set of antennas connected with each other and to a wireless service source.

Monopole. An antenna structure, often tubular in shape, usually made of metal, reinforced concrete, or wood. A monopole may also be an alternative antenna structure designed to replicate a tree or other natural feature.

Readily Visible. An object that can be identified as a wireless telecommunications facility when viewed with the naked eye from a public right-of-way or neighboring property.

Radio Frequency. Electromagnetic emission in the frequency range of 300 kHz—300 gigahertz.

Related Equipment. All equipment ancillary to the transmission and reception of voice and data via radio frequencies. Such equipment may include, but is not limited to, cable, conduit, and connectors.

Satellite Dish. Any device incorporating a reflective surface that is solid, open or mesh or bar configured and is in the shape of a shallow dish, cone, horn cornucopia or flat plate used to receive or transmit radio or electromagnetic waves. This term includes satellite earth stations, satellite receivers, satellite discs, direct broadcast systems, television reception only systems and satellite microwave antennas.

Service Provider. Any authorized provider of wireless communications services.

Shot Clock. The time period in which the city must approve or deny a proposed wireless telecommunications facility.

Substantial Change. A modification that substantially changes the physical dimensions of an eligible support structure.

Tolling. Pausing the shot clock, or adding a time period that does not contribute to the finite shot clock.

Tower. Any structure that is designed or constructed primarily for the purpose of supporting one or more antennas. The term includes radio and television transmission towers, microwave towers, common-carrier towers, cellular telephone towers, alternative tower structures and the like.

Wireless Communications Facility. Personal wireless service facilities that transmit and/or receive electromagnetic signals for cellular radio telephone service, personal communications services, enhanced specialized mobile services, paging systems, and related technologies. Such facilities include antennas, microwave dishes, parabolic antennas, and equipment used in the transmission or reception of such signals;

telecommunication towers; associated equipment cabinets; and accessory structures used for provision of personal wireless services.

Yard. An open space on a lot, other than a court on a lot, that is unoccupied and unobstructed from the ground upward.

Front Yard. A yard extending across the front of a lot for the full width of the lot between the side lot lines. The depth of a front yard is a distance specified for the zoning district in which it is located and measured inward from the front lot line.

Interior Side Yard. A yard extending along an interior side of a lot from the front lot line to the rear lot line, and to a depth specified for the zoning district in which it is located and measured inward from the interior side lot line.

Street Side Yard. A yard extending along the street side of a corner lot from the front lot line to the rear lot line, and to a depth specified for the zoning district in which it is located and measured inward from the street side lot line.

Rear Yard. A yard extending across the rear of a lot for its full width between side lot lines, and to a depth specified for the zoning district in which it is located. If a lot has no rear lot line, a line 10 feet in length within the lot, parallel to and at the maximum possible distance from the front lot line, will be deemed the rear lot line for the purpose of establishing the minimum rear yard.

Zoning Administrator. The Director of Planning and Building of the City of Richmond, or the person designated by him or her to be the Zoning Administrator.

Zoning Map. A map or maps that are a part of the zoning ordinance and delineate the boundaries of zoning district districts.

Zoning Ordinance; Zoning Regulations. The administrative regulations established under the authority of the Government Code that divide the city into districts and establish a set of standards governing the use, placement, spacing and size of land and buildings and related development controls to implement the General Plan.

Series 800 Administration and Permits

Article 15.04.801 General

Sections:

15.04.801.010 Purpose
15.04.801.020 Applicability
15.04.801.030 Effect on Existing and Proposed Development and Land Uses

15.04.801.010 Purpose

This Series establishes the procedures and criteria by which the City of Richmond will review proposed land use and development for compliance with Article XV, Zoning and Subdivision Regulations, of the Municipal Code of the City of Richmond ("Article XV").

15.04.801.020 Applicability

All use and development of land or structures, construction of buildings and improvements to the land, and changes in the use of land or structures must obtain permits and approvals in accordance with Article XV, unless specifically exempted.

15.04.801.030 Effect on Existing and Proposed Development and Land Uses

A. **Requirements for new structures or land uses, or changes to structures or land uses.** No permit shall be issued by the City unless the proposed project complies with all applicable provisions of Chapter 15.04, including the applicable findings, conditions of approval, and all other applicable provisions of law

B. **Legal Parcel.** The site of a proposed land use, development, modification, or other improvement shall be on a parcel(s) legally created in compliance with the Subdivision Map Act and the City's Subdivision Regulations. Parcels created after the adoption of Series 400, Form-Based Zoning Districts, are subject to the requirements in Article 15.05.100 (Building Form Standards) for the applicable Transect Zone.

C. **Minimum requirements.** The provisions of this Code are minimum requirements for the protection and promotion of the public health, safety, and general welfare. When discretion is provided on the part of a City official or body, that discretion may be exercised to impose conditions on the approval of any project proposed.

~~A.~~D. **Effect on Existing Development and Land Uses.** Development and/or use(s) legally existing as of the adoption of this Code shall comply with Section 15.05.850 (Nonconforming Provisions).

Article 15.04.807 Temporary Use Permits

Sections:

15.04.807.010 Purpose and Applicability
15.04.807.020 Procedures
15.04.807.030 Exempt Temporary Uses
15.04.807.040 Temporary Uses: Twenty-Four Hour Limit
15.04.807.050 Temporary Uses: 60 Day Limit
15.04.807.060 Limited Term Uses: One to Five Year Limit
15.04.807.070 Other Temporary Uses in Industrial Zoning Districts
15.04.807.080 Development Standards
15.04.807.090 Required Findings
15.04.807.100 Project Review, Notice and Hearing
15.04.807.110 Conditions of Approval; Effective Date
15.04.807.120 Appeals; Expiration, Extensions, and Modifications

15.04.807.010 Purpose and Applicability

A. **Purpose.** This Article establishes a process for review and approval of certain uses that are intended to be of limited duration of time and will not permanently alter the character or physical facilities of the site where they occur, nor prevent development of future uses as envisioned by the General Plan or any applicable specific plan.

B. **Applicability.** A Temporary Use Permit is required for temporary uses that are not otherwise permitted in the base zoning district regulations but meet the standards of this article and for temporary uses identified in base district regulations or regulations for specific uses in Section 15.04.610.410 (Temporary Uses) required to have Temporary Use Permit.

15.04.807.020 Procedures

A. **Common Procedures.** An application for a Temporary Use Permit must be filed and processed in compliance with procedures in An application must be submitted at least 30 days before the use is intended to begin. The application must include the written consent of the owner of the property or the agent of the owner.

B. **Decision-Maker.** The Zoning Administrator may approve, approve with conditions, or deny applications for temporary uses without a public hearing, except temporary use permits for special events, which may be approved by the Director of Community Services.

15.04.807.030 Exempt Temporary Uses

The follow temporary activities are allowed without the necessity of obtaining a Temporary Use Permit.

A. Construction yards - On-site. On-site contractors' construction yards, for an approved construction project. The construction yard shall be removed immediately upon completion of the construction project, or the expiration of the Building Permit authorizing the construction project, whichever occurs first.

B. Emergency facilities. Emergency public health and safety needs/activities.

C. Public property, or public right-of-way. Activities conducted on public property that are approved by the Council or as otherwise required by the Municipal Code.

D. Fund-raising car washes. Fund-raising car washes on property within a commercial, industrial zone, or on institutional property.

E. Events on sites approved for public assembly. An event on the site or within a religious facility, school, golf course, theater, or other similar facility designed, and approved by the City for public assembly.

F. Temporary work trailers. A trailer or mobile home used as a temporary work site for employees of a business, provided that:

1. The use is authorized by a Building Permit for the trailer, and the Building Permit for the permanent structure;

2. The use is appropriate because:

a. The trailer or mobile home will be in place during construction or remodeling of a permanent commercial or manufacturing structure for a maximum of one year, or upon expiration of the Building Permit for the permanent structure, whichever first occurs; or

b. The applicant has demonstrated that the temporary work site is a short term necessity for a maximum of one year, while a permanent work site is being obtained; and

c. The trailer is removed prior to final building inspection or the issuance of a certificate of occupancy for the permanent structure.

~~15.04.807.030~~15.04.807.040 Temporary Uses: Twenty-Four Hour Limit

Within a nonresidential zone, a temporary use may be authorized for a period not to exceed 24 hours per event once a month for up to 12 events per year per site for any of the following uses:

A. A performance, exhibition, dance, celebration or festival requiring a liquor license, entertainment police permit and/or other City permit when sponsored by an organized group of residents and/or business operators in the neighborhood; or

B. A performance, dance or party requiring a liquor license, entertainment and/or other City permit, an art exhibit, or other similar exhibition in each case if sponsored by a residential or commercial tenant or group of tenants or owner-occupants of the property or structure in which the temporary use is authorized.

When multiple events are proposed within the allowable annual time limit and City permits are to be issued to a particular applicant and premises, only one permit need be granted per annual time period.

~~15.04.807.040~~15.04.807.050 Temporary Uses: 60 Day Limit

The following uses may be authorized in a nonresidential zone for a period not to exceed 60 days:

A. Exhibition, celebration, festival, circus, or neighborhood carnival;

B. Booth for charitable, patriotic or welfare purposes;

C. Open air sale of agriculturally-produced seasonal decorations including, but not necessarily limited to, holiday or evergreen trees and Halloween pumpkins;

D. New and used auto sales;

E. Outdoor sales in a parking lot; and

F. Parking that is accessory to any temporary use listed above.

~~15.04.807.050~~15.04.807.060 Temporary Uses: One to Five Year Limit

Temporary uses authorized pursuant to this section may not exceed an initial approval period of up to five years. Extensions of this approval period may be authorized by the Zoning Administrator in increments of up to five-year periods if the authorized use is consistent with the General Plan and applicable specific plans. More specifically, the following uses may be authorized in a nonresidential zone as temporary uses, subject to securing a building permit, if required:

A. Temporary structures and uses incidental to the construction of a building or a group of buildings, including but not limited to construction staging of materials and equipment;

B. Rental or sales office incidental to a new development, provided that it is located in the development project or in an adjacent temporary structure;

C. Structures and uses incidental to environmental cleanup and staging; ~~and~~

D. Parking that is accessory to any temporary use listed above; ~~.~~

~~D.~~E. A temporary retail structure that accommodates an allowed retail use (per Section 15.05.110.040 (Land Use Table)); and

F. The temporary use of a specific site for the location filming of commercials, movies, videos, etc.

~~15.04.807.060~~15.04.807.070 Other Temporary Uses in Industrial Zoning Districts

Any other use that is not listed in Sections 15.04.807.040 through 15.04.807.060 but is permitted in an industrial zoning district may be permitted as a temporary use for a time period to be determined by the Zoning Administrator not to exceed 10 years, upon the determination by the Zoning Administrator that authorizing the temporary use will not have a significant adverse effect on the overall timing and phasing of future development under the General Plan and any applicable specific plan.

15.04.807.080 Development Standards

The Director shall establish the following standards based on the type of temporary use:

A. Access, floor areas, heights, landscaping, off-street parking, setbacks, signs, utilities, and other structure and property development improvements and features;

B. Measures for removal of the activity and site restoration, to ensure that no changes to the site would limit the range of possible future land uses otherwise allowed by this Code; and

C. Limitation on the duration of approved "Retail Incubator Structures" to a period of one year with up to two renewals for maximum total period of three years, so that they shall not become

permanent or long-term structures. The activity may be extended for more than three years with a Conditional Use Permit.

15.04.807.090 Project Review, Notice and Hearing

Each application shall be reviewed by the Director to ensure that the proposal complies with all applicable requirements of this Code.

A. Public notice. Prior to a decision on a Limited Term Permit, the City shall provide notice of a public hearing. The notice shall state that the Director will decide whether to approve or disapprove the Limited Term Permit application on a date specified in the notice, and that a public hearing will be held only if requested in writing by any interested person prior to the specified date for the decision

B. Hearing. When a hearing is requested, notice of the hearing shall be provided in compliance with State law, and the Director shall conduct the public hearing prior to a decision on the application in compliance with State law.

~~15.04.807.070~~15.04.807.100 Required Findings and Decisions

The Zoning Administrator may approve an application for a Temporary Use only upon making both of the following findings:

A. The proposed use will not unreasonably affect adjacent properties, their owners and occupants, or the surrounding neighborhood, and will not in any other way constitute a nuisance or be detrimental to the health, safety, peace, comfort, or general welfare of persons residing or working in the area of such use or to the general welfare of the City; and

B. The proposed use will not unreasonably interfere with pedestrian or vehicular traffic or circulation in the area surrounding the proposed temporary use and will not create a demand for additional parking that cannot be safely and efficiently accommodated by existing or proposed parking areas on the site of the temporary use.

~~15.04.807.080~~15.04.807.110 Conditions of Approval; Effective Date

A. **Conditions of Approval.** The Zoning Administrator may impose reasonable conditions deemed necessary to ensure compliance with the required findings for a Temporary Use Permit listed above, including, but not limited to: regulation of ingress and egress and traffic circulation; fire protection and access for fire vehicles; regulation of lighting; regulation of hours and/or other characteristics of operation; and removal of all trash, debris, signs, sign supports and temporary structures and electrical service. The Zoning Administrator may require reasonable guarantees and evidence that such conditions are being, or will be, complied with.

B. **Effective Date.**

1. ***Permit Period 10 Days or Less.*** A Temporary Use Permit issued for 10 days or less becomes effective on the date the permit is approved by the Zoning Administrator, but cannot expire before the event/use that is subject to the Temporary Use Permit occurring.

2. ***Permit Period More than 10 Days.*** A Temporary Use Permit for more than 10 days becomes effective 11 days from the date the permit is approved by the Zoning Administrator.

~~15.04.807.090~~15.04.807.120 Appeals; Expiration, Extensions, and Modifications

A. **Appeals.** Any party aggrieved by the decision of the Zoning Administrator to approve, approve with conditions, or deny a permit for a temporary use or structure or by the Director of Community Services to approve a temporary use permit for a special event may appeal the decision to the Planning Commission, in accordance with Section 15.04.803.140.

B. Expiration, Extensions and Modifications. Temporary Use Permits are effective and may only be extended or modified as provided for in Section 15.04.803.110.

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15.04.401: Preamble.

Sections:

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15.04.401.020 Form-Based Codes and the Transect.
15.04.401.030 Applicability.
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15.04.401.080 Building Types Overview.
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15.04.401.010 Introduction.

This Form-Based Code, adopted in (Month) 20XX (See Section X-X.X.XXX, Effective Date), is a reflection of the community vision for implementing the intent of the General Plan to create walkable mixed-use neighborhoods. These Form-Based Code standards are intended to ensure that proposed development is compatible with existing and future development on neighboring properties, and produces an environment of desirable character, consistent with the General Plan.

This Form-Based Code is based on an initial documentation and analysis of the existing conditions at the macro (citywide) and micro (street and block) scales. The results of this analysis helped to classify the different types of places in Richmond and their subsequent standards.

This Form-Based Code is also based on the input received by the community throughout the process to ensure that the standards in this Code reflect the community's vision for the future of their community as documented in the General Plan (2012), 23rd Street Corridor Charrette Summary Report (2009), and Richmond Livable Corridors Charrette Summary Report (2012).

15.04.401.020 Form-Based Codes and the Transect.

Form-Based Codes are an alternative approach to zoning that reinforces walkable, sustainable, mixed-use environments and development and builds upon the character of a place.

> "Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. They are regulations, not mere guidelines, adopted into city or county law. Form-based codes offer a powerful alternative to conventional zoning."
>
> *~ Form-Based Codes Institute*

A. Form-Based Code Components.

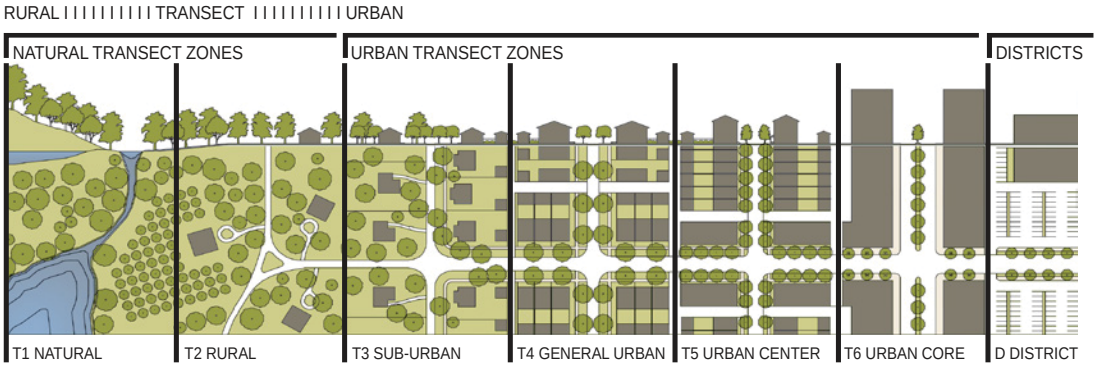
1. Article 15.04.401 (Preamble) provides the overall intent of this Form-Based Code as it is applied within the City.
2. Article 15.04.402 (Transect Zones) includes information and standards for the transect zones. It organizes dimensional standards for each zone (building placement, building form, parking placement and ratios, architectural styles, allowed frontages, and encroachments) with the allowed uses in each zone, in order to maximize usability and provide a simple user interface.
3. Article 15.04.403 (Building Types) provides form standards for building types, which supplement the standards found in Article 15.04.402 (Transect Zones).
4. Article 15.04.404 (Frontage Types) provides form standards for frontages, which supplement the standards found in Article 15.04.402 (Transect Zones).
5. Article 15.04.405 (Architectural Standards) provides standards for characteristic architectural styles, which supplement the standards found in Article 15.04.402 (Transect Zones) and provide additional standards for the treatment of building and frontage types found in Article 15.04.403 (Building Types) and Article 15.04.404 (Frontage Types).
6. Article 15.04.406 (General to Large Sites) includes standards and regulations for applicants proposing large infill and community-scaled plans, including standards for thoroughfare networks, connectivity, the development and location of civic and open spaces, and the design of blocks and lots. The standards are designed to promote the development of walkable places.

B. The Rural-to-Urban Transect.

The transect is an organizing principle often used in Form-Based Coding that focuses first on the intended character and type of place and second on the mix of uses within. This differs from the framework found in conventional or Euclidean zoning in which use, rather than form, is the primary focus. Transect-based zone districts are used to regulate the preservation, evolution, and creation of walkable places.

> "The Rural-to-Urban Transect is a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. It provides a standardized method for differentiating between the intentions for urban form in various areas using gradual transitions rather than harsh distinctions. The zones are primarily classified by the physical intensity of the built form, the relationship between nature and the built environment, and the complexity of uses within the zone."
>
> ~ *Form-Based Codes: A Guide to Planners, Urban Designers, Municipalities, and Developers*, by Parolek, Parolek and Crawford

The model transect for American cities is divided into six transect zones or T-zones: Natural (T1), Rural (T2), Sub-urban (T3), General Urban (T4), Urban Center (T5), and Urban Core (T6), together with a Special District (SD) designation for areas with specialized purposes (e.g., heavy industrial, transportation, entertainment, or university districts, among other possibilities).



15.04.401.030 Applicability.

The Livable Corridors Form Based Code (FBC) and Architectural Standards are effective thirty (30) days after approval by the City Council ("Effective Date"). Any Planning application submitted after the Effective Date for a new project or project amendment is required to comply with the FBC requirements, except for projects with Planning applications under review prior to the Effective Date.

The FBC and Architectural Standards apply to the portions of the City of Richmond within the FBC Map boundary, excluding:

A. Single-family residences, Accessory Dwelling Units, Dwelling Units constructed pursuant to SB 9, also known as the California Housing Opportunity and More Efficiency (HOME) Act projects;

B. Government Buildings;

C. Rehabilitation, modifications, or additions to historic buildings or adaptive reuse of historic buildings; and

D. Richmond Bay Specific Plan.

15.04.401.040 Exceptions to Architectural Standards.

A project applicant may request an exception or exceptions to the Architectural Standards contained in the FBC. For housing development projects, the exception process set forth is an alternative to a request for concessions and waivers under State Density Bonus law (Government Code Section 65915 et seq.); applicants requesting concessions or waivers may not also request exceptions.

The request must be made in writing as part of the Planning application for the proposed project. The application for an exception must contain detailed information describing the architectural standard that is requested to be waived or modified; how the physical constraints and unique characteristics of the project site make it infeasible to comply with that architectural standard; and how the request meets each exception requirement.

The decision-maker (Zoning Administrator, Design Review Board, Historic Preservation Commission, Planning Commission, or City Council, as applicable) will consider the request and information provided and make findings to approve or deny the request. The decision-maker shall only grant an exception if all the following findings are made:

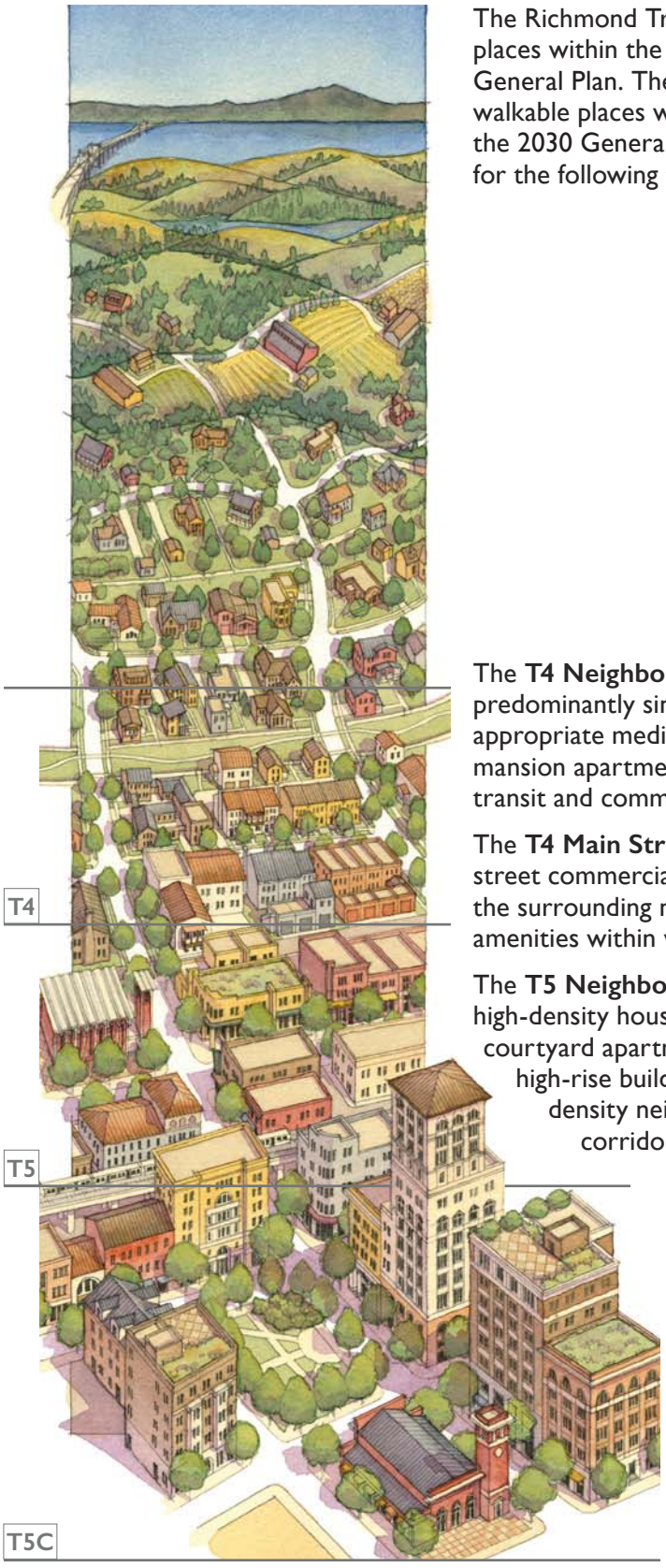
A. There is a physical constraint or unique situation that because of special circumstances regarding the project or property, such as property size, shape, topography, location, or surroundings, or the needs of the use, conformance with the architectural standard is infeasible.

B. Approving the exception will not create a health safety hazard or impair the design integrity and character of the neighborhood in which the subject property is located.

C. The proposed project meets the intent of the design standard for which an exception is requested to the extent feasible.

For housing development projects, denial of the exception does not constitute denial of the project but rather requires the applicant to modify the project to conform with the design standard, either by redesigning the project or through imposition of a condition of approval.

15.04.401.050 The Richmond Transect.



The Richmond Transect has been defined to respond to the form of places within the City where walkability has been prioritized by the General Plan. These form-based standards are intended to promote walkable places with high-quality public realms, as per the vision of the 2030 General Plan. To do this, standards have been developed for the following transect environments in Richmond:

The **T4 Neighborhood** Transect Zone provides a walkable, predominantly single-family neighborhood that integrates appropriate medium-density building types such as duplexes, mansion apartments, and bungalow courts within walking distance to transit and commercial areas.

The **T4 Main Street** Transect Zone provides a vibrant main-street commercial environment that serves as the focal point for the surrounding neighborhood and provides access to day-to-day amenities within walking distance

The **T5 Neighborhood** Transect Zone provides medium- to high-density housing in building types such as apartment houses, courtyard apartments, mid-rise buildings, and—in some areas—high-rise buildings that transition from the surrounding lower-density neighborhoods to the higher-density mixed-use corridors and centers.

The **T5 Main Street** Transect Zone provides a vibrant, walkable urban main street commercial area that provides locally and regionally serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices.

The **T5 Core** Transect Zone provides a high-density, vibrant, urban downtown that provides locally and regionally serving commercial, entertainment, and civic and public uses, as well as a variety of urban housing choices in main street mixed-use, mid-rise, and high-rise building types.

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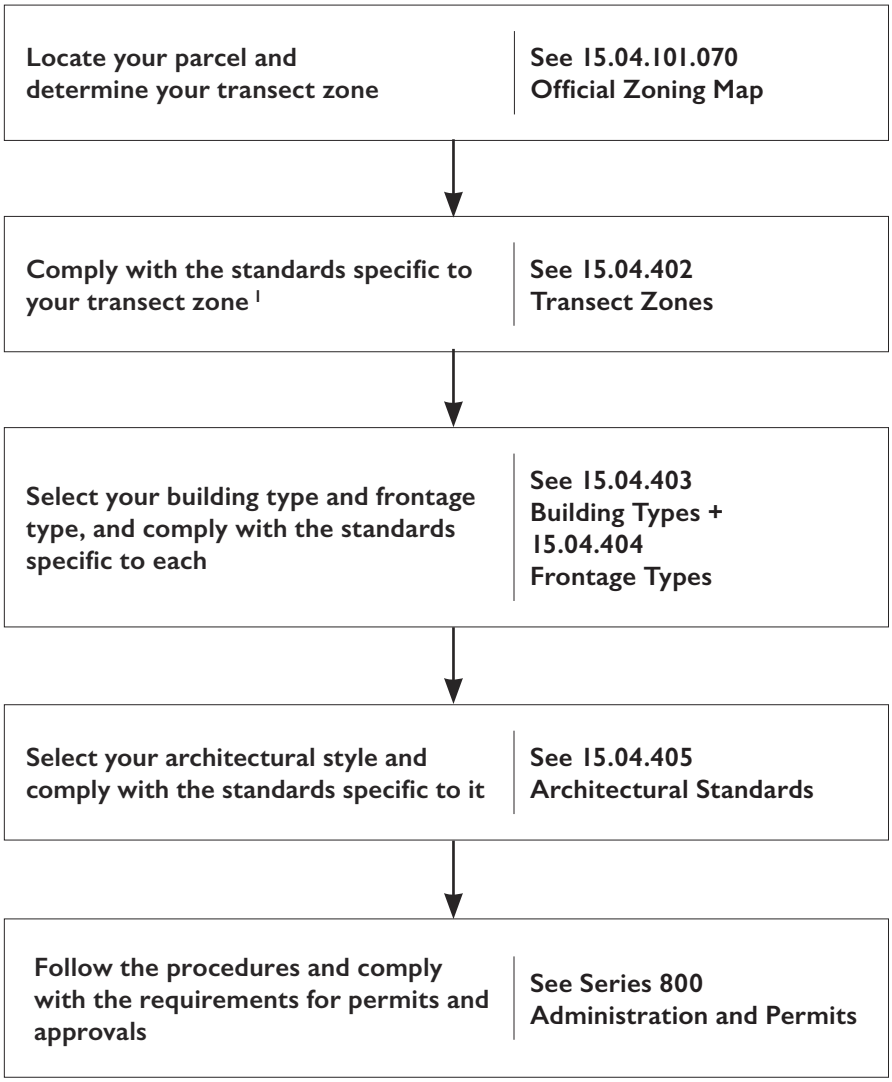
15.04.401.060 How to Use this Form-Based Code.

The following diagrams illustrate how to use this Form-Based Code as a series of steps, either for a Building-Scale Project or for a Large Site—see Article 15.04.406 (General to Large Sites).

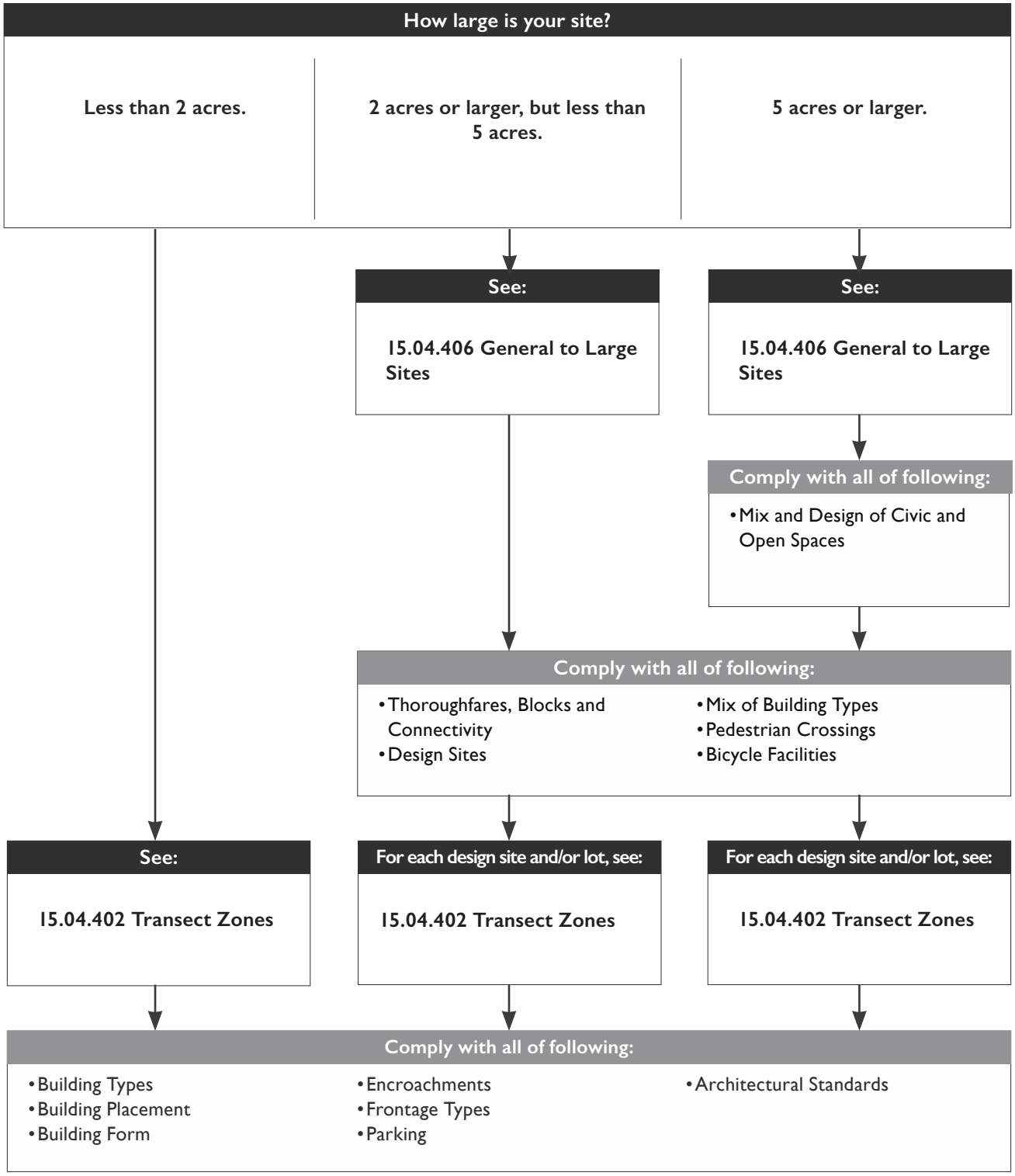
Quick Code Guide: Building-Scale Projects



Note: this diagram is intended to provide a simplified overview of different code use scenarios and is descriptive, not regulatory.

[1] See 15.04.606 (Nonconforming Uses, Structures and Lots) for existing non conforming uses, structures, and parcels.

Quick Code Guide: Large Sites



Note: this diagram is intended to provide a simplified overview of different code use scenarios and is descriptive, not regulatory.

15.04.401.070 Transect Overview.

Table: 15.04.401.050.A The Richmond Transect Overview

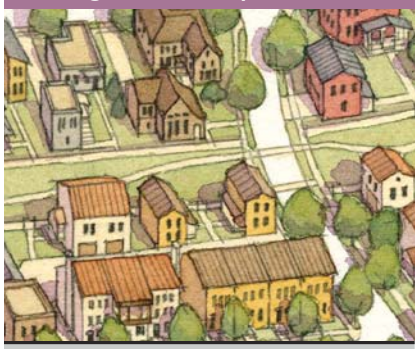
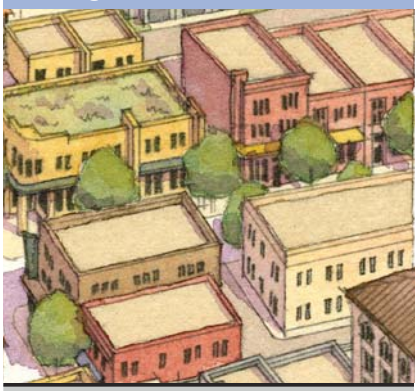
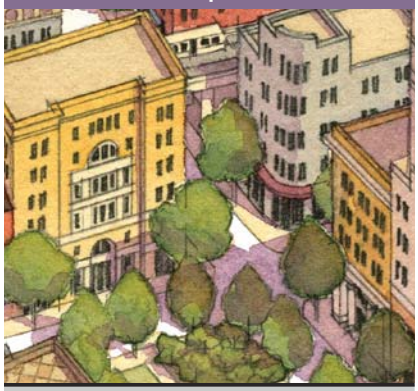
T4 Neighborhood-30' T4N-30 T4 Neighborhood-35' T4N-35 T4 Neighborhood-Open T4N-O	T4 Main Street T4MS T4 Main Street-Open T4MS	T5 Neighborhood-55' T5N-55 T5 Neighborhood-135' T5N-135
		
Intent	**Intent**	**Intent**
To provide a walkable, predominantly single-family neighborhood that integrates appropriate medium-density building types such as duplexes, multiplexes, and bungalow courts within walking distance to transit and commercial areas.	To provide a vibrant main-street mixed-use environment that serves as the focal point for the surrounding neighborhood and provides access to day-to-day amenities within walking distance.	To provide medium- to high-density housing in building types such as multiplexes, courtyard buildings, and mid-rise buildings (high-rise buildings in some areas) that transition from the surrounding lower-density neighborhoods to the higher-density mixed-use neighborhoods.
The 30' and 35' sub-zones allow different height limits for different neighborhood contexts. The open sub-zone provides the same building form as in T4N-35 but allows for a more diverse mix of uses.	The open sub-zone provides the same building form but allows for a more diverse mix of uses.	The 55' and 135' sub-zones allow different height limits for different neighborhood contexts.
Desired Form	**Desired Form**	**Desired Form**
Detached or Attached	Attached	Detached or Attached
Narrow-to-Medium Lot Width	Simple Wall Plane along Street	Simple Wall Plane along Street
Small-to-Medium Footprint	Small-to-Large Footprint	Small-to-Large Footprint
Small-to-Medium Front Setback	Buildings at ROW	Buildings at or close to ROW
Small-to-No Side Setback	Small-to-No Side Setback	Small-to-No Side Setback
Up to 30' (35' in some areas)	Up to 45'	Up to 55' (135' in some areas)
Elevated Ground Floor	Flush Ground Floor	Elevated Ground Floor
Diverse Mix of Residential Frontages	Primarily with Shopfronts	Stoops, Forecourts, and Dooryards
General Use	**General Use**	**General Use**
Primarily residential with some home occupation uses and neighborhood-supporting uses in ancillary buildings	Ground floor commercial that may have residential or additional commercial uses above or behind	Primarily residential with home occupation uses and neighborhood-supporting uses in ancillary buildings

Table: 15.04.401.050.A The Richmond Transect Overview (continued)

T5 Main Street T5MS T5 Main Street-Open T5MS-O	T5 Core T5C T5 Core-Open T5C-O
	
Intent	**Intent**
To provide a vibrant, walkable urban main street commercial area that provides locally- and regionally-serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices.	To provide a high-density, vibrant, urban downtown that provides locally- and regionally-serving commercial, entertainment, and civic and public uses, as well as a variety of urban housing choices in main street mixed-use, mid-rise, and high-rise building types.
The open sub-zone allows for a more diverse mix of uses and building types.	The open sub-zone allows for a more diverse mix of uses and building types.
Desired Form	**Desired Form**
Attached	Attached
Simple Wall Plane along Street	Simple Wall Plane along Street
Small-to-Large Footprint	Medium-to-Large Footprint
Buildings at or close to ROW	Buildings at or close to ROW
No Side Setback	No Side Setback
Up to 55' (35' in some areas)	Up to 135'
Flush Ground Floor	Flush Ground Floor
Primarily with Shopfronts	Primarily with Shopfronts
General Use	**General Use**
Vertical Mixed Use: Commercial on the ground floor with residential or commercial uses on upper floors	Vertical Mixed Use: Commercial on the ground floor with residential or commercial uses on upper floors

15.04.401.080 Building Types Overview.

Table 15.04.401.080.A: Building Types Overview

Building Type	Transect Zones
Carriage House. This Building Type is a secondary structure typically located at the rear of a lot. It typically provides either a small residential unit, home office space, or other small commercial or service use that is located above a garage. This Type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.	**T4N** **T4MS** **T5N** **T5MS** T5C
Detached House. This Building Type is a medium-sized detached structure on a medium-sized lot. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street.	**T4N** T4MS T5N T5MS T5C
Cottage. This Building Type is a small, detached structure, either occupying a small lot or built as an accessory dwelling unit. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street, and is an important means of offering affordable housing opportunities in these locations. In T4MS and T5N, this type is allowed as an accessory dwelling unit.	**T4N** **T4MS** **T5N** T5MS T5C
Bungalow Court. This Building Type consists of a series of small, detached structures, providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and becomes an important community-enhancing element of this Type. Synonym: **Cottage Court**	**T4N** T4MS T5N T5MS T5C
Duplex. This Building Type is a small- to medium-sized structure that consists of two side-by-side dwelling units with a shared property line, both facing the street, or two stacked units. Both units fit within a single building massing, giving this Type the appearance of a medium to large single-family home. This type is appropriately scaled to fit within primarily single-family residential neighborhoods or medium-density neighborhoods.	**T4N** T4MS T5N T5MS T5C

Key **T#** **Allowed** T# **Not Allowed**

Table 15.04.401.080.A: Building Types Overview (Continued)

Building Type	Transect Zones
Rowhouse. This Building Type is a small- to medium-sized structure consisting of 3–8 rowhouses placed side-by-side and sharing common party walls. This Type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-family residential neighborhood into a neighborhood main street. Synonym: **Townhouse** In T5MS and T5C, this type is allowed only in the Open Sub-Zone.	**T4N** T4MS **T5N** **T5MS** **T5C**
Multi-Plex: Small. This Building Type is a medium-sized structure that consists of 3–6 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This Type has the appearance of a medium-sized family home and is appropriately scaled to fit in sparingly within primarily single-family residential neighborhoods or into medium-density neighborhoods. In T5MS and T5C, this type is allowed only in the Open Sub-Zone.	**T4N** T4MS **T5N** **T5MS** **T5C**
Multi-Plex: Large. This Building Type is a medium- to large-sized structure that consists of 7-18 side-by-side and/or stacked dwelling units, typically with one shared entry. This Type is appropriately scaled to fit in within medium-density neighborhoods or sparingly within large lot predominantly single-family residential neighborhoods. In T5MS and T5C, this type is allowed only in the Open Sub-Zone.	T4N T4MS **T5N** **T5MS** **T5C**
Stacked Flats. This Building Type is a medium- to large-sized structure that consists of multiple dwelling units. Each unit may have its own individual entry, or may share a common entry. This Type is appropriately scaled to fit adjacent to neighborhood serving main streets and walkable urban neighborhoods. This Building Type may include a courtyard. In T5MS and T5C, this type is allowed only in the Open Sub-Zone.	T4N T4MS **T5N** **T5MS** **T5C**
Courtyard Building: Small. This Building Type is a detached, House-Scale structure that consists of attached and/or stacked units, accessed from a shared courtyard. The shared court is common open space. Each unit may have its own individual entry, or up to four units may share a common entry. This Type is appropriately scaled to fit in sparingly within primarily single-family residential or medium-density neighborhoods.	**T4N** T4MS T5N T5MS T5C

Key **T#** **Allowed** T# **Not Allowed**

Table 15.04.401.080.A: Building Types Overview (Continued)

Building Type	Transect Zones
Courtyard Building: Large. This Building Type is a detached or attached, Block-Scale structure that consists of attached and/or stacked units, accessed from one or more shared courtyards. The shared court is common open space. The type is typically integrated into moderate-to-high-intensity neighborhoods and on main streets with a non-residential ground floor along the adjacent street.	T4N **T4MS** **T5N** **T5MS** **T5C**
Live/Work. This Building Type is a small- to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses. Both the ground-floor flex space and the dwelling unit are occupied by one entity. This Type is typically located within medium-density neighborhoods or in a location that transitions from a single-family residential neighborhood into a neighborhood main street.	T4N **T4MS** T5N **T5MS** **T5C**
Main Street Building. This Building Type is a small- to medium-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. This Type makes up the primary component of a neighborhood main street and portions of a downtown main street.	T4N **T4MS** T5N **T5MS** **T5C**
Mid-Rise. This Building Type is a medium- to large-sized structure, 4–8 stories tall, built on a large lot. It can be used to provide a vertical mix of uses, accommodating ground-floor retail, service, and/or structured parking with the upper-floors housing service or residential uses; it may also be a single-use building—typically service or residential—where ground-floor retail is not appropriate. This Type is a primary component of an urban downtown providing high-density buildings.	T4N T4MS **T5N** **T5MS** **T5C**
High-Rise. This Building Type is a large-sized structure, more than eight stories tall, built on a large lot that incorporates structured parking. It is used to provide a vertical mix of uses, with ground-floor retail or service uses and upper-floor commercial, service, or residential uses. This Type is a primary component of an urban downtown providing high-density buildings. In T5N, this type is allowed only in the T5N-135 Sub-Zone.	T4N T4MS **T5N** T5MS **T5C**

Key	**T#** Allowed	T# Not Allowed

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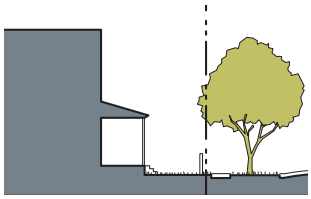
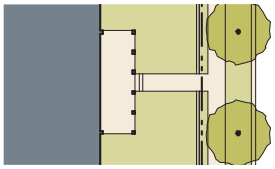
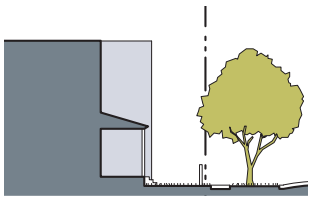
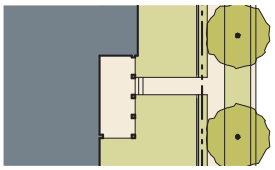
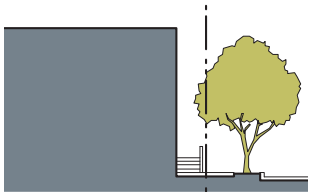
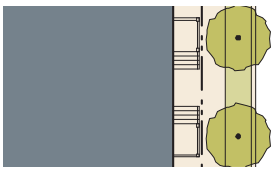
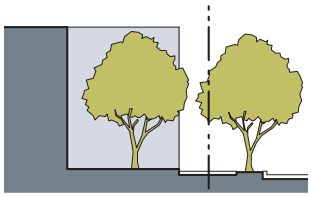
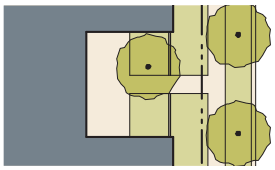
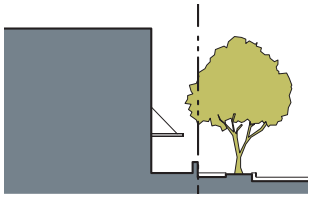
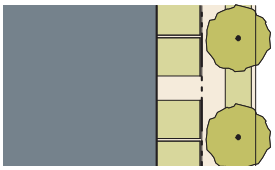
15.04.401.090 Frontage Types Overview. 9

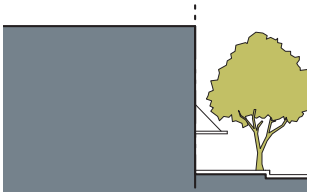
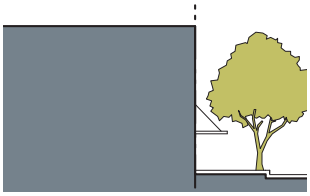
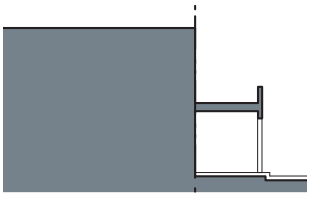
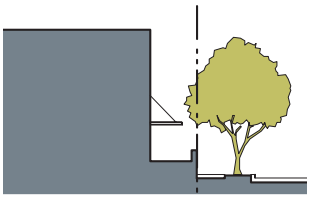
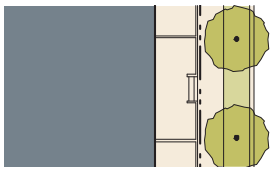
15.04.401.070.A Frontages Types Overview

The private frontage is the area between the building facade and the lot line.

Section	Plan	Frontage Type
		**Porch: Projecting.** The main facade of the building has a small to medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The projecting porch is open on three sides and all habitable space is located behind the setback line.
		**Porch: Engaged.** The main facade of the building has a small to medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The engaged porch has two adjacent sides of the porch that are engaged to the building while the other two sides are open.
		**Stoop.** The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side-loaded. This type is appropriate for residential uses with small setbacks.
		**Forecourt.** The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial areas.
		**Dooryard.** The frontage line is defined by a low wall or hedge and the main facade of the building is set back a small distance creating a small dooryard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and is intended for ground-floor residential in flex zones, live/work, and commercial uses ≤2,500 sf.

15.04.401.090.A Frontages Types Overview (continued)

The private frontage is the area between the building facade and the lot line.

Section	Plan	Frontage Type
LOT/ PRIVATE FRONTAGE R.O.W.	LOT/ PRIVATE FRONTAGE R.O.W.	
		**Shopfront.** The main facade of the building is at or near the frontage line with an at-grade entrance along the sidewalk. This type is intended for retail use. It has substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk. It may be used in conjunction with other frontage types. Syn: **Retail Frontage, Awning**.
		**Industrial Shopfront:** The main façade of the building is at or near the front building site line with an at-grade or elevated entrance from the sidewalk. This type is intended to showcase the activity of industrial artisan businesses as well as for retail sales of products made on-site. This type may include a decorative roll-down or sliding door, include glazing and an awning that encroaches the sidewalk.
		**Gallery.** The main facade of the building is at the frontage line and the gallery overlaps the sidewalk. This type is intended for buildings with ground-floor commercial uses and may be one or two stories. The gallery should provide the primary circulation along a frontage and extend far enough from the building to provide adequate protection and circulation for pedestrians.
		**Terrace.** The facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This type may also be used in historic industrial areas to mimic historic loading docks.

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15.04.402: Transect Zones

Sections:

15.04.402.010 Purpose.
15.04.402.020 T4 Neighborhood (T4N).
15.04.402.030 T4 Main Street (T4MS).
15.04.402.040 T5 Neighborhood (T5N).
15.04.402.050 T5 Main Street (T5MS).
15.04.402.050 T5 Core (T5C).
15.04.402.070 Land Use Table.

15.04.402.010 Purpose.

This Article provides regulatory standards governing building form and land use within the transect zones. The standards in this Article are a reflection of the community's vision for implementing the intent of the General Plan to preserve natural areas, to create walkable mixed-use neighborhoods, and reinforce downtown Richmond. They are intended to ensure that proposed development is compatible with existing and future development on neighboring properties and produces an environment of desirable character.

The standards of this Article shall apply to all proposed development within transect zones, and shall be considered in combination with the standards in Article 15.04.403 (Building Types), Article 15.04.404 (Frontage Standards), Article 15.04.405 (Architectural Standards), and Article 15.04.406 (General to Large Sites). If there is a conflict between any standards, the stricter standards shall apply.

For nonconforming uses, structures, and lots, see Article 15.04.606 (Nonconforming Uses, Structures And Lots).

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T4 Neighborhood (T4N)

15.04.402.020 T4 Neighborhood (T4N).

General note: The drawing above is intended to provide a brief overview of this Transect Zone and is illustrative only.

A. Intent

To provide a walkable, predominantly single-family neighborhood that integrates appropriate medium-density building types such as duplexes, multiplexes, and bungalow courts within walking distance to transit and commercial areas.

Detached or Attached
Lot Widths from 18' to 150'
Small-to-Medium Footprint
Small-to-Medium Front Setback
Small-to-No Side Setback
Up to 35' (30' in some areas)
Elevated Ground Floor
Diverse Mix of Residential Frontages

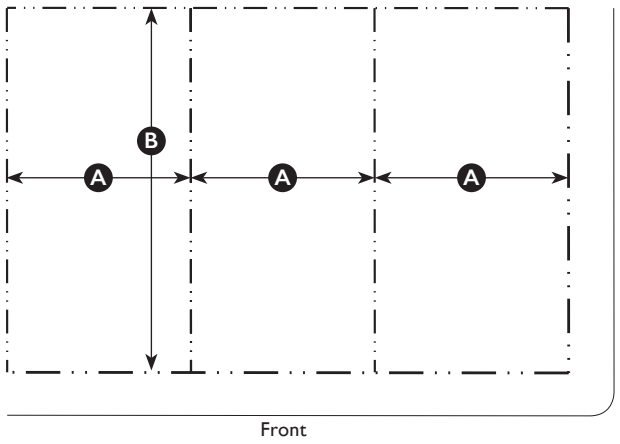
B. Sub-Zone(s)

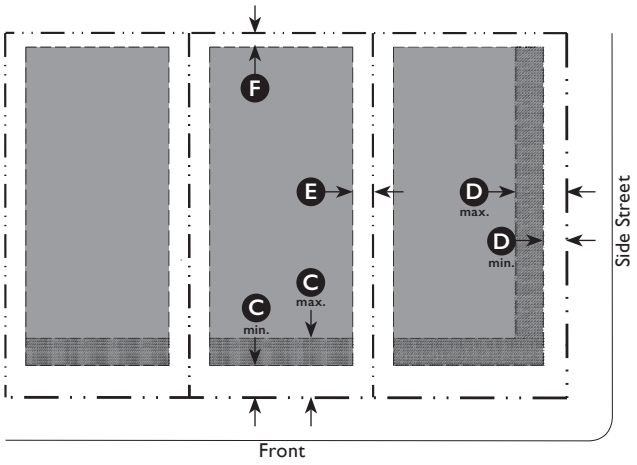
T4 Neighborhood-30' (T4N-30)
T4 Neighborhood-35' (T4N-35)
T4 Neighborhood-Open (T4N-O)

The height-based sub-zones allow different height limits for different neighborhood contexts.

The open sub-zone provides the same building form as in T5N-35 but allows for a more diverse mix of uses.

T4 Neighborhood (T4N).





Key

---- ROW / Lot Line --- Building Setback Line

Key

---- ROW / Lot Line Building Area

--- Building Setback Line Facade Zone

C. Allowed Building Types

Building Type	Lot/Design Site Width (A)	Depth (B)	Standards
Carriage House	n/a	n/a	15.04.403.040
Detached House	25' min.; 75' max.	80' min.	15.04.403.050
Cottage[1]	25' min.; 50' max.	80' min.	15.04.403.060
Bungalow Court	75' min.; 150' max.	80' min.	15.04.403.070
Duplex	25' min.; 75' max.[2]	80' min.	15.04.403.080
Rowhouse	18' min.; 35' max.	80' min.	15.04.403.090
Multi-Plex: Small	50' min.; 75' max.	80' min.	15.04.403.100
Courtyard Building: Small	70' min.; 100' max.	150' min.[3]	15.04.403.130

[1] When built as an accessory dwelling unit, standards for lot/design site dimensions do not apply.

[2] Maximum combined width of two lots.

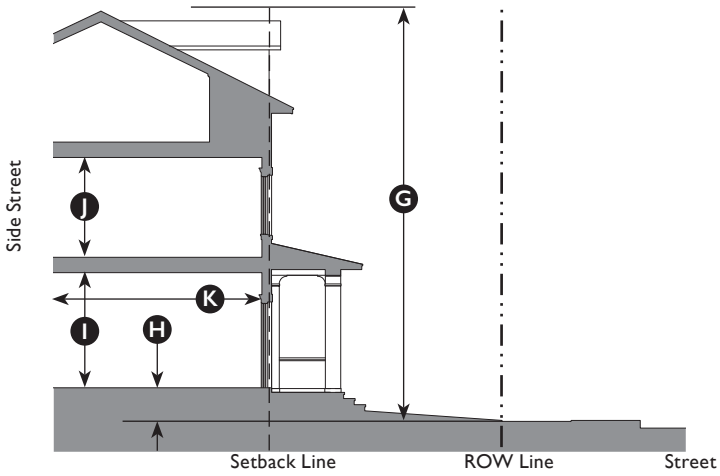
[3] 80' min. allowed for existing lots.

D. Building Placement

Setbacks (Distance from ROW / Lot Line)		
Front	10' min.[4]; 15' max.	C
Side Street	5' min.; 10' max.	D
Side:		E
Principal Structure	5' min.[5]	
Accessory Structure	0' min.	
Rear:		F
Principal Structure	5' min.	
Accessory Structure	0' min.	
Facade within Facade Zone:		
Front	50% min.	
Side Street	50% min.	

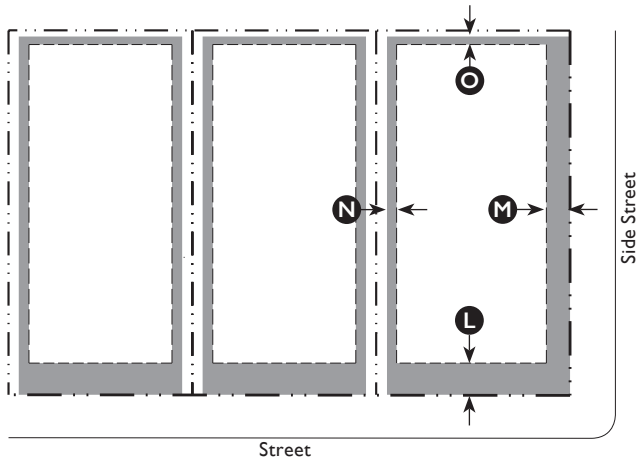
[4] Where existing adjacent buildings are in front of the regulated setback, the building may be set to align with the facade of the front most immediately adjacent property.

[5] No side setback required along the common lot line between Townhouse or Duplex Building Types.



Key

---- ROW / Lot Line --- Building Setback Line



Key

---- ROW / Lot Line

--- Building Setback Line

Encroachment Area

E. Building Form			
Height	**T4N-30**	**T4N-35/ T4N-O**	
Stories			
Principal Structure[6]	2 max.	2½ max.[7]	
Accessory Structure	2 max.	2 max.	
Overall			G
Principal Structure	30' max.	35' max.	
Accessory Structure	25' max.	25' max.	
Ground Floor Finish Level:			H
Residential, < 10' from ROW	18" min.		
Residential, ≥ 10' from ROW	0" min.		
Ceiling Height, Ground Floor	10' min. clear		I
Ceiling Height, Upper Floor(s)	9' min. clear		J
Footprint			
Per Article 15.04.403 (Building Types)			
Depth, Ground-Floor Space	30' min.[8]		K
Miscellaneous			
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.			

[6] Max. height of building types may be less than max. height for zone. See Article 15.04.403 (Building Types).

[7] Half Story allowed as defined in Article 15.04.104 (Key Terms and Definitions).

[8] For habitable/occupiable space only, except in Cottage Court Building Type.

F. Architectural Styles	
Allowed Architectural Styles	**Standards**
Contemporary	15.04.405.050
Art Deco	15.04.405.060
Industrial[9]	15.04.405.070
Spanish Revival	15.04.405.090
Victorian	15.04.405.100

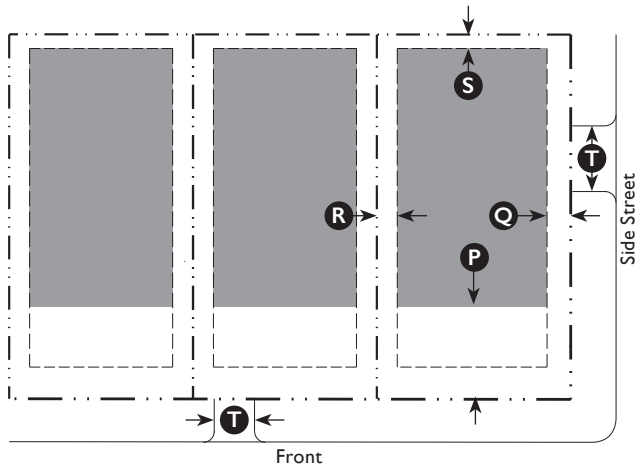
G. Encroachments and Frontage Types		
Allowed Encroachments[10,11]		
Front	10' max.	L
Side Street	5' max.	M
Side	2'-6" max.	N
Rear	2'-6" max.	O
Allowed Frontage Types		
See Article 15.04.403 (Building Types) for allowed Frontage Types.		

[9] Allowed only in the T4 Neighborhood-Open Sub-Zone. See Figure 15.04.405.070.1 in Section 15.04.405.070 for map of where style is allowed.

[10] Maximum allowed encroachments: See Article 15.04.404 (Frontage Types) for further refinement of the allowed encroachments for frontage elements.

[11] Encroachments into the ROW require the approval of an encroachment permit. Encroachments are not allowed in an alley ROW or across a lot line/design site boundary.

T4 Neighborhood (T4N).



Key

-·-·- ROW / Lot Line

Parking Area

– – – Building Setback Line

H. Parking		
Required Spaces[12]		
Residential Uses	1/1,000 sf min.[13]	
Lodging Uses	0.5/room min.	
Location (Distance from ROW / Lot Line)		
Front Setback	30' (from BTL)	P
Side Street Setback	10' (from BTL)	Q
Side Setback	5' min.[14]	R
Rear Setback	5' min.	S
Miscellaneous		
Parking Drive Width:		T
Front	12' max.	
Side Street/Alley	20' max.	

See Article 15.04.612 (Transportation Demand Management) for applicability and requirements.

[12] See Article 15.04.607 (Parking And Loading Standards) for uses not listed, general standards, and alternatives.

[13] No parking spaces required for affordable housing developments or first 2,000 sf of residential use.

[14] No side setback required along the common lot line between Townhouse or Duplex Building Types.

T4 Main Street (T4MS)

15.04.402.030 T4 Main Street (T4MS).

General note: The drawing above is intended to provide a brief overview of this Transect Zone and is illustrative only.

A. Intent

To provide a vibrant main-street mixed-use environment that serves as the focal point for the surrounding neighborhood and provides access to day-to-day amenities within walking distance

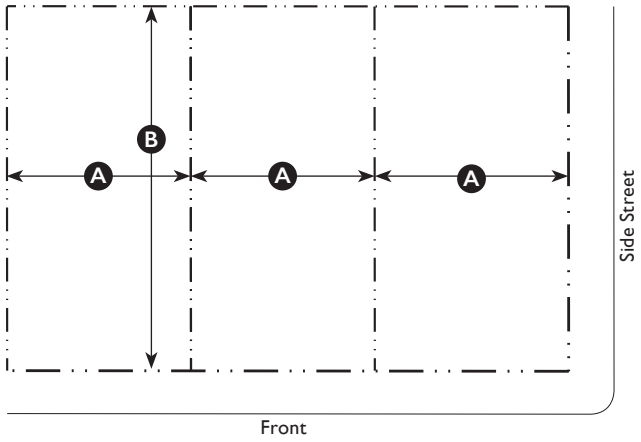
Attached
Lot Widths from 18' to 100'
Simple Wall Plane along Street
Small-to-Large Footprint
Buildings at ROW
Small-to-No Side Setback
Up to 45'
Flush Ground Floor
Primarily with Shopfronts

B. Sub-Zone(s)

T4 Main Street-Open (T4MS-O)

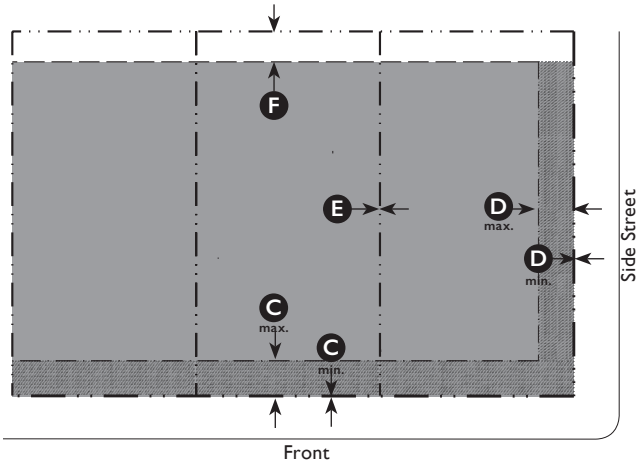
The open sub-zone provides the same building form but allow for a more diverse mix of uses.

T4 Main Street (T4MS).



Key

ROW / Lot Line



Key

ROW / Lot Line

Building Setback Line

Building Area

Facade Zone

C. Allowed Building Types

Building Type	Lot/Design Site Width A	Depth B	Standards
Carriage House	n/a	n/a	15.04.403.040
Cottage	n/a	n/a	15.04.403.060
Courtyard Building: Large	75' min.; 100' max.	100' min.[1]	15.04.403.140
Live/Work	18' min.; 35' max.	80' min.	15.04.403.150
Main Street	50' min.[2]; 150' max.	100' min.[1]	15.04.403.160

Buildings wider than 75' shall be designed to read as a series of buildings no wider than 50' each.

[1] 80' min. allowed for existing lots

[2] 25' min. allowed for existing lots

D. Building Placement

Build-to Lines (Distance from ROW / Lot Line)		
Front	0' min.; 10' max.[3]	C
Side Street	0' min.; 10' max.[3]	D
BTL Defined by a Building:		
Front, lots < 50' wide	100%	
Front, lots ≥ 50' wide	75% min.[4]	
Side Street	50% min.[4]	
Setbacks (Distance from ROW / Lot Line)		
Side	0' min.	E
Rear:		F
Adjacent to T5N, T4N, or Residential District	10' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	

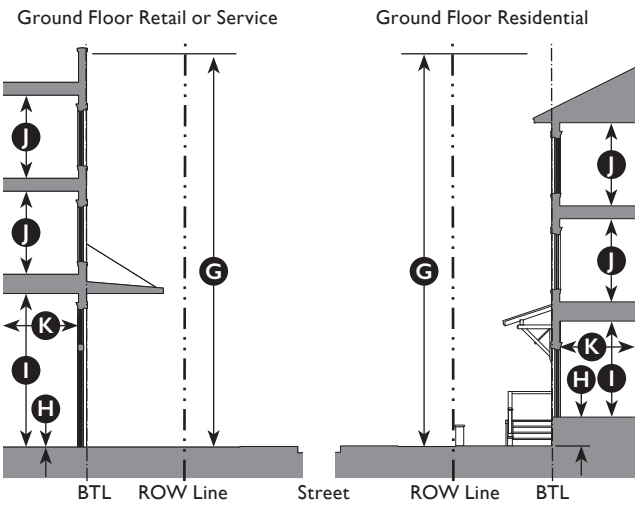
Miscellaneous

A building form with a chamfered corner is allowed on a corner lot if a corner entry is provided.

Fencing and/or gates shall be set behind max. front setback.

[3] See Official Zoning Map for locations where 0' BTL is required. BTLs located within this range that do not match the location of an existing adjacent building require the Director's approval.

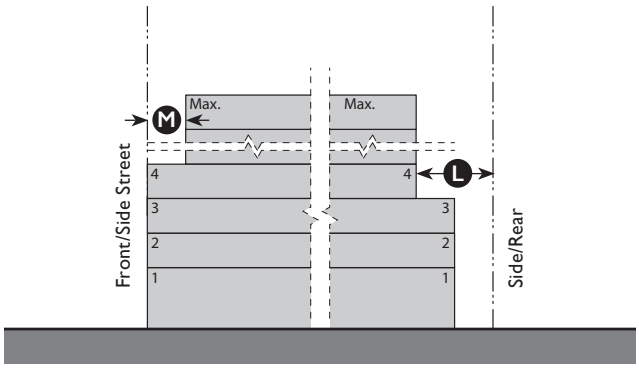
[4] On corner lots, the BTL must be defined by a building for the first 30' from the corner.



Key

-··- ROW / Lot Line

—·— Building Build-to Line



Key

-··- ROW / Property Line

Building

E. Building Form		
Height		
Stories		
Principal Structure[5]	4 max.[6]	
Accessory Structure	2 max.	
Overall		G
Principal Structure	45' max.[6]	
Accessory Structure	25' max.	
Ground Floor Finish Level:		H
Residential, < 10' from ROW	24" min.	
Residential, ≥ 10' from ROW	0" min.	
Retail or Service	6" max.	
Ceiling Height, Ground Floor:		I
Residential	10' min. clear	
Retail or Service	12' min. clear	
Ceiling Height, Upper Floor(s)	9' min. clear	J
Footprint		
Per Article 15.04.403 (Building Types)		
Depth, Ground-Floor Space:	30' min.	K
Miscellaneous		
Distance Between Entries along the Front:		
Entries to Ground Floor	50' max.	
Entries to Upper Floor(s)	100' max.	

[5] Max. height of building types may be less than max. height for zone. See Article 15.04.403 (Building Types).

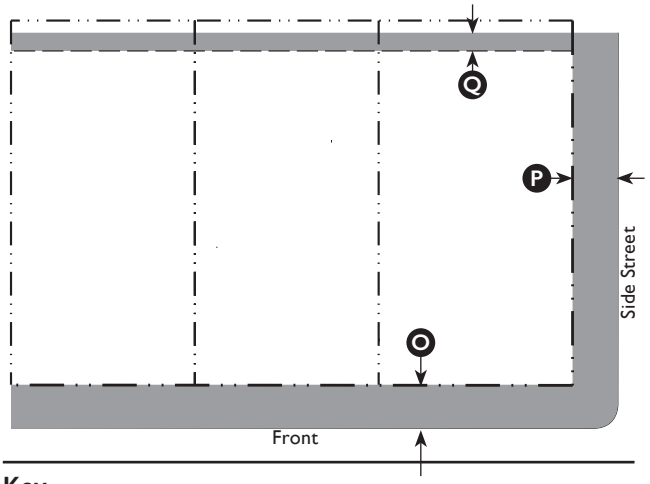
[6] 35' max. within 30' of a T4N or Residential District. L

E. Building Form (Continued)		
Miscellaneous		
Upper floors shall have a primary entrance along the front.		
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.		
Buildings wider than 75' shall be designed to read as a series of buildings no wider than 50' each.		
Upper Floor Front/Side Street Setback		
Floors 5+	10' min.	M

F. Architectural Styles	
Allowed Architectural Styles	**Standards**
Contemporary	15.04.405.050
Art Deco	15.04.405.060
Industrial[7]	15.04.405.070
Main Street Classical	15.04.405.080
Spanish Revival	15.04.405.090
Victorian	15.04.405.100

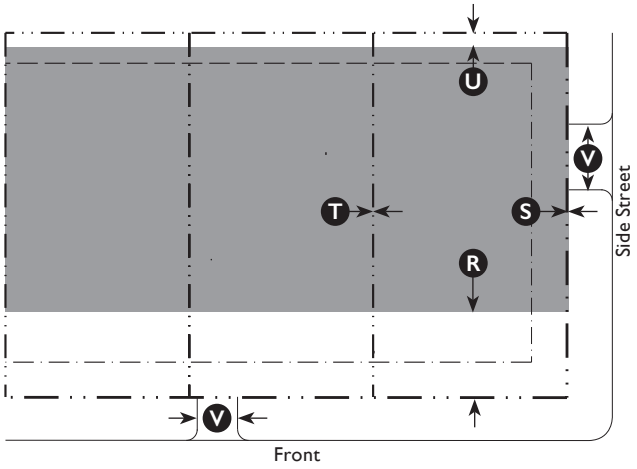
[7] See Figure 15.04.405.070.1 in Section 15.04.405.070 for map of where style is allowed.

T4 Main Street (T4MS).



Key

- ROW / Lot Line
- Building Build-to Line
- Building Setback Line
- Encroachment Area



Key

- ROW / Lot Line
- Building Setback Line
- Parking Area

G. Encroachments and Frontage Types		
Allowed Encroachments[8,9]		
Front	14' max.	O
Side Street	14' max.	P
Rear	5' max.	Q
Allowed Frontage Types		
See Article 15.04.403 (Building Types) for allowed Frontage Types.		

[8] Maximum allowed encroachments: See Article 15.04.404 (Frontage Types) for further refinement of the allowed encroachments for frontage elements.

[9] Encroachments into the ROW require the approval of an encroachment permit. Encroachments are not allowed in an alley ROW or across a lot line/design site boundary.

H. Parking		
Required Spaces[10]		
Residential Uses	1/1,000 sf min.[11]	
Lodging Uses	1/room max.	
Retail or Service Uses	2/1,000 sf min.[12]	
Location (Distance from ROW / Lot Line)		
Front Setback:		R
Ground floor	30' min. (from BTL)	
Upper floor(s)	30' min. (from BTL)	
Side Street Setback	0' min. (from BTL)	S
Side Setback	0' min.	T
Rear Setback:		U
Adjacent to T5N or T4N	5' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	
Miscellaneous		
Parking Drive Width:		V
Front	12' max.	
Side Street/Alley	20' max.	
See Article 15.04.612 (Transportation Demand Management) for applicability and requirements.		

[10] See Article 15.04.607 (Parking And Loading Standards) for uses not listed, general standards, and alternatives.

[11] No parking spaces required for affordable housing developments or first 2,000 sf of residential use.

[12] No parking spaces required for ground floor retail or service uses less than 5,000 sf.

T5 Neighborhood (T5N)

15.04.402.040 T5 Neighborhood (T5N).

General note: The drawing above is intended to provide a brief overview of this Transect Zone and is illustrative only.

A. Intent

To provide medium- to high-density housing in building types such as multiplexes, courtyard buildings, and mid-rise buildings (high-rise buildings in some areas) that transition from the surrounding lower-density neighborhoods to the higher-density mixed-use neighborhoods.

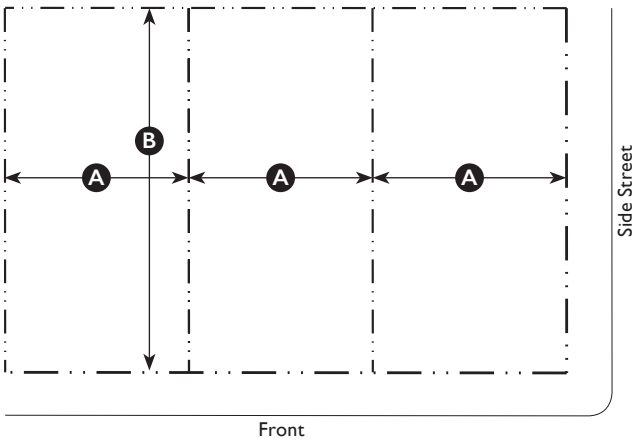
Detached or Attached
Lot Widths from 18' to 200'
Simple Wall Plane along Street
Small-to-Large Footprint
Buildings at or close to ROW
Small-to-No Side Setback
Up to 55' (135' in some areas)
Elevated Ground Floor
Stoops, Forecourts, and Dooryards

B. Sub-Zone(s)

T5 Neighborhood-55' (T5N-55)
T5 Neighborhood-135' (T5N-135)

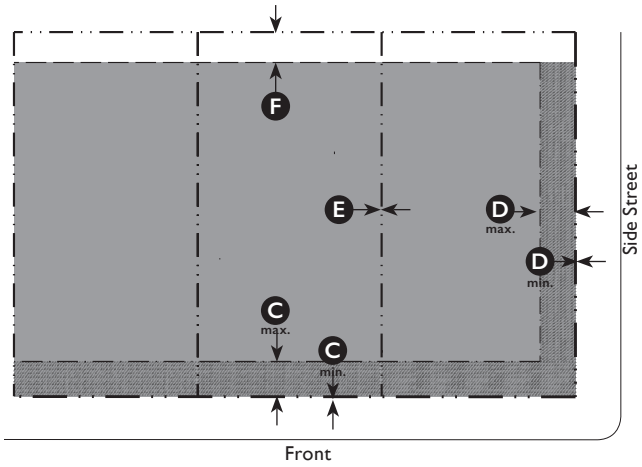
The sub-zones allow different height limits for different neighborhood contexts.

T5 Neighborhood (T5N).



Key

ROW / Lot Line



Key

ROW / Lot Line
Building Setback Line
Building Area
Facade Zone

C. Allowed Building Types

Building Type	Lot/Design Site Width (A)	Depth (B)	Standards
Carriage House	n/a	n/a	15.04.403.040
Cottage	n/a	n/a	15.04.403.060
Rowhouse	18' min.; 35' max.	80' min.	15.04.403.090
Multi-Plex: Small	50' min.; 75' max.	80' min.	15.04.403.100
Multi-Plex: Large	50' min.; 100' max.	100' min.[1]	15.04.403.110
Stacked Flats	100' min.; 200' max.	100' min.[1]	15.04.403.120
Courtyard Building: Large	75' min.; 200' max.	100' min.[1]	15.04.403.140
Mid-Rise	75' min.; 200' max.	100' min.	15.04.403.170
High-Rise[2]	200' min.	150' min.	15.04.403.180

[1] 80' min. allowed for existing lots

[2] Allowed only in the T5 Neighborhood-135' Sub-Zone.

D. Building Placement

Build-to Lines (Distance from ROW / Lot Line)		
Front	0' min.; 15' max.[3]	(C)
Side Street	0' min.; 15' max.[3]	(D)
BTL Defined by a Building:		
Front	60% min.[4]	
Side Street	60% min.[4]	
Setbacks (Distance from ROW / Lot Line)		
Side	0' min.	(E)
Rear:		(F)
Adjacent to T5N, T4N, or Residential Zone	10' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	

Miscellaneous

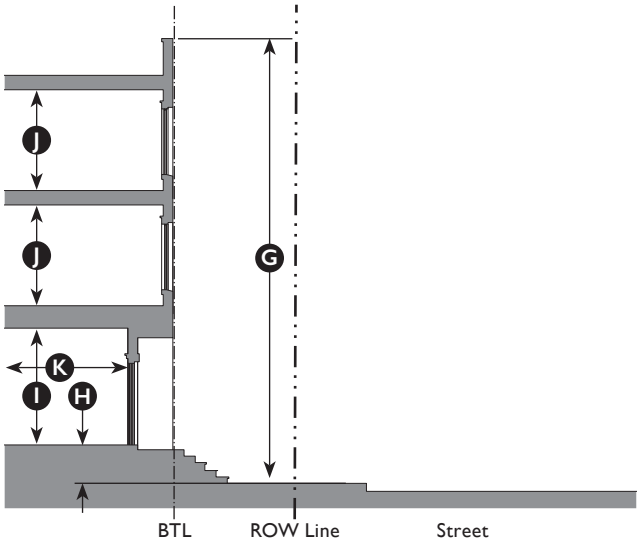
A building form with a chamfered corner is allowed on a corner lot if a corner entry is provided.

Entire BTL shall be defined by a building or a 24" to 42" high fence or stucco or masonry wall.

Fencing and/or gates shall be set behind max. front setback.

[3] See Official Zoning Map for locations where 0' BTL is required. BTLs located within this range that do not match the location of an existing adjacent building require the Director's approval.

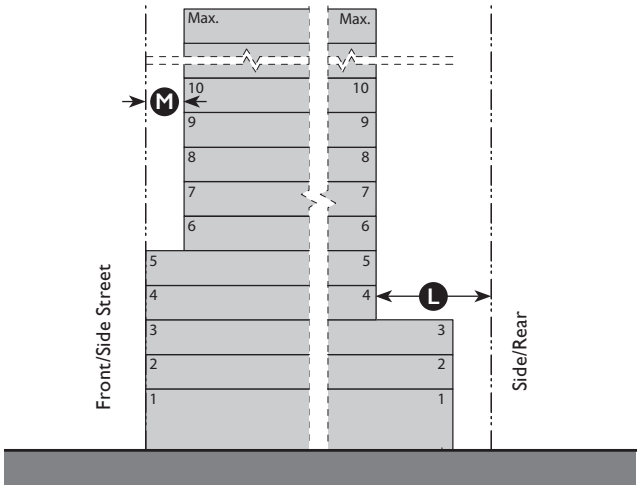
[4] On corner lots, the BTL must be defined by a building for the first 50' from the corner.



Key

---- ROW / Lot Line

—·— Building Build-to Line



Key

---- ROW / Property Line

Building

E. Building Form		
Height	**T5N-55**	**T5N-135**
Stories		
Principal Structure[5]	5 max.[6]	12 max.[6]
Overall		G
Principal Structure	55' max.[6]	135' max.[6]
Ground Floor Finish Level:		H
Residential, < 10' from ROW	24" min.	
Residential, ≥ 10' from ROW	0" min.	
Ceiling Height, Ground Floor	10' min. clear	I
Ceiling Height, Upper Floor(s)	9' min. clear	J
Footprint		
Per Article 15.04.403 (Building Types)		
Depth, Ground-Floor Space	20' min.	K
Miscellaneous		
Distance Between Entries along the Front:		
Entries to Ground Floor	50' max.	
Entries to Upper Floor(s)	100' max.	
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.		
Buildings wider than 100' shall be designed to read as a series of buildings no wider than 75' each.		

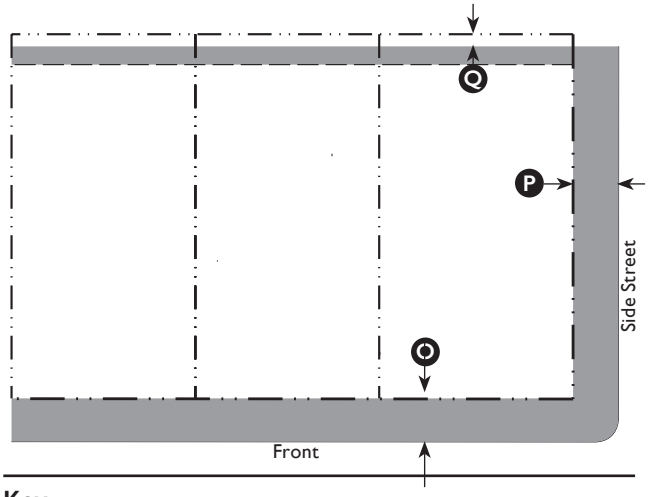
[5] Max. height of building types may be less than max. height for zone. See Article 15.04.403 (Building Types).

[6] 35' max. within 50' of a T4N or Residential District. L

E. Building Form (continued)		
Upper Floor Front/Side Street Setback		
Floors 6+	10' min.	M

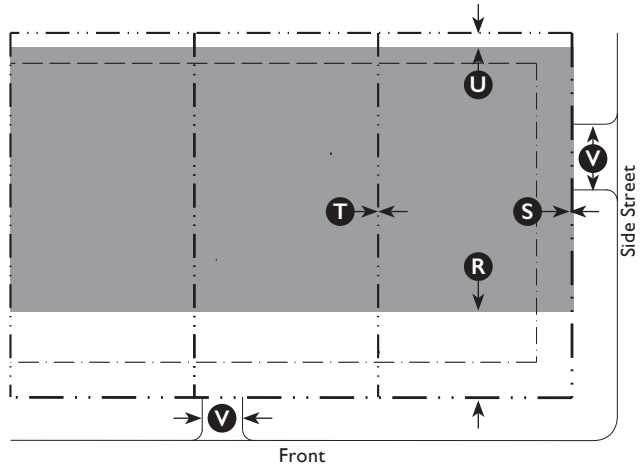
F. Architectural Styles	
Allowed Architectural Styles	**Standards**
Contemporary	15.04.405.050
Art Deco	15.04.405.060
Spanish Revival	15.04.405.090
Victorian	15.04.405.100

T5 Neighborhood (T5N).



Key

- ROW / Lot Line
- Building Setback Line
- Building Build-to Line
- Encroachment Area



Key

- ROW / Lot Line
- Parking Area
- Building Setback Line

G. Encroachments and Frontage Types		
Allowed Encroachments[7,8]		
Front	14' max.	O
Side Street	14' max.	P
Rear	5' max.	Q
Allowed Frontage Types		
See Article 15.04.403 (Building Types) for allowed Frontage Types.		

[7] Maximum allowed encroachments: See Article 15.04.404 (Frontage Types) for further refinement of the allowed encroachments for frontage elements.

[8] Encroachments into the ROW require the approval of an encroachment permit. Encroachments are not allowed in an alley ROW or across a lot line/design site boundary.

H. Parking		
Required Spaces[9]		
Residential Uses	1.25/unit max.	
Lodging Uses	0.5/room min.	
Location (Distance from ROW / Lot Line)		
Front Setback	30' min. (from BTL)	R
Side Street Setback	0' min. (from BTL)	S
Side Setback	0' min.	T
Rear Setback:		U
Adjacent to T5N or T4N	5' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	
Miscellaneous		
Parking Drive Width:		V
Front, ≤ 40 spaces	12' max.	
Front, > 40 spaces	20' max.	
Side Street/Alley	20' max.	
% of Frontage along Front	20% max.	
See Article 15.04.612 (Transportation Demand Management) for applicability and requirements.		

[9] See Article 15.04.607 (Parking And Loading Standards) for uses not listed, general standards, and alternatives.

T5 Main Street (T5MS)

15.04.402.050 T5 Main Street (T5MS).

General note: The drawing above is intended to provide a brief overview of this Transect Zone and is illustrative only.

A. Intent

To provide a vibrant, walkable urban main street commercial area that provides locally- and regionally-serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices.

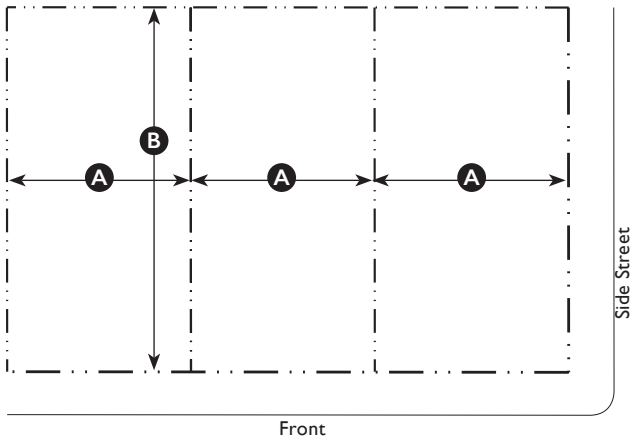
Attached
Lot Widths from 18' to 200'
Simple Wall Plane along Street
Small-to-Large Footprint
Buildings at or close to ROW
No Side Setback
Up to 55' (35' in some areas)
Flush Ground Floor
Primarily with Shopfronts

B. Sub-Zone(s)

T5 Main Street-Open (T5MS-O)

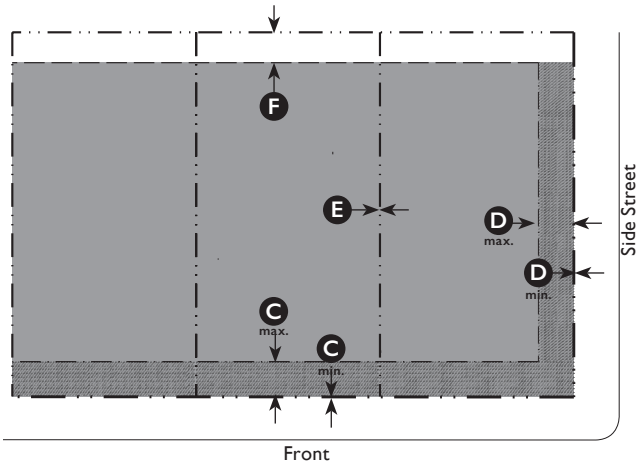
The open sub-zone allows for a more diverse mix of uses and building types.

T5 Main Street (T5MS).



Key

---- ROW / Lot Line



Key

---- ROW / Lot Line

--- Building Setback Line

Building Area

Facade Zone

C. Allowed Building Types

Building Type	Lot/Design Site Width (A)	Depth (B)	Standards
Carriage House	n/a	n/a	15.04.403.040
Rowhouse[1]	18' min.; 35' max.	80' min.	15.04.403.090
Multi-Plex: Small[1]	50' min.; 75' max.	80' min.	15.04.403.100
Multi-Plex: Large[1]	50' min.; 100' max.	100' min.[2]	15.04.403.110
Stacked Flats[1]	100' min.; 200' max.	100' min.[2]	15.04.403.120
Courtyard Building: Large	75' min.; 100' max.	100' min.[2]	15.04.403.140
Live/Work	18' min.; 35' max.	80' min.	15.04.403.150
Main Street Building	50' min.[3]; 150' max.	100' min.[2]	15.04.403.160
Mid-Rise	100' min.; 200' max.	100' min.	15.04.403.170

[1] Allowed only in the T5 Main Street-Open Sub-Zone.

[2] 80' min. allowed for existing lots

[3] 25' min. allowed for existing lots

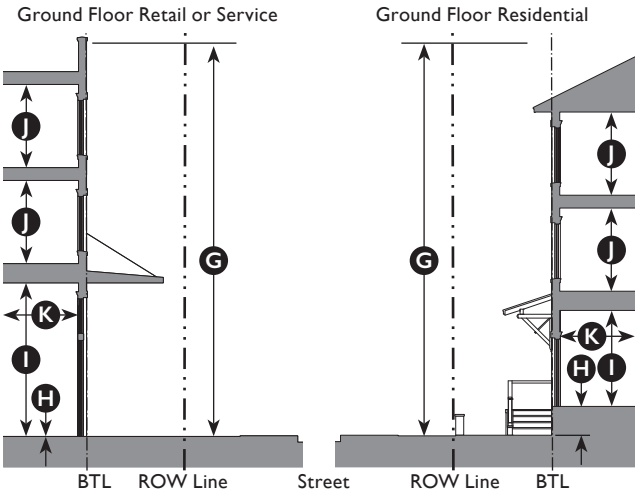
D. Building Placement

Build-to Lines (Distance from ROW / Lot Line)		
Front	0' min.; 10' max.[4]	C
Side Street	0' min.; 10' max.[4]	D
BTL Defined by a Building:		
Front, lots < 50' wide	100%	
Front, lots ≥ 50' wide	75% min.[5]	
Side Street	50% min.[5]	
Setbacks (Distance from ROW / Lot Line)		
Side	0' min.	E
Rear:		F
Adjacent to T5N, T4N, or Residential Zone	10' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	
Miscellaneous		
A building form with a chamfered corner is allowed on a corner lot if a corner entry is provided.		
Fencing and/or gates shall be set behind max. front setback.		

[4] See Official Zoning Map for locations where 0' BTL is required. BTLs located within this range that do not match the location of an existing adjacent building require the Director's approval.

[5] On corner lots, the BTL must be defined by a building for the first 50' from the corner.

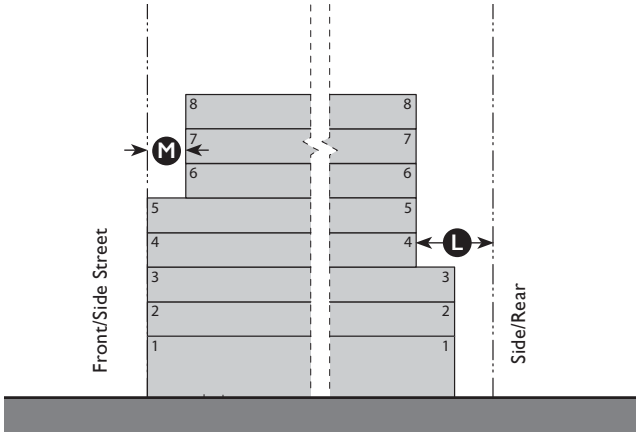
T5 Main Street (T5MS).



Key

---- ROW / Lot Line

—·— Building Build-to Line



Key

–·–· ROW / Property Line

Building

E. Building Form		
Height		
Stories		
Principal Structure[6]	5 max.[7]	
Overall		G
Principal Structure	55' max.[7]	
For T5MS-O zones along San Pablo Avenue, the max. height shall not exceed 3 stories or 35 feet when abutting a single family residential zone.		
Ground Floor Finish Level:		H
Residential, < 10' from ROW	24" min.	
Residential, ≥ 10' from ROW	0" min.	
Retail or Service	6" max.	
Ceiling Height, Ground Floor:		I
Residential	10' min. clear	
Retail or Service	12' min. clear	
Ceiling Height, Upper Floor(s)	9' min. clear	J
Footprint		
Per Article 15.04.403 (Building Types)		
Depth, Ground-Floor Space:	30' min.	K

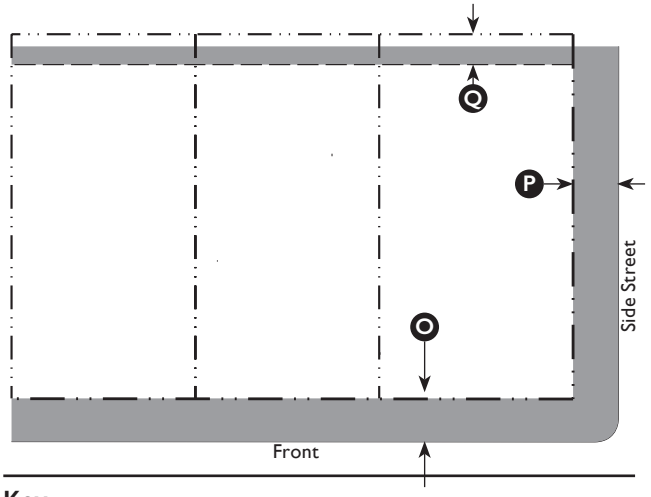
[6] Max. height of building types may be less than max. height for zone. See Article 15.04.403 (Building Types).

[7] 35' max. within 50' of a T4N or Residential District. L

E. Building Form (continued)		
Miscellaneous		
Distance Between Entries along the Front:		
Entries to Ground Floor	50' max.	
Entries to Upper Floor(s)	100' max.	
Upper floors shall have a primary entrance along the front		
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.		
Buildings wider than 150' shall be designed to read as a series of buildings no wider than 100' each.		
Upper Floor Front/Side Street Setback		
Floors 6+	10' min.	M

F. Architectural Styles	
Allowed Architectural Styles	**Standards**
Contemporary	15.04.405.050
Art Deco	15.04.405.060
Main Street Classical	15.04.405.080
Spanish Revival	15.04.405.090
Victorian	15.04.405.100

T5 Main Street (T5MS).



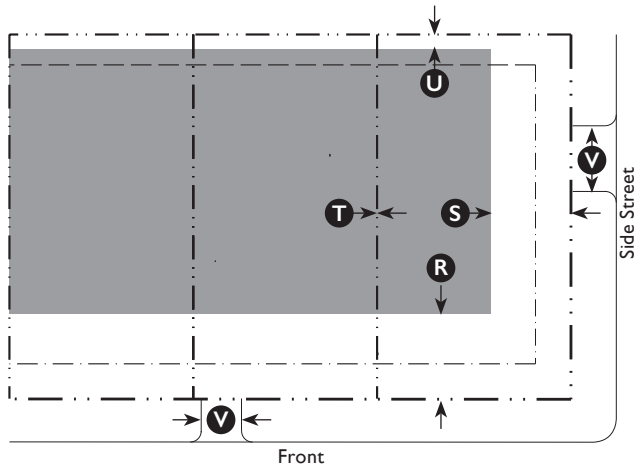
Key

- ROW / Lot Line
- Building Build-to Line
- Building Setback Line
- Encroachment Area

G. Encroachments and Frontage Types		
Allowed Encroachments[8,9]		
Front	14' max.	O
Side Street	14' max.	P
Rear	5' max.	Q
Allowed Frontage Types		
See Article 15.04.403 (Building Types) for allowed Frontage Types.		

[8] Maximum allowed encroachments: See Article 15.04.404 (Frontage Types) for further refinement of the allowed encroachments for frontage elements.

[9] Encroachments into the ROW require the approval of an encroachment permit. Encroachments are not allowed in an alley ROW or across a lot line/design site boundary.



Key

- ROW / Lot Line
- Building Setback Line
- Parking Area

H. Parking		
Required Spaces[10]		
Residential Uses	1.25/unit max.	
Lodging Uses	1/room max.	
Retail or Service Uses	2/1,000 sf min.[11]	
Location (Distance from ROW / Lot Line)		
Front Setback:	30' min. (from BTL)	R
Side Street Setback:		S
Ground floor	30' min. (from BTL)	
Upper floor(s)	0' min. (from BTL)	
Side Setback	0' min.	T
Rear Setback:		U
Adjacent to T5N or T4N	5' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	
Miscellaneous		
Parking Drive Width:		V
Front, ≤ 40 spaces	12' max.	
Front, > 40 spaces	20' max.	
Side Street/Alley	20' max.	
% of Frontage along Front	20% max.	
See Article 15.04.612 (Transportation Demand Management) for applicability and requirements.		

[10] See Article 15.04.607 (Parking And Loading Standards) for uses not listed, general standards, and alternatives.

[11] No parking spaces required for uses less than 5,000 sf.

T5 Core (T5C)

15.04.402.050 T5 Core (T5C).

General note: The drawing above is intended to provide a brief overview of this Transect Zone and is illustrative only.

A. Intent

To provide a high-density, vibrant, walkable urban downtown that provides locally- and regionally-serving commercial, retail, entertainment, and civic and public uses, as well as a variety of urban housing choices.

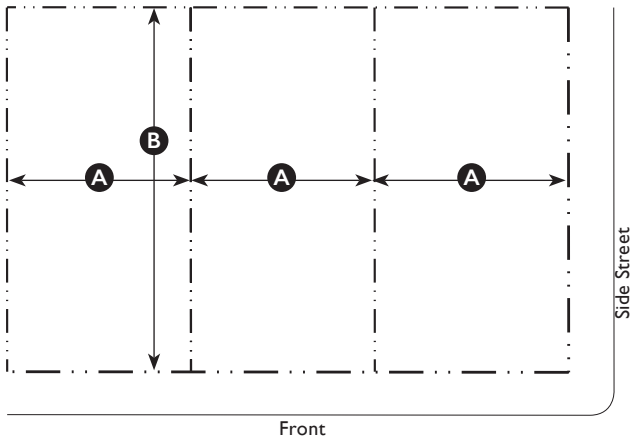
Attached
Lot Widths from 18' to 300'
Simple Wall Plane along Street
Small-to-Large Footprint
Buildings at or close to ROW
No Side Setback
Up to 135'
Flush Ground Floor
Primarily with Shopfronts

B. Sub-Zone(s)

T5 Core-Open (T5C-O)

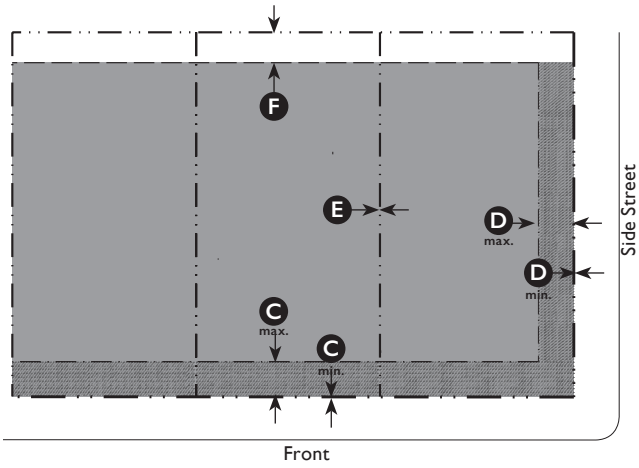
The open sub-zone allows for a more diverse mix of uses and building types.

T5 Core (T5C).



Key

ROW / Lot Line



Key

ROW / Lot Line
Building Setback Line
Building Area
Facade Zone

C. Allowed Building Types

Building Type	Lot/Design Site Width (A)	Depth (B)	Standards
Rowhouse[1]	18' min.; 35' max.	80' min.	15.04.403.090
Multi-Plex: Small[1]	50' min.; 75' max.	80' min.	15.04.403.100
Multi-Plex: Large[1]	50' min.; 100' max.	100' min.[2]	15.04.403.110
Stacked Flats[1]	100' min.; 200' max.	100' min.[2]	15.04.403.120
Courtyard Building: Large	75' min.; 100' max.	100' min.[2]	15.04.403.140
Live/Work	18' min.; 35' max.	80' min.	15.04.403.150
Main Street Building	50' min.[3]; 150' max.	100' min.[2]	15.04.403.160
Mid-Rise	100' min.; 300' max.	100' min.	15.04.403.170
High-Rise	200' min.	150' min.	15.04.403.180

[1] Allowed only in the T5 Core-Open Sub-Zone.

[2] 80' min. allowed for existing lots

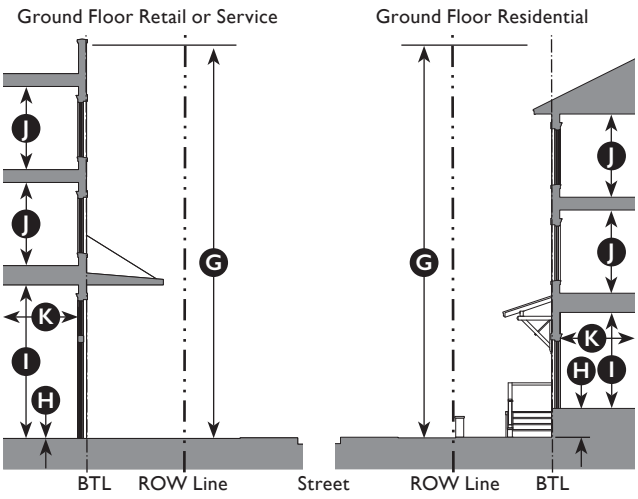
[3] 25' min. allowed for existing lots

D. Building Placement

Build-to Lines (Distance from ROW / Lot Line)		
Front	0' min.; 10' max.[4]	C
Side Street	0' min.; 10' max.[4]	D
BTL Defined by a Building:		
Front	100%	
Side Street	80% min.[5]	
Setbacks (Distance from ROW / Lot Line)		
Side	0' min.	E
Rear:		F
Adjacent to T5N, T4N, or Residential Zone	10' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	
Miscellaneous		
A building form with a chamfered corner is allowed on a corner lot if a corner entry is provided.		
Fencing and/or gates shall be set behind max. front setback.		

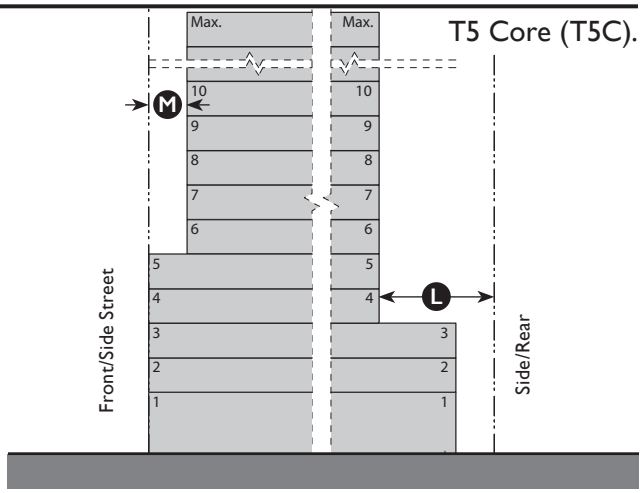
[4] See Official Zoning Map for locations where 0' BTL is required. BTLs located within this range that do not match the location of an existing adjacent building require the Director's approval.

[5] On corner lots, the BTL must be defined by a building for the first 50' from the corner.



Key

-··- ROW / Lot Line —·— Building Build-to Line



Key

-··- ROW / Property Line Building

E. Building Form		
Height		
Stories		
Principal Structure[6]	12 max.[7]	
Overall		G
Principal Structure	135' max.[7]	
Ground Floor Finish Level:		H
Residential, < 10' from ROW	24" min.	
Residential, ≥ 10' from ROW	0" min.	
Retail or Service	6" max.	
Ceiling Height, Ground Floor:		I
Residential	10' min. clear	
Retail or Service	12' min. clear	
Ceiling Height, Upper Floor(s)	9' min. clear	J
Footprint		
Per Article 15.04.403 (Building Types)		
Depth, Ground-Floor Space:	30' min.	K
Miscellaneous		
Distance Between Entries along the Front:		
Entries to Ground Floor	50' max.	
Entries to Upper Floor(s)	100' max.	
Upper floors shall have a primary entrance along the front		
Loading docks, overhead doors, and other service entries may not be located on street-facing facades.		

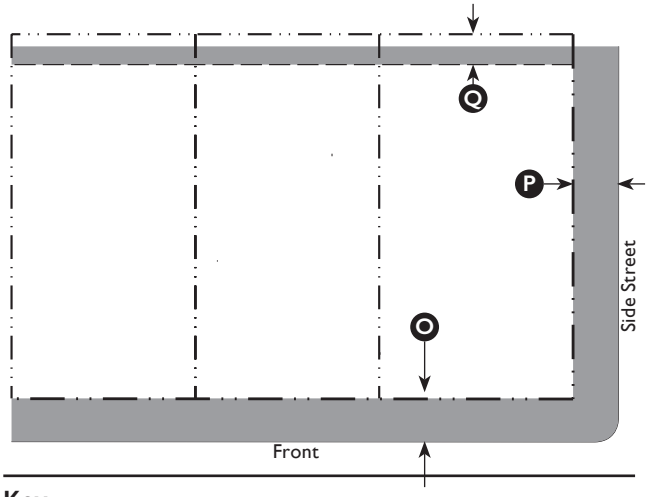
[6] Max. height of building types may be less than max. height for zone. See Article 15.04.403 (Building Types).

[7] 35' max. within 50' of a T4N or Residential District. L

E. Building Form (continued)		
Buildings wider than 150' shall be designed to read as a series of buildings no wider than 100' each.		
Upper Floor Front/Side Street Setback		
Floors 6+	10' min.	M

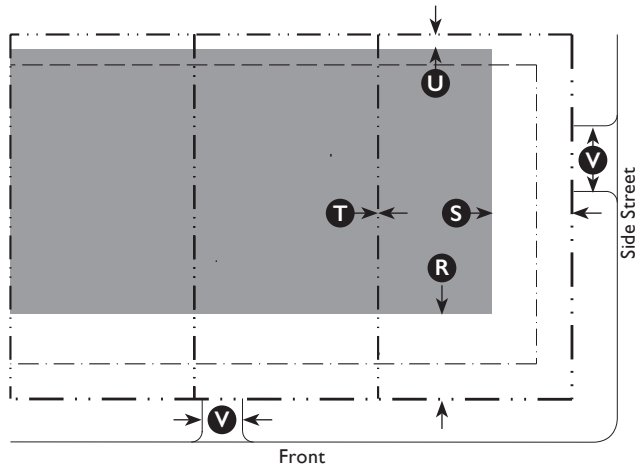
F. Architectural Styles	
Allowed Architectural Styles	**Standards**
Contemporary	15.04.405.050
Art Deco	15.04.405.060
Main Street Classical	15.04.405.080
Spanish Revival	15.04.405.090
Victorian	15.04.405.100

T5 Core (T5C).



Key

ROW / Lot Line
Building Setback Line
Building Build-to Line
Encroachment Area



Key

ROW / Lot Line
Parking Area
Building Setback Line

G. Encroachments and Frontage Types		
Allowed Encroachments[8,9]		
Front	14' max.	O
Side Street	14' max.	P
Rear	5' max.	Q
Allowed Frontage Types		
See Article 15.04.403 (Building Types) for allowed Frontage Types.		

[8] Maximum allowed encroachments: See Article 15.04.404 (Frontage Types) for further refinement of the allowed encroachments for frontage elements.

[9] Encroachments into the ROW require the approval of an encroachment permit. Encroachments are not allowed in an alley ROW or across a lot line/design site boundary.

H. Parking		
Required Spaces[10]		
Residential Uses	1.25/unit max.	
Lodging Uses	1/room max.	
Retail or Service Uses	2/1,000 sf min.[11]	
Location (Distance from ROW / Lot Line)		
Front Setback:	30' min. (from BTL)	R
Side Street Setback:		S
Ground floor	30' min. (from BTL)	
Upper floor(s)	0' min. (from BTL)	
Side Setback	0' min.	T
Rear Setback:		U
Adjacent to T5N or T4N	5' min.	
Adjacent to all other zone(s)	0' min.	
Adjacent to Alley	0' min.	
Miscellaneous		
Parking Drive Width:		V
Front, ≤ 40 spaces	12' max.	
Front, > 40 spaces	20' max.	
Side Street/Alley	20' max.	
% of Frontage along Front	20% max.	
See Article 15.04.612 (Transportation Demand Management) for applicability and requirements.		

[10] See Article 15.04.607 (Parking And Loading Standards) for uses not listed, general standards, and alternatives.

[11] No parking spaces required for uses less than 5,000 sf.

15.04.402.070 Land Use Table.

Table 15.05.040.A: Land Use[1]	T4N	T4N-O	T4MS	T4MS-O	T5N	T5MS	T5MS-O	T5C	T5C-O
Residential									
Single-Family, Attached or Detached[4]	P	P	–	A	P	–	A	P[2]	P[2]
Accessory Dwelling Units	P	P	P[2]	P	P	P[2]	P	P[2]	P[2]
Multi-Unit Dwellings[4]	P	P	P[2]	P	P	P[2]	P	P[2]	A/P[3]
Accessory Uses[5]	P	P	P	P	P	P	P	P	P
Accessory Short-Term Rentals[6] ("Home-shares")	P	P	P[2]	P	P	P[2]	P	P[2]	P
Group Residential	A	P	P[2]	P	A	P[2]	P	P[2]	A/P[3]
Congregate Housing	A	P	P[2]	P	A	P[2]	P	P[2]	A/P[3]
Senior Group Residential	A	P	P[2]	P	A	P[2]	P	P[2]	A/P[3]
Elderly and Long-Term Care	A	C	C[2]	C	A	C[2]	C	P[2]	A/P[3]
Family Day Care:									
Small	P	P	P[2]	A	P	P[2]	A	P[2]	P[2]
Large	C	A	C[2]	A	C	C[2]	A	A[2]	A
Residential Facility:									
Residential Care, Limited	P	C	A[2]	A	P	A[2]	A	P[2]	A/P[3]
Residential Care, General/Senior	A	C	C[2]	C	A	C[2]	C	P[2]	A/P[3]
Hospice, Limited	P	P	P[2]	P	P	P[2]	P	P[2]	A/P[3]
Hospice, General	C	C	C[2]	C	C	C[2]	C	C[2]	C
Supportive Housing	P	P	P[2]	P	P	P[2]	P	P[2]	A/P[3]
Transitional Housing	P	C	C[2]	C	P	C[2]	C	P[2]	A/P[3]

Key	
P	Permitted Use
A	Administrative Use Permit Required
C	Conditional Use Permit Required
–	Prohibited Use

End Notes

Uses not listed are specifically prohibited unless the Director interprets that a use is consistent pursuant to this Form-Based Code.

[1] See Section 15.04.104.020 (Definitions) for use type definitions.

[2] Use classification for use on upper floor(s) or behind an allowed ground-floor use.

[3] Classification for use on ground-floor where non-residential or "active use" required as indicated in 15.04.101.070 (Official Zoning Map) / Classification for use on upper floor or behind an allowed ground-floor use.

[4] May be a stand-alone use or a component of a mixed-use project.

[5] See Zoning Ordinance Section 15.04.601.010 for standards for Accessory Uses and Structures.

[6] See Zoning Ordinance Section 15.04.610.030 for standards for Accessory Short-Term Rentals ("Home-shares").

Land Use Table.

Table 15.05.040.A: Land Use[1]	T4N	T4N-O	T4MS	T4MS-O	T5N	T5MS	T5MS-O	T5C	T5C-O
Commercial									
Animal Sales and Services:									
Boarding Kennel	–	C	A[2]	A	–	A[2]	A	A/P[3]	A
Clinic/Hospital	–	A	A/P[3]	P	–	A/P[3]	P	A/P[3]	P
Grooming	–	A	P	P	–	P	P	P	P
Retail Sales (Pet Shops)	–	A	P	P	–	P	P	P	P
Veterinary Services	–	A	A/P[3]	P	–	A/P[3]	P	A/P[3]	P
Auto Vehicle Sales and Services:									
Alternative Fuels and Recharging Facility	–	–	A	A	–	A	A	A	A
Automobile Rentals	–	–	–	C	–	–	C	A	A
Automobile/Vehicle Repair, Minor	–	–	–	A	–	–	A	A	A
Automobile/Vehicle Repair, Major	–	–	–	C	–	–	C	C	C
Automobile/Vehicle Washing	–	–	A	A	–	A	A	A	A
Service Stations	–	–	–	C	–	–	C	–	C
Banks and Financial Institutions:									
Bank and Savings and Loan	–	–	P	P	–	P	P	P	P
Nontraditional Financial	–	–	C	A	–	C	A	C	A
Business Services	–	A	P	P	–	P	P	P	P
Catering Service	–	A	A	A	–	A	A	A	A
Commercial Entertainment and Recreation:									
Cinema, Theater	–	–	C	C	–	C	C	C	C
Small-scale Facility ≤5,000 sf	–	–	P	P	–	P	P	P	P
Large-scale Facility >5,000 sf	–	–	–	C	–	–	C	C	C
Eating and Drinking Establishments:									
Bars/Night Clubs/Lounges	–	–	A	C	–	A	C	A	A
Restaurants, Limited or Full Service	–	–	P	P	–	P	P	P	A
Restaurant with Drive Through Service	–	–	–	C	–	–	C	–	–
Outdoor Dining and Seating	–	–	A	A	–	A	A	P	P

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End Notes

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[1] See Section 15.04.104.020 (Definitions) for use type definitions.

[2] Use classification for use on upper floor(s) or behind an allowed ground-floor use.

[3] Classification for use on ground-floor / Classification for use on upper floor or behind an allowed ground-floor use.

Table 15.05.040.A: Land Use[1]	T4N	T4N-O	T4MS	T4MS-O	T5N	T5MS	T5MS-O	T5C	T5C-O
Commercial (continued)									
Finance, Insurance and Real Estate Services	–	A	P	P	–	P	P	P	P
Food and Beverage Sales:[7]									
Convenience Markets ≤5,000 sf	–	A	P	P	–	P	P	P	P
Convenience Markets >5,000 sf	–	–	A	A	–	A	A	C	C
Farmers Markets	P	P	P	P	P	P	P	P	P
General Markets	–	–	A	A	–	P	P	P	P
Liquor Stores	–	–	C	C	–	C	C	C	C
Outdoor Vendors	–	–	A	A	–	A	A	A	A
Funeral and Interment Services	–	C	A	A	–	A	A	A	A
Live/Work	–	A	P	P	–	P	P	P	P
Instructional Services	–	P	P	P	–	P	P	P	P
Maintenance and Repair Services	–	–	–	A	–	–	A	–	A
Media Production	A	C	A[2]	A	A	A[2]	A	A[2]	P
Mobile Vending Unit	–	–	A	A	–	A	A	A	A
Offices	–	A	P	P	–	P	P	P	P
Parking Facility, Commercial	–	–	P[2]	P[2]	–	P[2]	P[2]	P[2]	P[2]
Personal Services, except	–	P	P	P	–	P	P	P	P
Health/Fitness Facility	–	A/P[3]	P	P	–	P	P	P	P
Printing and Publishing	A	C	A[2]	A	A	A[2]	A	A[2]	P
Retail Sales:									
General Retail Sales, ≤25,000 sf	–	A	P	P	–	P	P	P	P
General Retail Sales, >25,000 sf	–	–	–	–	–	–	–	A	A
Secondhand Store	–	A	A	A	–	A	A	C	A
With Drive-Through	–	–	–	C	–	–	C	–	–
Transient Lodging:									
Bed and Breakfast Lodging	P	P	P[2]	P	P	P[2]	P	P[2]	P
Hotel and Motel	A	–	P[2]	P	A	P[2]	P	P[2]	P

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End Notes

Uses not listed are specifically prohibited unless the Director interprets that a use is consistent pursuant to this Form-Based Code.

[1] See Section 15.04.104.020 (Definitions) for use type definitions.

[2] Use classification for use on upper floor(s) or behind an allowed ground-floor use.

[3] Classification for use on ground-floor / Classification for use on upper floor or behind an allowed ground-floor use.

[7] Retail establishments selling alcoholic beverages are subject to Section 15.04.610.060 (Alcoholic Beverage Sales).

Land Use Table.

Table 15.05.040.A: Land Use[1]	T4N	T4N-O	T4MS	T4MS-O	T5N	T5MS	T5MS-O	T5C	T5C-O
Institutional and Community Facilities									
College and Trade School	C	C	C	C	C	C	C	C	C
Community Assembly	P	P	P	P	P	P	P	P	P
Cultural Facility	P	P	P	P	P	P	P	P	P
Day Care	P	P	P	P	P	P	P	P	P
Emergency Shelter	C	C	C[2]	C	C	C[2]	C	C[2]	C
Government Buildings	C	C	A	A	C	A	A	A	A
Hospitals and Clinics									
Hospital	–	–	–	C	–	–	C	–	C
Clinic	–	–	A[2]	A	–	A[2]	A	A[2]	A
Skilled Nursing Facility	–	C	P[2]	P	–	P[2]	P	P[2]	P
Park and Recreation Facility	–	C	A[2]	A	–	A[2]	A	A[2]	A
Public Safety Facility	C	A	A	A	C	A	A	A	A
School	C	C	C	C	C	C	C	C	C
Social Service Center	C	C	C[2]	C	C	C[2]	C	C[2]	C
Industrial									
Artisan/Small-scale Manufacturing	–	A/P[3]	A/P[3]	A/P[3]	–	A/P[3]	A/P[3]	A/P[3]	A/P[3]
Artist's Studio									
Studio-Light	A	A	A	P	A	A	P	A	P
Studio-Heavy	–	A	A	P	–	A	P	A	P
Commercial Kitchen	–	–	A	A	–	A	A	A	A
Industrial									
Limited	–	–	–	A	–	–	A	–	A/P[3]
General	–	–	–	C	–	–	C	–	–

Key	
P	Permitted Use
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–	Prohibited Use
/	Separates requirements for ground floor uses and uses on upper floor(s) or behind an allowed ground floor use

End Notes

Uses not listed are specifically prohibited unless the Director interprets that a use is consistent pursuant to this Form-Based Code.

[1] See Section 15.04.104.020 (Definitions) for use type definitions.

[2] Use classification for use on upper floor(s) or behind an allowed ground-floor use.

[3] Classification for use on ground-floor / Classification for use on upper floor or behind an allowed ground-floor use.

Table 15.05.040.A: Land Use[1]	T4N	T4N-O	T4MS	T4MS-O	T5N	T5MS	T5MS-O	T5C	T5C-O
Industrial (continued)									
Recycling Facilities									
Collection Facilities	A	C	A[2]	A	A	A[2]	A	A	A
Reverse Vending Machines	–	–	A	A	–	A	A	A	A
Research and Development	–	–	–	A	–	–	A	A/P[3]	A/P[3]
Warehousing, Storage, and Distribution									
Indoor Warehousing and Storage	–	–	C[2]	A[2]	–	C[2]	A[2]	–	C
Outdoor Storage[8]	–	–	–	–	–	–	–	–	–
Mini-Storage	–	–	–	A[2]	–	–	A[2]	–	C
Transportation, Communications and Utilities									
Communication Facilities									
Antennas and Transmission Towers	C	C	C	C	C	C	C	C	C
Equipment within Buildings	C	C	C	C	C	C	C	C	C
Transportation Facilities									
Transportation Passenger Terminal	–	–	–	–	–	–	–	C	C
Utilities, Minor or Major	C	C	C	C	C	C	C	C	C
Agriculture									
Community Gardens	A	P	–	A	A	–	A	–	A
Agriculture: Indoor, Outdoor, or Urban[8]	A	P	–	A	A	–	A	–	A
Animal Husbandry[8]	A	A	–	C	A	–	C	–	C
Other									
Home Occupations	P	P	P	P	P	P	P	P	P

Key	
P	Permitted Use
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–	Prohibited Use
/	Separates requirements for ground floor uses and uses on upper floor(s) or behind an allowed ground floor use

End Notes

Uses not listed are specifically prohibited unless the Director interprets that a use is consistent pursuant to this Form-Based Code.

[1] See Section 15.04.104.020 (Definitions) for use type definitions.

[2] Use classification for use on upper floor(s) or behind an allowed ground-floor use.

[3] Classification for use on ground-floor / Classification for use on upper floor or behind an allowed ground-floor use.

[8] Allowed only as an accessory use to a primary use.

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15.04.403: Building Types

Sections:

15.04.403.010 Purpose.
15.04.403.020 Building Types Overview.
15.04.403.030 Guide to Accessory Dwelling Unit Types.
15.04.403.040 Carriage House.
15.04.403.050 Detached House.
15.04.403.060 Cottage.
15.04.403.070 Bungalow Court.
15.04.403.080 Duplex.
15.04.403.090 Rowhouse.
15.04.403.100 Multi-Plex: Small.
15.04.403.110 Multi-Plex: Large.
15.04.403.120 Stacked Flats.
15.04.403.130 Courtyard Building: Small.
15.04.403.140 Courtyard Building: Large.
15.04.403.150 Live/Work.
15.04.403.160 Main Street Building.
15.04.403.170 Mid-Rise.
15.04.403.180 High-Rise.

15.04.403.010 Purpose.

This Article sets forth the standards applicable to the development of each building type. These standards supplement the standards for each zone that the building types are allowed within. These standards are intended to ensure development that reinforces walkability, relationships within the built environment, and the highly-valued existing character and scale of Richmond's historic neighborhoods and downtown. Additionally, these standards are intended to allow creation of new developments that create new walkable neighborhoods.

The standards within this Article shall apply to all proposed development within transect zones and shall be considered in combination with the standards for the applicable zone in Article 15.04.402 (Transect Zones), Article 15.04.404 (Frontage Types), and Article 15.04.405 (Architectural Standards).

The standards set forth in this Article may be used in all other non-transect zones as guidelines.

15.04.403.020 Building Types Overview.

A. The names of the building types do not limit uses within a building type. The allowed uses are regulated by transect zone; see Article 15.04.402 (Transect Zones).

B. The lot size standards for each building type are regulated by transect zones, see Article 15.04.402 (Transect Zones). If the lot does not meet the required size for a selected building type, a different building type shall be selected. See Article 15.04.606 (Nonconforming Uses, Structures And Lots) for existing nonconforming parcels and structures.

C. Each lot shall only have one building type, except as follows:

1. Where allowed by legislation passed by the State of California; and/or

2. Where allowed by the applicable zone in Article 15.04.402 (Transect Zones) and by the building type, an Accessory Dwelling Unit is also allowed, subject to the standards in Section 15.04.403.030 (Guide to Accessory Dwelling Unit Types); and/or

3. If the submitted development plan includes multiple design sites bounded by potential lot lines meeting all the requirements of this Article, each design site may have one building type. Boundaries of design sites shall be treated as lot lines for the purpose of measuring required building setbacks and minimum lot dimensions, but need not be recorded as parcel boundaries. See Section 15.04.406.020 (Design Sites) for details.

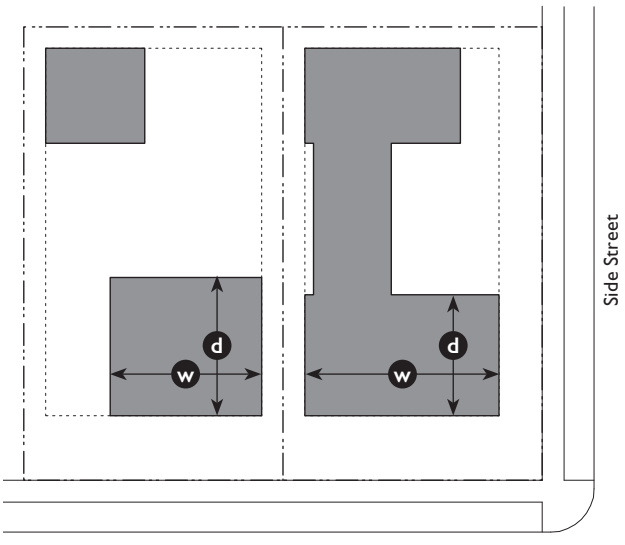
D. Secondary wings and accessory structures shall have a smaller footprint than the building type selected.

E. Measurement of width and depth.

1. The width and depth of the main body shall be measured as follows:

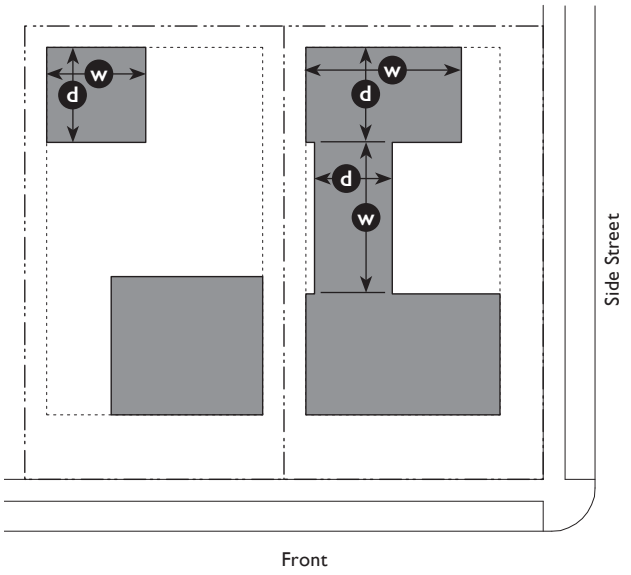
a. The width shall be parallel to the Front.

b. The depth shall be perpendicular to the Front.



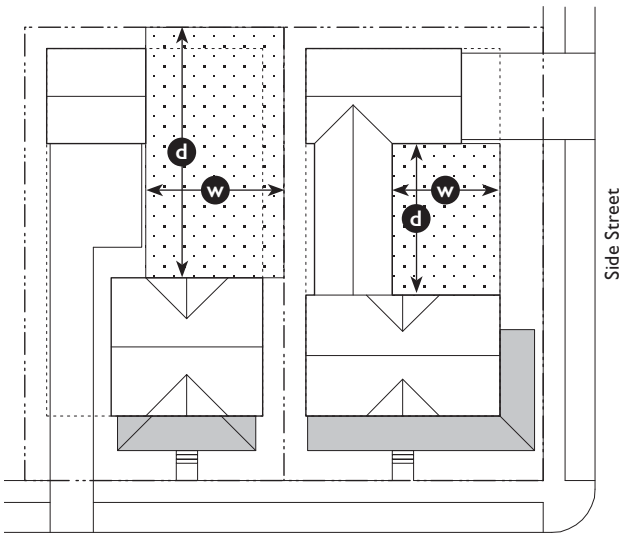
Key: w = width d = depth

2. The width and depth of secondary wings and ancillary structures, shall be measured as follows:
   a. The width shall be the greater of the two dimensions of the footprint.
   b. The depth shall be the lesser of the two dimensions of the footprint.



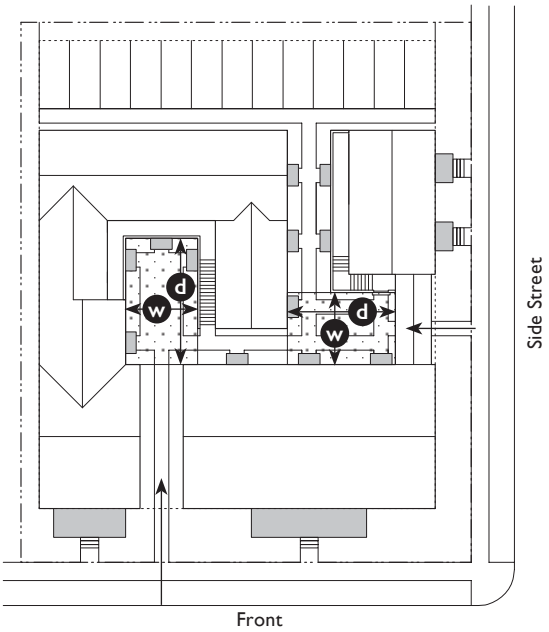
Key: w = width d = depth

3. The width and depth of open spaces shall be measured as follows:
   a. The width shall be parallel to the Front
   b. The depth shall be perpendicular to the Front.



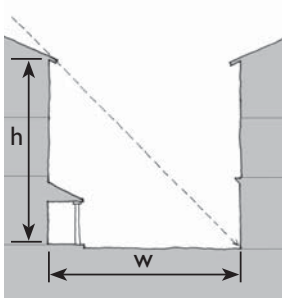
Key: w = width d = depth

4. The width and depth of courtyards shall be measured as follows:
    a. The width shall be parallel to the Front; unless the courtyard is a secondary courtyard accessed directly from a Side Street.
    b. If a secondary courtyard is accessed directly from the Side Street, the width shall be parallel to the Side Street.
    c. The depth shall be perpendicular to the width.



Key: w = width d = depth

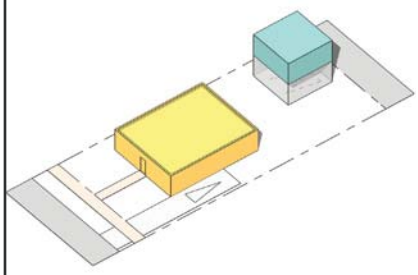
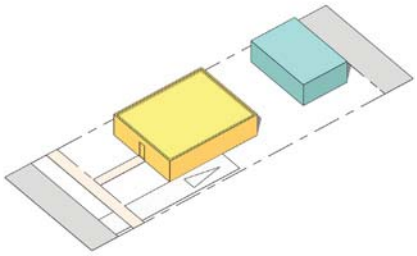
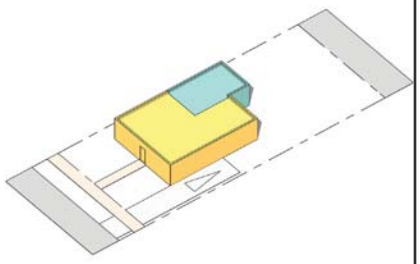
F. Measurement of width-to-height ratio and depth-to-height ratio of courtyards.
    1. The width and depth of courtyards shall be measured per Sub-section 15.04.403.020.E.4.
    2. The height of courtyards shall be a measurement of the vertical plane of the building type that defines the courtyard.



G. Table 15.04.401.080.A (Building Types Overview) provides an overview of the allowed building types.

15.04.403.030 Guide to Accessory Dwelling Unit Types.

This guide shows how the standards in this Form-Based Code apply to Accessory Dwelling Units. If standards in this Form-Based Code conflict with legislation passed by the State of California, the legislation passed by the State of California shall prevail.

Detached ADU		Junior ADU
		
Carriage House	**Cottage**	**(Within Principal Structure)**
Accessory Dwelling Unit must comply with standards for Carriage House. See Section 15.04.403.040 (Carriage House).	Accessory Dwelling Unit must comply with standards for Cottage. See Section 15.04.403.060 (Cottage).	May be included in any Building Type in excess of max. number of units, where specified. See Article 15.04.403 (Building Types) for specific standards.

15.04.403.040 Carriage House.

A. Description

The Carriage House Building Type is a secondary structure typically located at the rear of a lot. It typically provides either a small residential unit, home office space, or other small commercial or service use that is located above a garage. This Type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.

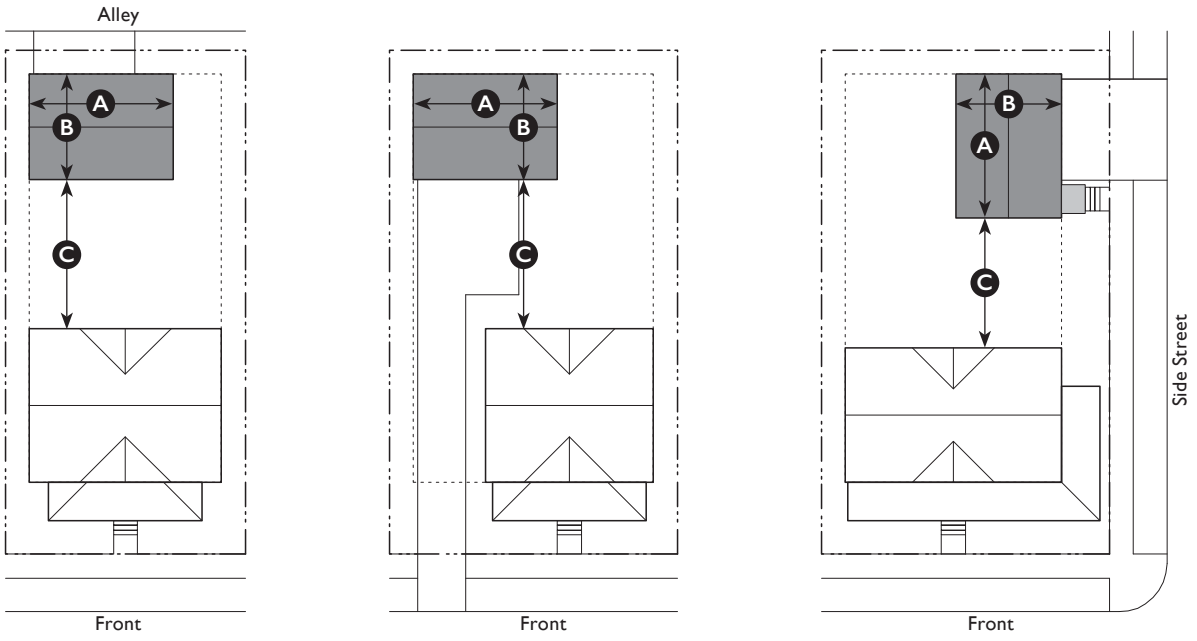
T4N	T4MS
T5N	T5MS
T5C	

Key

T# allowed

T# not allowed

Carriage House.



Key

ROW / Property Line
Setback Line
Building
Frontage

B. Lot/Design Site
Only allowed on lots/design sites where the principal structure has a residential use and is one of the following Building Types: Detached House, Cottage, Duplex, Rowhouse, or Multi-Plex: Small.

C. Number of Units		
Units per building type	1 max.	
Carriage Houses per lot/design site	1 max.	

D. Building Size and Massing		
Height		
Stories	2 max.	
Main Body		
Width	36' max.	A
Depth	30' max.	B
Separation from Principal Structure	10' min.[1]	C
Miscellaneous		
Carriage House shall not be taller or have a larger footprint than the principal structure on the lot/design site.		

[1] Carriage House may be connected to the principal structure by uninhabitable space such as a breezeway.

E. Allowed Frontage Types	Standards
Stoop	15.04.404.040
Carriage houses are not required to have a frontage type.	

F. Pedestrian Access	
Main Entrance Location	Side Street, Alley, or internal to the lot
The main entrance may not be through a garage.	

G. Open Space
The open space requirements for the lot/design site shall be determined by the principal structure on the lot/design site. No additional open space is required for a Carriage House.

15.04.403.050 Detached House.

A. Description

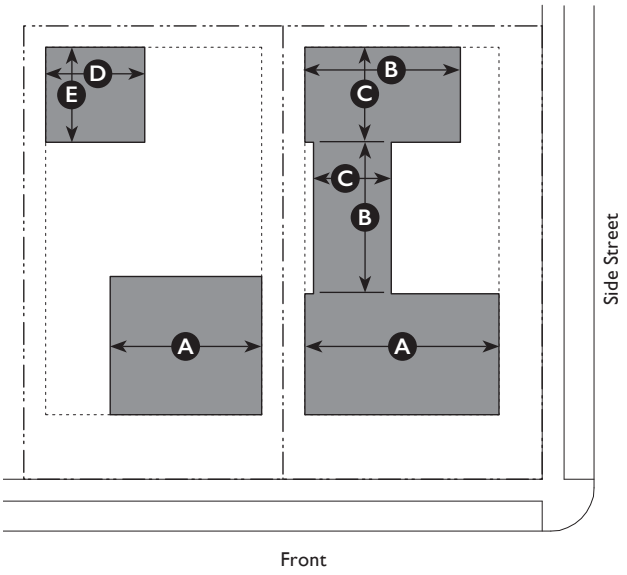
The Detached House Building Type is a medium-sized detached structure on a medium-sized lot. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street.

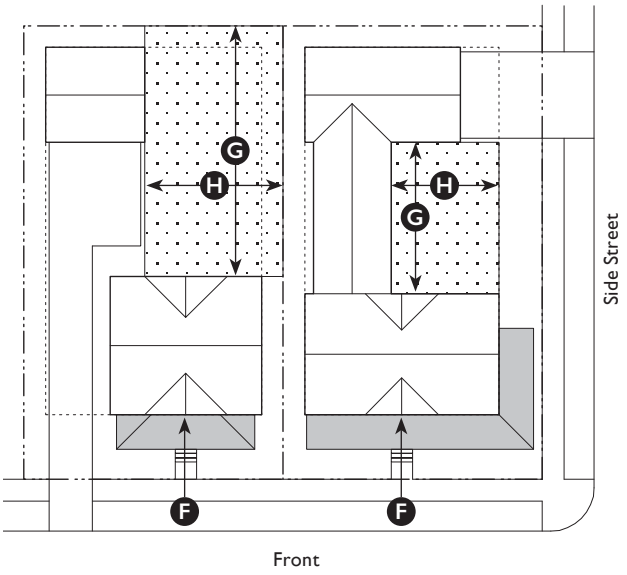
T4N	T4MS
T5N	T5MS
T5C	

Key

T# allowed

T# not allowed





Key

ROW / Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units		
Detached Houses per lot/ design site	1 max.	
This building type may contain multiple units per the allowed uses in Article 15.04.402 (Transect Zones).		
C. Building Size and Massing		
Height		
Per transect zone standards in Article 15.04.402 (Transect Zones).		
Main Body		
Width	48' max.	A
Secondary Wing(s)		
Width	30' max.	B
Depth	30' max.	C
Accessory Structure(s)		
Width	24' max.	D
Depth	30' max.	E

D. Allowed Frontage Types	Standards	
Porch: Projecting	15.04.404.020	
Porch: Engaged	15.04.404.030	
E. Pedestrian Access		
Main Entrance Location	Front	F
F. Open Space		
Yard		
Width	20' min.	G
Depth	20' min.	H
Area	500 sf min.	
Required street setbacks and driveways shall not be included in the open space area calculation.		
Required open space must be located behind the main body of the building type.		

15.04.403.060 Cottage.

A. Description

The Cottage Building Type is a small, detached structure, either occupying a small lot or built as an accessory dwelling unit. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street, and is an important means of offering affordable housing opportunities in these locations.

T4N	**T4MS[1]**	
T5N[1]	T5MS	
T5C		

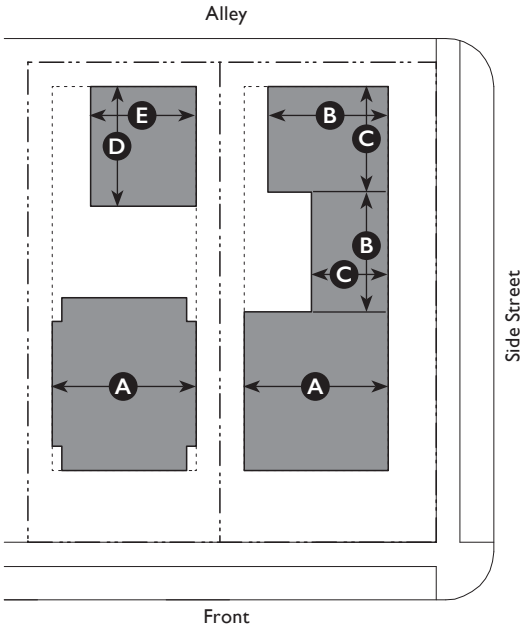
Key

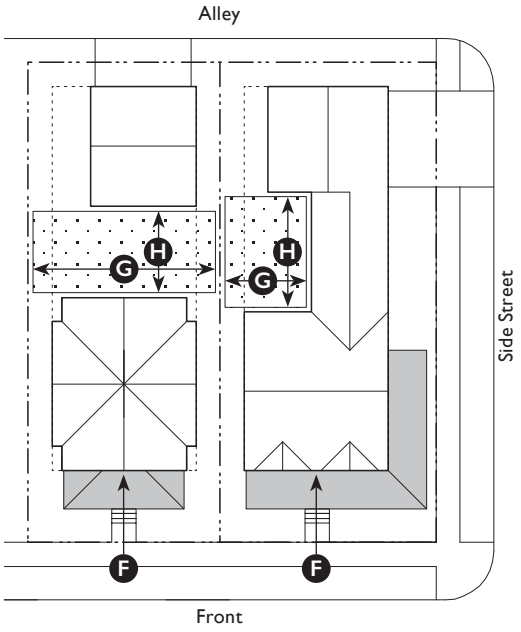
T# allowed

T# not allowed

[1] Allowed in T4MS and T5N when built as an accessory dwelling unit.

Cottage.





Key

ROW / Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units	
Cottages per lot/design site	1 max.[2]
This building type may contain multiple units per the allowed uses in Article 15.04.402 (Transect Zones).	
C. Building Size and Massing	
Height	
Stories	1½ max.[3]
Main Body	
Width	36' max. (A)
Secondary Wing(s)	
Width	30' max. (B)
Depth	30' max. (C)
Accessory Structure	
Width	24' max. (D)
Depth	30' max. (E)
Only one accessory structure is allowed per lot/design site.	

[2] More than 1 Cottage per lot/design site is allowed when built as an Accessory Dwelling Unit.

[3] Half Story allowed as defined in Article 15.04.104 (Key Terms and Definitions).

D. Allowed Frontage Types	Standards
Porch: Projecting	15.04.404.020
Stoop	15.04.404.040
E. Pedestrian Access	
Main Entrance Location	Front (F)
F. Open Space	
Yard	
Width	15' min. (G)
Depth	15' min. (H)
Area	300 sf min.
Required street setbacks and driveways shall not be included in the open space area calculation.	
Required open space must be located behind the main body of the building type.	
When a Cottage is built as an Accessory Dwelling Unit, no additional open space is required. The open space requirements for the lot/design site shall be determined by the principal structure on the lot/design site.	

15.04.403.070 Bungalow Court.

A. Description

The Bungalow Court Building Type consists of a series of small, detached structures, providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and becomes an important community-enhancing element of this Type.

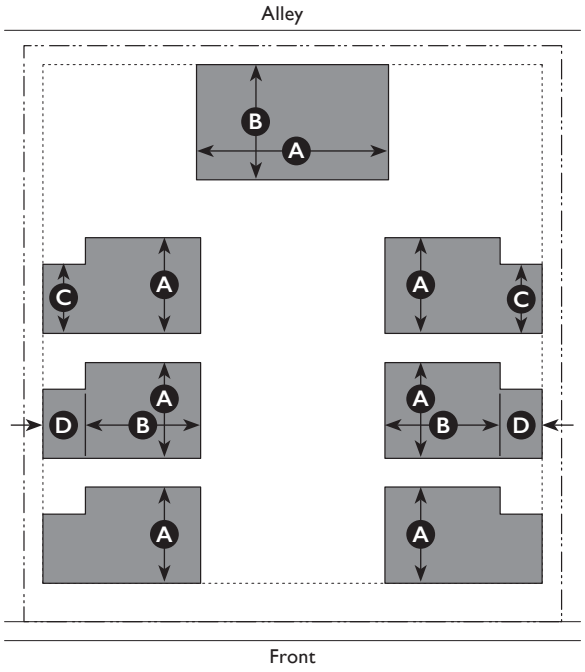
Synonym: Cottage Court

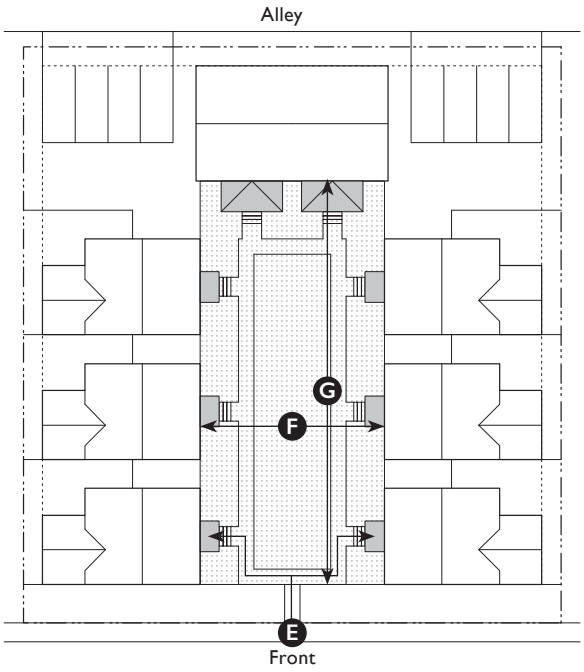
T4N	T4MS
T5N	T5MS
T5C	

Key

T# allowed

T# not allowed





Key

ROW / Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units		
Units per building	1 max.[1]	
Buildings per lot/design site	3 min.; 9 max.	
C. Building Size and Massing		
Height		
Stories	1½ max.[2]	
Main Body		
Width	32' max.	A
Depth	24' max.	B
Secondary Wing(s)		
Width	24' max.	C
Depth	24' max.	D
Accessory Structure(s)		
Width	24' max.	
Depth	24' max.	

[1] The rearmost building may contain up to 2 units, for a total of 10 units max.

[2] Half Story allowed as defined in Article 15.04.104 (Key Terms and Definitions).

D. Allowed Frontage Types	Standards	
Porch: Projecting	15.04.404.020	
Stoop	15.04.404.040	
E. Pedestrian Access		
Main Entrance Location	Front	E
F. Open Space		
Common Space		
Width	20' min.	F
Depth	20' min.	G
Area	400 sf min.	

Required street setbacks and driveways shall not be included in the open space area calculation.

15.04.403.080 Duplex.

A. Description

The Duplex Building Type is a small- to medium-sized structure that consists of two side-by-side dwelling units with a shared property line, both facing the street, or two stacked units. Both units fit within a single building massing, giving this Type the appearance of a medium to large single-family home. This type is appropriately scaled to fit within primarily single-family residential neighborhoods or medium-density neighborhoods.

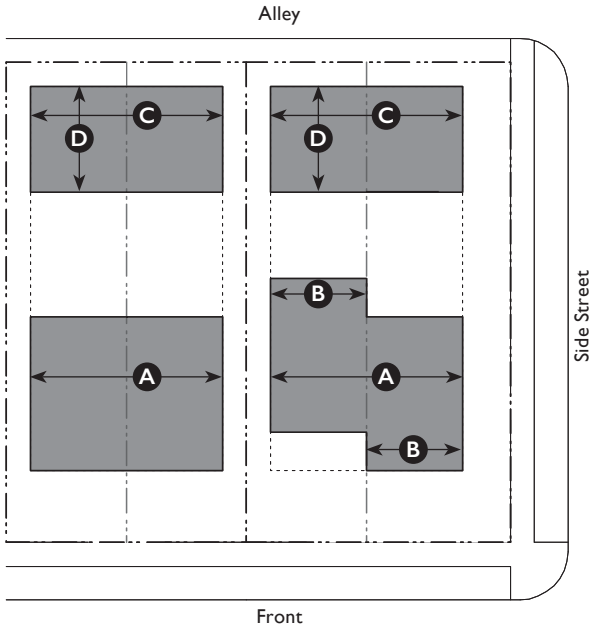
T4N	T4MS	
T5N	T5MS	
T5C		

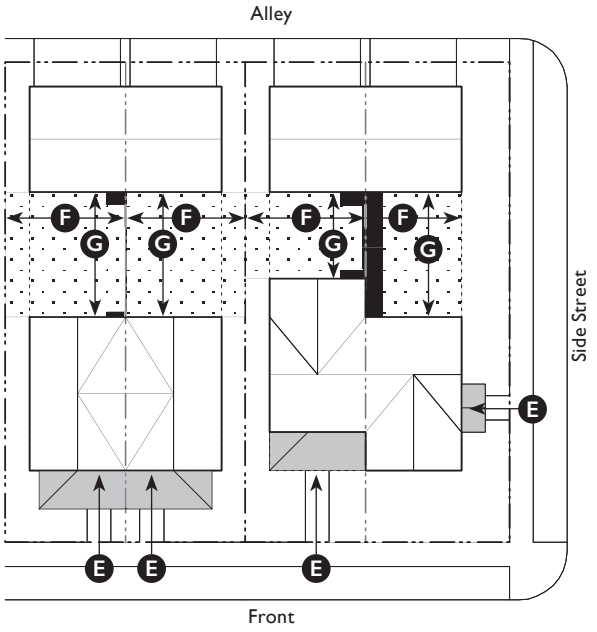
Key

T# allowed

T# not allowed

Duplex.





Key

ROW / Property Line
Shared Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units		
Duplexes per lot/design site	1 max.	
Units per Duplex	2 max.	
C. Building Size and Massing		
Height		
Per transect zone standards in Article 15.04.402 (Transect Zones).		
Main Body		
Width	48' max.	A
Secondary Wing(s)		
Width	30' max.	B
Accessory Structure(s)		
Width		C
Individual unit ownership	24' max.	
Shared between units	48' max.	
Depth	30' max.	D

D. Allowed Frontage Types	Standards	
Porch: Projecting	15.04.404.020	
Porch: Engaged	15.04.404.030	
Stoop	15.04.404.040	
E. Pedestrian Access		
Main Entrance Location	Front[1]	E
Each unit shall have an individual entry facing the street on or no more than 10' behind the front facade.		
F. Open Space		
Yard		
Width	15' per unit min.	F
Depth	15' per unit min.	G
Area	300 sf min.	
Required street setbacks and driveways shall not be included in the open space area calculation.		
Required open space must be located behind the main body of the building type.		

[1] On corner lots, each unit shall front a different street.

15.04.403.090 Rowhouse.

A. Description

This Building Type is a small- to medium-sized structure consisting of 3-8 rowhouses placed side-by-side and sharing common party walls. This Type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-family residential neighborhood into a neighborhood main street.

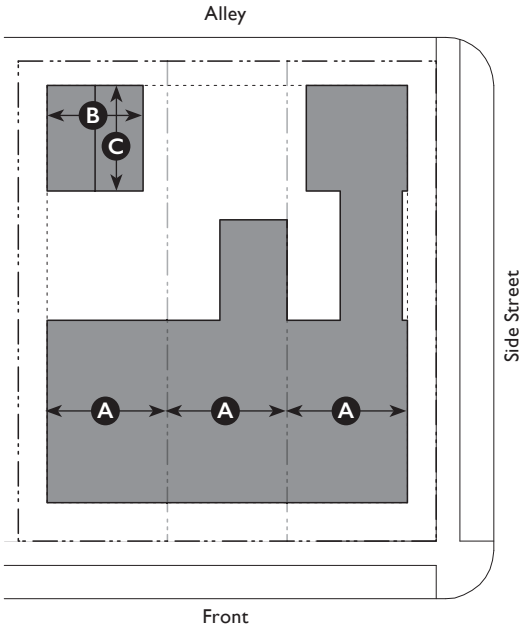
Synonym: Townhouse

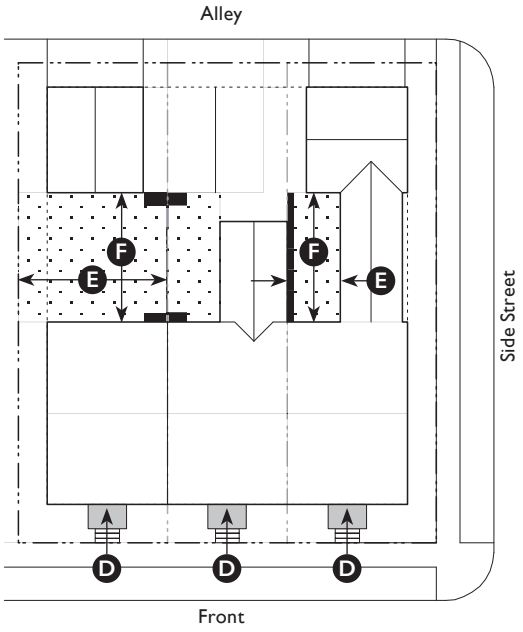
T4N	T4MS
T5N	**T5MS**[1]
T5C[1]	

Key
T# allowed
T# not allowed

[1] Allowed only in the Open Sub-Zone.

Rowhouse.





Key

ROW / Property Line
Shared Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units		
Rowhouses per lot/design site	1 max.	
Rowhouses per run	3 min.; 8 max.	
This building type may contain multiple units per the allowed uses in Article 15.04.402 (Transect Zones).		
C. Building Size and Massing		
Height		
Stories	5 max.[2]	
Main Body		
Width	18' min.; 36' max.	A
Secondary Wing(s)		
The footprint area of the secondary wing(s) may not exceed the footprint area of the main body.		
Accessory Structure(s)		
Width	24' max.	B
Depth	30' max.	C
The footprint area of an accessory structure may not exceed the footprint area of the main body.		

[2] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

D. Allowed Frontage Types	Standards
Porch: Projecting	15.04.404.020
Porch: Engaged	15.04.404.030
Stoop	15.04.404.040
Dooryard	15.04.404.060
Loft	15.04.404.110
Loft allowed only in Main Street and Core, including Open Sub-Zones.	

E. Pedestrian Access		
Main Entrance Location	Front	D
Each unit shall have an individual entry facing a street.		
F. Open Space		
Yard		
Width	8' min.	E
Depth	8' min.	F
Area	100 sf min.	
Required street setbacks and driveways shall not be included in the open space area calculation.		
Required open space must be located behind the main body of the building type.		

15.04.403.100 Multi-Plex: Small.

A. Description

The Multi-Plex: Small Building Type is a medium-sized structure that consists of 3-6 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This Type has the appearance of a medium-sized family home and is appropriately scaled to fit in sparingly within primarily single-family residential neighborhoods or into medium-density neighborhoods.

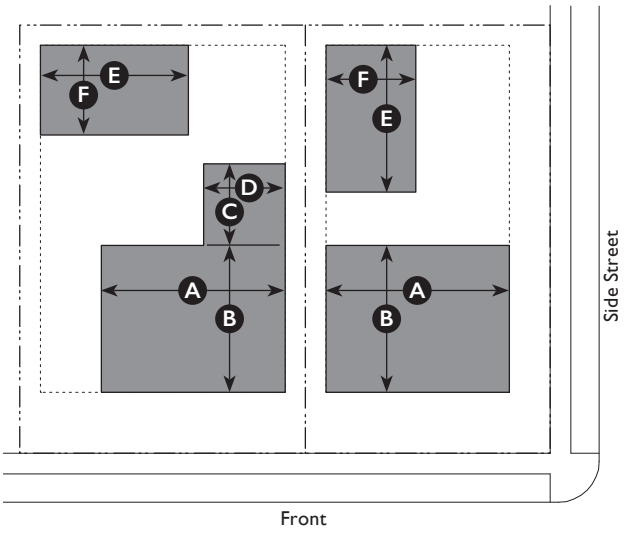
T4N	T4MS
T5N	T5MS[1]
T5C[1]	

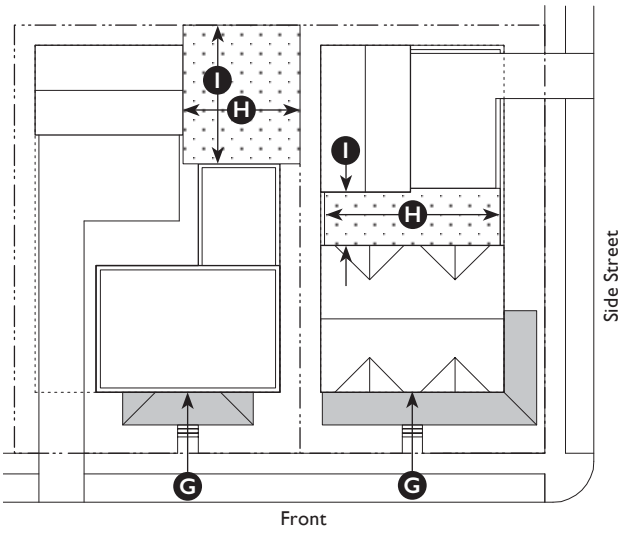
Key

T# allowed

T# not allowed

[1] Allowed only in the Open Sub-Zone.





Key

ROW / Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units		
Units	3 min.	
Small Multi-Plexes per lot/ design site	1 max.	

C. Building Size and Massing		
Height		
Stories	3 max.[2]	
Main Body		
Width	48' max.	A
Depth	48' max.	B
Secondary Wing(s)		
Width	30' max.	C
Depth	30' max.	D
Accessory Structure(s)		
Width	48' max.	E
Depth	30' max.	F

The footprint area of an accessory structure may not exceed the footprint area of the main body.

[2] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

D. Allowed Frontage Types	Standards
Porch: Projecting	15.04.404.020
Porch: Engaged	15.04.404.030
Stoop	15.04.404.040
Dooryard	15.04.404.060

E. Pedestrian Access		
Main Entrance Location	Front	G

Each unit may have an individual entry.

F. Open Space		
Yard		
Width	8' min.	H
Depth	8' min.	I
Area	100 sf min.	

Required street setbacks and driveways shall not be included in the open space area calculation.

Required open space must be located behind the main body of the building type.

15.04.403.110 Multi-Plex: Large.

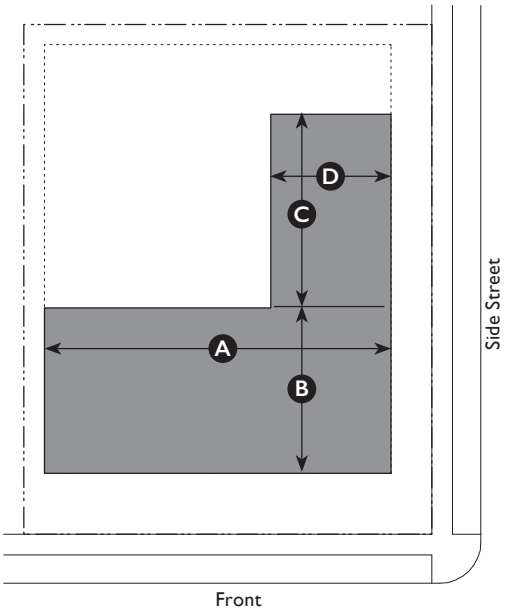
A. Description

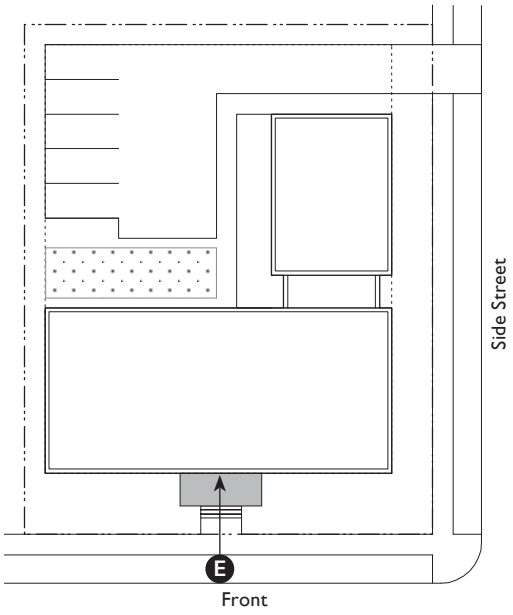
The Multi-Plex: Large Building Type is a medium- to large-sized structure that consists of 7-18 side-by-side and/or stacked dwelling units, typically with one shared entry. This Type is appropriately scaled to fit in within medium-density neighborhoods or sparingly within large lot predominantly single-family residential neighborhoods.

T4N	T4MS
T5N	T5MS[1]
T5C[1]	

Key
T# allowed
T# not allowed

[1] Allowed only in the Open Sub-Zone.





Key

ROW / Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units		
Units	7 min.	
Large Multi-Plexes per lot/ design site	1 max.	
C. Building Size and Massing		
Height		
Stories	2 min.; 5 max.[2]	
Main Body		
Width	80' max.	A
Depth	75' max.	B
Secondary Wing(s)		
Width	48' max.	C
Depth	36' max.	D
Accessory Structure(s)		
Width	48' max.	
Depth	30' max.	
The footprint area of an accessory structure may not exceed the footprint area of the main body.		

[2] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

D. Allowed Frontage Types	Standards	
Porch: Projecting	15.04.404.020	
Stoop	15.04.404.040	
Forecourt	15.04.404.050	
Dooryard	15.04.404.060	
E. Pedestrian Access		
Main Entrance Location	Front	E
Units located in the main body shall be accessed by a common entry along the front.		
On corner lots, units in a secondary wing may front the side street.		
G. Open Space		
Yard		
Width	10' min.	H
Depth	10' min.	I
Area	200 sf min.	
Required street setbacks and driveways shall not be included in the open space area calculation.		
Required open space must be located behind the front facade of the building type.		

15.04.403.120 Stacked Flats.

A. Description

The Stacked Flats Building Type is a medium- to large-sized structure that consists of multiple dwelling units. Each unit may have its own individual entry, or may share a common entry. This Type is appropriately scaled to fit adjacent to neighborhood serving main streets and walkable urban neighborhoods. This Building Type may include a courtyard.

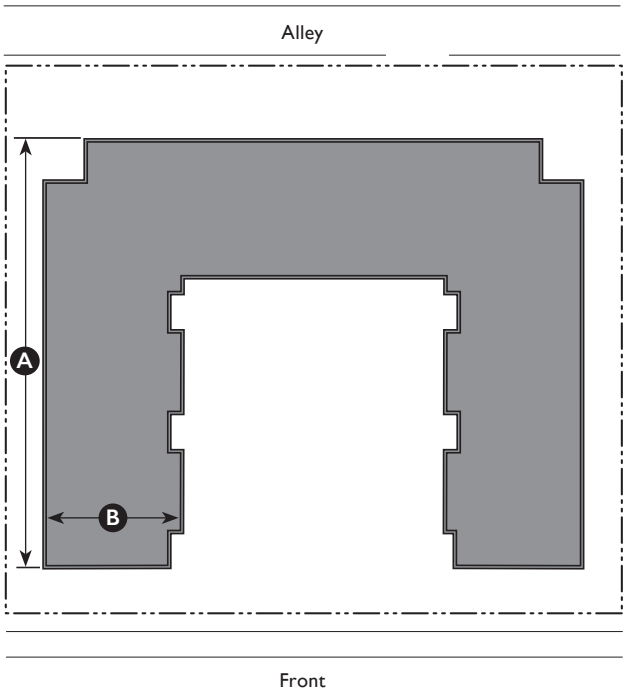
T4N	T4MS
T5N	T5MS[1]
T5C[1]	

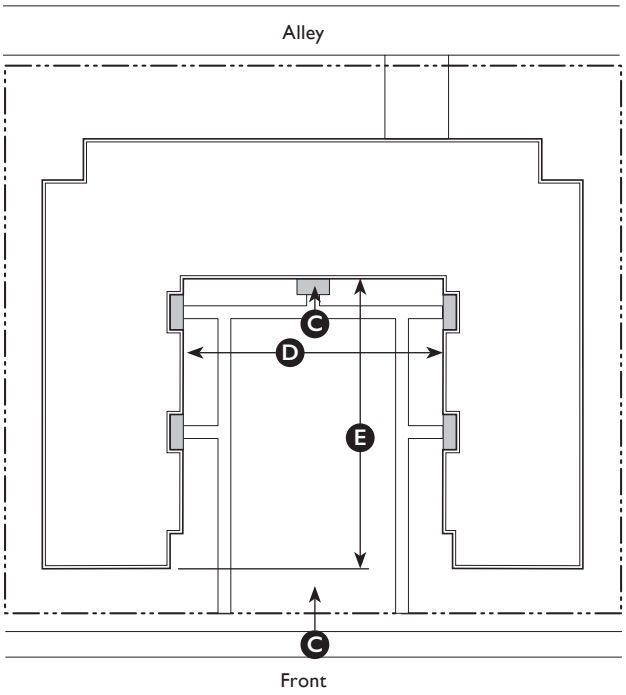
Key

T# allowed

T# not allowed

[1] Allowed only in the Open Sub-Zone.





Key

ROW / Lot Line

Building

Key

ROW / Lot Line

Frontage

B. Number of Units		
Units	12 min.	
C. Building Size and Massing		
Height		
Stories	3 min.; 8 max.[2]	
Main Body/Secondary Wing(s)		
Width	200' max.	A
Depth	65' max.	B
Accessory Structure(s)		
No accessory structures are allowed.		
Bay Windows		
Buildings ≥ 75' wide shall apply Bay Window(s) on front and/or side street facade in compliance with Subsection 10 (Bay Windows) of the applicable style in Article 15.04.405 (Architectural Standards).		

[2] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

D. Allowed Frontage Types Standards		
Porch: Projecting	15.04.404.020	
Stoop	15.04.404.040	
Forecourt	15.04.404.050	
Dooryard	15.04.404.060	
Loft	15.04.404.110	
Loft allowed only in Main Street and Core, including Open Sub-Zones.		
E. Pedestrian Access		
Units shall enter from a courtyard or a street.		
Main Entrance Location	Front	C
Courtyards, as they occur shall be accessible from the front.		C
Each unit may have an individual entry.		
F. Open Space		
Balconies		
Min. 20% of units shall have a balcony of at least 60 sf.		
Common Space		
Width	20' min.; 150' max.	D
Width-to-Max.-Height Ratio	1:2 min.; 2:1 max.	
Depth	40' min.; 150' max.	E
Depth-to-Max.-Height Ratio	1:2 min.; 3:1 max.	
Area (total)	400 sf min.; 50 sf/unit min.	

15.04.403.130 Courtyard Building: Small.

A. Description

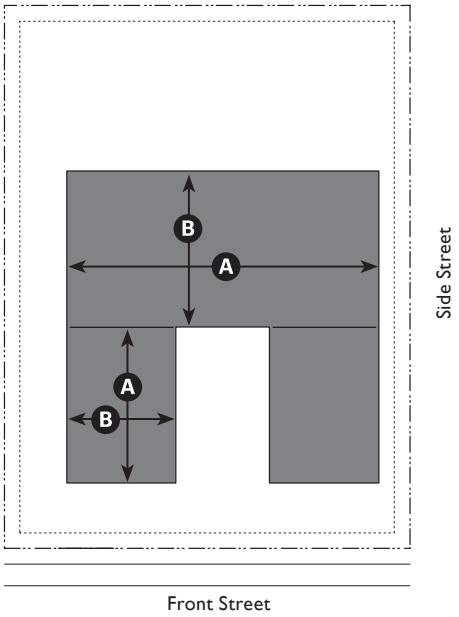
The Courtyard Building: Small Building Type is a detached, House-Scale structure that consists of attached and/or stacked units, accessed from a shared courtyard. The shared court is common open space. Each unit may have its own individual entry, or up to four units may share a common entry. This Type is appropriately scaled to fit in sparingly within primarily single-family residential or medium-density neighborhoods.

T4N	T4MS
T5N	T5MS
T5C	

Key

T# allowed

T# not allowed

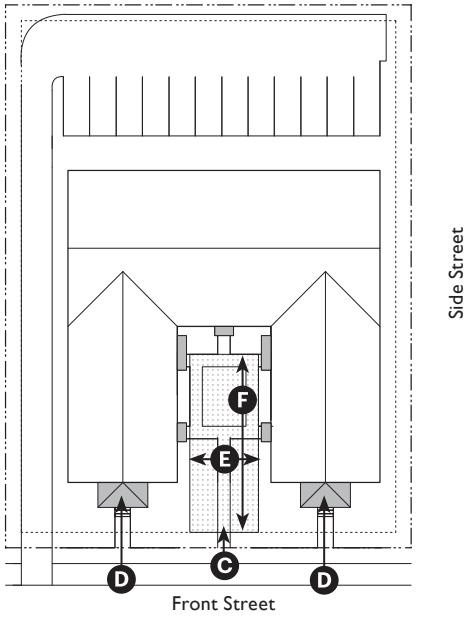


Key

ROW / Property Line

Setback Line

Building



Key

ROW / Property Line

Setback Line

Frontage

Open Space

B. Number of Units	
Unrestricted	

C. Building Size and Massing		
Height		
Stories	2 min.; 2½ max.[1]	
Main Body/Secondary Wing(s)		
Width	100' max.	A
Depth	40' max.	B
Accessory Structure(s)		
No accessory structures are allowed.		

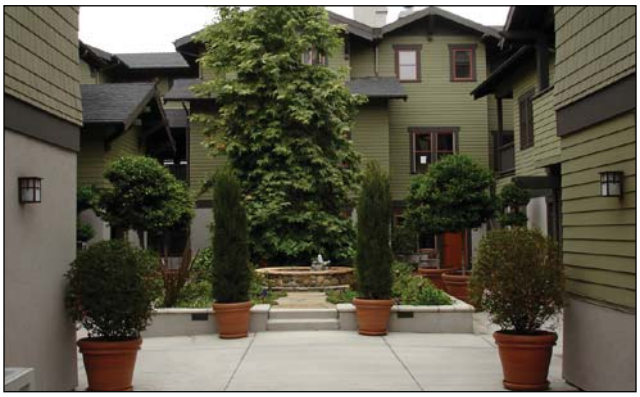
D. Allowed Frontage Types	Standards
Porch: Projecting	15.04.404.020
Stoop	15.04.404.040
Forecourt	15.04.404.050
Dooryard	15.04.404.060
Shopfront	15.04.404.070
Gallery	15.04.404.090

[1] Half Story allowed as defined in Article 15.04.104 (Key Terms and Definitions).

E. Pedestrian Access	
Courtyards shall be accessible from the front	C
The main entry of ground floor units shall be directly off of a courtyard or a street.	D
Each unit may have an individual entry.	
Pedestrian connections shall link all buildings to the public right-of-way, courtyards, and parking areas.	
Passages through buildings and between buildings should be provided to connect multiple courtyards.	
Stairs accessing upper floors may serve four units max.	

F. Open Space		
Courtyard(s)		
Width	12' min.; 50' max.	E
Width-to-Max.-Height Ratio	1:2 min.; 2:1 max.	
Depth	12' min.; 150' max.	F
Depth-to-Max.-Height Ratio	1:1 min.; 3:1 max.	
Area (total)	400 sf min.; 50 sf/unit min.	
At least two courtyard edges shall be defined by a building.		
Courtyard edges not defined by a building should be defined by a 6' stucco or masonry wall.		

15.04.403.140 Courtyard Building: Large.



A. Description

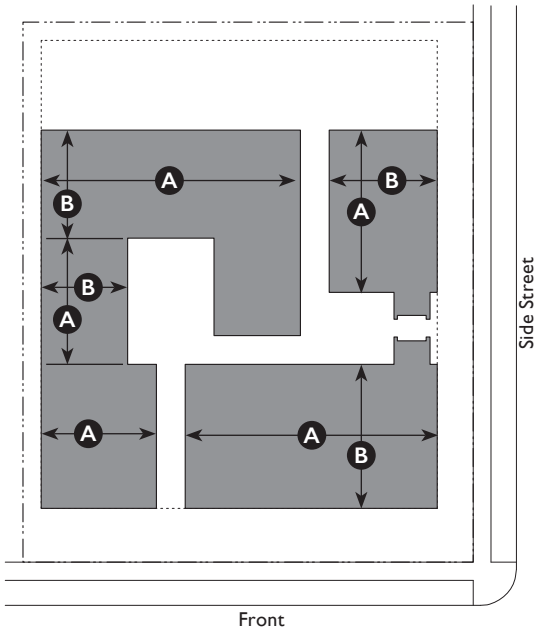
The Courtyard Building: Large Building Type is a detached or attached, Block-Scale structure that consists of attached and/or stacked units, accessed from one or more shared courtyards. The shared court is common open space. The type is typically integrated into moderate-to-high-intensity neighborhoods and on main streets with a non-residential ground floor along the adjacent street.

T4N	T4MS
T5N	T5MS
T5C	

Key

T# allowed

T# not allowed

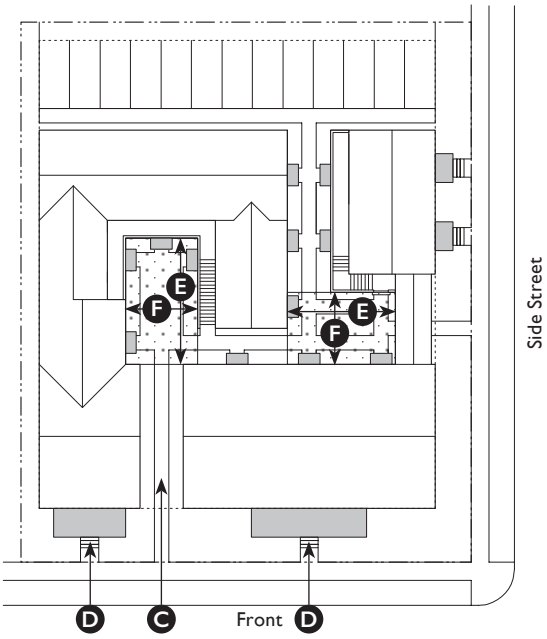


Key

ROW / Property Line

Setback Line

Building



Key

ROW / Property Line

Setback Line

Frontage

Open Space

B. Number of Units		
Unrestricted		
C. Building Size and Massing		
Height		
Stories	2 min.; 5 max.[1]	
Main Body/Secondary Wing(s)		
Width	150' max.	A
Depth	40' max.	B
Accessory Structure(s)		
No accessory structures are allowed.		

D. Allowed Frontage Types	Standards
Porch: Projecting[2]	15.04.404.020
Stoop[2]	15.04.404.040
Forecourt	15.04.404.050
Dooryard[2]	15.04.404.060
Shopfront	15.04.404.070
Industrial Shopfront	15.04.404.080
Gallery	15.04.404.090
Loft2	15.04.404.110

[1] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

2 Allowed only in Main Street-Open and Neighborhood zones.

E. Pedestrian Access	
Courtyards shall be accessible from the front	C
The main entry of ground floor units shall be directly off of a courtyard or a street.	D
Each unit may have an individual entry.	
Pedestrian connections shall link all buildings to the public right-of-way, courtyards, and parking areas.	
Passages through buildings and between buildings should be provided to connect multiple courtyards.	
Stairs to upper floors may serve four units max.	

F. Open Space		
Balconies		
Min. 20% of units shall have a balcony of at least 60 sf.		
Courtyard(s)		
Width	12' min.; 50' max.	E
Width-to-Max.-Height Ratio	1:2 min.; 2:1 max.	
Depth	12' min.; 150' max.	F
Depth-to-Max.-Height Ratio	1:1 min.; 3:1 max.	
Area (total)	400 sf min.; 50 sf/unit min.	
At least two courtyard edges shall be defined by a building.		
Courtyard edges not defined by a building should be defined by a 6' stucco or masonry wall.		

15.04.403.150 Live/Work.

A. Description

The Live/Work Building Type is a small- to medium-sized attached or detached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses. Both the ground-floor flex space and the dwelling unit are occupied by one entity. This Type is typically located within medium-density neighborhoods or in a location that transitions from a single-family residential neighborhood into a neighborhood main street. It is especially appropriate for incubating neighborhood-serving retail and service uses and allowing neighborhood main streets to expand as the market demands.

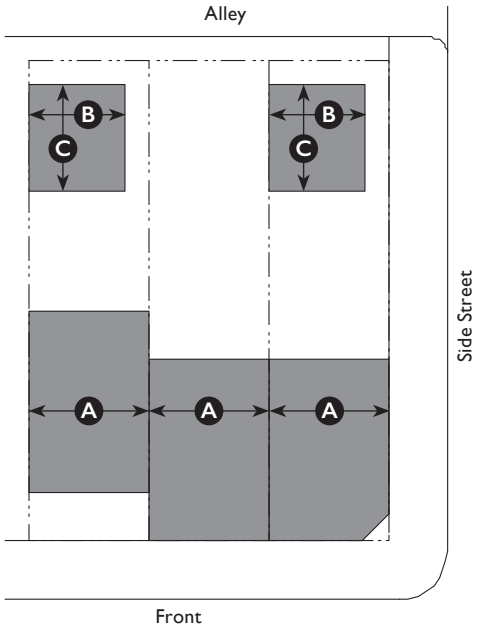
T4N	T4MS
T5N	T5MS
T5C	

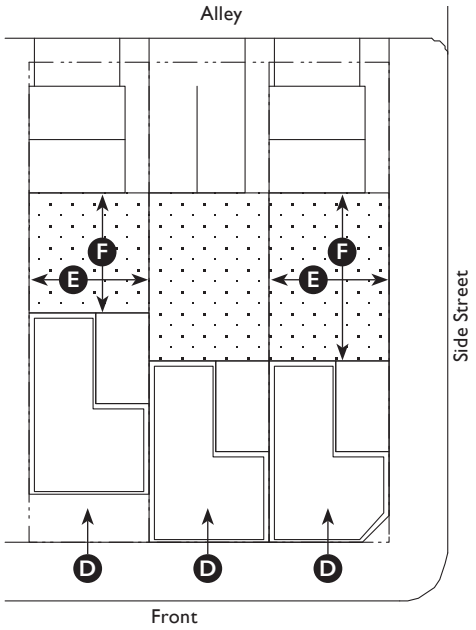
Key

T# allowed

T# not allowed

Live/Work.





Key

ROW / Lot Line

Setback Line

Building

B. Number of Units		
Live/Work Buildings per lot/ design site	1 max.	
Units in this Type shall be Live-Work units as defined in Article 15.04.104 (Key Terms and Definitions).		
C. Building Size and Massing		
Height		
Stories	2 min.; 5 max.[1]	
Main Body		
Width	18' min.; 36' max.	A
Secondary Wing(s)		
The footprint area of the secondary wing(s) may not exceed the footprint area of the main body.		
Accessory Structure(s)		
Width	24' max.	B
Depth	30' max.	C
The footprint area of an accessory structure may not exceed the footprint area of the main body.		

[1] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

Key

ROW / Lot Line

Setback Line

Frontage

Open Space

D. Allowed Frontage Types	Standards	
Dooryard	15.04.404.060	
Shopfront	15.04.404.070	
Industrial Shopfront	15.04.404.080	
Gallery	15.04.404.090	
Terrace	15.04.404.100	
Loft	15.04.404.110	
E. Pedestrian Access		
Main Entrance Location	Front	D
Ground-floor space and upper unit must have separate entries.		
F. Open Space		
Yard		
Width	8' min.	E
Depth	8' min.	F
Area	100 sf min.	
Required street setbacks and driveways shall not be included in the open space area calculation.		
Required open space must be located behind the main body of the building type.		

15.04.403.160 Main Street Building.

A. Description

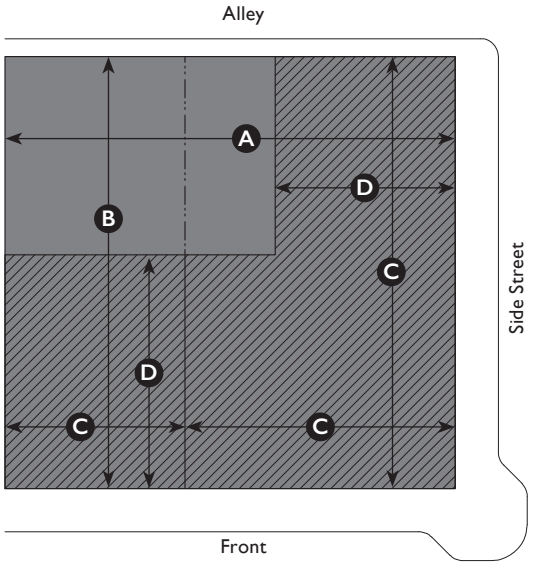
The Main Street Building Type is a small- to medium-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. This Type makes up the primary component of a neighborhood main street and portions of a downtown main street.

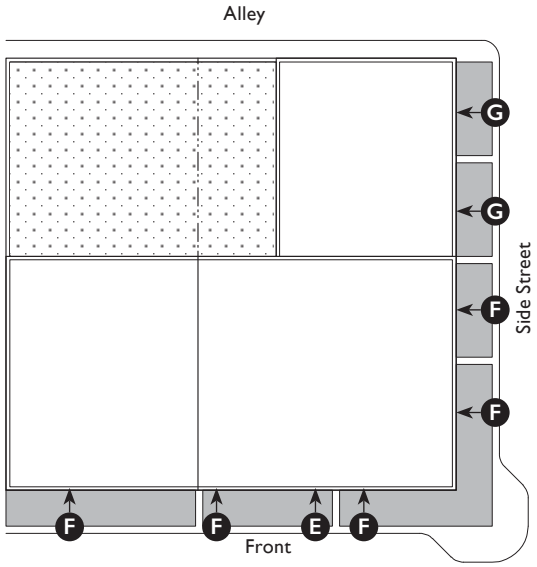
T4N	**T4MS**
T5N	**T5MS**
T5C	

Key

T# allowed

T# not allowed





Key

ROW / Property Line
Setback Line
Building

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units	
Unrestricted	
C. Building Size and Massing	
Height	
Stories	8 max.[1]
Footprint	
Floors 1-2	
Width	150' max. (A)
Depth	150' max. (B)
Floors 3+ (may consist of multiple wings)	
Width	150' max. (C)
Depth	65' max. (D)
No floorplate may be larger than that of the floor below.	
Bay Windows	
Buildings ≥ 75' wide shall apply Bay Window(s) on front and/or side street facade in compliance with Subsection 10 (Bay Windows) of the applicable style in Article 15.04.405 (Architectural Standards).	

[1] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

D. Allowed Frontage Types	Standards
Forecourt	15.04.404.050
Dooryard	15.04.404.060
Shopfront	15.04.404.070
Industrial Shopfront	15.04.404.080
Gallery	15.04.404.090
Terrace	15.04.404.100
Loft	15.04.404.110
Dooryard and Loft allowed only in Open Sub-Zones.	
E. Pedestrian Access	
Upper floor units located in the main body shall be accessed by a common entry along the front street. (E)	
Ground floor units may have individual entries along the front or side street. (F)	
On corner lots, units in a secondary wing/accessory structure may front the side street. (G)	
F. Open Space	
Balconies	
Min. 20% of units shall have a balcony of at least 60 sf.	
Podium tops, if any, should be used for open space.	

15.04.403.170 Mid-Rise.

A. Description

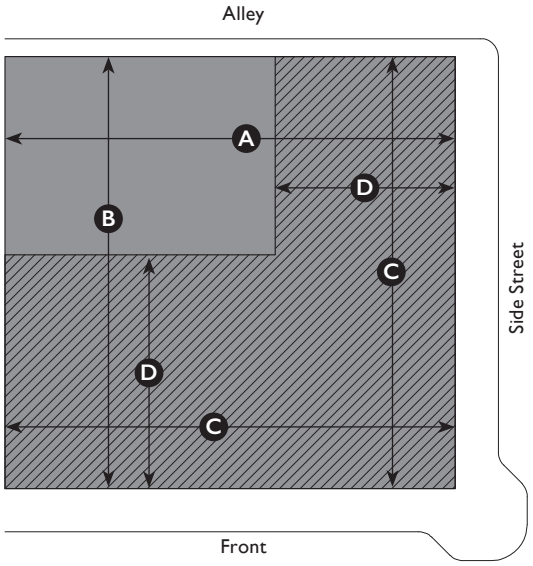
The Mid-Rise Building Type is a medium- to large-sized structure, 4-8 stories tall, built on a large lot. Often, and especially along urban main streets, it incorporates a concrete "podium" at the lowest floor(s). It can be used to provide a vertical mix of uses, accommodating ground-floor retail, service, and/or structured parking with the upper-floors housing service or residential uses; it may also be a single-use building—typically service or residential—where ground-floor retail is not appropriate. This Type is a primary component of an urban downtown providing high-density buildings.

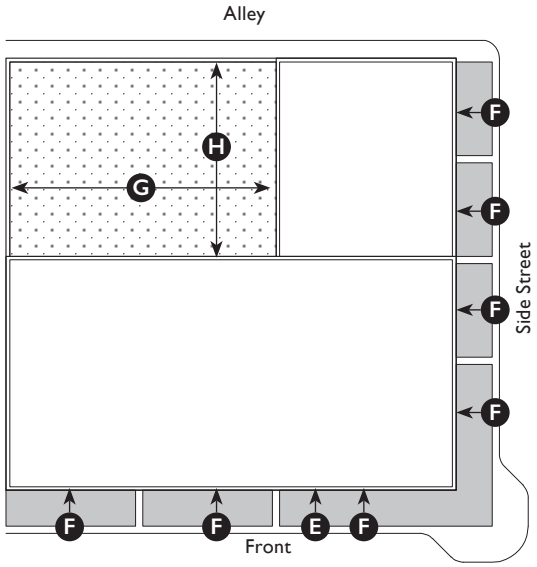
T4N	T4MS
T5N	T5MS
T5C	

Key

T# allowed

T# not allowed





Key

ROW / Property Line
Setback Line
Building
Floors 3+

Key

ROW / Property Line
Setback Line
Frontage
Open Space

B. Number of Units	
Unrestricted	
C. Building Size and Massing	
Height	
Stories	8 max.[1]
Footprint	
Floors 1-2	
Width	250' max. (A)
Depth	250' max. (B)
Lot Coverage	100% max.
Floors 3+ (may consist of multiple wings)	
Width	250' max. (C)
Depth	65' max. (D)
No floorplate may be larger than that of the floor below.	
Bay Windows	
Buildings ≥ 75' wide shall apply Bay Window(s) on front and/or side street facade in compliance with Subsection 10 (Bay Windows) of the applicable style in Article 15.04.405 (Architectural Standards).	

[1] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

D. Allowed Frontage Types	Standards
Dooryard	15.04.404.060
Shopfront	15.04.404.070
Gallery	15.04.404.090
Terrace	15.04.404.100
Loft	15.05.404.110
Dooryard and Loft allowed only in Open Sub-Zones.	
E. Pedestrian Access	
Upper floor units shall be accessed by a common entry along the front street. (E)	
Ground floor units may have individual entries along the front or side street. (F)	
F. Open Space	
Balconies	
Min. 20% of units shall have a balcony of at least 60 sf.	
Common Space	
Width	20' min.; 50' max. (G)
Width-to-Max.-Height Ratio	1:2 min. to 2:1 max.
Depth	20' min.; 150' max. (H)
Depth-to-Max.-Height Ratio	1:1 min. to 3:1 max.
Podium tops, if any, should be used for open space.	

15.04.403.180 High-Rise.

A. Description

The High-Rise Building Type is a large-sized structure, more than eight stories tall, built on a large lot that incorporates structured parking. Its fire-resistant construction allows for habitable space at much greater heights than in other Types. It is used to provide a vertical mix of uses, with ground-floor retail or service uses and upper-floor commercial, service, or residential uses. This Type is a primary component of an urban downtown providing high-density buildings.

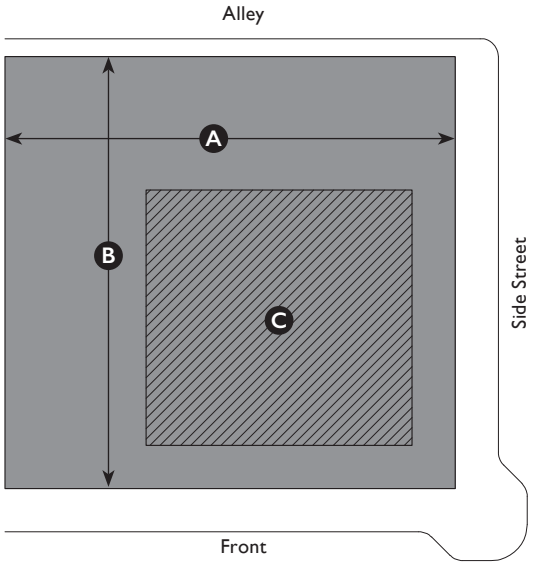
T4N	T4MS
T5N[1]	T5MS
T5C	

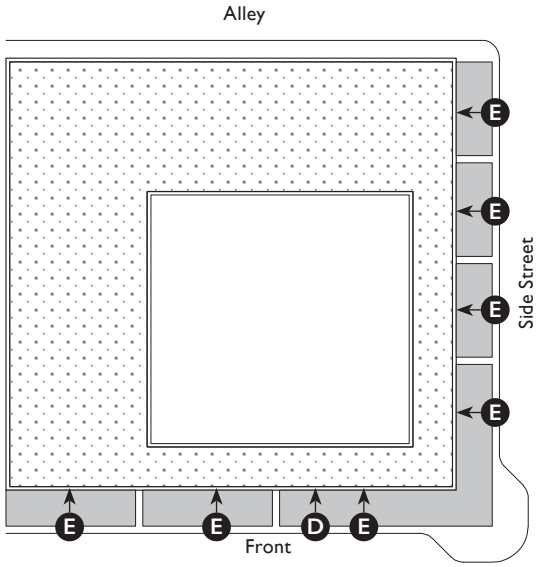
Key

T# allowed

T# not allowed

[1] Allowed only in the T5N-135 Sub-Zone.





Key

–·–· ROW / Property Line
----- Setback Line
Building
Floors 6+

Key

–·–· ROW / Property Line
----- Setback Line
Frontage
Open Space

B. Number of Units	
Unrestricted	
C. Building Size and Massing	
Height	
Stories	9 min.[2]
Footprint	
Floors 1-5	
Width	300' max. A
Depth	300' max. B
Lot Coverage	100% max.
Floors 6-8 Floorplate	80% of lot max.
Floors 9+ Floorplate	15,000 sf max.
No floorplate may be larger than that of the floor below.	
Bay Windows	
Buildings ≥ 75' wide shall apply Bay Window(s) on front and/or side street facade in compliance with Subsection 10 (Bay Windows) of the applicable style in Article 15.04.405 (Architectural Standards).	

[2] Height must also comply with transect zone standards in Article 15.04.402 (Transect Zones).

D. Allowed Frontage Types	Standards
Dooryard	15.04.404.060
Shopfront	15.04.404.070
Gallery	15.04.404.090
Terrace	15.04.404.100
Loft	15.04.404.110
Dooryard and Loft allowed only in Open Sub-Zones.	
E. Pedestrian Access	
Upper floor units shall be accessed by a common entry along the front street. D	
Ground floor units may have individual entries along the front or side street. E	
F. Open Space	
Balconies	
Min. 20% of units shall have a balcony of at least 60 sf.	
Podium tops and flat roofs below the top story, if any, should be used for open space.	

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15.04.404: Frontage Types

Sections:

15.04.404.010 Purpose.
15.04.404.020 Porch: Projecting.
15.04.404.030 Porch: Engaged.
15.04.404.040 Stoop.
15.04.404.050 Forecourt.
15.04.404.060 Dooryard.
15.04.404.070 Shopfront.
15.04.404.080 Industrial Shopfront.
15.04.404.090 Gallery.
15.04.404.100 Terrace.
15.04.404.110 Loft.

15.04.404.010 Purpose.

This Article sets forth the standards applicable to the development of private frontages. Private frontages are the components of a building that provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards supplement the standards for each zone within which the frontage types are allowed. For each frontage type, a description, a statement of the type's intent, and design standards are provided. These standards are intended to ensure development that reinforces the highly-valued existing character and scale of Richmond's neighborhoods and downtown.

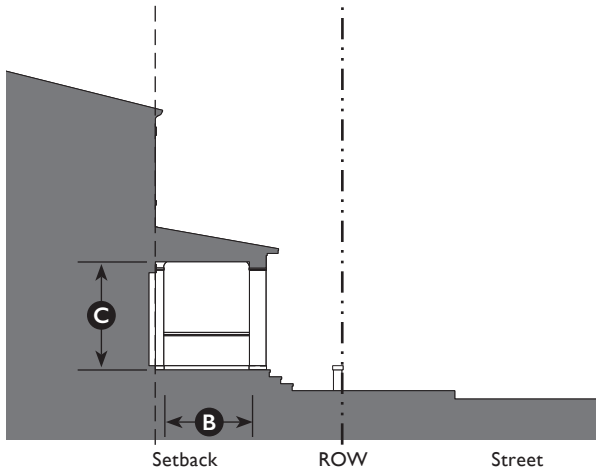
The standards within this Article shall be considered in combination with the standards for the applicable zone in Article 15.04.402 (Transect Zones), Article 15.04.403 (Building Types) and Article 15.04.405 (Architectural Standards) and shall apply to:

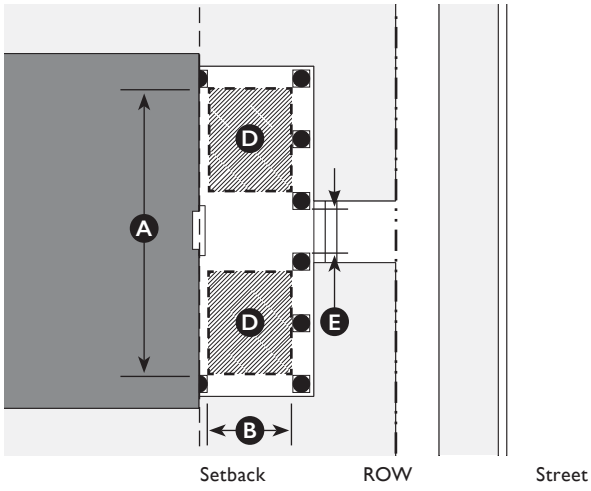
A. All proposed development within transect zones;

B. All development fronting a semi-private or public space being treated as a primary pedestrian route;

C. Any building fronting civic or open space or a street (public or private) or right-of-way.

15.04.404.020 Porch: Projecting.





Key

–·–· ROW / Lot Line – – – Setback Line

A. Description

Porch: Projecting: The main facade of the building has a small to medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The projecting porch is open on three sides and all habitable space is located behind the setback line.

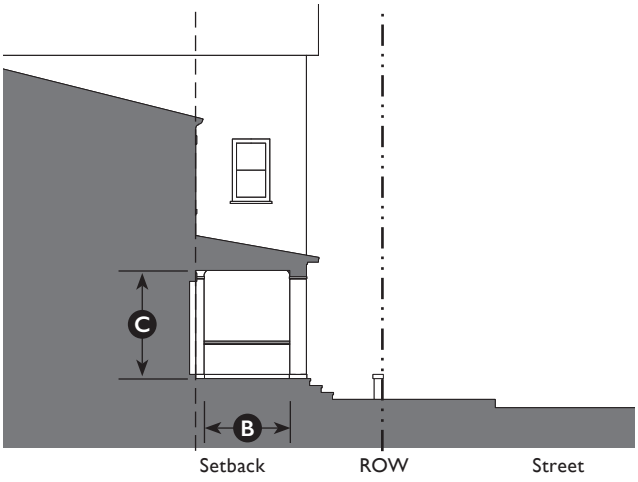
B. Size

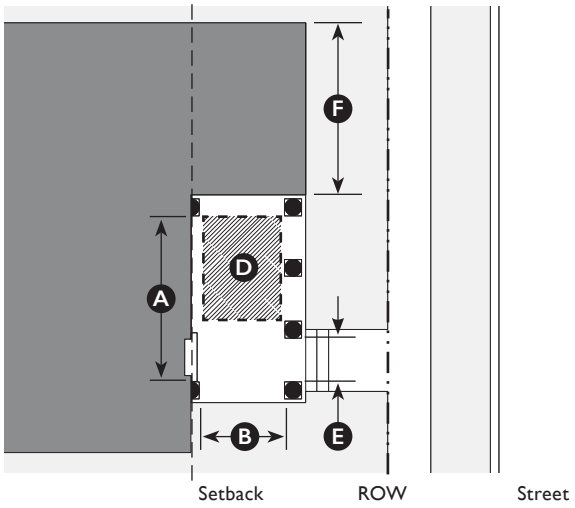
Width, clear	10' min.	A
Depth, clear	8' min.	B
Height, clear	8' min.	C
Height	2 stories max.	
Furniture area, clear	4' x 6' min.	D
Path of travel	3' wide min.	E

C. Miscellaneous

Projecting porches are open on three sides and must have a roof.

15.04.404.030 Porch: Engaged.





Key

–·–· ROW / Lot Line – – – Setback Line

A. Description

Porch: Engaged: The main facade of the building has a small to medium setback from the frontage line. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street. The engaged porch has two adjacent sides of the porch that are engaged to the building while the other two sides are open.

B. Size

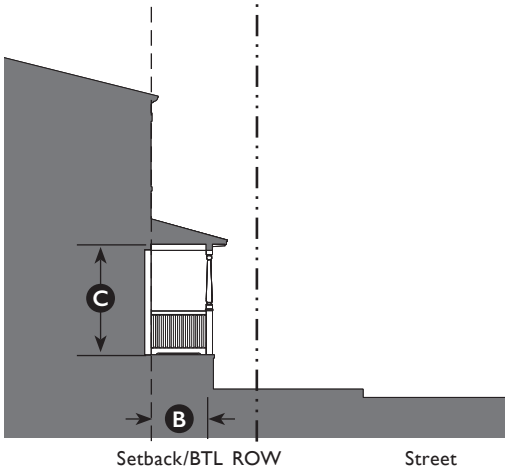
Width, clear	10' min.	A
Depth, clear	8' min.	B
Height, clear	8' min.	C
Height	2 stories max.	
Furniture area, clear	4' x 6' min.	D
Path of travel	3' wide min.	E

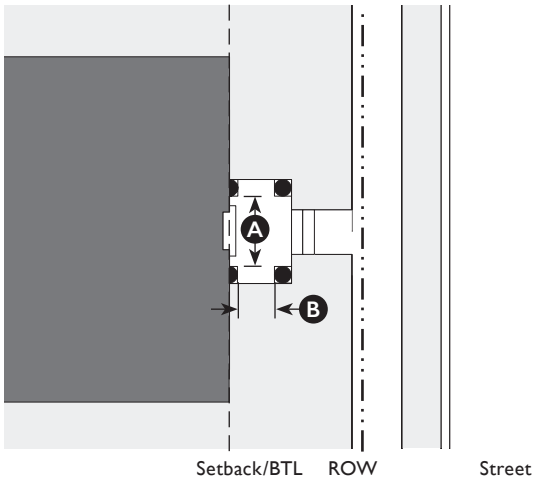
C. Miscellaneous

Up to 2/5 of the building facade may project beyond the setback line into the encroachment area for this frontage type. F

Engaged porches must be open on two sides and have a roof.

15.04.404.040 Stoop.





Key

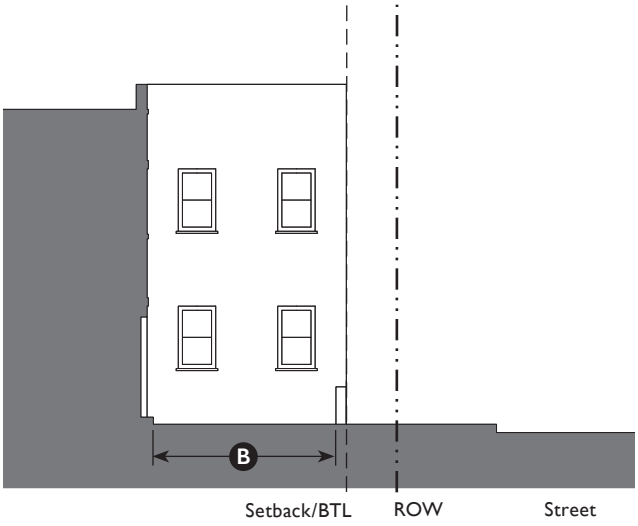
–·–· ROW / Lot Line – – – Setback/BTL

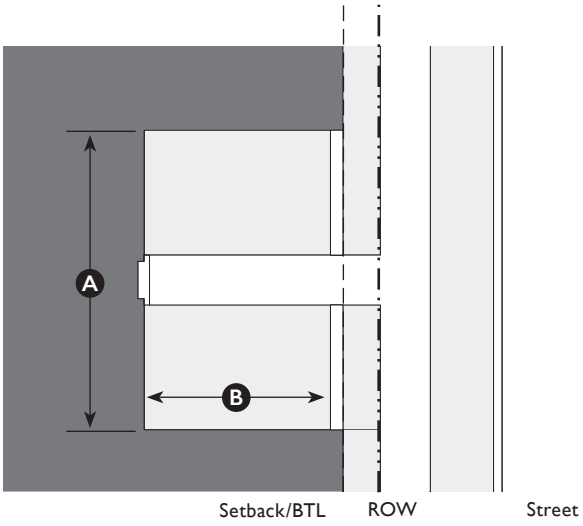
A. Description
Stoop: The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side-loaded. This type is appropriate for residential uses with small setbacks.

B. Size		
Width, clear	5' min.; 8' max.	A
Depth, clear	5' min.; 8' max.	B
Height, clear	8' min.	C
Height	1 story max.	
Depth of recessed entries	6' max.	

C. Miscellaneous
Stairs may be perpendicular or parallel to the building facade.
Ramps shall be parallel to facade or along the side of the building.
The entry door shall be covered or recessed to provide shelter from the elements.
All doors must face the street.

15.04.404.050 Forecourt.





Key

–·–· ROW / Lot Line – – – Setback/BTL

A. Description

Forecourt: The main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial areas.

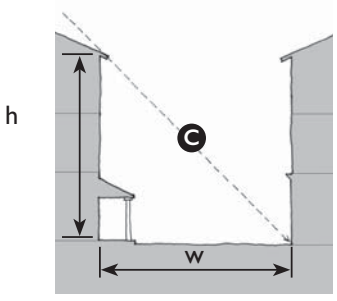
B. Size

Width, clear	12' min.	A
Depth, clear	12' min.	B
Ratio, height to width	2:1 max.	C

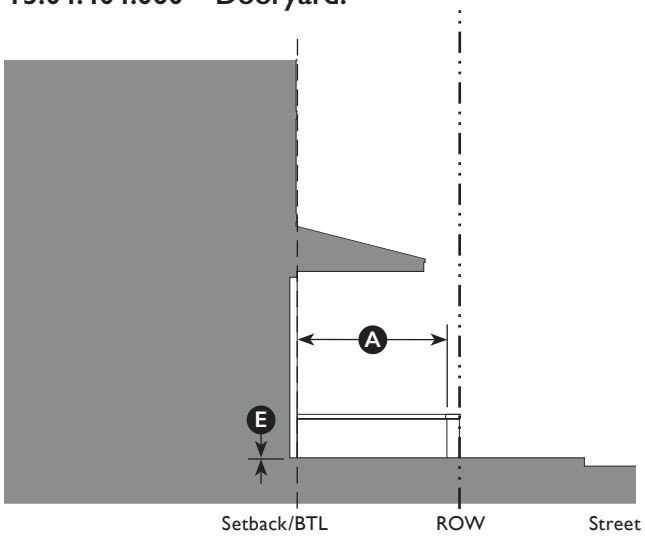
C. Miscellaneous

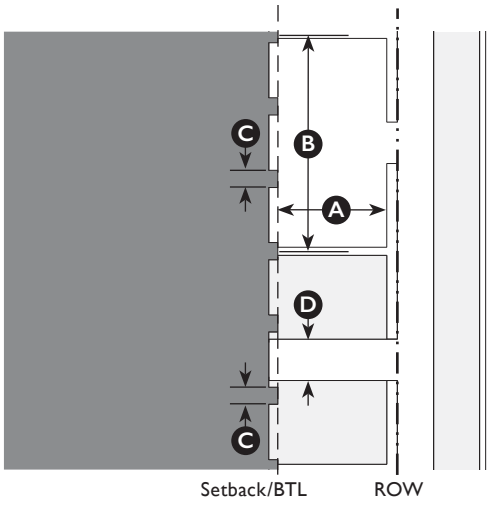
Forecourts should be used sparingly and should not be repeated along a block frontage.

The proportions and orientation of these spaces should be carefully considered for solar orientation and user comfort.



15.04.404.060 Dooryard.





Key

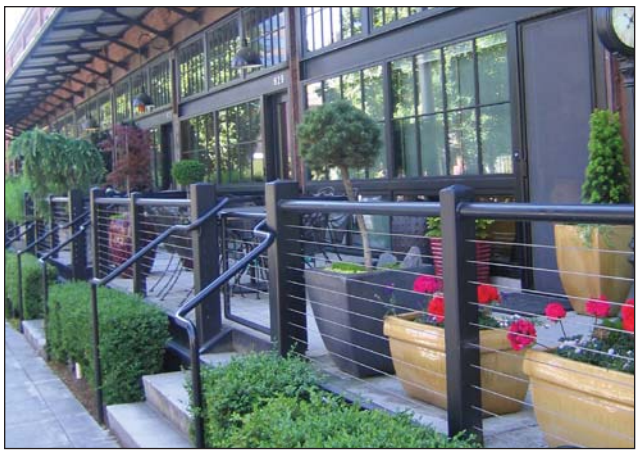
–·–· ROW / Lot Line – – – Setback/BTL

A. Description
Dooryard: The frontage line is defined by a low wall or hedge and the main facade of the building is set back a small distance creating a small dooryard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and is intended for ground-floor residential in flex zones, live/work, and small commercial uses ≤ 2,500 sf.

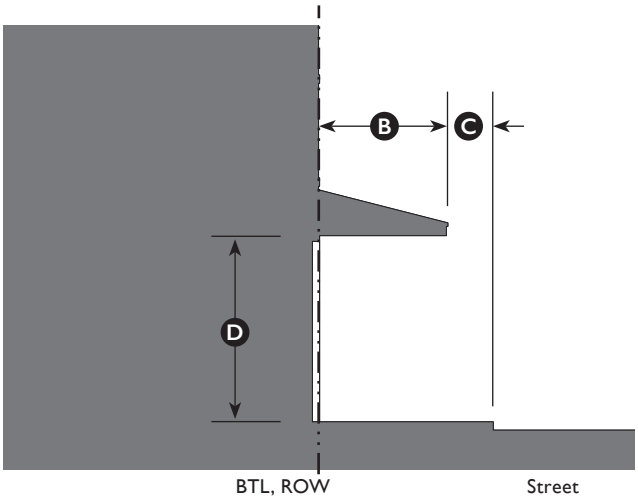
B. Size		
Depth, clear	8' min.	A
Length	50’ max.	B
Distance between glazing	4’ max.	C
Ground floor transparency	50% min.[1]	
Depth of recessed entries	5’ max.	
Path of travel	3' wide min.	D
Finish level above sidewalk	3’-6" max.	E
Finish level below sidewalk	6’ max.	

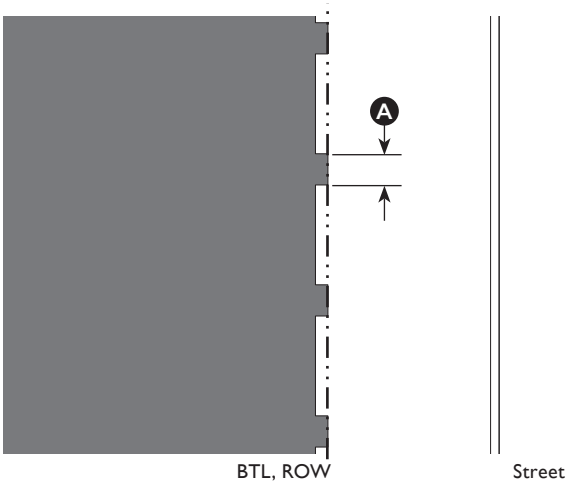
C. Miscellaneous
For Live/Work and Commercial uses, these standards are to be used in conjunction with those for the Shopfront Frontage Type. In case of conflict between them, the Dooryard standards shall prevail.
Low walls (12”-36”) used as seating are encouraged.
Shall not be used for circulation for more than one ground floor entry.

[1] For Live/Work and Commercial uses only



15.04.404.070 Shopfront.



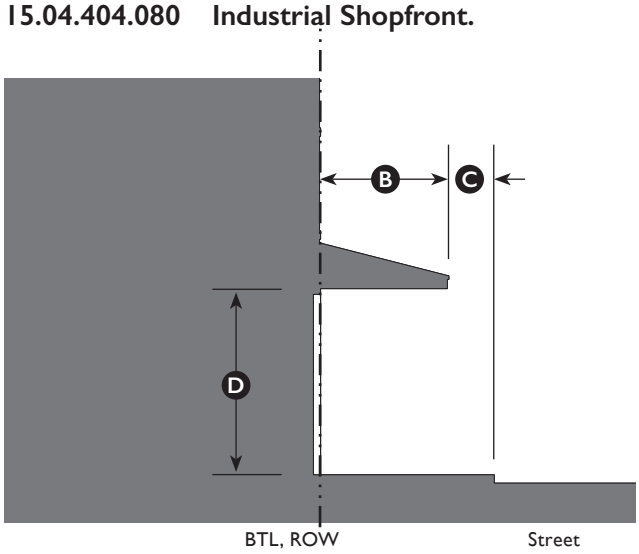


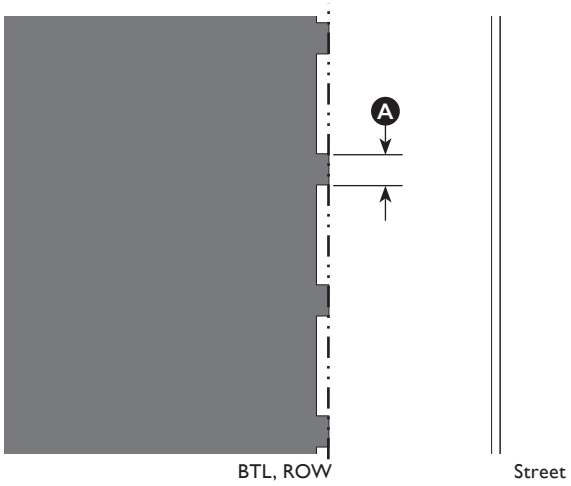
Key

–·–· ROW / Lot Line – – – Setback/BTL

A. Description		
Shopfront: The main facade of the building is at or near the frontage line with an at-grade entrance along the sidewalk. This type is intended for retail use. It has substantial glazing at the sidewalk level and may include an awning that may overlap the sidewalk. It may be used in conjunction with other frontage types. Syn: Retail Frontage, Awning		
B. Size		
Distance between glazing	2' max.	A
Ground floor transparency	75% min.	
Depth of recessed entries	5' max.	
C. Awning		
Depth	4' min.	B
Setback from curb	2' min.	C
Height, clear	8' min.	D
D. Miscellaneous		
Residential windows shall not be used.		
Doors may be recessed as long as main facade is at BTL.		
Operable awnings are encouraged.		
Open-ended awnings encouraged.		
Rounded and hooped awnings are discouraged.		
Shopfronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged.		

15.04.404.080 Industrial Shopfront.



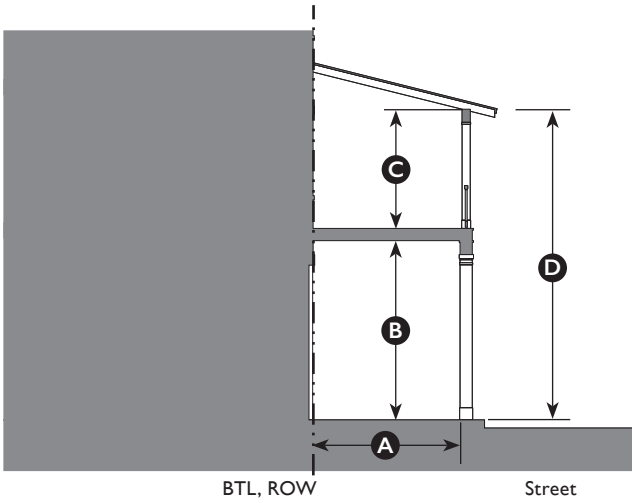


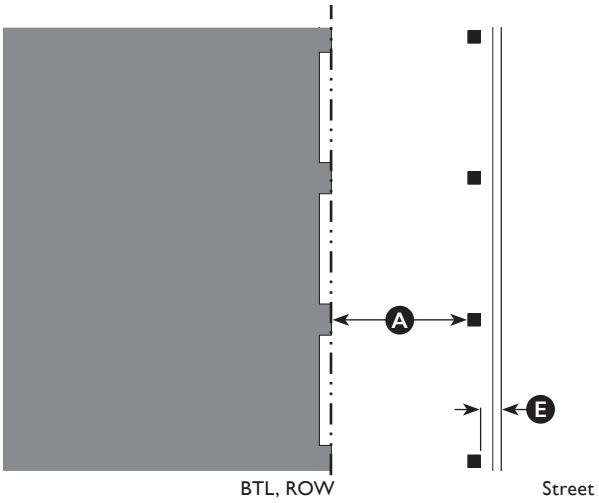
Key

–·–· ROW / Lot Line – – – Setback/BTL

A. Description		
Industrial Shopfront: The main façade of the building is at or near the front building site line with an at-grade or elevated entrance from the sidewalk. The type is intended for industrial artisan businesses to show their activity to people passing by on the sidewalk as well as for retail sales of products made on-site. This type may include a decorative roll-down or sliding door, include glazing and an awning that encroaches the sidewalk.		
B. Size		
Distance between glazing	10' max.	A
Ground floor transparency	30% min.	
Depth of recessed entries	No max.	
C. Awning		
Depth	5' min.	B
Setback from curb	2' min.	C
Height, clear	8' min.	D
D. Miscellaneous		
Residential windows shall not be used.		
Doors may be recessed as long as main facade is at BTL.		
Operable awnings are encouraged.		
Open-ended awnings encouraged.		
Rounded and hooped awnings are discouraged.		
Shopfronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged.		

15.04.404.090 Gallery.





Key

–·–·– ROW / Lot Line ----- Setback/BTL

A. Description

Gallery: The main facade of the building is at the frontage line and the gallery element overlaps the sidewalk. This type is intended for buildings with ground-floor commercial uses and may be one or two stories. The gallery should provide the primary circulation along a frontage and extend far enough from the building to provide adequate protection and circulation for pedestrians.

B. Size

Depth, clear	8' min.	A
Ground floor height, clear	11' min.	B
Upper floor height, clear	9' min.	C
Height	2 stories max.	D
Setback from curb	2' min.	E

C. Miscellaneous

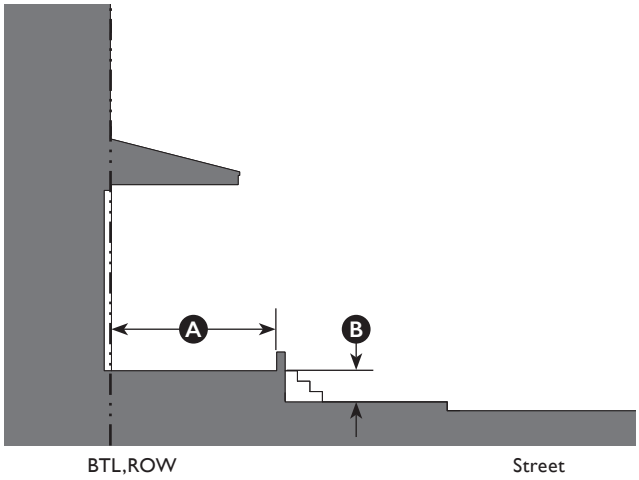
These standards are to be used in conjunction with those for the Shopfront Frontage Type. In case of conflict between them, the Gallery standards shall prevail.

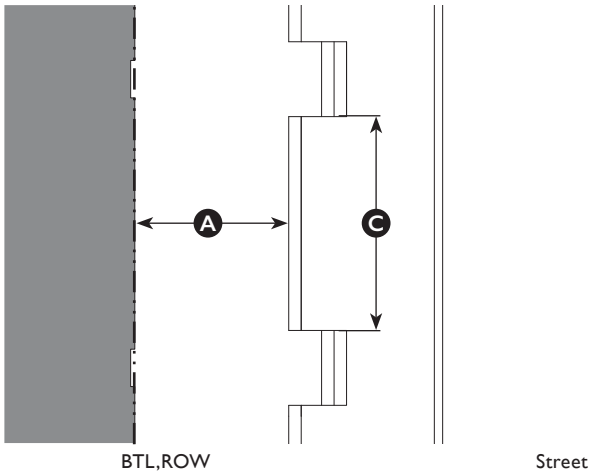
Upper-story galleries facing the street must not be used to meet primary circulation requirements.

Galleries must have a consistent depth along a frontage.

Gallery must project over a sidewalk.

15.04.404.100 Terrace.





Key

–··– ROW / Lot Line ----- Setback/BTL

A. Description

Terrace: The facade is at or near the frontage line with an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access. This type may also be used in historic industrial areas to mimic or repurpose loading docks.

B. Size

Depth, clear	8' min.	A
Finish level above sidewalk	3'-6" max.	B
Length of terrace	150' max.	
Distance between stairs	50' max.	C

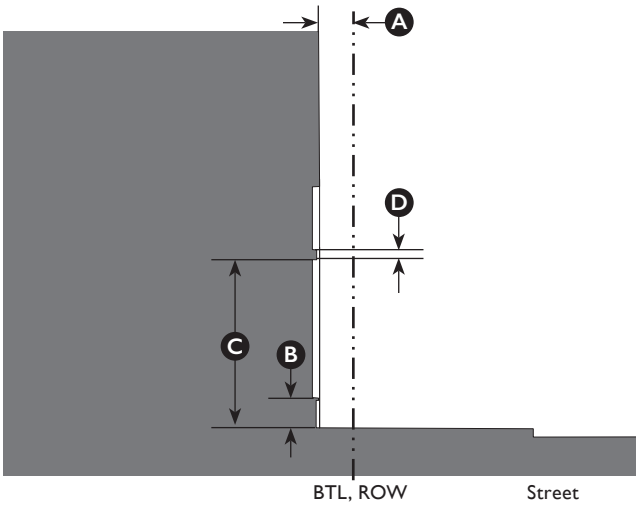
C. Miscellaneous

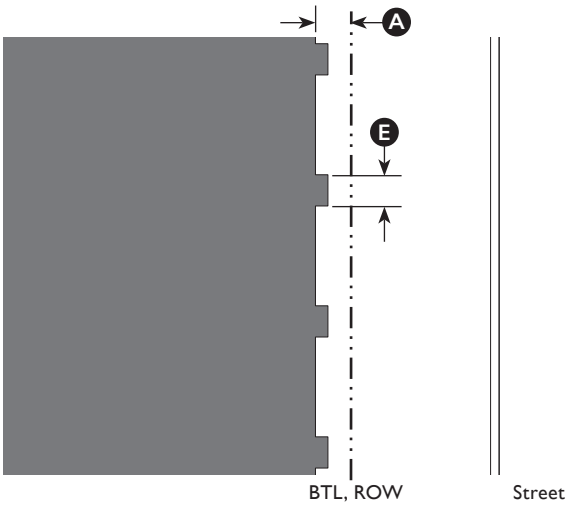
These standards are to be used in conjunction with those for the Shopfront Frontage Type. In case of conflict between them, the Terrace standards shall prevail.

Where standards in this form-based code set a maximum ground floor finish level height, such height shall be measured from the level of the terrace.

Low walls used as seating are encouraged.

15.04.404.110 Loft.

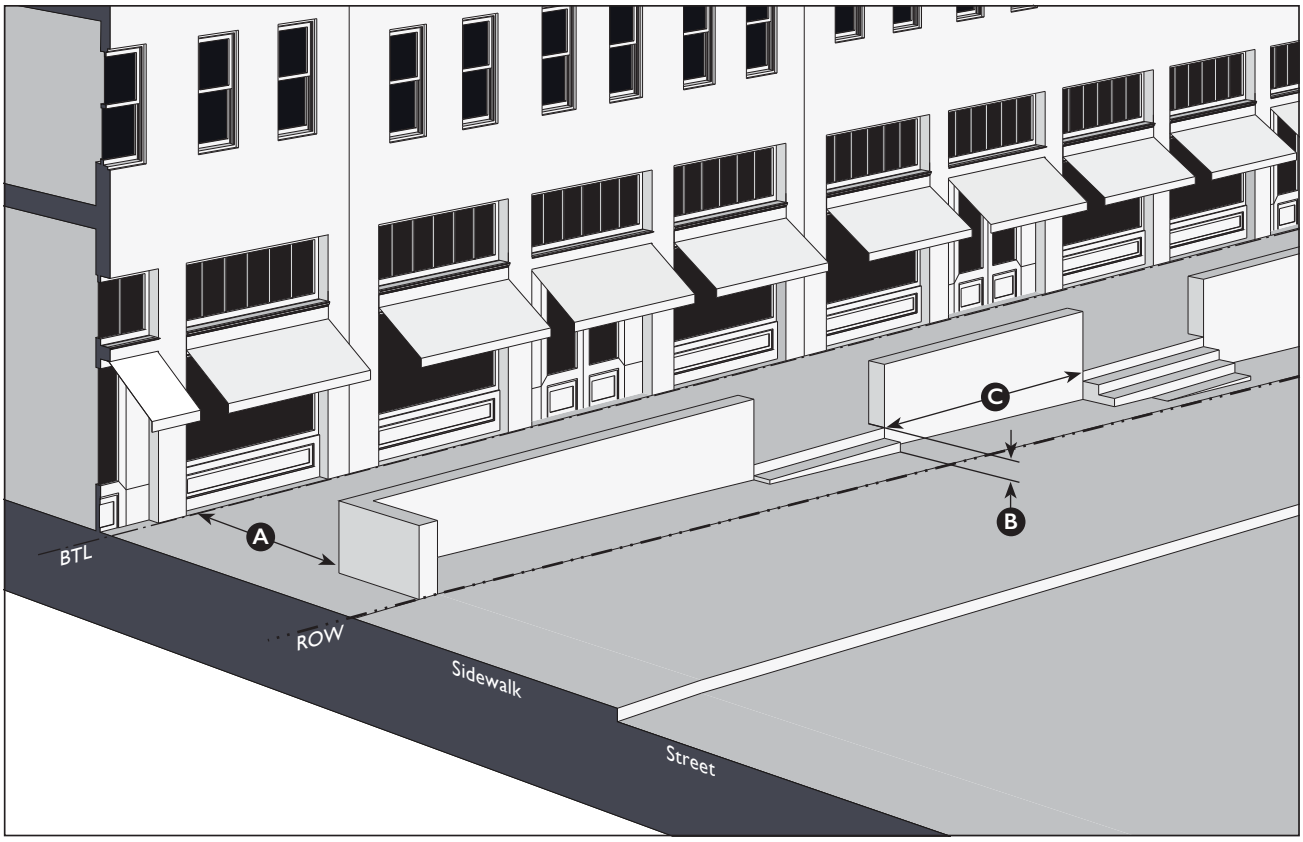




Key

–··– ROW / Lot Line ––– Setback/BTL

A. Description		
Loft: The main facade of the building is at or near the front lot line with an at-grade or elevated entrance from the sidewalk. This type typically includes a large first story height that can accommodate a double-height or interior mezzanine space.		
B. Size		
Shy zone depth	2' min.	A
Depth of recessed entries	5' max.	
Base height	6" min.; 36" max.	B
Height to top of lower window	10' min.	C
Distance between lower and upper window	2' max.	D
Distance between glazing	2' max.	E
C. Miscellaneous		
Residential windows shall not be used.		
Shy zone may be used for planters or as an extension of the sidewalk.		
This frontage type must be combined with Dooryard when located less than 5' from ROW/Lot Line.		



A terrace accommodating a grade change along a series of shopfronts

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15.04.405: Architectural Standards

Sections:

15.04.405.010 Purpose.
15.04.405.020 Architectural Design Standards.
15.04.405.030 Overview of Architectural Styles
15.04.405.040 General Block-Scale Massing and Facade Articulation Standards
15.04.405.050 Contemporary.
15.04.405.060 Art Deco.
15.04.405.070 Industrial.
15.04.405.080 Main Street Classical.
15.04.405.090 Spanish Revival.
15.04.405.100 Victorian.

15.04.405.010 Purpose.

This Article sets forth standards that supplement the zone standards to further refine the intended building form and physical character.

Unless stated otherwise, all Subsections within each architectural style ('style') identified in this Article apply to all facades of a building, including front facades, side street facades, side interior facades, and rear facade except in instances of exterior construction and/or site planning of residences and residential additions of more than 500 square feet in area but less than 1,200 square feet total floor area and less than 15 feet in height.

Quick Code Guide: Specific to Architectural Design

Before you begin

Identify your zone, building type, and detailed massing type. If you have not done this yet, go back to Article 15.04.401 (Preamble) and follow the Quick Code Guide.

Instructions	Location
Comply with General Massing and Facade Articulation Standards for Block-Scale Buildings, if applicable	15.04.405.040 (General Block-Scale Massing and Facade Articulation Standards)
Identify your architectural style	Table 15.04.405.030.A (Architectural Styles Overview)
Comply with wall, base, and building roof form standards **Dependent on zone, detailed massing type, and architectural style**	Subsections 3-8 of Architectural Style
Comply with window and door standards **Dependent on architectural style**	Subsections 9-12 of Architectural Style
Comply with external elements standards and material standards **Dependent on architectural style**	Subsections 13-16 of Architectural Style

15.04.405.020 Architectural Design Standards.

This Article contains architectural design standards for the six allowed styles. The standards for each style address a range of topics based on local architectural examples. The standards address the following aspects of individual building design: Roofs and roof pitch, eaves, cornices, walls, base of walls, dormers, openings and doors, storefronts, porches, and balconies.

1. Each building is required to be designed in compliance with one of the allowed architectural styles.
2. The architectural style standards are coordinated with the building types allowed by this FBC and the intended physical character of each zone.
3. Developments that include more than one building or where the facade width is greater than 100 feet may apply more than one architectural style and at least one architectural style for every 75 feet of facade width.
4. Mixed use buildings are required to be designed in compliance with Section 15.04.405.040 (General Block-Scale Massing and Facade Articulation Standards).
5. Buildings designed for civic uses are exempt from the standards in this Article and may be subject to design review as applicable.

15.04.405.030 Overview of Architectural Styles

Table 15.04.405.030.A (Architectural Styles Overview) provides an overview of the allowed architectural styles.

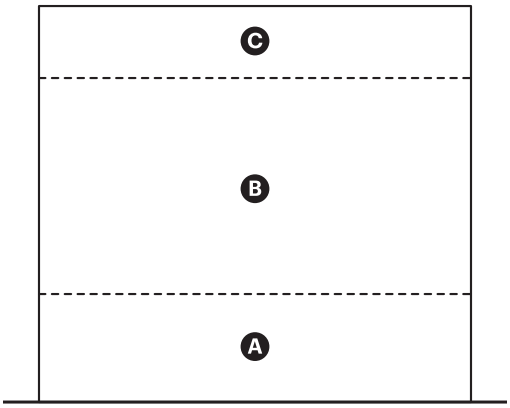
Table: 15.04.405.030.A Architectural Styles Overview

Contemporary	Art Deco	Industrial
Typical Characteristics	**Typical Characteristics**	**Typical Characteristics**
Long, low-sloped roof forms with simple eaves with deep overhangs	Vertical ornamentation or elements above primary entrances	Pitched roof forms, most often street-facing gable ends, with simple rakes and eaves with minimal overhangs
Asymmetrical facade compositions with square and horizontal openings often made from ganged vertical windows	Simple massings	Symmetrical and asymmetrical facade compositions with square and horizontal openings often made from ganged vertical windows
Mix of exterior materials to differentiate massing forms, with prevalent natural materials including wood siding	Vertical elements that break through the cornice	Unpainted corrugated metal is the primary facade material
Horizontally proportioned balconies and terraces with minimalist vertical supports	Ornamentation	
Applicable Standards	**Applicable Standards**	**Applicable Standards**
Wall	Wall	Base
Building Roof	Building Roof	Building Roof
Rake	Parapet	Parapet
Eave	Windows	Windows
Parapet	Bay Windows	Bay Windows
Windows	Residential Entry Doors	Dormers
Bay Windows	Balconies	Residential Entry Doors
Dormers	Porches	Balconies
Residential Entry Doors	Storefronts	Porches
Balconies	Materials	Storefronts
Porches		Materials
Storefronts		
Materials		

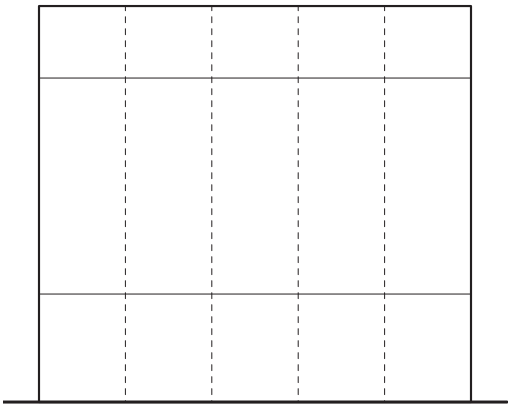
Table: 15.04.405.030.A Architectural Styles Overview (continued)

Main Street Classical	Spanish Revival	Victorian
Typical Characteristics	**Typical Characteristics**	**Typical Characteristics**
Symmetrical facade composition with proportions that imply load-bearing masonry structure	Low-pitched gabled or hipped roofs clad in red tile with open eaves	Simple, rectilinear forms articulated with a regular pattern of openings
Prominent cornice with classical detailing and parapet or pedimented roof forms	Flat, rectilinear wall plane with vertically proportioned punched openings without trim	Vertically proportioned elements, including steeply pitched roofs, projecting gable ends, and tall cornices and parapets
Regular pattern of vertically proportioned openings	Stucco as primary facade material with stucco or wood attached elements	Vertically proportioned windows, angled or boxed bays, and picture windows
Brick and stucco as primary facade materials		Siding or stucco with shingled elements
Applicable Standards	**Applicable Standards**	**Applicable Standards**
Base	Building Roof	Wall
Building Roof	Eave	Base
Parapet	Parapet	Building Roof
Windows	Windows	Rake
Bay Windows	Bay Windows	Eave
Residential Entry Doors	Dormers	Parapet
Balconies	Residential Entry Doors	Windows
Porches	Balconies	Bay Windows
Storefronts	Porches	Dormers
Materials	Storefronts	Residential Entry Doors
	Materials	Balconies
		Porches
		Storefronts
		Materials

15.04.405.040 General Block-Scale Massing and Facade Articulation Standards



Tripartite Elevation



D Example Division of Building Bays

1. Tripartite Facade Articulation

Applicability

New buildings and facade modifications over 75' in length along the adjacent street or civic space.

Standards

New facades and facade modifications along a street or civic space shall be designed to visually express a base, middle, and top.

Base[1]		A
Middle[2]	1 story min.	B
Top[3]		C

Changes of color, materials, and/or massing may be used to differentiate the base, middle, and top.

[1] The base shall be at least as tall as the top and may include the lowest floor(s) of the building.

[2] The middle shall include at least 50% of the building's stories.

[3] At minimum, the top shall include a roof/eave form visible from the street or a parapet delineated by a stringcourse, cornice, or other horizontal ornament.

2. Massing and Composition

Applicability

New buildings and facade modifications over 75' in length.

Standards

New facades and facade modifications along a street or civic space shall be designed to appear as multiple buildings no greater than 75' in length.

Building facades shall be arranged in a composition of window bays/ openings based on prevalent patterns of 3, 5, 7 or 9 bays.[4] D

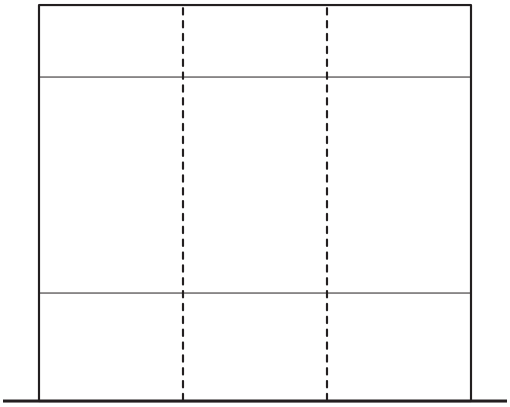
Facades shall be designed in a symmetrical or asymmetrical composition.

Symmetrical Composition E

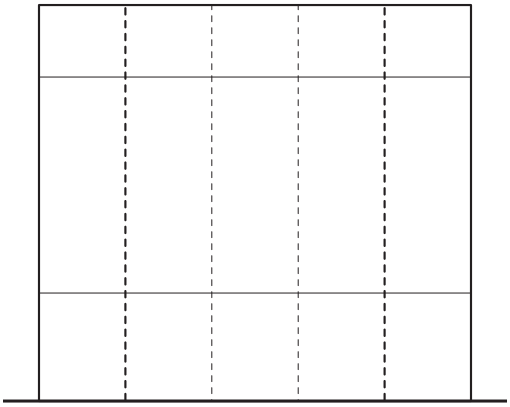
Asymmetrical Composition
2 bays min.; 7 bays max. F

The pattern shall be visually expressed through the spacing of openings, physical recesses, projections or other techniques, and may include the ground floor and its mezzanine.

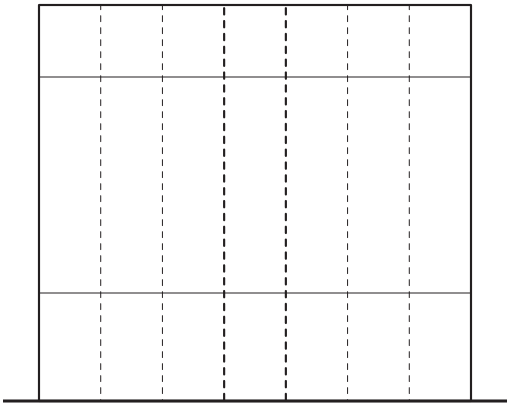
[4] Party walls are exempt from bay composition standard.



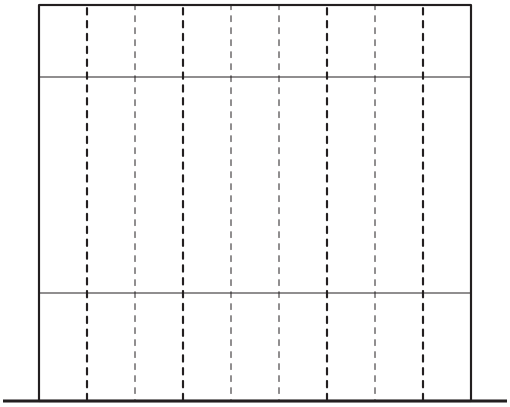
3-Bay Elevation



5-Bay Elevation

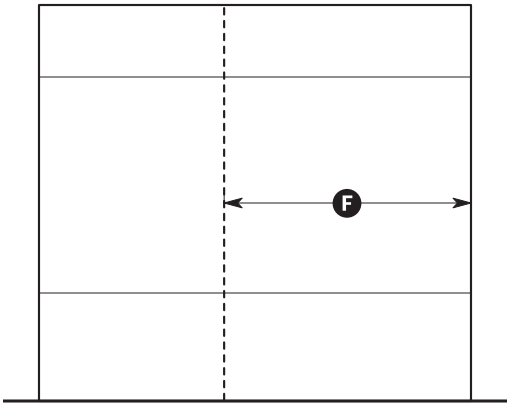


7-Bay Elevation



9-Bay Elevation

E Examples of Symmetrical Composition



Asymmetrical Elevation

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15.04.405.050 Contemporary.

General note: The images above and the descriptions in Subsections 1 and 2 below are intended to provide a brief overview of the architectural style and are descriptive, not regulatory.

1. Description of Style

Contemporary style buildings have a streamlined aesthetic and minimal ornamentation. This style focuses on combining simple rectilinear massing forms with changes in material and color. The use of glass and cantilevered elements imbues buildings with a sense of lightness and simplicity.

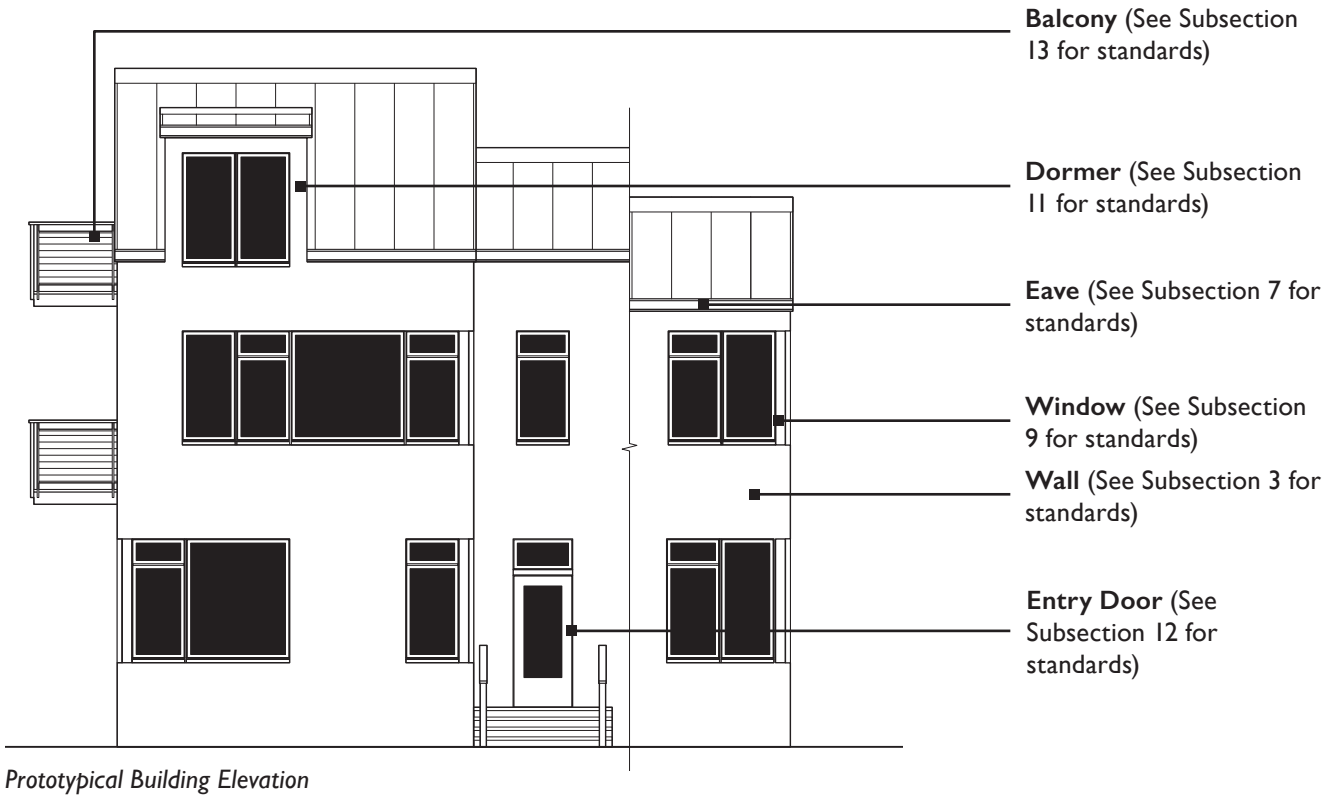
2. Typical Characteristics

- Long, low-sloped roof forms with simple eaves with deep overhangs
- Asymmetrical facade compositions with square and horizontal openings often made from ganged vertical windows
- Mix of exterior materials to differentiate massing forms, with prevalent natural materials
- Horizontally proportioned balconies and terraces with minimalist vertical supports

Contemporary.

Elements of Contemporary Style – House-Scale Prototype

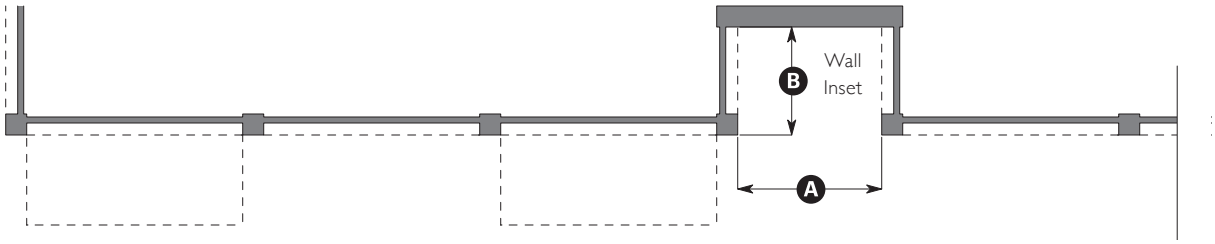
Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.



Prototypical Building Elevation

Elements of Contemporary Style – Block-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.



Prototypical Building Plan, Primary Facade

Prototypical Building Elevation

3. Wall

Stucco control joints shall align with edges of openings.

Wall Inset

A wall inset from the primary facade, continuous for the full height of the building, is required for buildings greater than 75' in width.

Roof and wall projections may encroach into wall inset.

3. Wall (Continued)

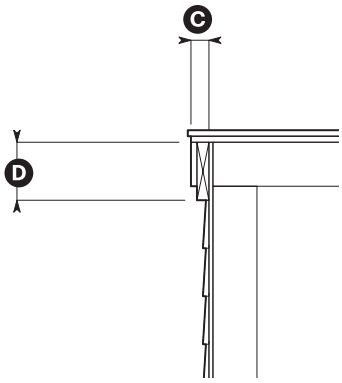
Wall inset dimensions

Width	8'0" min.; 12'0" max.	A
Depth	6'0" min.	B

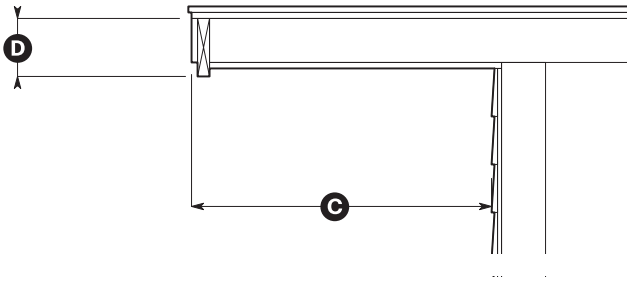
4. Base

No base is required for this style.

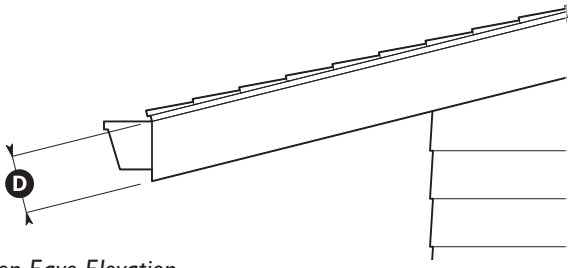
Contemporary.



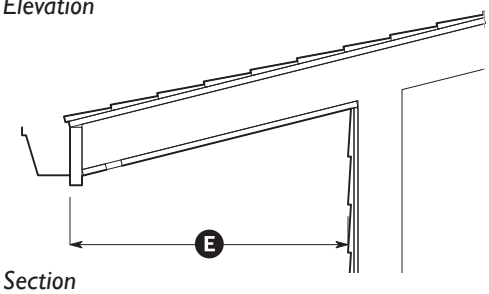
Flush Profile Rake Section



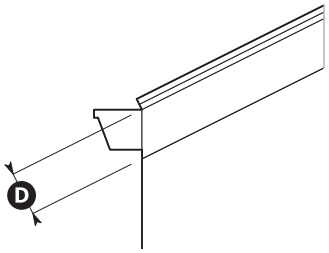
Projecting Profile Rake Section



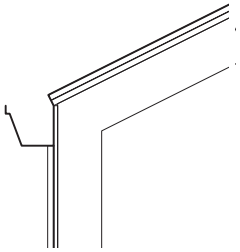
Open Eave Elevation



Open Eave Section



Closed Eave Elevation



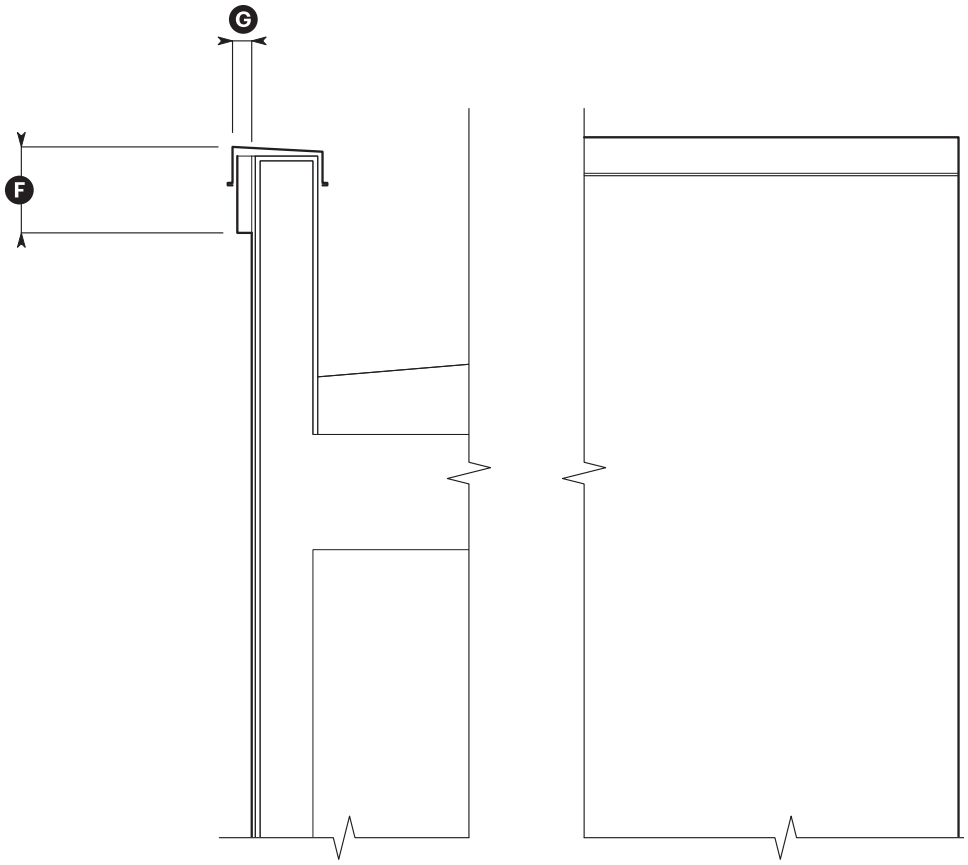
Closed Eave Section

5. Building Roof		
Building Roof Standards	**Sloped Roof**	**Flat Roof**
Roof Form		
Pitch	2:12 min.; 6:12 max.	N/A
Applicable Subsections		
6. Rake	A	N/A
7. Eave	A	N/A
8. Parapet	N/A	A

6. Rake			
Standards	**Flush Profile**	**Projecting Profile**	
Horizontal Projection	No min.; 2" max.	2'6" min.; No max.	C
See Subsection 7 (Eave) for height standards.			

7. Eave			
Standards	**Open**	**Closed**	
Height			
Fascia	6" min.	6" min.	D
Horizontal Projection			
Overall	36" min.; No max.	N/A	E

Key	A = Applicable	N/A = Not Applicable



Parapet Section

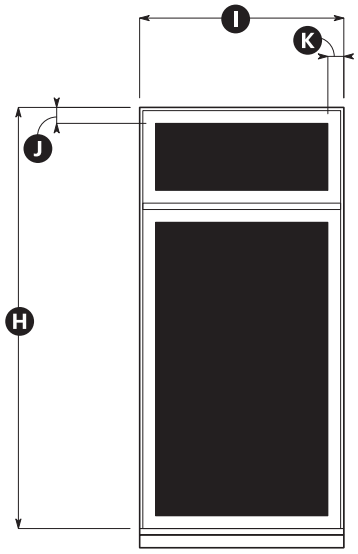
Parapet Elevation

8. Parapet		
Height		
Projection	0" min.; 6" max.	F
Horizontal Projection		
Overall	0" min.; 3" max.	G

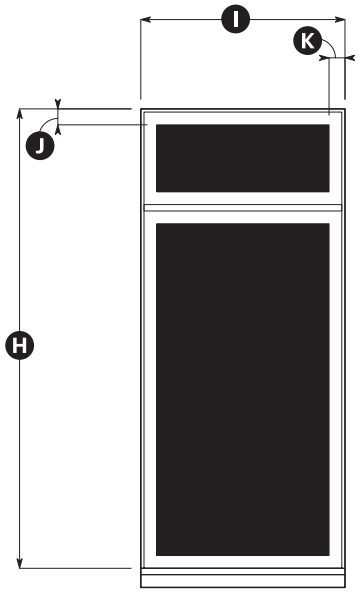
9. Windows		
Opening		
Proportion, Height (H) to Width (I) [1]		
Ground floor	2.2 min.	
Upper floor	2.0 min.	
Dormer	See Subsection 11 (Dormers) for standards.	
Typical Sizes, Width (I) x Height (H)		
Ground floor, typical	3'0" x 6'0"	
Ground floor, ganged	3'0" x 6'0"	
Ground floor, picture	4'6" x 6'0"	
Upper floor, typical	3'0" x 5'6"	
Upper floor, ganged	3'0" x 5'6"	
Upper floor, picture	4'6" x 5'6"	
Privacy	2'0" x 4'6"	
Shape	Square	
Operation	Double-Hung, Single-Hung, Awning, Casement	
Window		
Glazing Divisions	None	
Frame Width (Frame + Sash)		
At Rail	2.5" min. ± 1/4"	(J)
At Stile	2.5" min. ± 1/4"	(K)
Trim Widths[2]		
Head	3" min.	
Jamb	3" min.	
Apron	3" min.	
Window Frame Recess		
Depth	2" min.	
Sill		
Depth	3" min.	
Pediment		
Allowed	No	
Mullions		
Mullions required between ganged windows.		

[1] Picture windows must be wider than typical windows and equal in height to windows on the same floor.

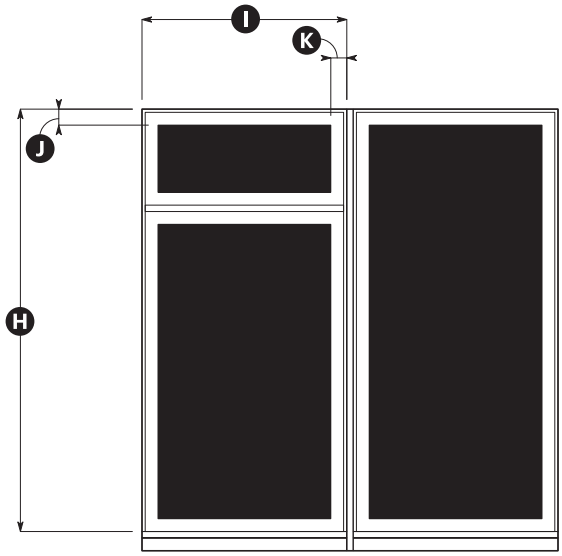
[2] Trim required for windows only on buildings or parts of buildings with lap siding.



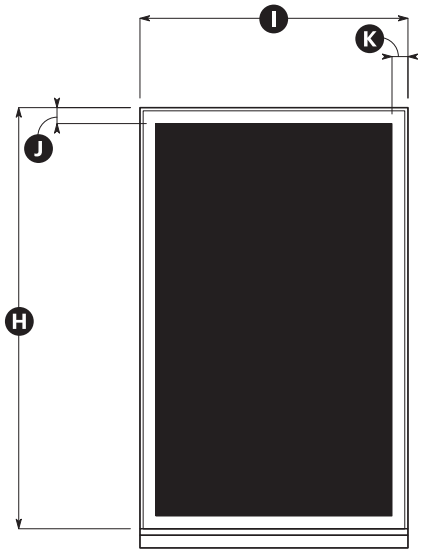
Upper Floor
Typical Window Elevation



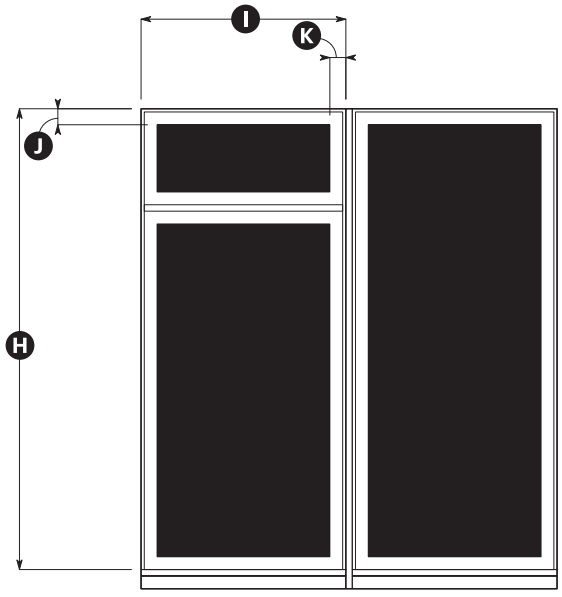
Ground Floor
Typical Window Elevation



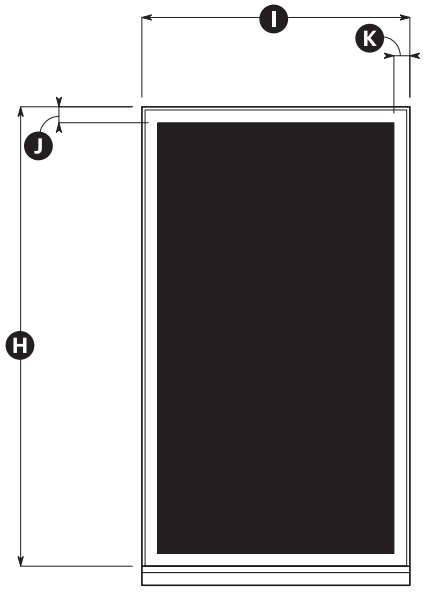
Upper Floor
Ganged Window Elevation



Upper Floor
Picture Window Elevation



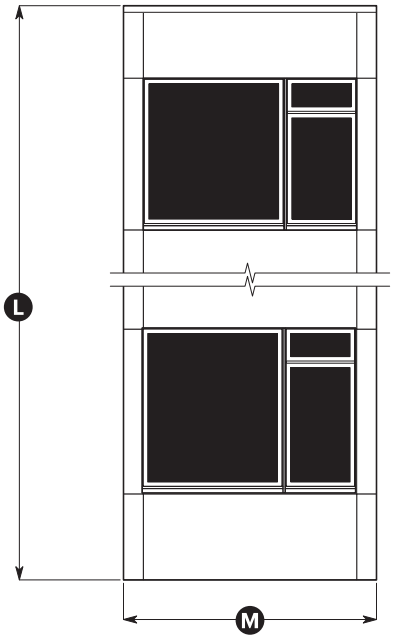
Ground Floor
Ganged Window Elevation



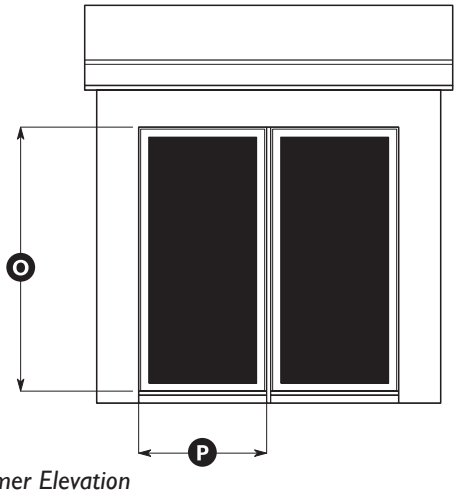
Ground Floor
Picture Window Elevation

Contemporary.

Bay Window Plan



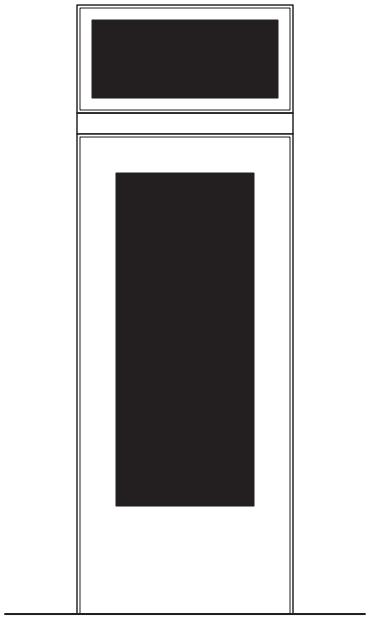
Bay Window Elevation



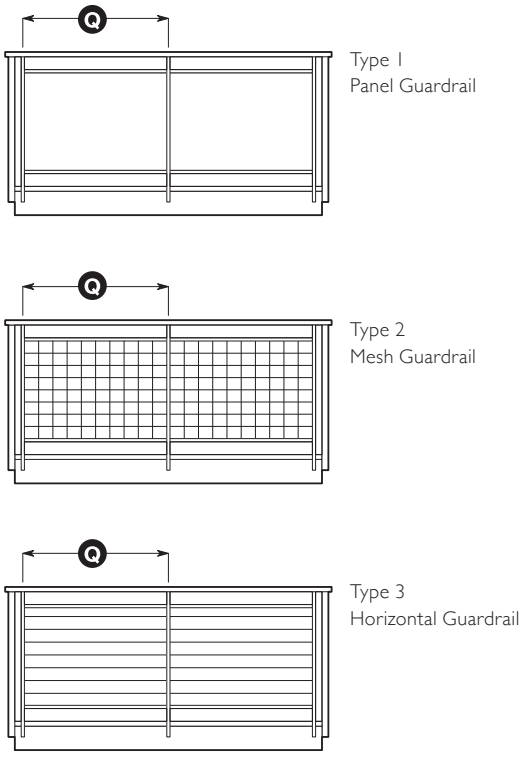
Dormer Elevation

10. Bay Windows		
Form		
Type	Square	
Size		
Height		L
On buildings with heights up to 3 stories	2 stories max.	
On buildings with heights above 3 stories	2 stories plus 1 additional story for each building story over 3 max.	
Width	6'0" min.; 12'0" max.	M
Depth	1'0" min.; 3'0" max.	N
Additional Standards		
Bay form shall be continuous.		
Continuous horizontal articulation on building shall wrap bay form.		
Corner bay may be turned on side to be rotated 45 degrees from building corner.		

11. Dormers		
Roof Form		
Type	Shed	
Pitch	2:12 min.; 6:12 max.	
Window		
Proportion, Height O to Width P	2.0 min.	
Width	3'0" min.	P
Dormers allowed only for buildings with half stories.		
See Subsections 6 (Rake), 7 (Eave), and 9 (Windows) for additional standards.		



Entry Door Elevation



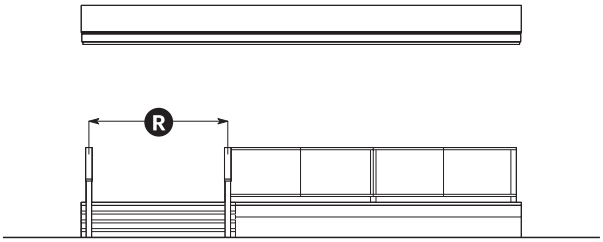
Balcony Front Elevation

12. Residential Entry Doors	
Surround[3]	
Head Width	4" min.
Jamb Width	4" min.
Additional Elements	
Transom	Allowed
Pediment	Not allowed

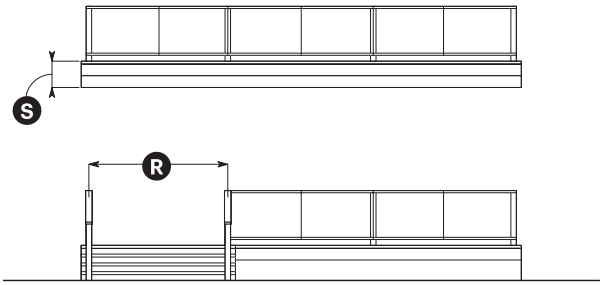
[3] Surround required for doors only on buildings or parts of buildings with lap siding.

13. Balconies	
Allowed Materials	
Type 1 - Panel Guardrail	
Post	Metal
Baluster	Metal panel
Handrail	Metal, glass
Fascia	Metal, composite wood, wood
Type 2 - Mesh Guardrail	
Post and Handrail	Metal
Baluster	Metal mesh
Fascia	Metal, composite wood, wood
Type 3 - Horizontal Guardrail	
Post and Handrail	Metal
Baluster	Metal, steel cable
Fascia	Metal, composite wood, wood
Size	
Overall Balcony Width	10'0" max.
Width Between Posts	3' min. Q

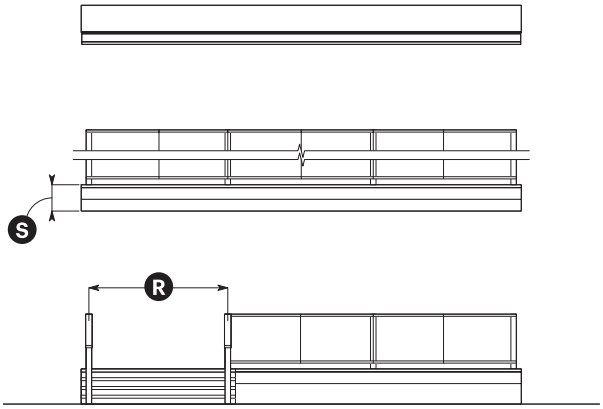
Contemporary.



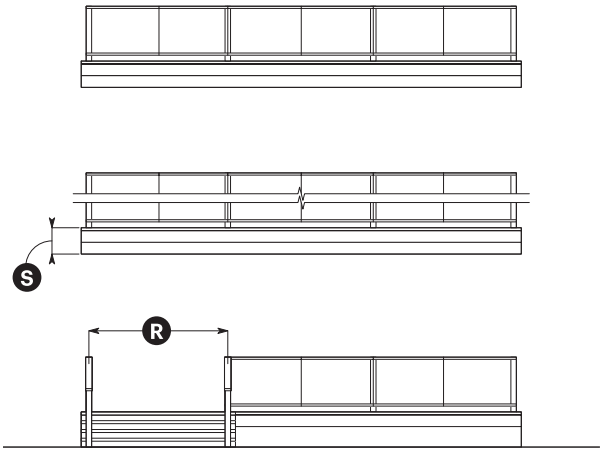
One-Story Porch Elevation



One-Story Porch with Deck Above Elevation

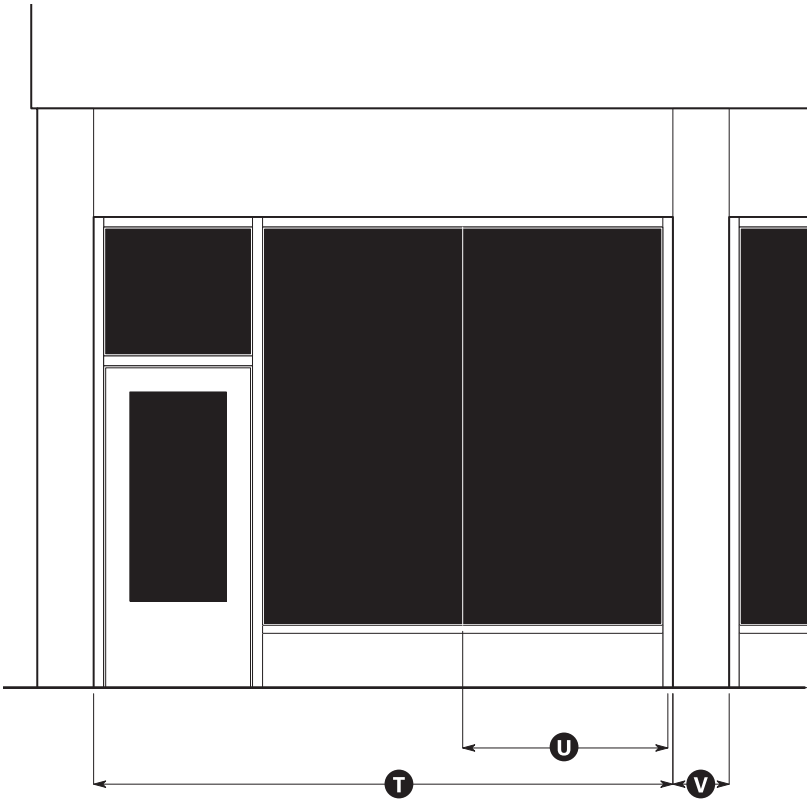


Multi-Story Porch Elevation

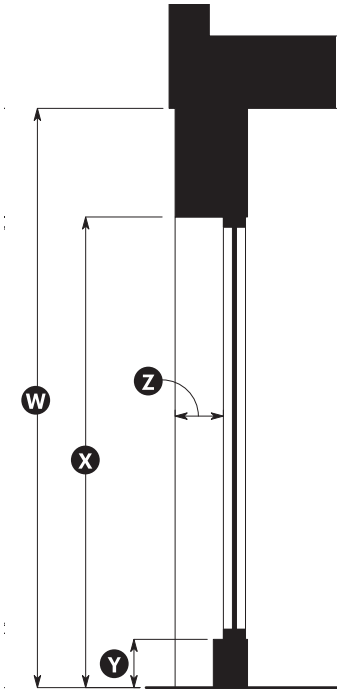


Multi-Story Porch with Deck Above Elevation

14. Porches		
Columns/Newel Posts		
Shape	Cantilevered (newel posts only) or pilotis	
Diameter	4" max.	
Spacing	8'0" max. on center	R
Entablature		
Height of Entablature Supporting Deck		
Overall	10" min.	S



Storefront Elevation



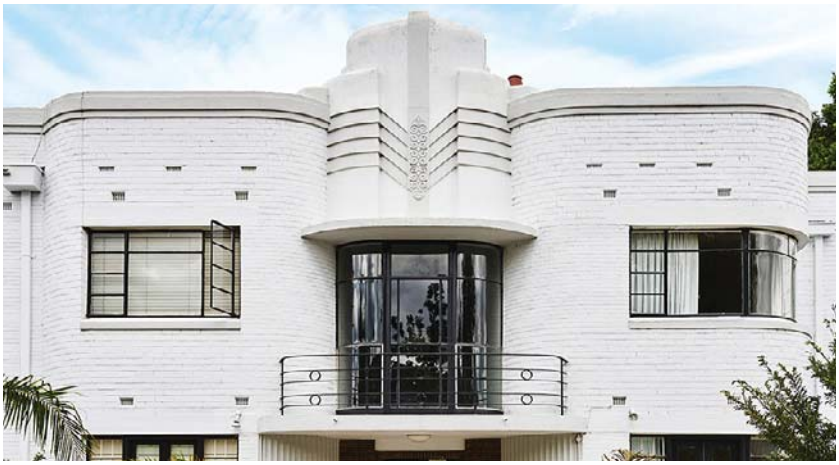
Storefront Section

15. Storefronts		
Width		
Storefront Module	10'0" min.; 15'0" max.	T
Display Window	3'0" min.; 4'0" max.	U
Distance Between Storefront Modules	1'0" min.; 2'0" max.	V
Height		
Overall	12'0" min.	W
Head Height	11'0" min.	X
Base	8" min.; 2'0" max.	Y
Horizontal Recess		
Depth	6" min.; 9" max.	Z
Base shall be continuous, unless divided by pilaster, and align with base height of building (if any).		

Contemporary.

16. Materials	
Element	**Allowed Materials**
Wall	
Wall Cladding	Lap siding, composite wood, wood, fiber cement, stucco, metal panel
Base or Foundation	
Base or Foundation	Brick, concrete, stone, stucco, composite wood, wood, fiber cement
Roof and Roof Elements	
Roofing	Asphalt shingles, wood shingles, standing seam metal
Rake and Eave	Composite wood, wood, steel
Gutter	Metal box
Windows, Bay Windows, and Entry Doors	
Entry Door	Wood, aluminum, fiberglass, composite wood
Window Frames	Wood, aluminum clad wood, aluminum, fiberglass
Glazing	Clear glass; shall not be tinted, mirrored, or colored
Balconies	
See Subsection 13 (Balconies) for allowed materials.	
Porches	
Columns/Newel Posts	Composite wood, wood, fiberglass, metal
Railing	Composite wood, wood, metal
Storefronts	
Storefront	Composite wood, wood, metal
Storefront Base	Stucco, concrete

15.04.405.060 Art Deco.



General note: The images above and the descriptions in Subsections 1 and 2 below are intended to provide a brief overview of the architectural style and are descriptive, not regulatory.

1. Description of Style

The Art Deco style Is characterized by buildings composed of primarily rectilinear forms with strongly contrasting vertical and horizontal emphases. Towers, tall slender piers that may project above the parapet line, and other vertical projections above the roofline are used to provide vertical emphasis. Horizontal grooves or lines in the walls, horizontal balustrade elements, concrete window awnings, and ganged windows are used to give a horizontal emphasis to the building.

Art Deco style has ornamental elements such as zig zags, chevrons, and other stylized and geometric motifs occur as decorative elements on the facade, typically at the parapet and primary entrances.

2. Typical Characteristics

- Vertical ornamentation or elements above primary entrances
- Simple massings
- Vertical elements that break through the cornice
- Ornamentation

Art Deco.

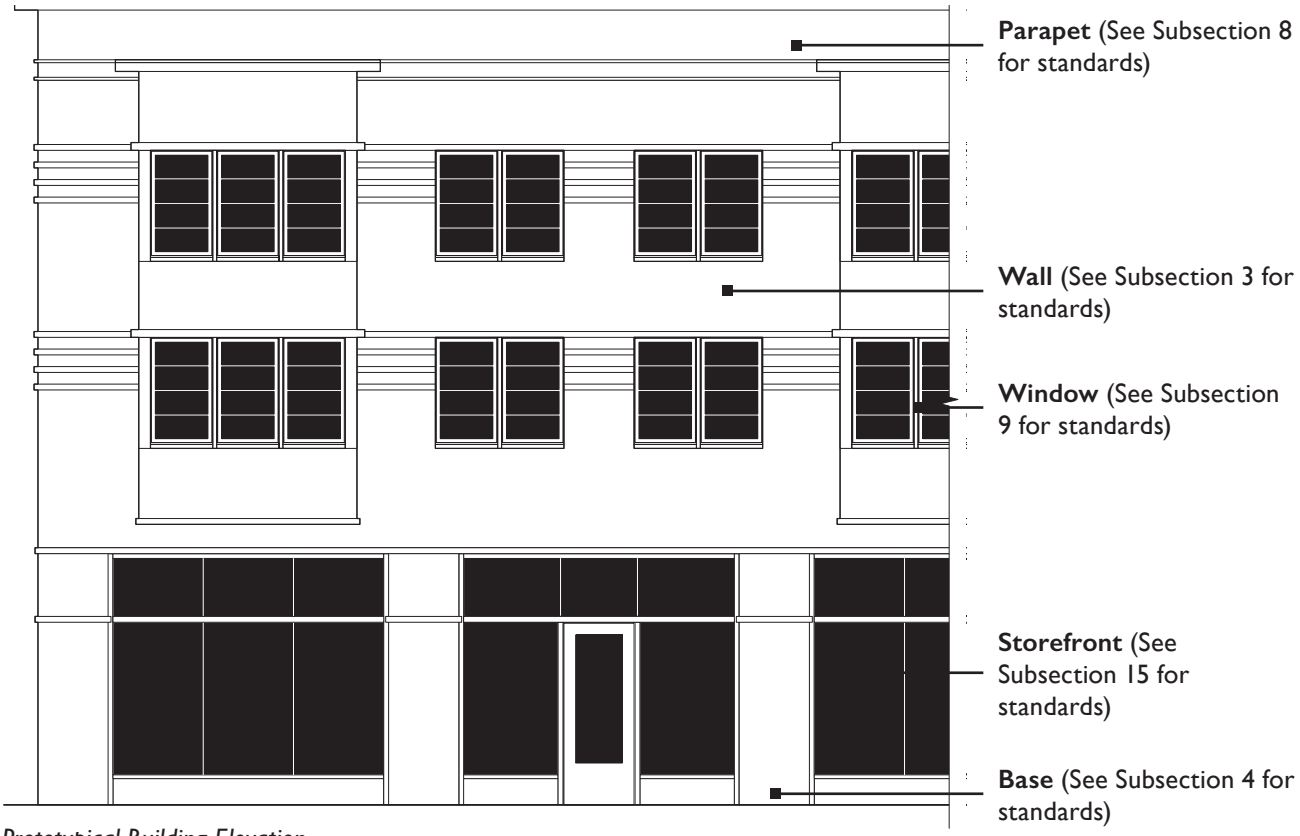
Elements of Art Deco Style – House-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.

Prototypical Building Elevation

Elements of Art Deco Style – Block-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.



Prototypical Building Elevation

3. Wall
Stucco control joints shall align with edges of openings.
Rounded exterior wall corners allowed

4. Base
None required

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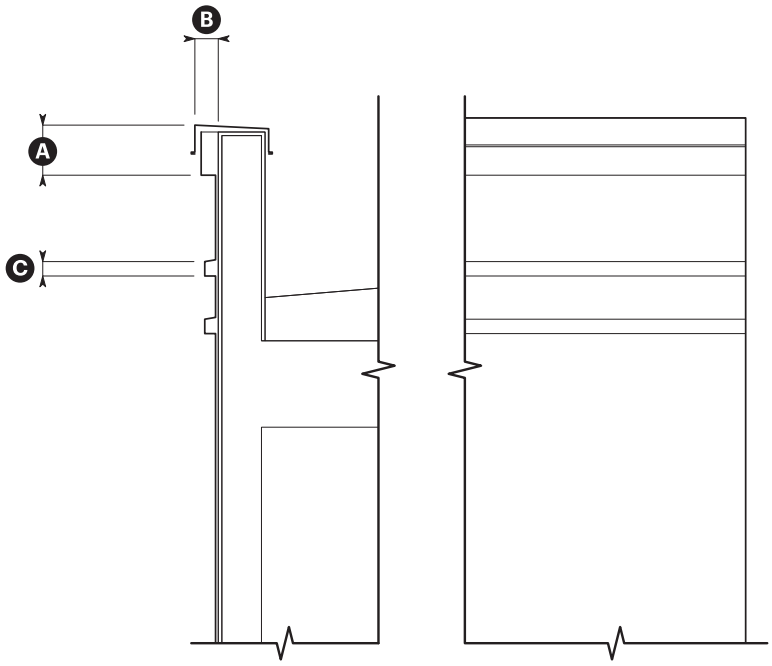


Parapet Section *Parapet Elevation*

5. Building Roof	
Form	
Roof type	Flat

6. Rake
Because this style does not allow sloped roofs, rake is not regulated. For wall-roof junction standards, see Subsection 8 (Parapet).

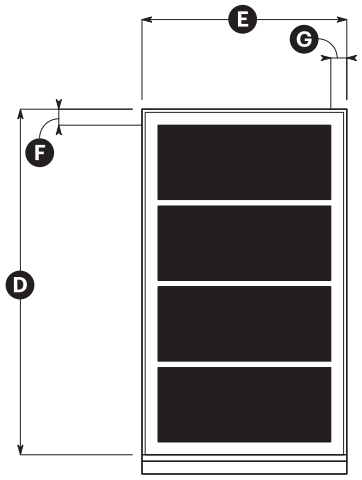
7. Eave
Because this style does not allow sloped roofs, eave is not regulated. For wall-roof junction standards, see Subsection 8 (Parapet).

8. Parapet		
Height		
Projection	0" min.; 6" max.	A
Horizontal Projection		
Overall	0" min.; 12" max.	B
Required Ornament[1]		
Type	Recess or Projection	
Height	2" min.	C
Quantity	2 min.	

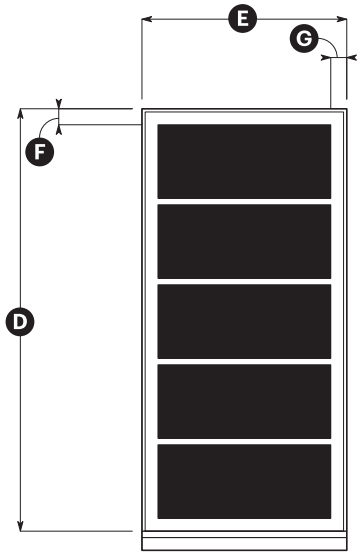
[1] Ornament shall be continuous along facade.

9. Windows		
Opening		
Proportion, Height (D) to Width (E) [2]		
Ground floor	2.0 min.	
Upper floor	1.6 min.	
Typical Sizes, Width (E) x Height (D)		
Ground floor, typical	2'8" x 5'6"	
Ground floor, ganged	2'8" x 5'6"	
Ground floor, picture	2'4" x 3'6"	
Upper floor, typical	2'8" x 4'6"	
Upper floor, ganged	2'8" x 4'6"	
Upper floor, picture	2'4" x 3'6"	
Privacy	2'0" x 4'0"	
Shape	Square, arched	
Operation	Casement	
Window		
Glazing Divisions	4 parts or 5 parts	
Frame Width (Frame + Sash)		
At Rail	2.5" min. ± 1/4"	(F)
At Stile	2.5" min. ± 1/4"	(G)
Window Frame Recess		
Depth	2" min.	
Sill		
Depth	3" min.	
Pediment		
Allowed	No	
Mullions		
Mullions required between ganged windows.		

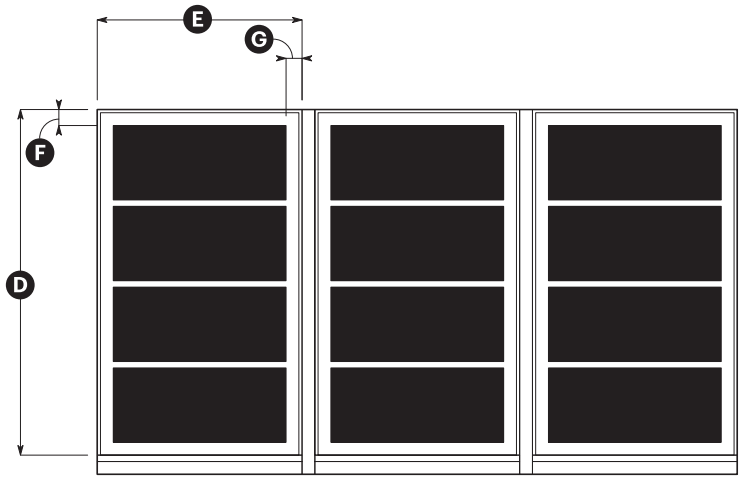
[2] Picture windows must be wider than typical windows and equal in height to windows on the same floor.



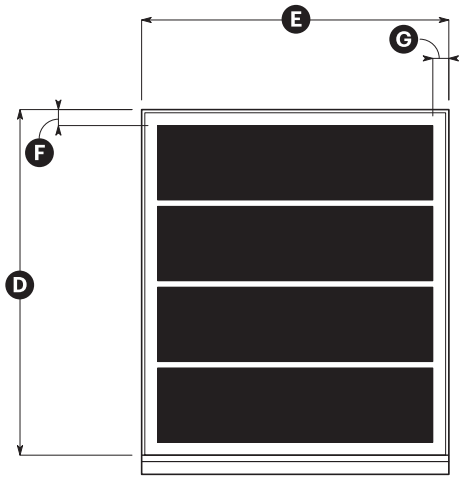
Upper Floor
Typical Window Elevation
4 parts



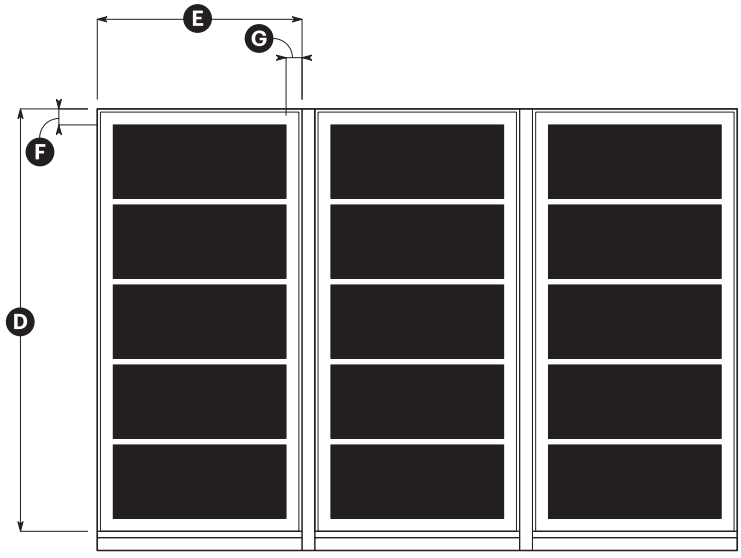
Ground Floor
Typical Window Elevation
5 parts



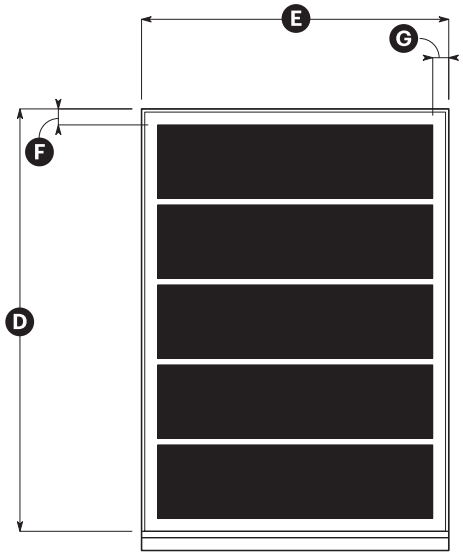
Upper Floor
Ganged Window Elevation
4 parts



Upper Floor
Picture Window Elevation



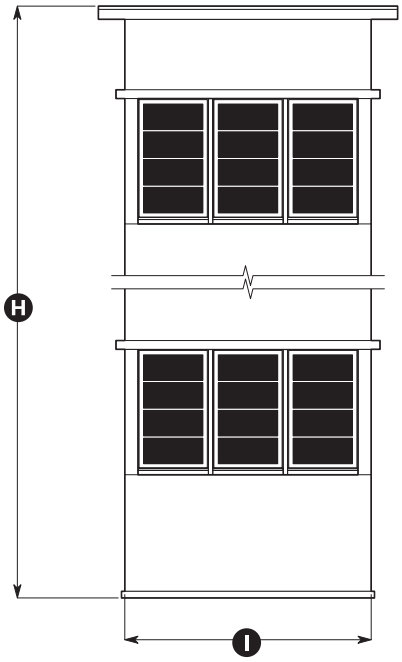
Ground Floor
Ganged Window Elevation
5 parts



Ground Floor
Picture Window Elevation

Art Deco.

Bay Window Plan

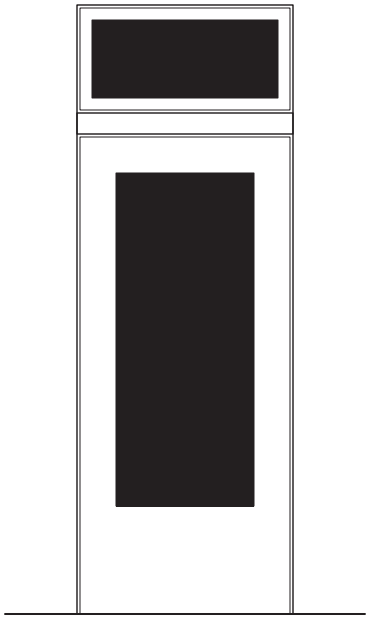


Bay Window Elevation

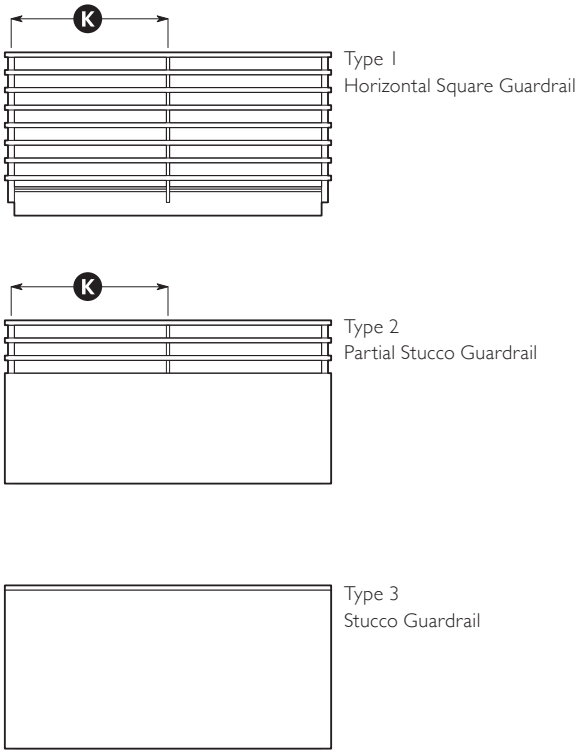
10. Bay Windows		
Form		
Type	Square	
Size		
Height		H
On buildings with heights up to 3 stories	2 stories max.	
On buildings with heights above 3 stories	2 stories plus 1 additional story for each building story over 3 max.	
Width	6'0" min.; 12'0" max.	I
Depth	1'0" min.; 3'0" max.	J
Cornice Types		
Building eave wraps bay.		
Bay stops below building eave (bay has own cornice).		
Bay returns into building eave (bay never projects above the building eave).		

10. Bay Windows (Continued)
Additional Standards
Bay depth not allowed to project beyond eave depth.
Bay form shall be continuous.
Continuous horizontal articulation on building shall wrap bay form.
Corner bay may be turned on side to be rotated 45 degrees from building corner.

11. Dormers
Because this style does not allow sloped roofs, dormers shall not be used.



Entry Door Elevation

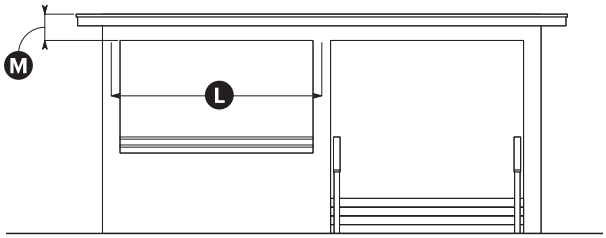


Balcony Front Elevation

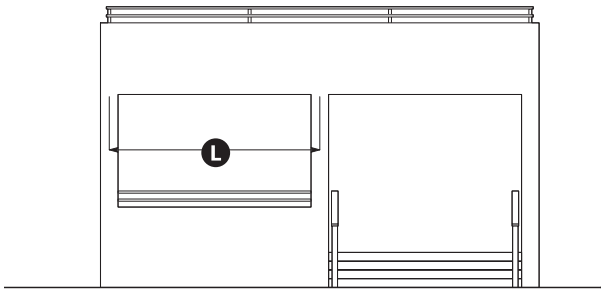
12. Residential Entry Doors	
Door	
Number of Panels	0 min.
Surround	
None required	
Additional Elements	
Transom	Allowed
Pediment	Not allowed

13. Balconies		
Allowed Materials		
Type 1 - Horizontal Square Guardrail		
Post	Metal	
Baluster	Metal	
Handrail	Metal	
Fascia	Stucco, metal, composite wood, wood	
Type 2 - Partial Stucco Guardrail		
Post and Handrail	Metal	
Baluster	Metal	
Wall	Stucco	
Type 3 - Stucco Guardrail		
Wall	Stucco	
Size		
Overall Balcony Width	10'0" max.	
Width Between Posts	3' min.	K

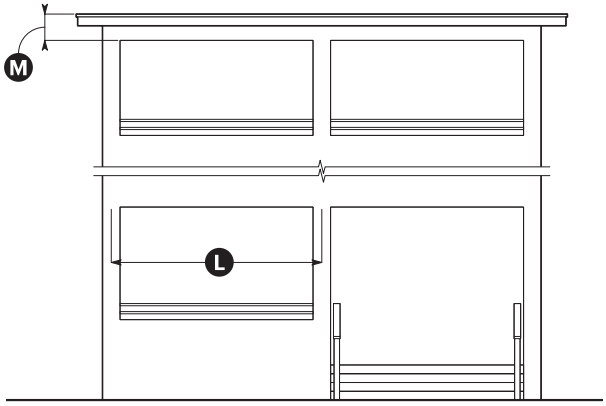
Art Deco.



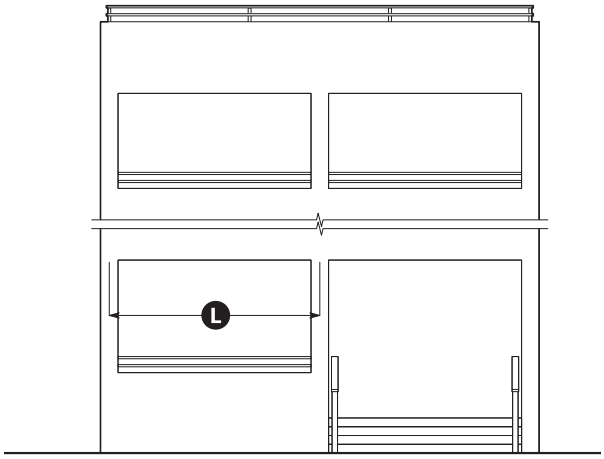
One-Story Porch Elevation



One-Story Porch with Deck Above Elevation

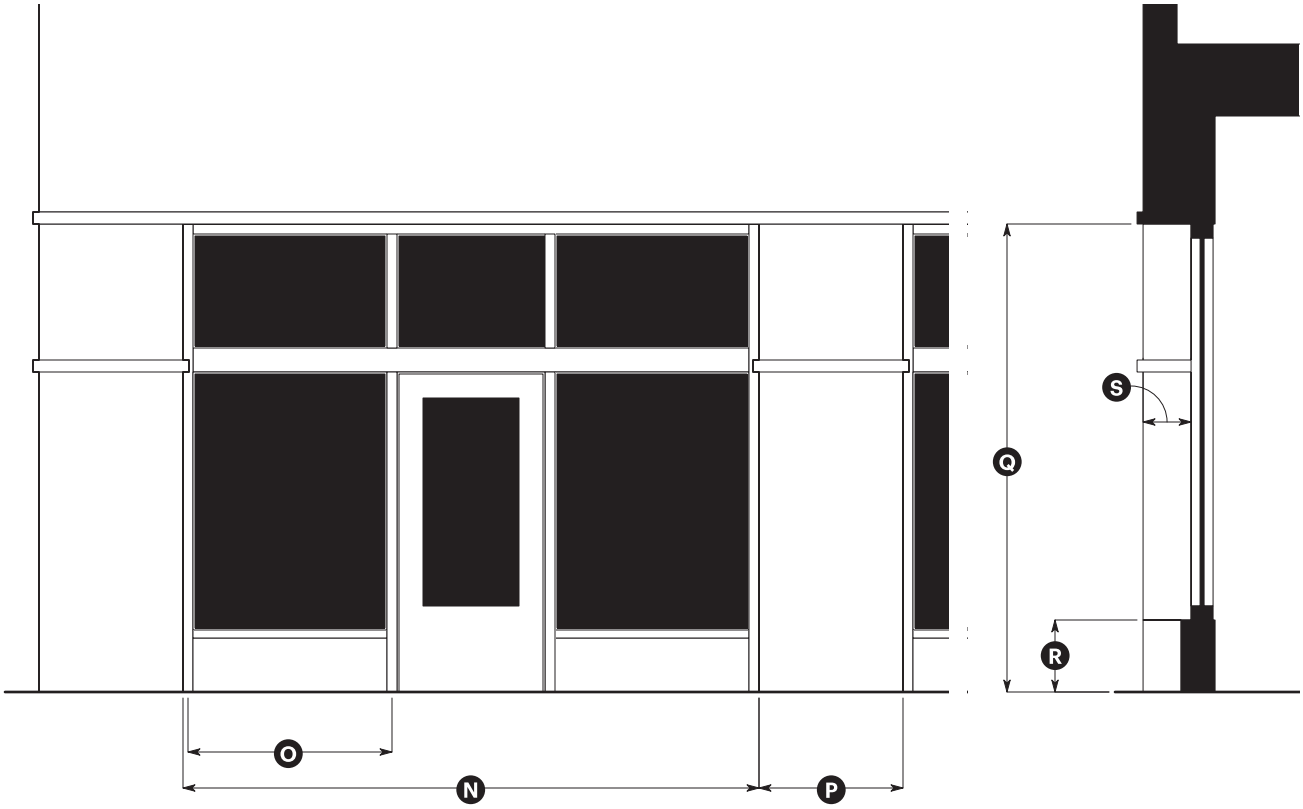


Multi-Story Porch Elevation



Multi-Story Porch with Deck Above Elevation

14. Porches		
Columns		
Shape	Square or round	
Width	8" min.	
Spacing	12'0" max. on center	L
Entablature		
Overall	10" min.	M



Storefront Elevation

Storefront Section

15. Storefronts		
Width		
Storefront Module	10'0" min.; 15'0" max.	N
Display Window	3'0" min.; 4'0" max.	O
Distance Between Storefront Modules	2'6" min.; 4'0" max.	P
Height		
Head Height	11'0" min.	Q
Cornice	None	
Signage Band	None	
Base	1'0" min.; 2'0" max.	R
Horizontal Recess		
Depth	6" min.; 9" max.	S

Base shall be continuous, unless divided by pilaster, and align with base height of building (if any).

Art Deco.

16. Materials	
Element	**Allowed Materials**
Wall	
Wall Cladding	Stucco
Windows, Bay Windows, and Entry Doors	
Entry Door	Wood, aluminum, fiberglass, composite
Window Frames	Wood, aluminum-clad wood, aluminum, fiberglass
Sill	Stucco, cast stone
Glazing	Clear glass; shall not be tinted, mirrored, or colored
Balconies	
See Subsection 13 (Balconies) for allowed materials.	
Porches	
Columns	Stucco, metal
Railing	Metal
Storefronts	
Storefront	Composite wood, wood, metal
Storefront Base	Stucco, tile

15.04.405.070 Industrial.

General note: The images above and the descriptions in Subsections 1 and 2 below are intended to provide a brief overview of the architectural style and are descriptive, not regulatory.

1. Description of Style

The Industrial style is defined by simple building forms with gable end, side gable, or saw tooth roof forms. Flat roofs are also allowed. Windows, roll-up glass doors, and other openings are simple and laid out in a rational manner.

Facades along the street and low walls provide opportunities for accent elements such as trellises, gates, and awnings. Parking is often screened and located in a parking court or a lot to the rear of the property.

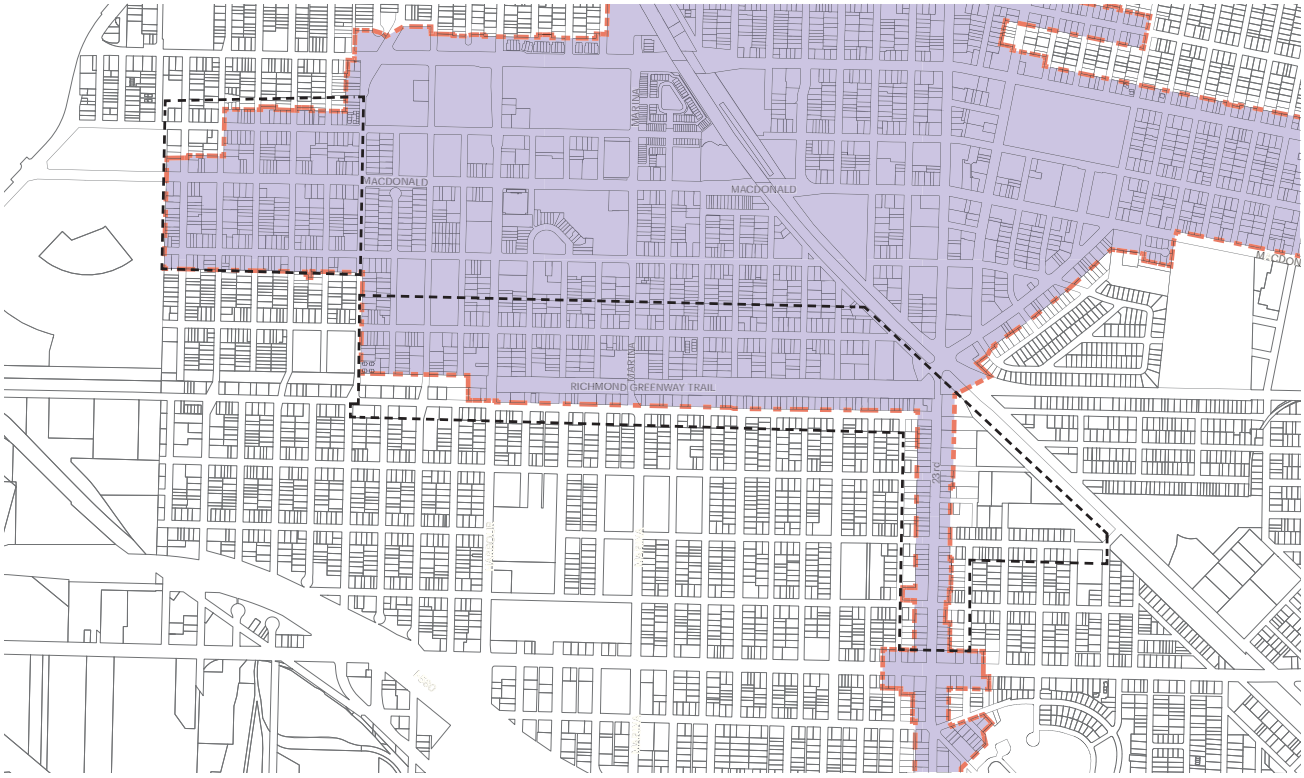
Figure 15.04.405.070.1 (Allowed Areas for Industrial Architectural Style) identifies areas in which the Industrial architectural style is allowed.

2. Typical Characteristics

Low-pitched roofs with shallow eaves
Simple gable or saw-toothed roof forms
Horizontally proportioned openings made from ganged vertical windows
Simple and regular rhythm of openings
Metal roofing
Metal sheeting or stucco wall materials

Industrial.

Figure 15.04.405.070.1: Allowed Areas for Industrial Architectural Style



Key

--- Allowed Areas

Project Boundary

Project Area

Elements of Industrial Style – Block-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.

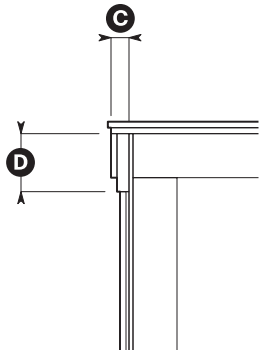
Prototypical Building Elevation

3. Wall		
Stucco control joints shall align with edges of openings.		
Trim[1]		
Width	4" min.	A

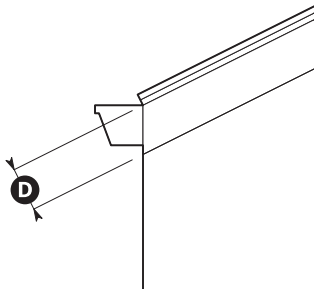
[1] Trim not required on buildings or portions of buildings where stucco is the primary wall material.

4. Base		
Height	1'0" min.; 1/2 story max.	B

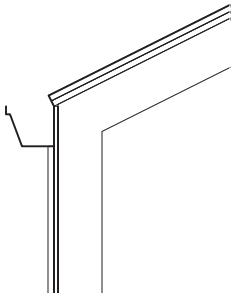
Industrial.



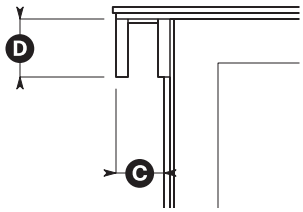
Flush Profile Rake Section



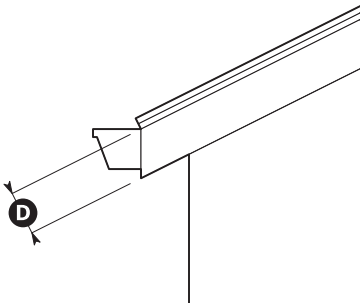
Open Eave Elevation



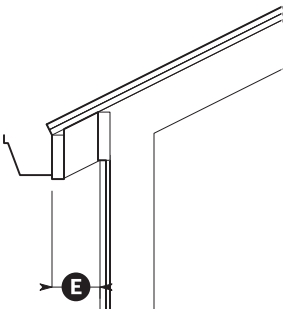
Open Eave Section



Projecting Profile Rake Section



Closed Eave Elevation



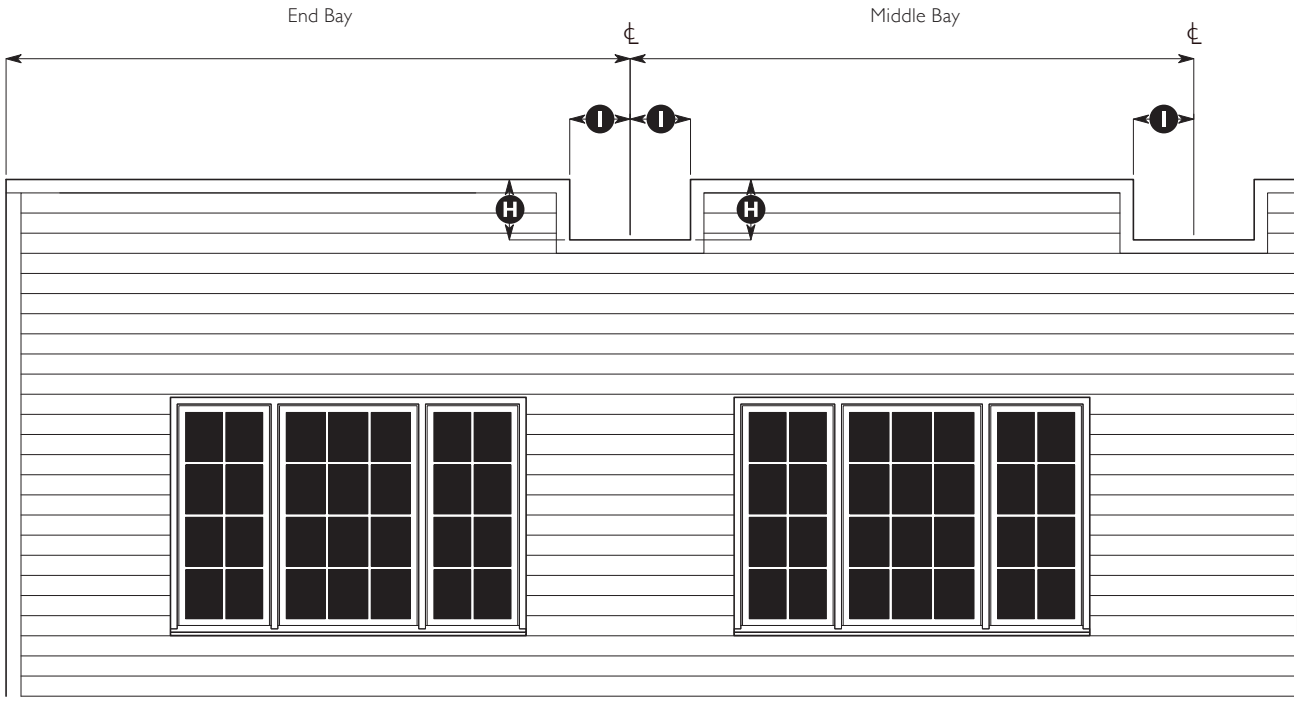
Closed Eave Section

5. Building Roof		
Building Roof Standards	**Sloped Roof**	**Flat Roof**
Applicable Subsections		
Subsection 6 (Rake)	A	N/A
Subsection 7 (Eave)	A	N/A
Subsection 8 (Parapet)	N/A	A
Form		
Pitch	2:12 min.; 10:12 max.	N/A

6. Rake			
Standards	**Flush Profile**	**Projecting Profile**	
Horizontal Projection	No min.; 2" max.	6" min.; 1'6" max.	C
See Subsection 7 (Eave) for height standards.			

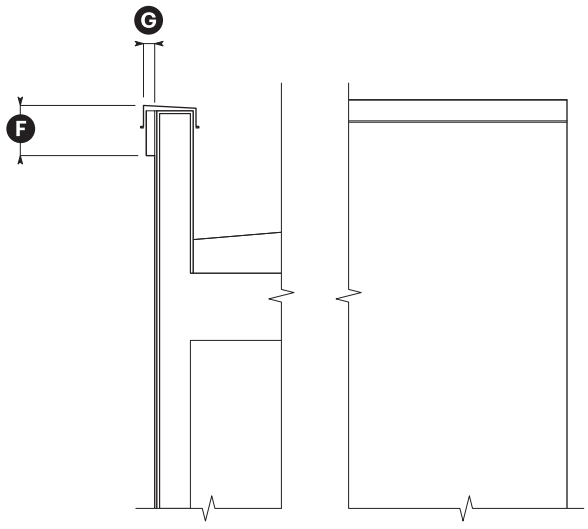
7. Eave			
Standards	**Open**	**Closed**	
Height			
Fascia	6" min.	6" min.	D
Horizontal Projection			
Overall	6" min.; 1'6" max.	N/A	E

Key	A = Applicable	N/A = Not Applicable



Parapet Elevation

8. Parapet		
Height		
Projection	0" min.; 6" max.	F
Horizontal Projection		
Overall	0" min.; 3" max.	G
Crenellation		
Parapet shall be crenellated.		
Crenel Height	1'0" min.	H
Width, from Center Line	1'0" min.	I
Crenel may not occur at building corner or end bays.		

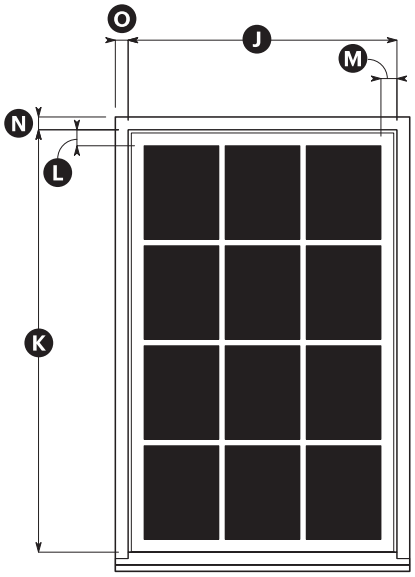


Parapet Section *Parapet Elevation*

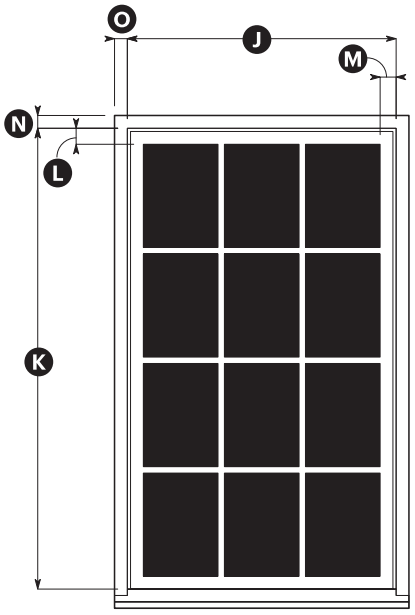
Industrial.

9. Windows		
Opening		
Proportion, Height K to Width J [2]		
Ground floor	1.6 min.	
Upper floor	1.5 min.	
Dormer	See Subsection 11 (Dormers) for standards.	
Typical Sizes, Width J x Height K		
Ground floor, typical	3'6" x 6'0"	
Ground floor, ganged	2'4" x 6'0"	
Ground floor, picture	5'0" x 6'0"	
Upper floor, typical	3'6" x 5'6"	
Upper floor, ganged	2'4" x 5'6"	
Upper floor, picture	5'0" x 5'6"	
Privacy	2'0" x 4'0"	
Shape	Square	
Operation	Single Hung, Double Hung, Casement	
Window		
Glazing Divisions	6 parts min.; 12 parts max.	
Frame Width (Frame + Sash)		
At Rail	2.5" min. ± 1/4"	L
At Stile	2.5" min. ± 1/4"	M
Trim Widths		
Head	2" min.	N
Jamb	2" min.	O
Apron	None required.	
Window Frame Recess		
Depth	2" min.	
Sill		
Depth	3" min.	
Pediment		
Allowed	No	
Mullions		
Mullions required between ganged windows.		

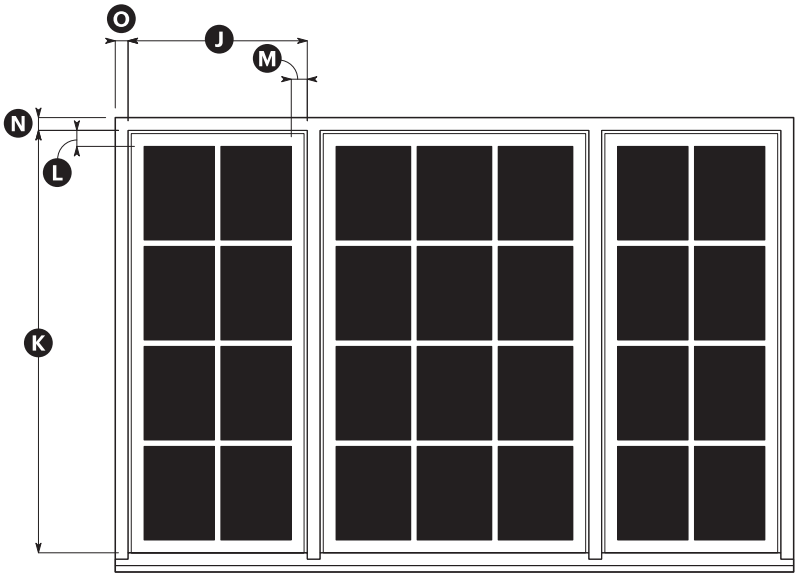
[2] Picture windows must be wider than typical windows and equal in height to windows on the same floor.



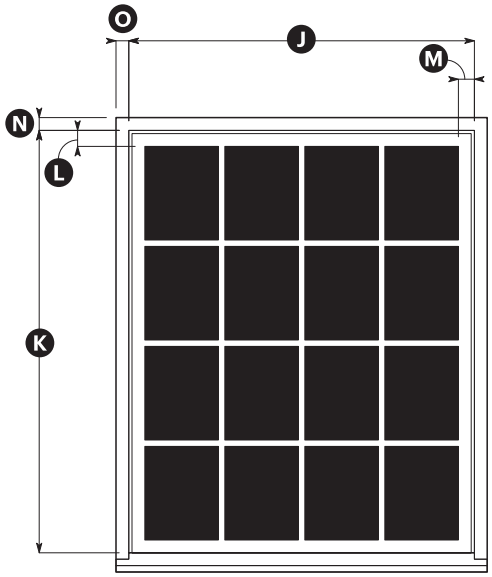
Upper Floor
Typical Window Elevation
12 Parts



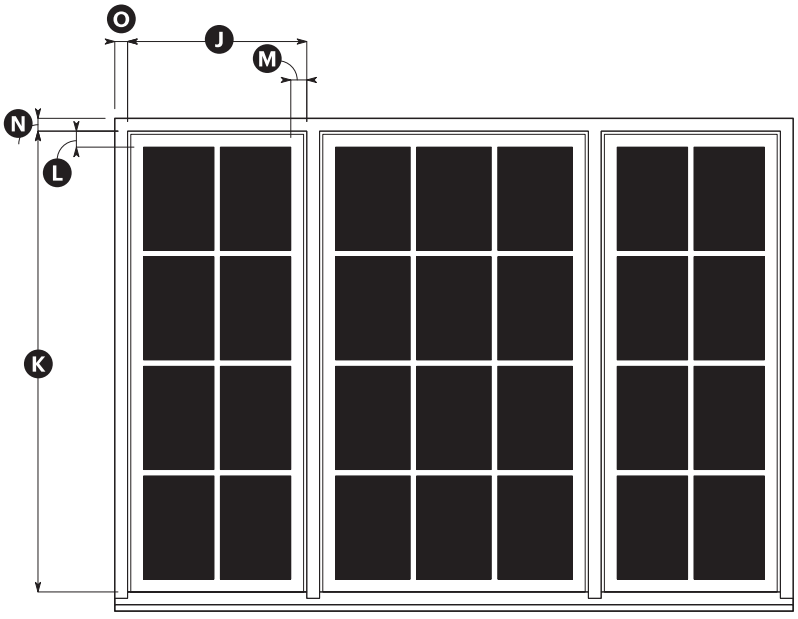
Ground Floor
Typical Window Elevation
12 Parts



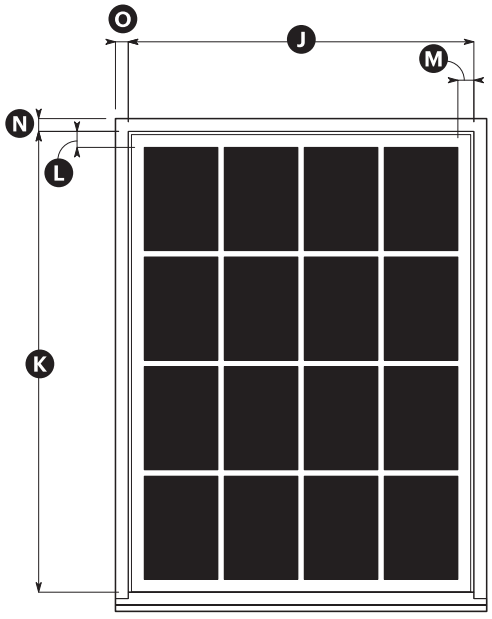
Upper Floor
Ganged Window Elevation
8 Parts



Upper Floor
Picture Window Elevation



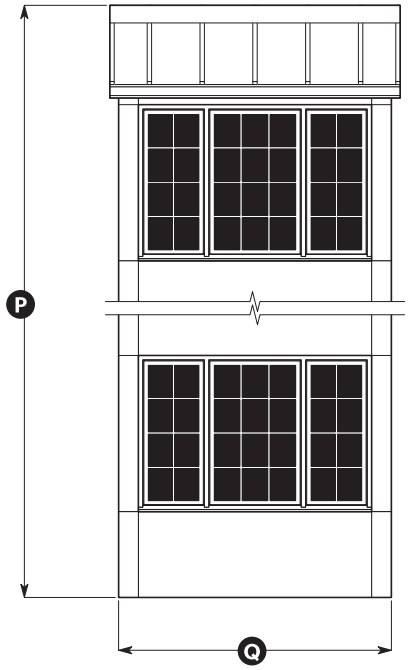
Ground Floor
Ganged Window Elevation
8 Parts



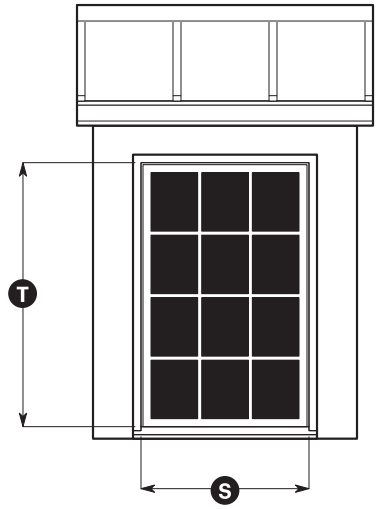
Ground Floor
Picture Window Elevation

Industrial.

Bay Window Plan



Bay Window Elevation

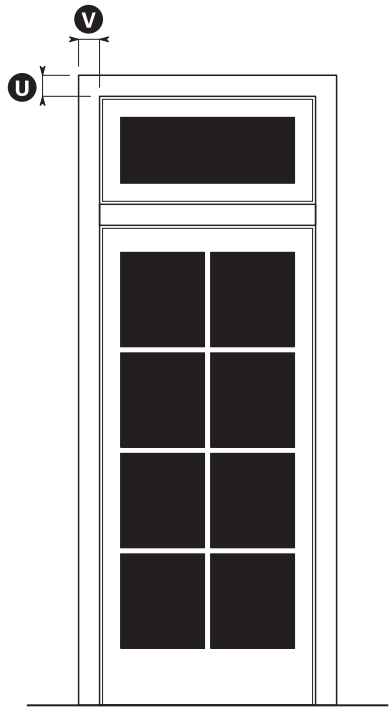


Dormer Elevation

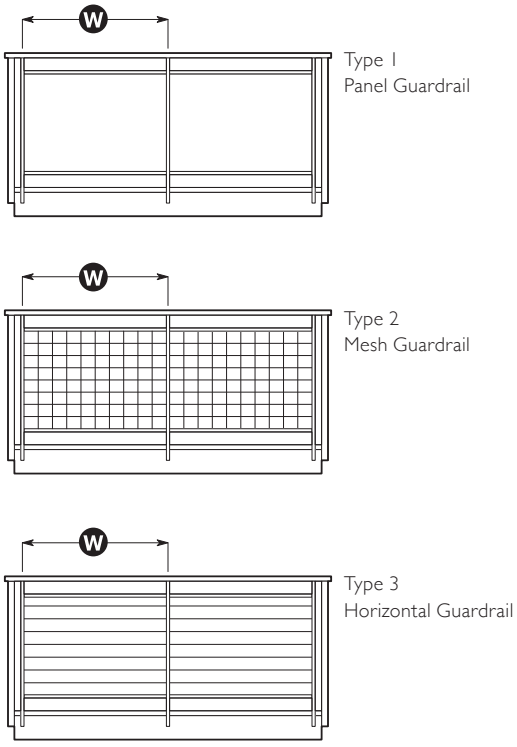
10. Bay Windows		
Form		
Type	Square	
Size		
Height		P
On buildings with heights up to 3 stories	2 stories max.	
On buildings with heights above 3 stories	2 stories plus 1 additional story for each building story over 3 max.	
Width	6'0" min.; 12'0" max.	Q
Depth	1'0" min.; 3'0" max.	R
Cornice Types		
Building parapet wraps bay.		
Bay stops below building eave (bay has own cornice).		
Bay returns into building eave (bay never projects above the building eave).		

10. Bay Windows (Continued)
Additional Standards
Bay depth not allowed to project beyond eave depth.
Bay form shall be continuous.
Continuous horizontal articulation on building shall wrap bay form.
Corner bay may be turned on side to be rotated 45 degrees from building corner.

11. Dormers		
Roof Form		
Type	Shed	
Pitch	2:12 min.; 6:12 max.	
Window		
Proportion, Height T to Width S	1.5 min.	
Width	2'4" min.	S
Dormers allowed only for buildings with half stories.		
See Subsections 6 (Rake), 7 (Eave), and 9 (Windows) for additional standards.		



Entry Door Elevation

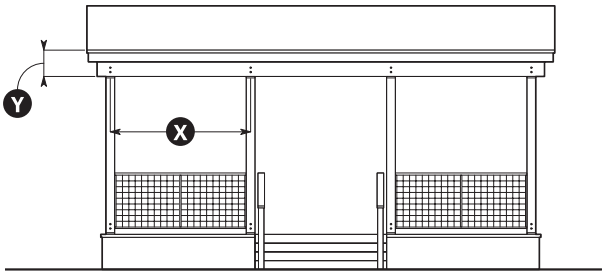


Balcony Front Elevation

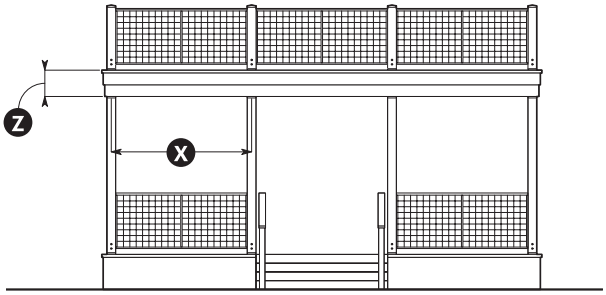
12. Residential Entry Doors		
Door		
Number of Panels	0 min.	
Surround		
Head Width	2" min.	U
Jamb Width	2" min.	V
Additional Elements		
Transom	Allowed	
Pediment	Not allowed	

13. Balconies		
Allowed Materials		
Type 1 - Panel Guardrail		
Post	Metal	
Baluster	Metal panel	
Handrail	Metal, glass	
Fascia	Metal, composite wood, wood	
Type 2 - Mesh Guardrail		
Post and Handrail	Metal	
Baluster	Metal mesh	
Fascia	Metal, composite wood, wood	
Type 3 - Horizontal Guardrail		
Post and Handrail	Metal	
Baluster	Metal, steel cable	
Fascia	Metal, composite wood, wood	
Size		
Overall Balcony Width	10'0" max.	
Width Between Posts	3' min.	W

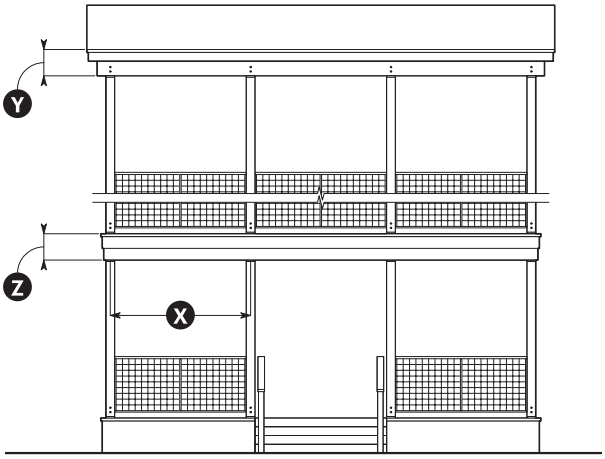
Industrial.



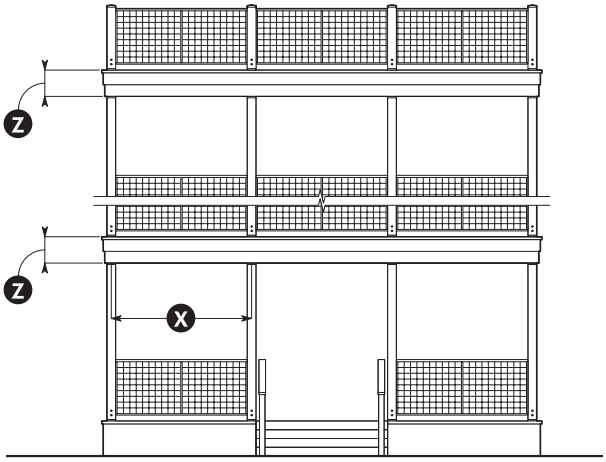
One-Story Porch Elevation



One-Story Porch with Deck Above Elevation

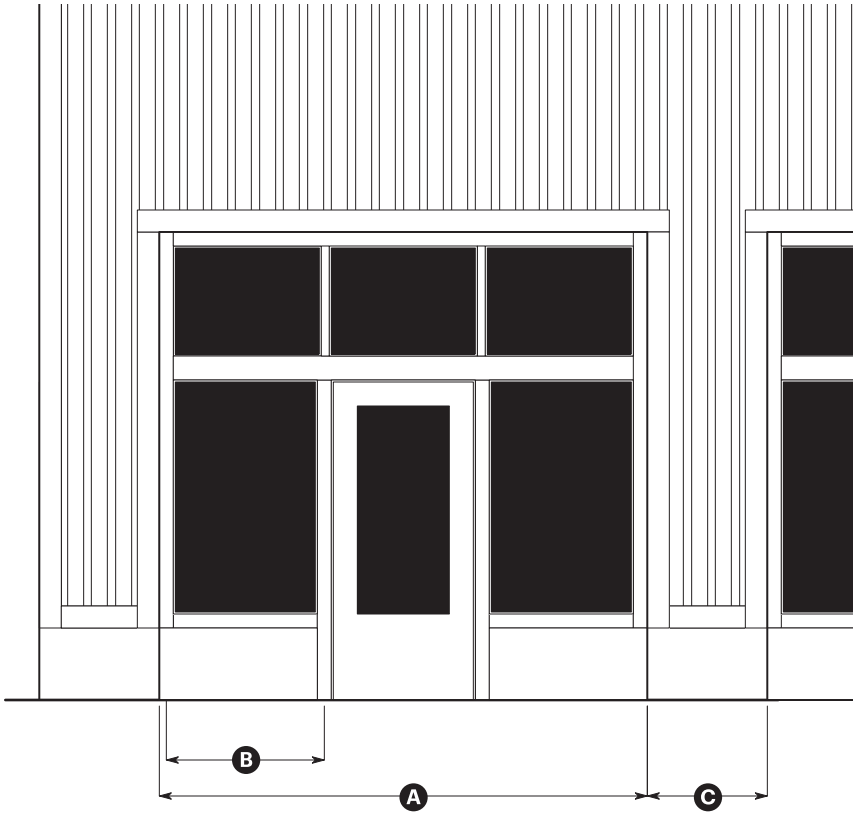


Multi-Story Porch Elevation

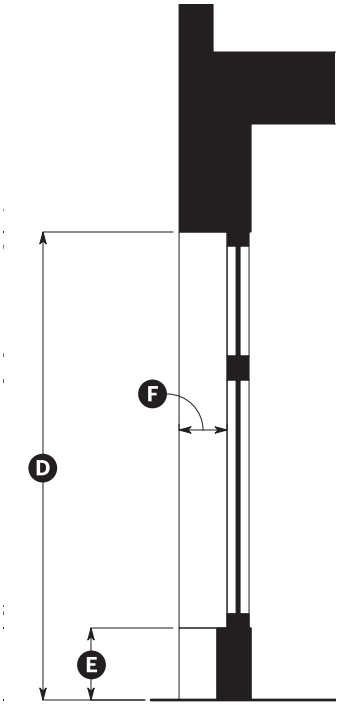


Multi-Story Porch with Deck Above Elevation

14. Porches		
Columns		
Shape	Square or steel section	
Width	6" min.	
Spacing	8' min.; 12' max. on center	X
Entablature		
Height of Topmost Entablature		
Overall	1'6" min.	Y
Fascia	10" min.	
Height of Floor-to-Floor Entablature		
Overall	10" min.	Z



Storefront Elevation



Storefront Section

15. Storefronts		
Width		
Storefront Module	10'0" min.; 15'0" max.	A
Display Window	3'0" min.; 4'0" max.	B
Distance Between Storefront Modules	2'0" min.; 4'0" max.	C
Height		
Head Height	10'0" min.	D
Cornice	None	
Signage Band	None	
Base	1'0" min.; 1/2 story max.	E
Horizontal Recess		
Depth	6" min.; 9" max.	F

Base shall be continuous, unless divided by pilaster, and align with base height of building (if any).

Cornice shall be continuous.

Industrial.

16. Materials	
Element	**Allowed Materials**
Wall	
Wall Cladding	Sheet metal, lap siding: composite wood, wood, fiber cement; and stucco
Base	
Base or Foundation	Brick, concrete
Roof and Roof Elements	
Roofing	Asphalt shingles, standing seam metal
Rake and Eave	Composite wood, wood
Cornice	Composite wood, wood
Brackets	Composite wood, wood, fiberglass
Gutter	Metal half-round, metal box
Windows, Bay Windows, and Entry Doors	
Trim or Surround	Metal, composite wood, wood, fiber cement
Entry Door	Metal, wood, aluminum, fiberglass, composite
Window Frames	Wood, aluminum-clad wood, aluminum, fiberglass
Glazing	Clear glass; shall not be tinted, mirrored, or colored
Balconies	
See Subsection 13 (Balconies) for allowed materials.	
Porches	
Columns	Composite wood, wood, metal
Railing	Composite wood, wood, metal
Storefronts	
Columns	Composite wood, wood, fiberglass, metal
Storefront Base	Sheet metal, wood panels, brick, fiber cement

15.04.405.080 Main Street Classical.

General note: The images above and the descriptions in Subsections 1 and 2 below are intended to provide a brief overview of the architectural style and are descriptive, not regulatory.

1. Description of Style
Main Street Classical style buildings combine influences from late 19th century Classical Revival and pre-war American main street architecture. With brick as a primary facade material, facades have a tripartite composition and often introduce ornament in a prominent cornice.

2. Typical Characteristics
Symmetrical facade composition with proportions that imply load-bearing masonry structure
Prominent cornice with classical detailing and parapet or pedimented roof forms
Regular pattern of vertically proportioned openings
Brick and stucco as primary facade materials

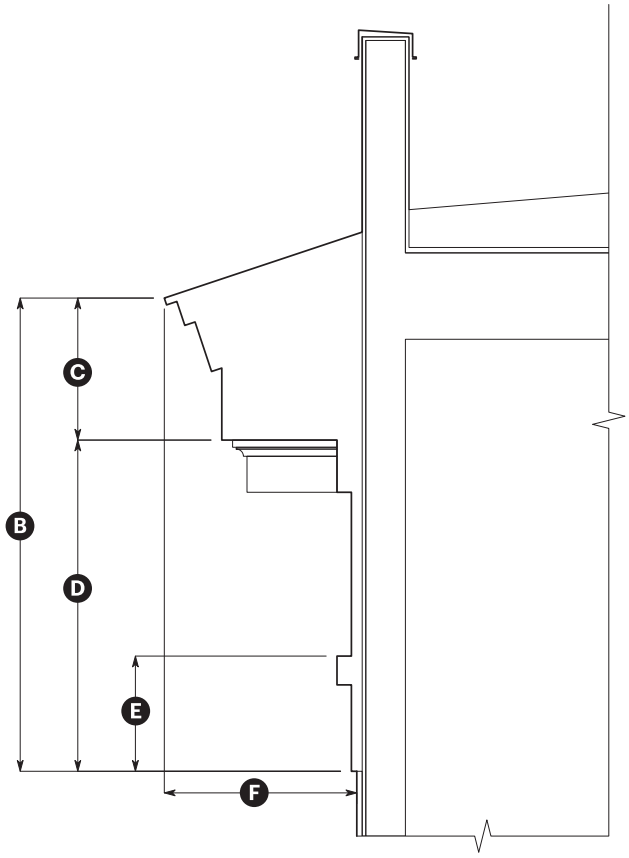
Elements of Main Street Classical Style – Block-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.

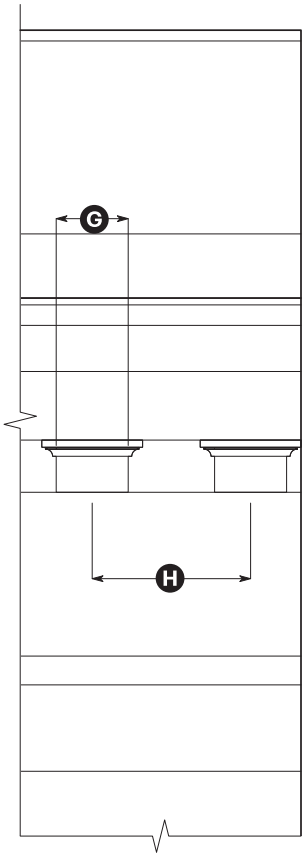
Prototypical Building Elevation

3. Wall
Stucco control joints shall align with edges of openings.
See Subsection 16 (Materials) for materials standards.

4. Base		
Height	1'0" min.; 2'0" max.	A



Parapet Section



Parapet Elevation

5. Building Roof	
Form	
Roof type	Flat

6. Rake

Because this style does not allow sloped roofs, rake is not regulated. For wall-roof junction standards, see Subsection 8 (Parapet).

7. Eave

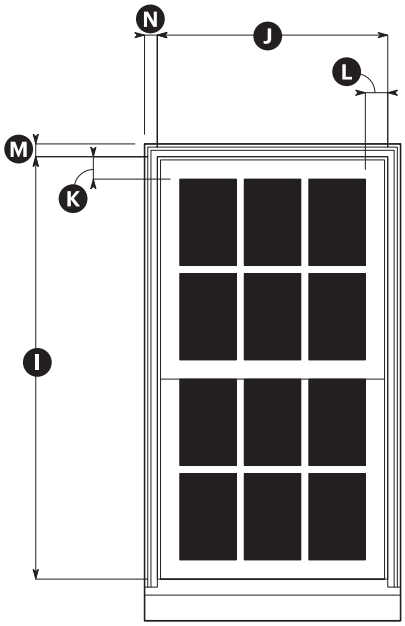
Because this style does not allow sloped roofs, eave is not regulated. For wall-roof junction standards, see Subsection 8 (Parapet).

8. Parapet		
Height		
Overall	5'6" min.	B
Cornice	1'8" min.	C
Fascia		
Overall	3'6" min.	D
Lower Band	1'2" min.	E
Horizontal Projection[1]		
Overall	2'6" min.	F
Continuous cornice required on all street facing facades.		
Required Ornament		
Type	Dentils	
Width	10" min.	G
Spacing	2'0" max. on center	H
Placement	Below cornice at top of fascia	

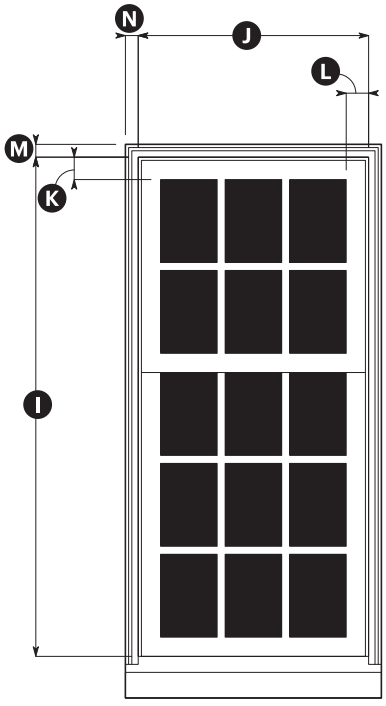
[1] Horizontal projection includes gutter.

9. Windows		
Opening		
Proportion, Height Ⓘ to Width Ⓙ [2]		
Ground floor	2.0 min.	
Upper floor	1.75 min.	
Typical Sizes, Width Ⓙ x Height Ⓘ		
Ground floor, typical	3'0" x 6'6"	
Ground floor, picture	4'6" x 6'6"	
Upper floor, typical	3'0" x 5'6"	
Upper floor, picture	4'6" x 5'6"	
Privacy	2'0" x 4'0"	
Shape	Square	
Operation	Single Hung, Double Hung, Casement	
Window		
Glazing Divisions	6 over 9; 6 over 6	
Frame Width (Frame + Sash)		
At Rail	2.5" min. ± 1/4"	Ⓚ
At Stile	2.5" min. ± 1/4"	Ⓛ
Molding Widths		
Head	2" min.	Ⓜ
Jamb	2" min.	Ⓝ
Window Frame Recess		
Depth	2" min.	
Sill		
Depth	3" min.	
Pediment		
Allowed	Yes	

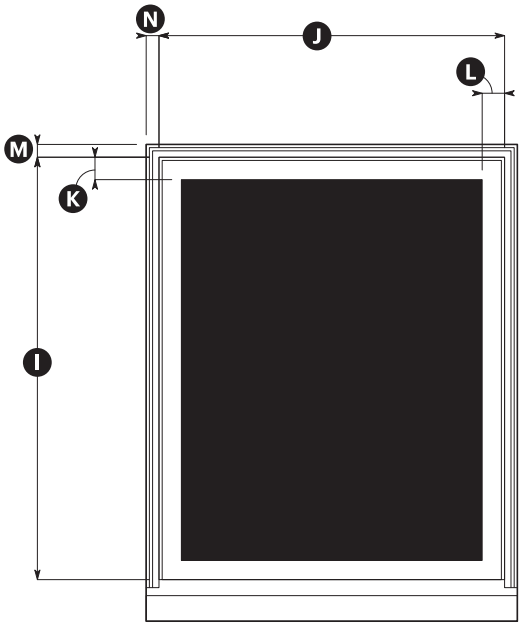
[2] Picture windows must be wider than typical windows and equal in height to windows on the same floor.



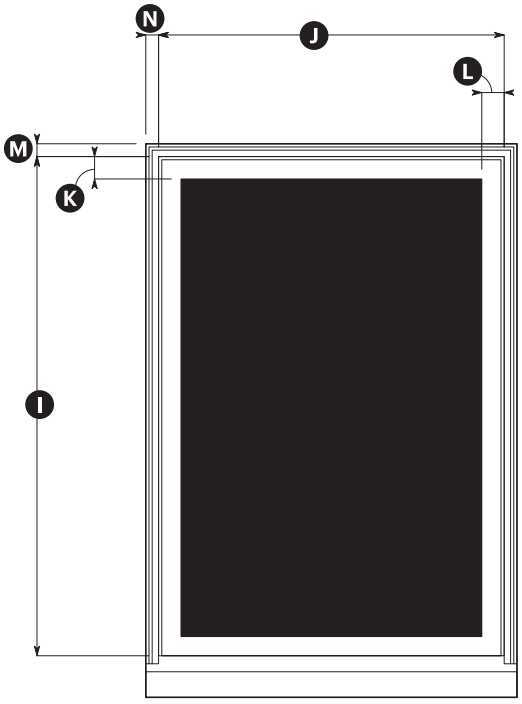
Upper Floor
Typical Window Elevation
6 over 6



Ground Floor
Typical Window Elevation
6 over 9



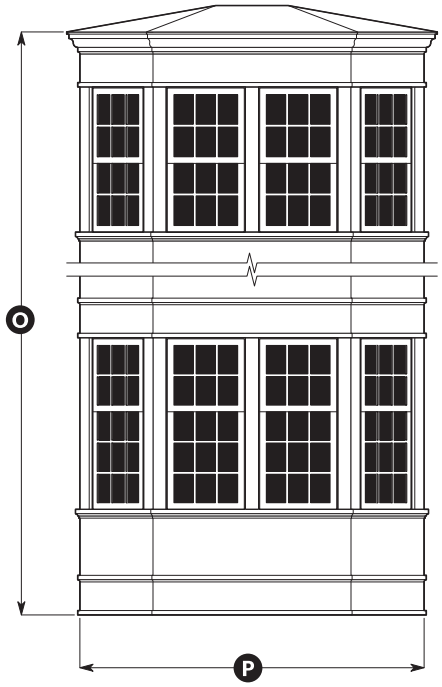
Upper Floor
Picture Window Elevation



Ground Floor
Picture Window Elevation

Main Street Classical.

Bay Window Plan

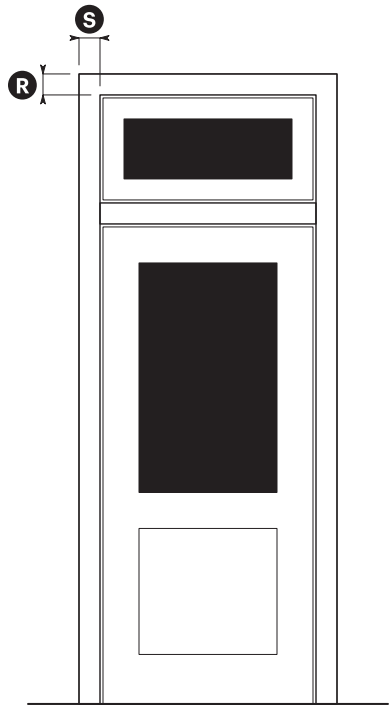


Bay Window Elevation

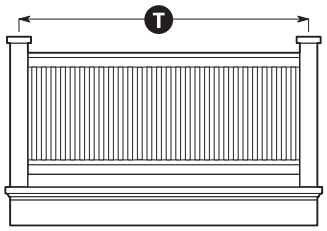
10. Bay Windows		
Form		
Type	Chamfered	
Interior Angle	30 degrees min.; 55 degrees max.	
Number of Faces	3 or 5	
Size		
Height		O
On buildings with heights up to 3 stories	2 stories max.	
On buildings with heights above 3 stories	2 stories plus 1 additional story for each building story over 3 max.	
Width	6'0" min.; 12'0" max.	P
Depth	1'0" min.; 3'0" max.	Q
Cornice Types		
Cornice wraps bay.		
Bay stops below building cornice (bay has own cornice).		

10. Bay Windows (Continued)
Bay returns into building cornice (bay never projects above the building cornice).
Additional Standards
Bay depth not allowed to project beyond cornice depth.
Bay form shall be continuous.
Continuous horizontal articulation on building shall wrap bay form.

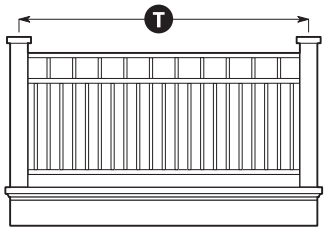
11. Dormers
Because this style does not allow sloped roofs, dormers shall not be used.



Entry Door Elevation



Type 1
Square Guardrail



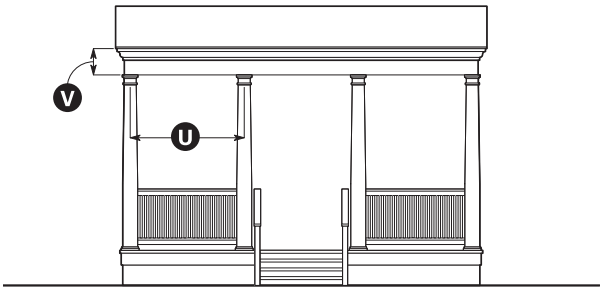
Type 2
Decorative Metal Guardrail

Balcony Front Elevation

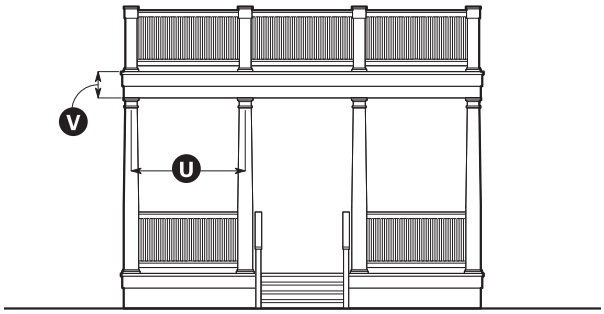
12. Residential Entry Doors		
Door		
Number of Panels	2 min.	
Surround		
Head Width	4" min.	R
Jamb Width	4" min.	S
Additional Elements		
Transom	Allowed	
Pediment	Allowed	

13. Balconies		
Allowed Materials		
Type 1 - Square Guardrail		
Post, Baluster, Handrail, Fascia, and Brackets	Metal, composite wood, wood	
Type 2 - Decorative Metal Guardrail		
Post, Handrail, Fascia, and Brackets	Metal, composite wood, wood	
Baluster	Metal	
Size		
Overall Balcony Width	10'0" max.	
Width Between Posts	3' min.	T

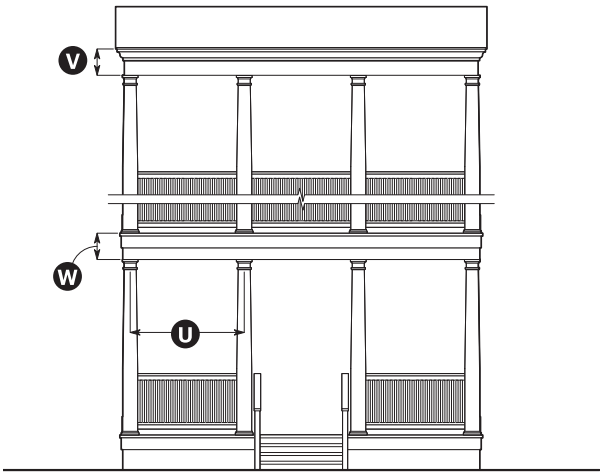
Main Street Classical.



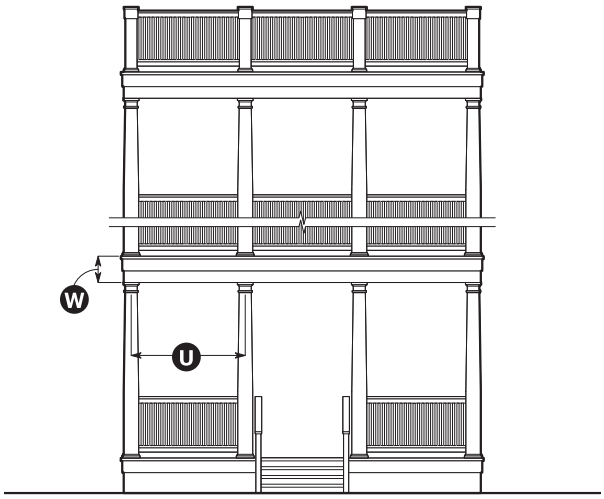
One-Story Porch Elevation



One-Story Porch with Deck Above Elevation

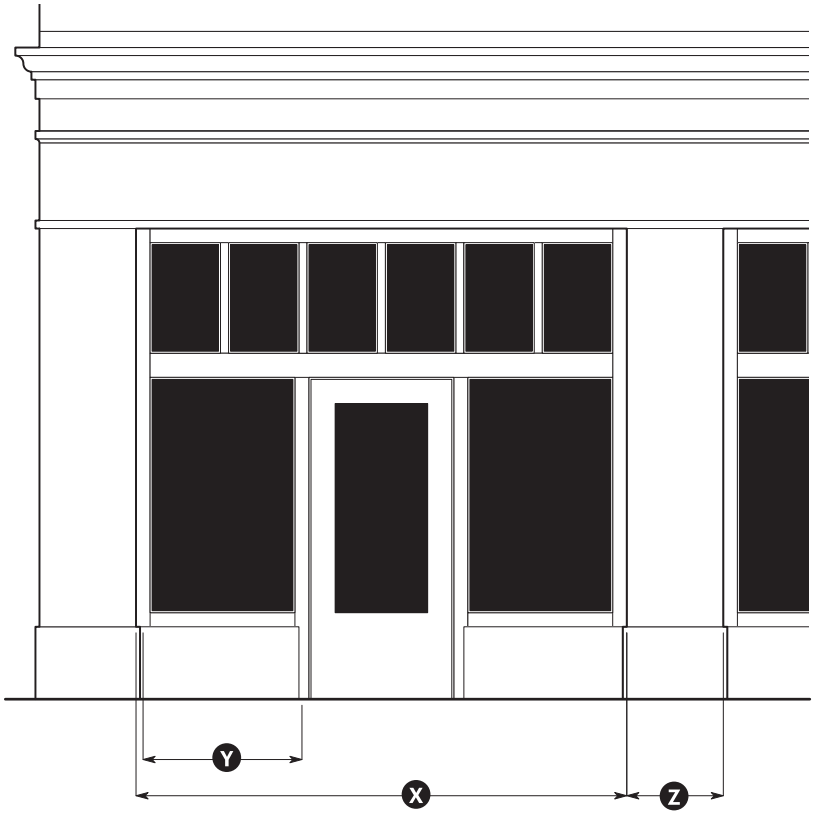


Multi-Story Porch Elevation

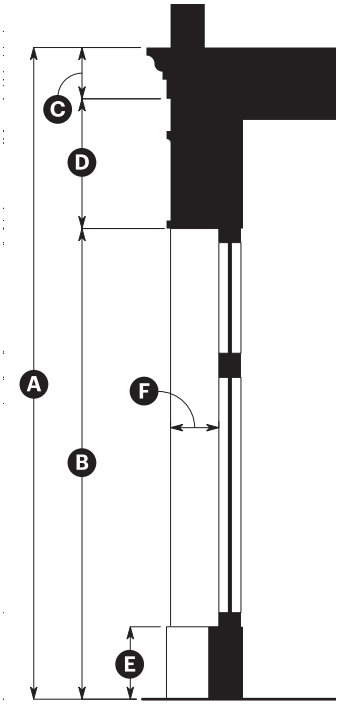


Multi-Story Porch with Deck Above Elevation

14. Porches		
Columns		
Shape	Clearly defined capital, base, and shaft; shaft either turned with entasis or square stock with optional detailing	
Diameter	8" min.	
Spacing	6'6" max. on center	U
Entablature		
Height of Topmost Entablature		
Overall	1'6" min.	V
Fascia	10" min.	
Height of Floor-to-Floor Entablature		
Overall	10" min.	W



Storefront Elevation



Storefront Section

15. Storefronts		
Width		
Storefront Module	10'0" min.; 15'0" max.	X
Display Window	3'0" min.; 4'0" max.	Y
Distance Between Storefront Modules	1'6" min.; 2'6" max.	Z
Height		
Overall	13'0" min.	A
Head Height	10'0" min.	B
Cornice	10" min.	C
Signage Band	1'8" min.	D
Base	1'0" min.; 2'0" max.	E
Horizontal Recess		
Depth	6" min.; 9" max.	F
Base shall be continuous, unless divided by pilaster, and align with base height of building (if any).		
Cornice shall be continuous.		

Main Street Classical.

16. Materials	
Element	**Allowed Materials**
Wall	
Wall Cladding	Brick, stucco
Base	
Base or Foundation	Brick, stone
Windows, Bay Windows, and Entry Doors	
Lintel	Stone, concrete
Entry Door	Wood, aluminum-clad wood, aluminum
Window Frames	Wood, aluminum clad wood, aluminum, fiberglass
Glazing	Clear glass; shall not be tinted, mirrored, or colored
Balconies	
See Subsection 13 (Balconies) for allowed materials.	
Porches	
Columns	Composite wood, wood, cast stone, metal
Railing	Composite wood, wood, metal
Storefronts	
Storefront	Composite wood, wood, metal
Storefront Base	Wood panels, brick, stone tile, fiber cement

15.04.405.090 Spanish Revival.

General note: The images above and the descriptions in Subsections 1 and 2 below are intended to provide a brief overview of the architectural style and are descriptive, not regulatory.

1. Description of Style
Spanish Revival style buildings in Richmond draw from Spanish Colonial and Pueblo influences. These buildings combine austere wall planes with punched, recessed openings for windows.

2. Typical Characteristics
Low-pitched gabled or hipped roofs clad in red tile with open eaves
Flat, rectilinear wall plane with vertically proportioned punched openings without trim
Stucco as primary facade material with stucco or wood attached elements

Spanish Revival.

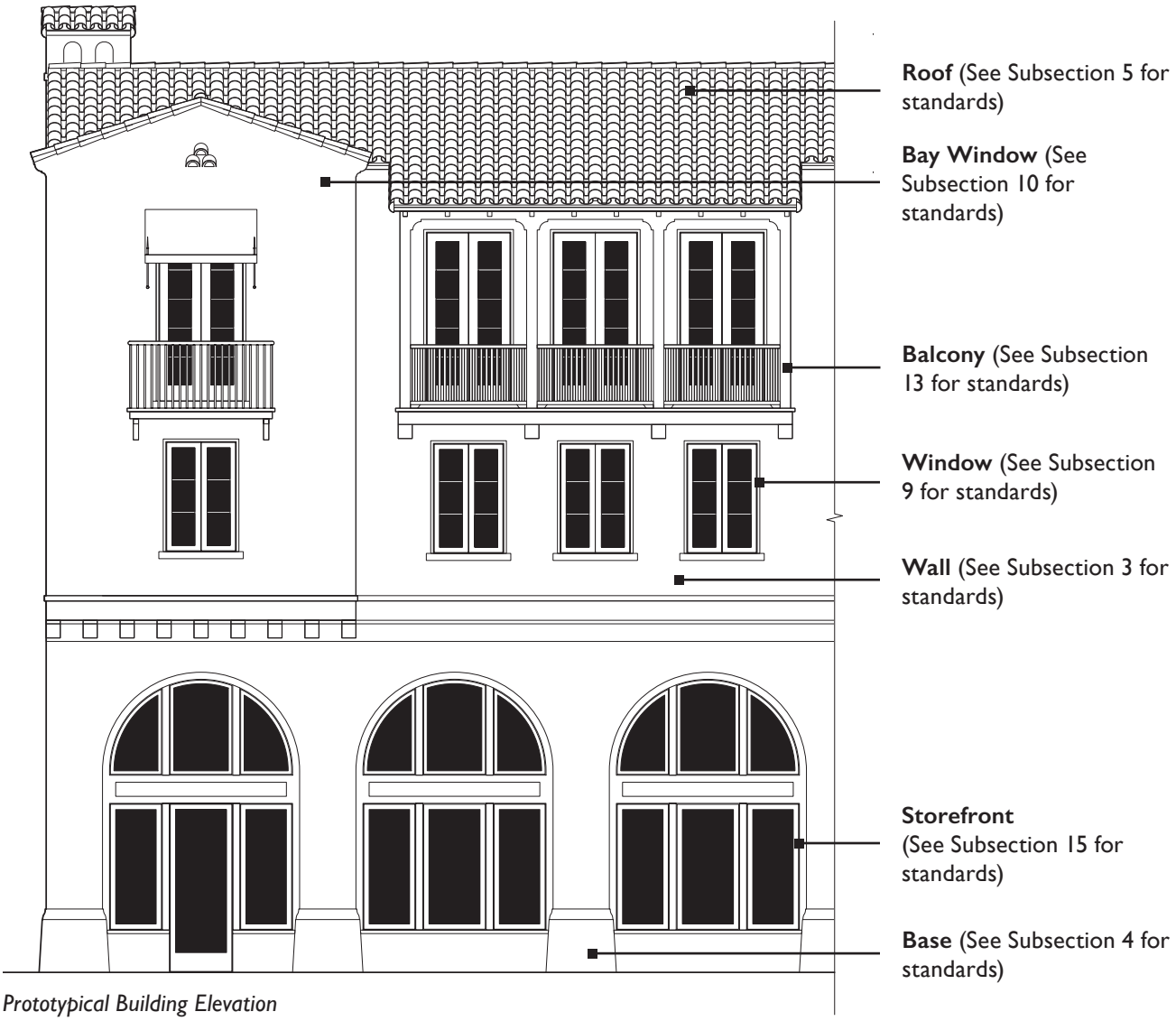
Elements of Spanish Revival Style – House-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.

Prototypical Building Elevation

Elements of Spanish Revival Style – Block-Scale Prototype

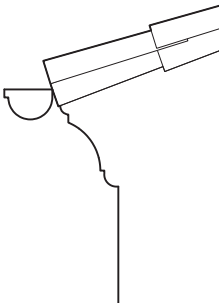
Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.



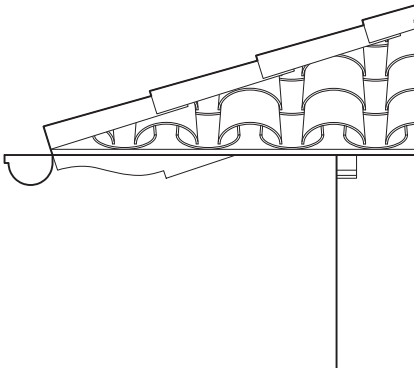
Prototypical Building Elevation

3. Wall	4. Base
Stucco control joints shall align with edges of openings.	None required
See Subsection 16 (Materials) for materials standards.	

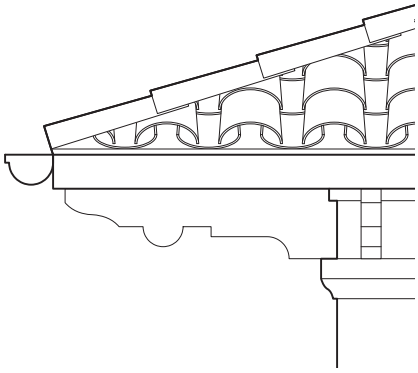
Spanish Revival.



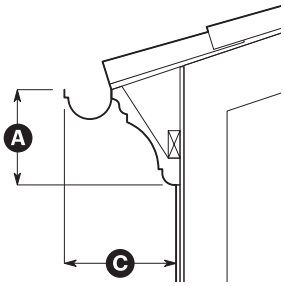
Closed Eave Elevation



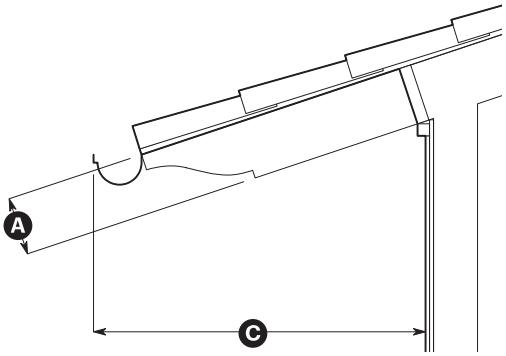
Open Eave Elevation



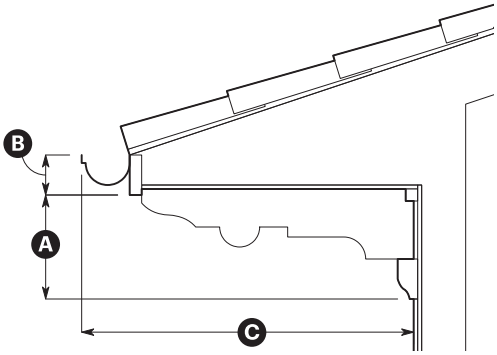
Returned Eave Elevation



Closed Eave Section



Open Eave Section



Returned Eave Section

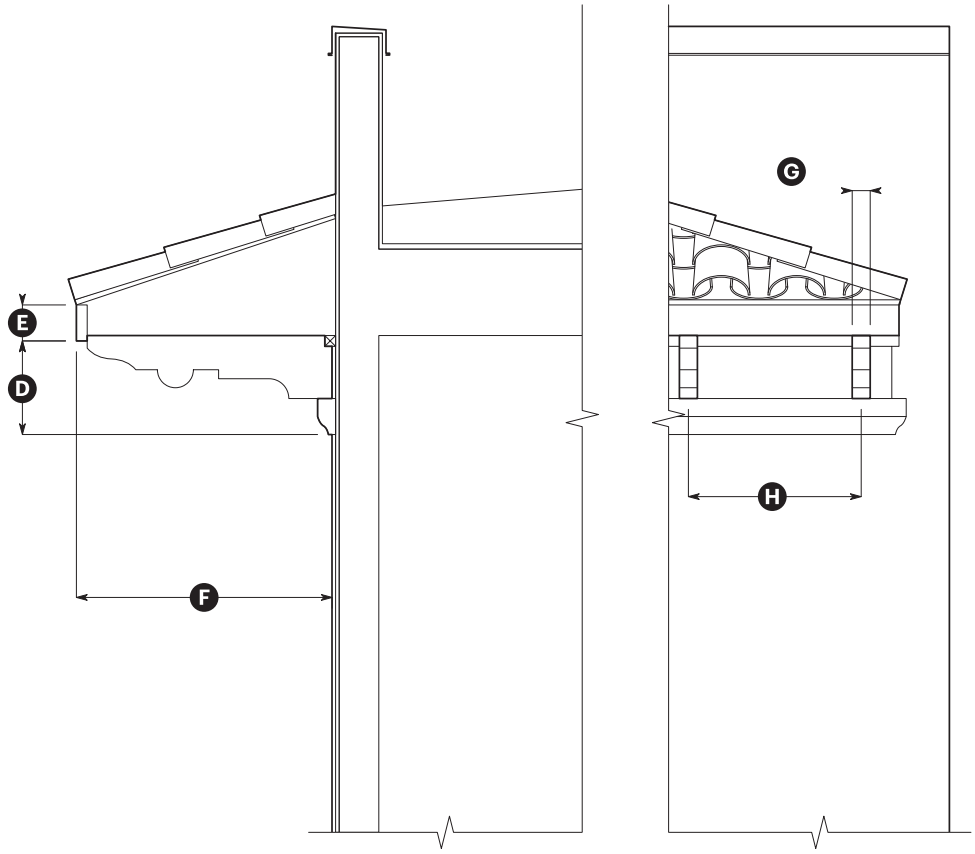
5. Building Roof		
Building Roof Standards	**Sloped Roof**	**Flat Roof**
Roof Form		
Pitch	4:12 min.; 6:12 max.	N/A
Applicable Subsections		
6. Rake	A	N/A
7. Eave	A	N/A
8. Parapet	N/A	A

7. Eave				
Standards	**Closed**	**Open**	**Returned**	
Height				
Supporting Element	1'0" min.	8" min.	1'0" min.	A
Fascia	None	None	6" min.	B
Horizontal Projection[1]				
Overall	1'0" min.	3'0" min.	2'6" min.	C

[1] Horizontal projection includes gutter.

6. Rake
No specialized rake profile.

Key	A = Applicable	N/A = Not Applicable



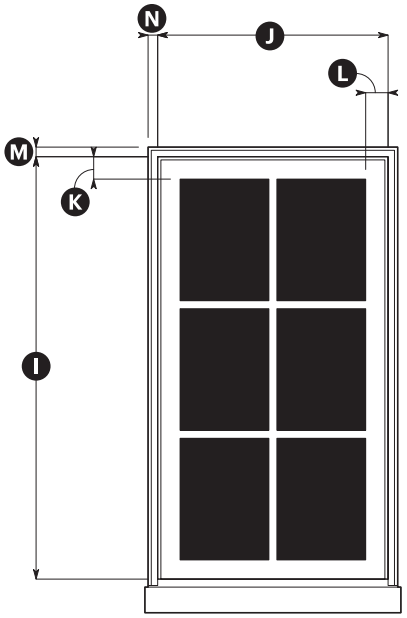
Parapet Section *Parapet Elevation*

8. Parapet		
Height		
Supporting Element	1'8" min.	D
Fascia	6" min.	E
Horizontal Projection[2]		
Overall	2'0" min.	F
Continuous cornice required on all street facing facades.		
Required Ornament		
Type	Brackets	
Width	3" min.	G
Spacing	24" max. on center	H
Placement	Below fascia	

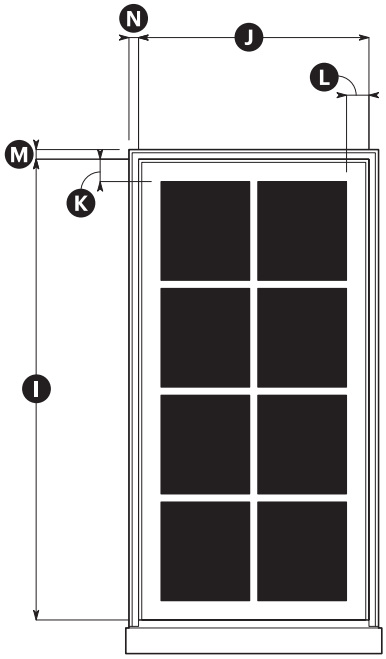
[2] Horizontal projection includes gutter.

9. Windows		
Opening		
Proportion, Height Ⓘ to Width Ⓙ [3]		
Ground floor	2.0 min.	
Upper floor	1.75 min.	
Dormer	See Subsection 11 (Dormers) for standards.	
Typical Sizes, Width Ⓙ x Height Ⓘ		
Ground floor, typical	3'0" x 6'0"	
Ground floor, ganged	2'4" x 6'0"	
Ground floor, picture	4'6" x 6'0"	
Upper floor, typical	3'0" x 5'6"	
Upper floor, ganged	2'4" x 5'6"	
Upper floor, picture	4'6" x 5'6"	
Privacy	2'0" x 4'0"	
Shape	Square, arched	
Operation	Casement	
Window		
Glazing Divisions	6 parts or 8 parts	
Frame Width (Frame + Sash)		
At Rail	2.5" min. ± 1/4"	Ⓚ
At Stile	2.5" min. ± 1/4"	Ⓛ
Molding Widths		
Head	2" min.	Ⓜ
Jamb	2" min.	Ⓝ
Apron	None required	
Window Frame Recess		
Depth	2" min.	
Sill		
Depth	2" min.	
Pediment		
Allowed	No	
Mullions		
Mullions required between ganged windows.		

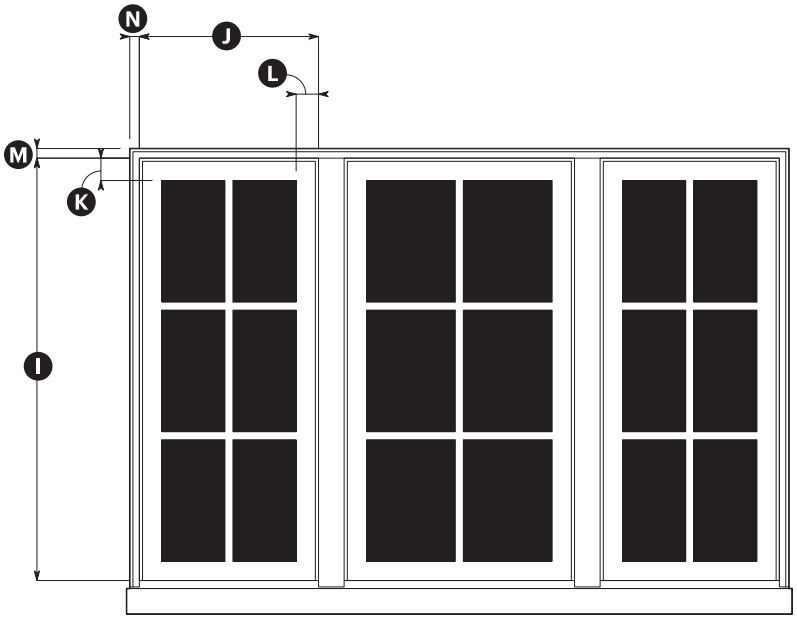
[3] Picture windows must be wider than typical windows and equal in height to windows on the same floor.



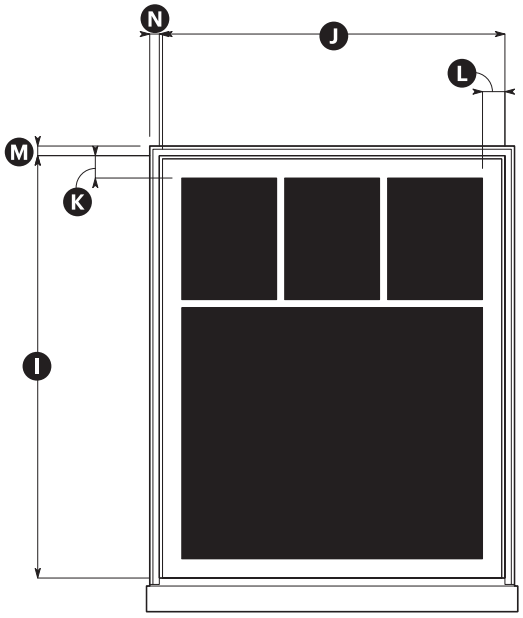
Upper Floor
Typical Window Elevation
6 parts



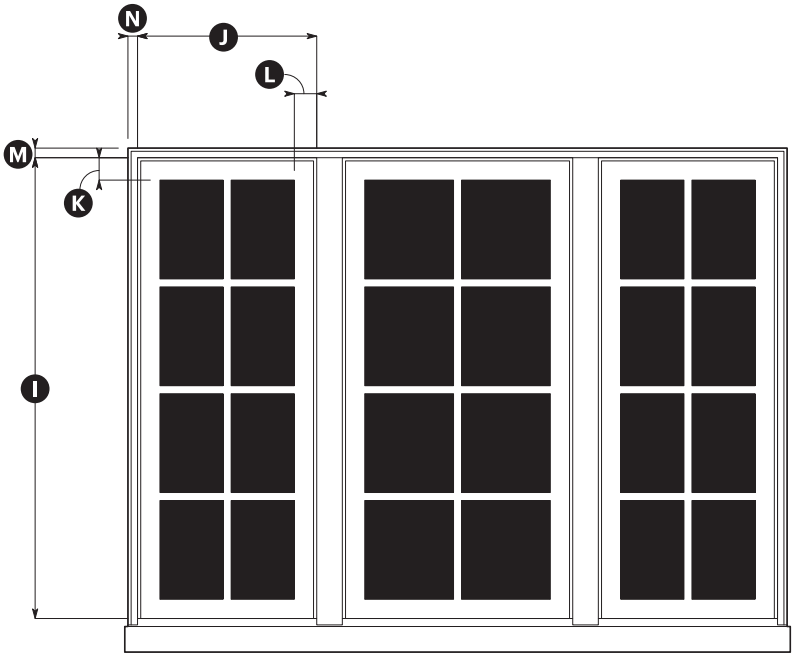
Ground Floor
Typical Window Elevation
8 parts



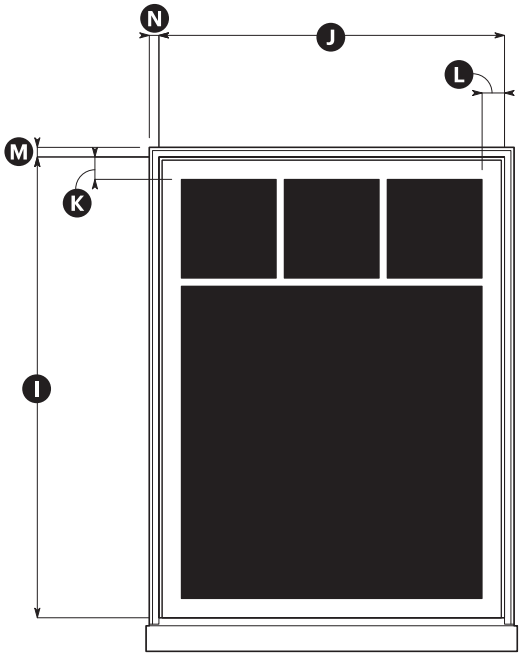
Upper Floor
Ganged Window Elevation
6 parts



Upper Floor
Picture Window Elevation



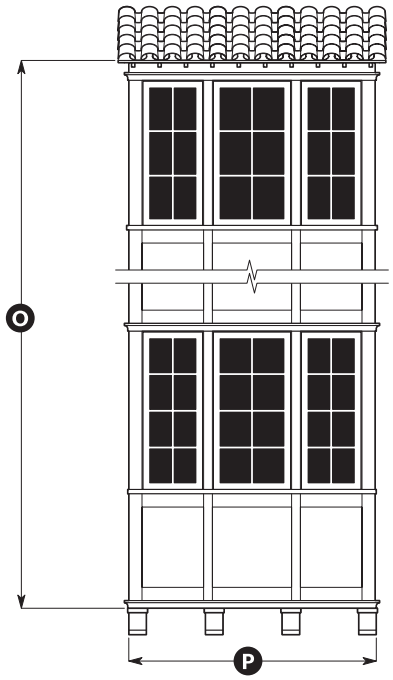
Ground Floor
Ganged Window Elevation
8 parts



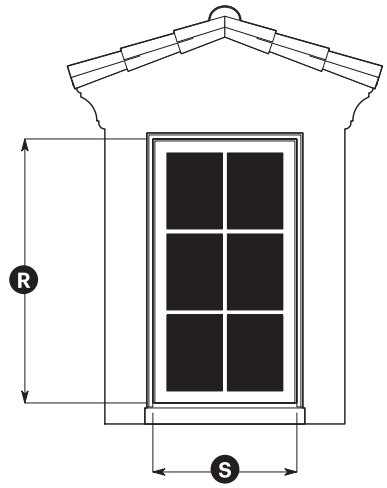
Ground Floor
Picture Window Elevation

Spanish Revival.

Bay Window Plan



Bay Window Elevation

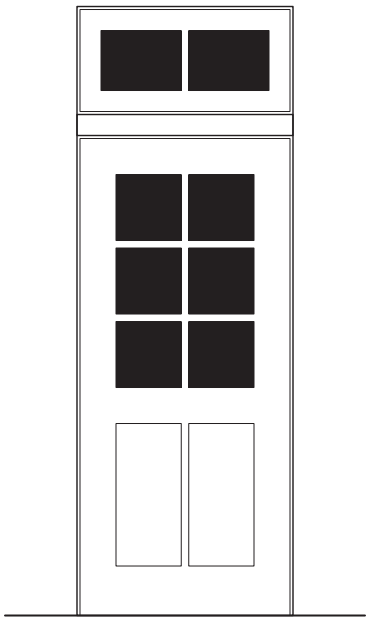


Dormer Elevation

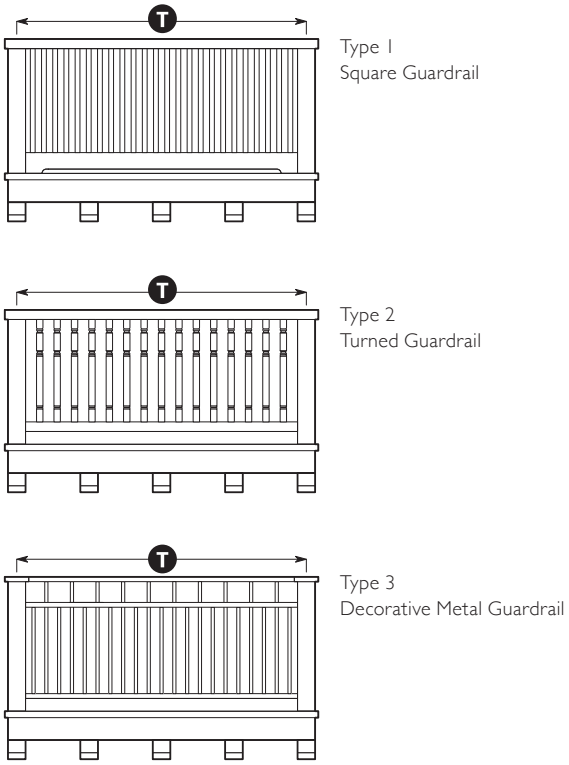
10. Bay Windows		
Form		
Type	Square	
Size		
Height		O
On buildings with heights up to 3 stories	2 stories max.	
On buildings with heights above 3 stories	2 stories plus 1 additional story for each building story over 3 max.	
Width	6'0" min.; 12'0" max.	P
Depth	1'0" min.; 3'0" max.	Q
Cornice Types		
Building eave wraps bay.		
Bay stops below building eave (bay has own cornice).		
Bay returns into building eave (bay never projects above the building eave).		
Additional Standards		
Bay depth not allowed to project beyond eave depth.		

10. Bay Windows (Continued)
Bay form shall be continuous.
Continuous horizontal articulation on building shall wrap bay form.
Corner bay may be turned on side to be rotated 45 degrees from building corner.

11. Dormers		
Roof Form		
Type	Gable	
Pitch	4:12 min.; 8:12 max.	
Window		
Proportion, Height R to Width S	1.75 min.	
Width	2'4" min.	S
Pediment		
Allowed	No	
Dormers allowed for buildings with half stories.		
See Subsections 6 (Rake), 7 (Eave), and 9 (Windows) for additional standards.		



Entry Door Elevation

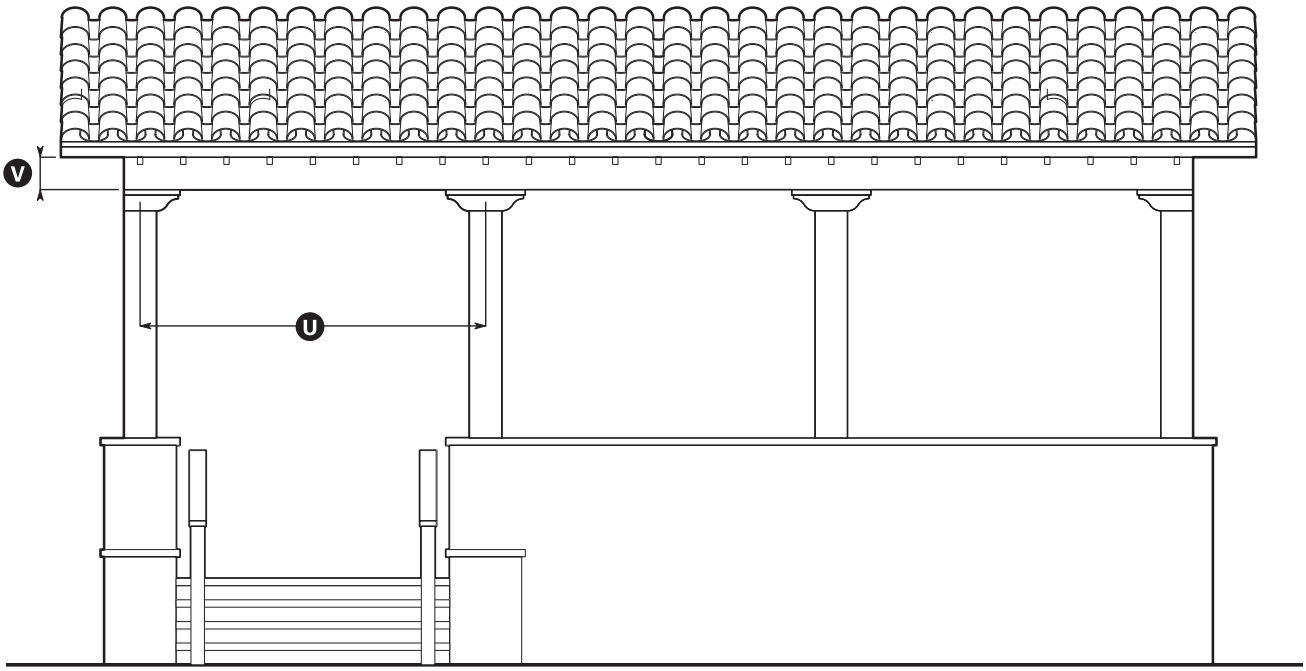


Balcony Front Elevation

12. Residential Entry Doors	
Door	
Number of Panels	2 min.
Surround	
None required	
Additional Elements	
Transom	Allowed
Pediment	Not allowed

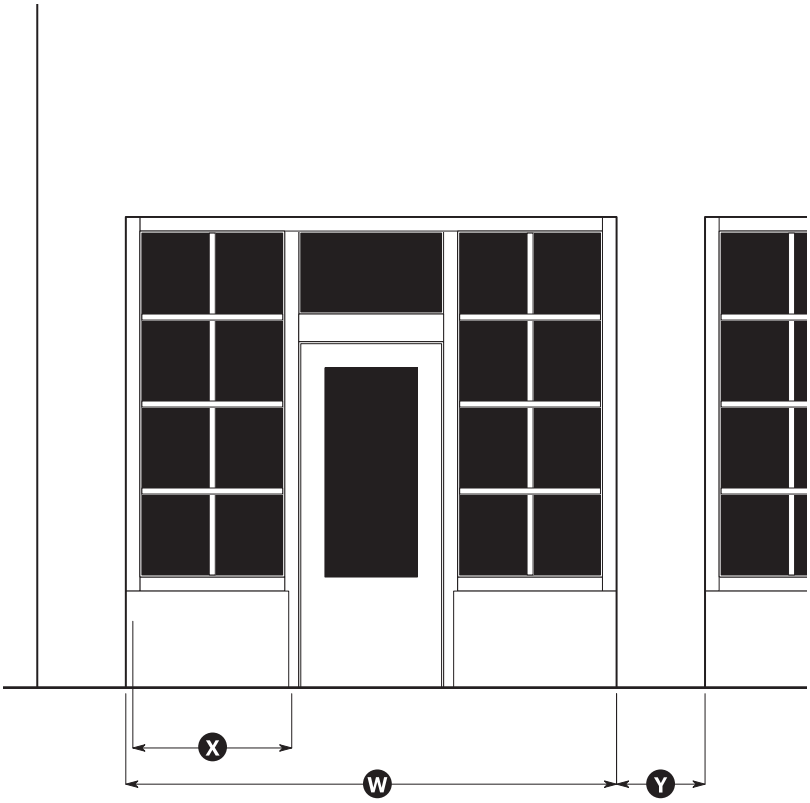
13. Balconies	
Allowed Materials	
Type 1 - Square Guardrail	
Post, Baluster, Handrail, Fascia, and Brackets	Metal, composite wood, wood
Type 2 - Turned Guardrail	
Post, Baluster, Handrail, Fascia, and Brackets	Metal, composite wood, wood
Type 3 - Decorative Metal Guardrail	
Post, Handrail, Fascia, and Brackets	Metal, composite wood, wood
Baluster	Metal
Size	
Overall Balcony Width	10'0" max.
Width Between Posts	3' min. T

Spanish Revival.

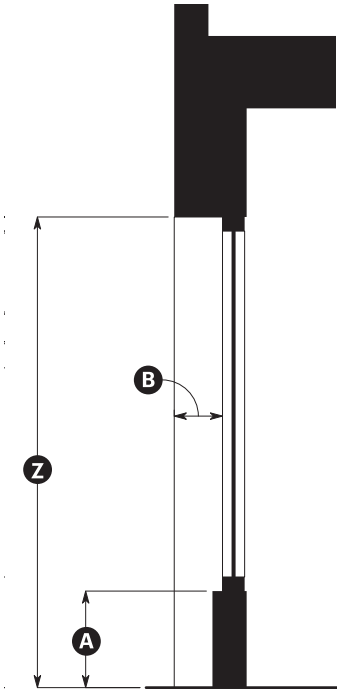


One-Story Porch Elevation

14. Porches		
Columns		
Shape	Square or round, with capitals or brackets	
Diameter	8" min.	
Spacing	9'0" max. on center	U
Entablature		
Overall	10" min.	V



Storefront Elevation



Storefront Section

15. Storefronts		
Width		
Storefront Module	10'0" min.; 15'0" max.	W
Display Window	3'0" min.; 4'0" max.	X
Distance Between Storefront Modules	1'6" min.; 2'6" max.	Y
Height		
Head Height	11'0" min.	Z
Cornice	None	
Signage Band	None	
Base	1'0" min.; 2'0" max.	A
Horizontal Recess		
Depth	6" min.; 9" max.	B
Base shall be continuous, unless divided by pilaster, and align with base height of building (if any).		

Spanish Revival.

16. Materials	
Element	**Allowed Materials**
Wall	
Wall Cladding	Stucco
Roof and Roof Elements	
Roofing	Terracotta clay barrel tiles
Rake and Eave	Wood, composite wood, stucco
Cornice	Wood, composite wood, stucco
Brackets	Composite wood, wood, or fiberglass
Gutter	Metal half-round
Windows, Bay Windows, and Entry Doors	
Entry Door	Wood, aluminum, fiberglass, composite
Window Frames	Wood, aluminum-clad wood, aluminum, fiberglass
Sill	Stucco, cast stone
Glazing	Clear glass; shall not be tinted, mirrored, or colored
Balconies	
See Subsection 13 (Balconies) for allowed materials.	
Porches	
Columns	Composite wood, wood, fiberglass, metal
Railing	Wood, wrought iron
Storefronts	
Storefront	Composite wood, wood, metal
Storefront Base	Stucco, tile

15.04.405.100 Victorian.

General note: The images above and the descriptions in Subsections 1 and 2 below are intended to provide a brief overview of the architectural style and are descriptive, not regulatory.

1. Description of Style
Victorian style buildings combine elements of 19th century rural farmhouse vernacular with more formal "high Victorian" examples.

2. Typical Characteristics
Simple, rectilinear forms articulated with a regular pattern of openings
Vertically proportioned elements, including steeply pitched roofs, projecting gable ends, and tall cornices and parapets
Vertically proportioned windows, angled or boxed bays, and picture windows
Siding or stucco with shingled elements

Victorian.

Elements of Victorian Style – House-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.

Roof (See Subsection 5 for standards)

Rake (See Subsection 6 for standards)

Dormer (See Subsection 11 for standards)

Eave (See Subsection 7 for standards)

Wall (See Subsection 3 for standards)

Window (See Subsection 9 for standards)

Entry Door (See Subsection 12 for standards)

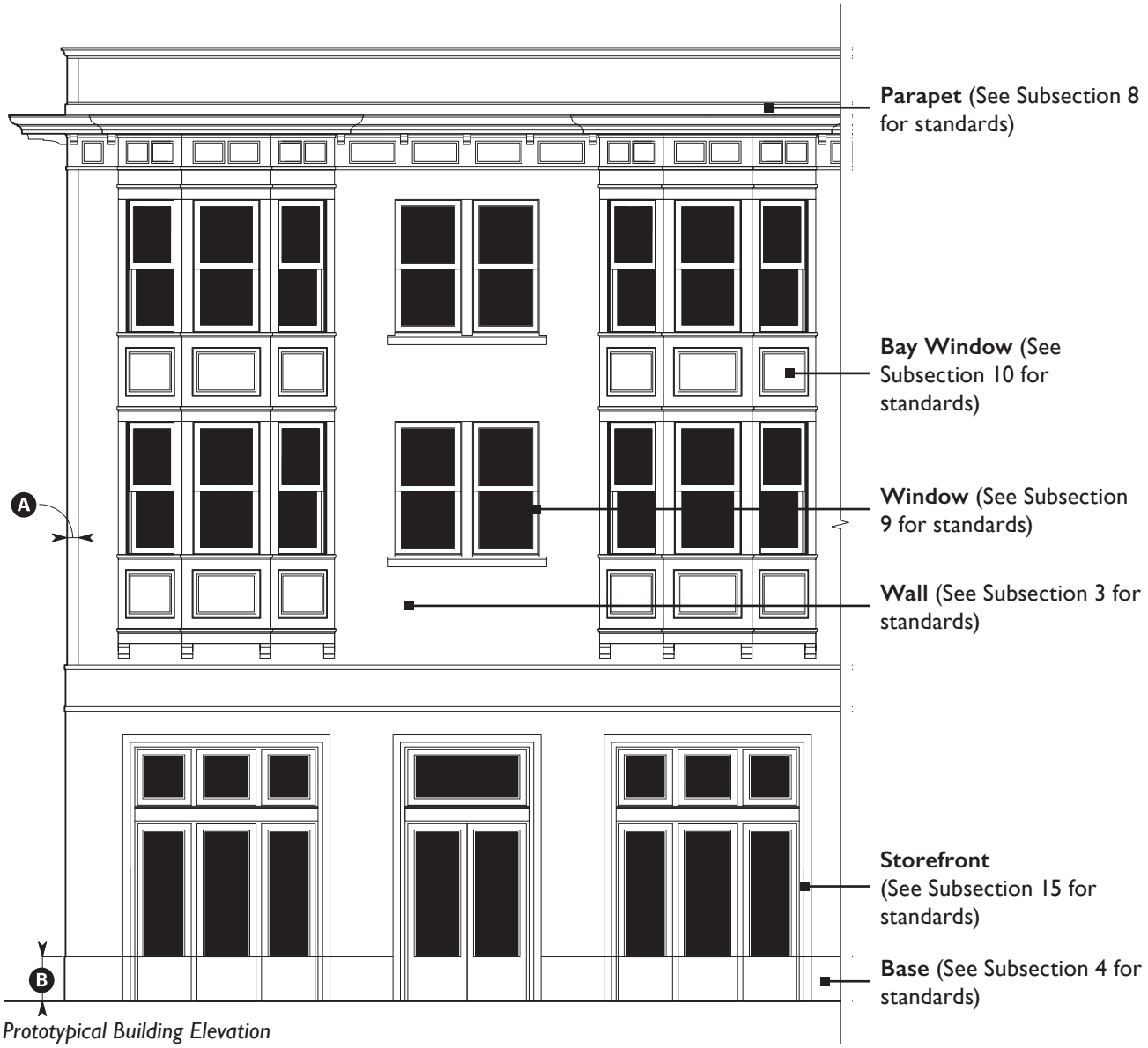
Porch (See Subsection 14 for standards)

Base (See Subsection 4 for standards)

Prototypical Building Elevation

Elements of Victorian Style – Block-Scale Prototype

Note: The image below is intended to provide a reference for architectural elements and is illustrative, not regulatory. It is not an exhaustive list of applicable standards.



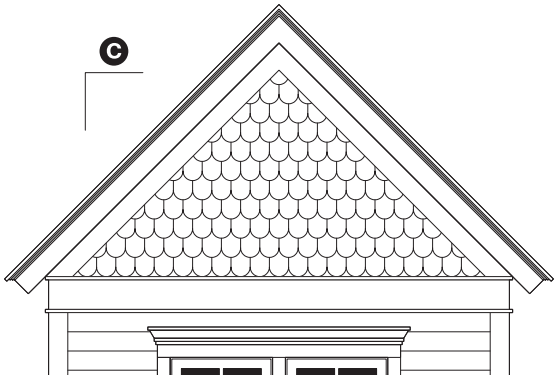
Prototypical Building Elevation

3. Wall		
Stucco control joints shall align with edges of openings.		
Trim[1]		
Width	4" min.	A

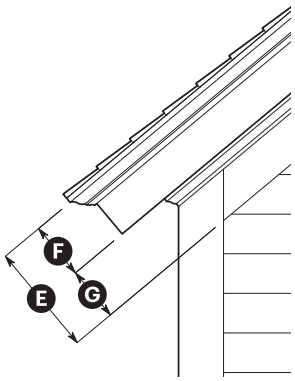
[1] Corner trim required only on buildings with wood, composite wood, or cementitious siding wall material.

4. Base		
Height	1'0" min.; 2'0" max.	B

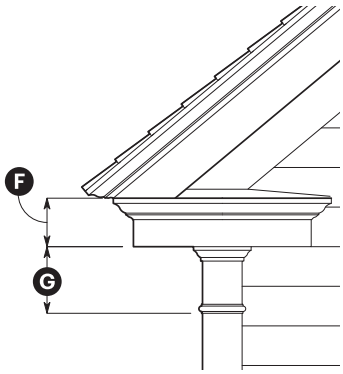
Victorian.



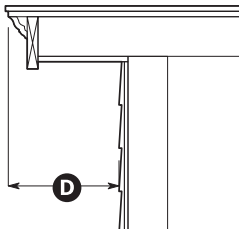
Gable End Elevation



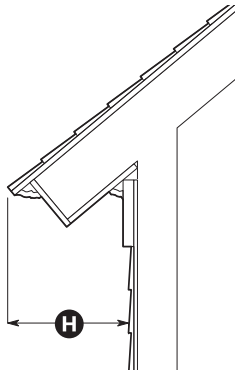
Open Eave Elevation



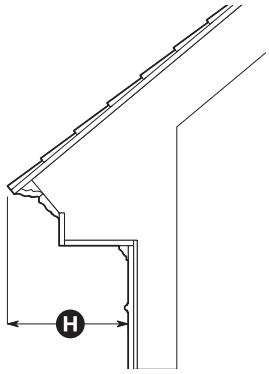
Returned Eave Elevation



Rake Section



Open Eave Section



Returned Eave Section

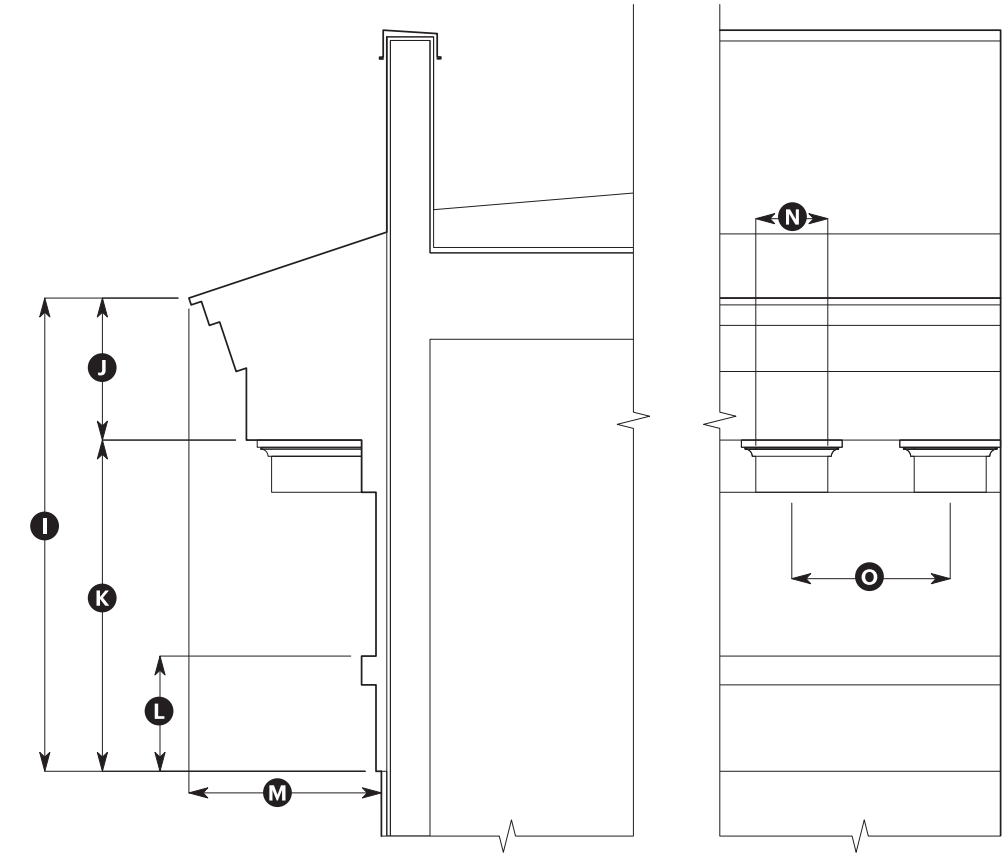
5. Building Roof		
Building Roof Standards	**Sloped Roof**	**Flat Roof**
Roof Form		
Pitch	10:12	N/A
Applicable Subsections		
6. Rake	A	N/A
7. Eave	A	N/A
8. Parapet	N/A	A
Gable End Roof Form Standards		
Pitch	12:12 min.	C

6. Rake		
Horizontal Projection	1'0" min.	D
See Subsection 7 (Eave) for height standards.		

7. Eave		
Allowed Types		
Eave Types	Open, Returned	
Height		
Overall	1'6" min.	E
Crown Mold and Fascia	8" min.	F
Trim Band	10" min.	G
Horizontal Projection[2]		
Overall	1'4" min.	H

[2] Horizontal projection includes gutter.

Key	A = Applicable	N/A = Not Applicable



Parapet Section *Parapet Elevation*

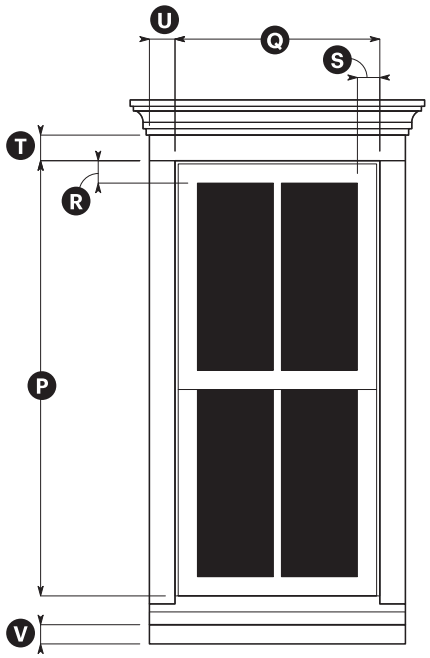
8. Parapet		
Height		
Overall	5'6" min.	I
Cornice	1'8" min.	J
Fascia		
Overall	3'6" min.	K
Lower Band	1'2" min.	L
Horizontal Projection[3]		
Overall	2'6" min.	M
Continuous cornice required on all street facing facades.		
Required Ornament		
Type	Dentils	
Width	10" min.	N
Spacing	24" max. on center	O
Placement	Below cornice at top of fascia	

[3] Horizontal projection includes gutter.

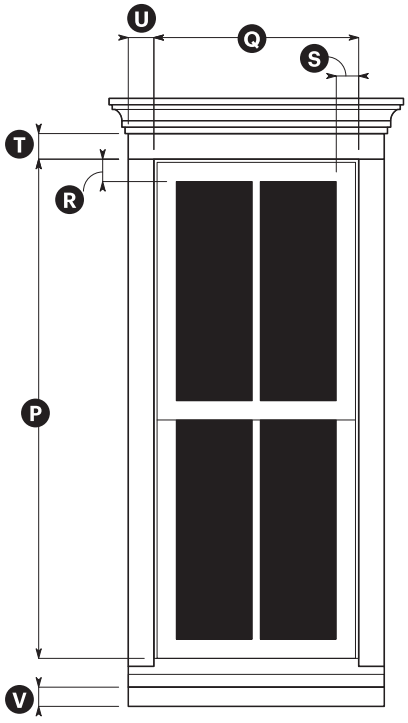
Victorian.

9. Windows		
Opening		
Proportion, Height P to Width Q [4]		
Ground floor	2.25 min.	
Upper floor	2.125 min.	
Dormer	See Subsection 11 (Dormers) for standards.	
Typical Sizes, Width Q x Height P		
Ground floor, typical	2'8" x 6'6"	
Ground floor, ganged	2'8" x 6'6"	
Ground floor, picture	4'0" x 6'6"	
Upper floor, typical	2'8" x 5'8"	
Upper floor, ganged	2'8" x 5'8"	
Upper floor, picture	4'0" x 5'8"	
Privacy	2'0" x 4'6"	
Shape	Square	
Operation	Single Hung, Double Hung, Casement	
Window		
Glazing Divisions	2 over 2	
Frame Width (Frame + Sash)		
At Rail	2.5" min. ± 1/4"	R
At Stile	2.5" min. ± 1/4"	S
Trim Widths		
Head	4" min.	T
Jamb	4" min.	U
Apron	3" min.	V
Window Frame Recess		
Depth	2" min.	
Sill		
Depth	3" min.	
Pediment		
Allowed	Yes	
Mullions		
Mullions required between ganged windows.		

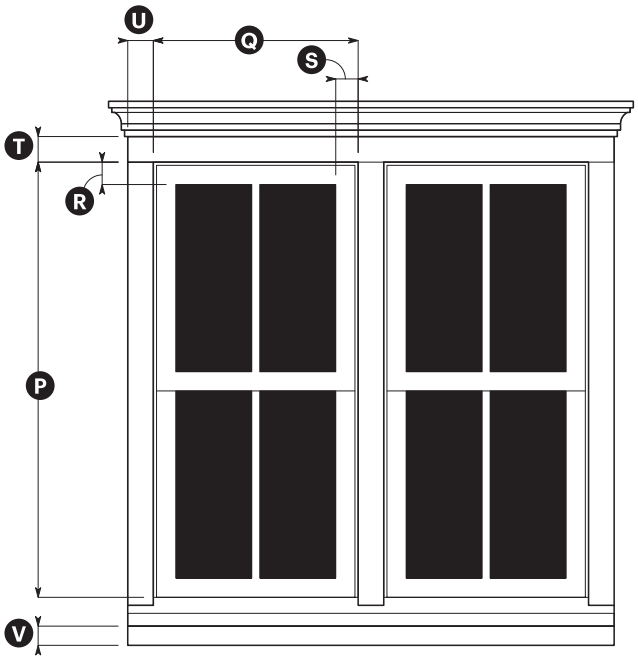
[4] Picture windows must be wider than typical windows and equal in height to windows on the same floor.



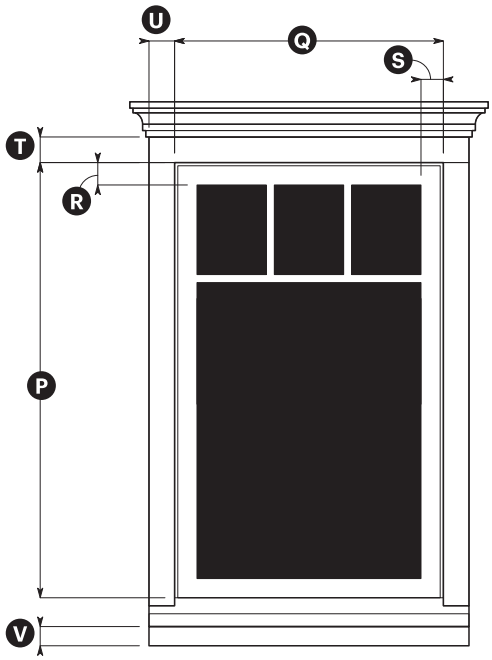
Upper Floor
Typical Window Elevation
2 over 2



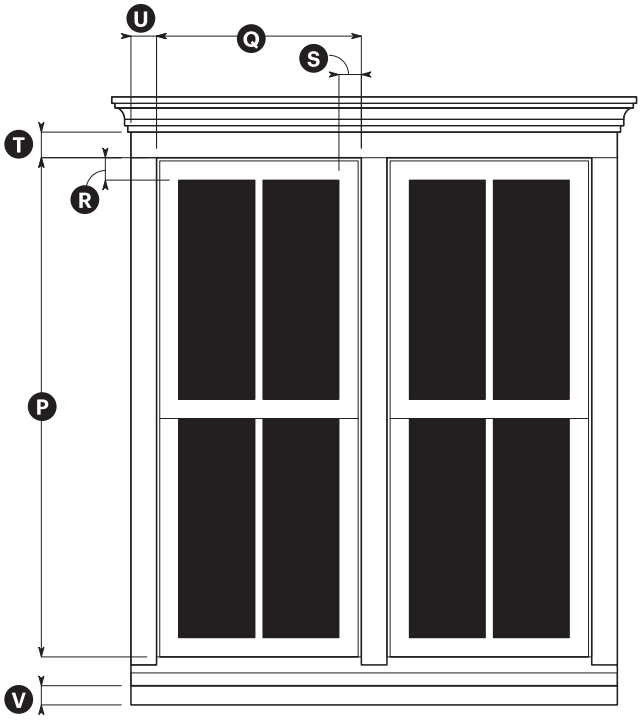
Ground Floor Typical Window Elevation
2 over 2



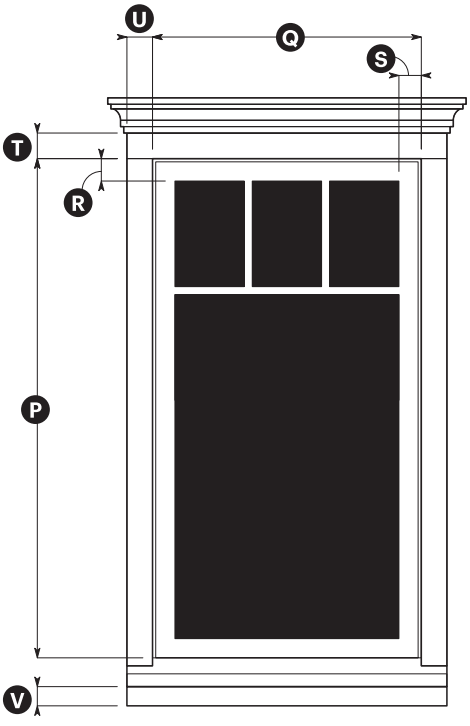
Upper Floor
Ganged Window Elevation
2 over 2



Upper Floor
Picture Window Elevation



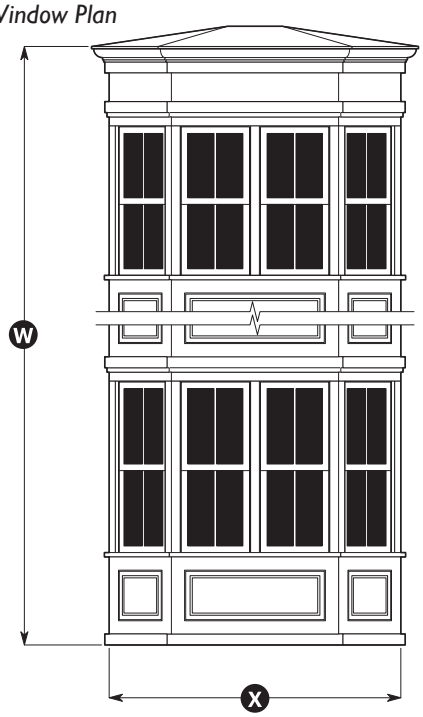
Ground Floor
Ganged Window Elevation
2 over 2



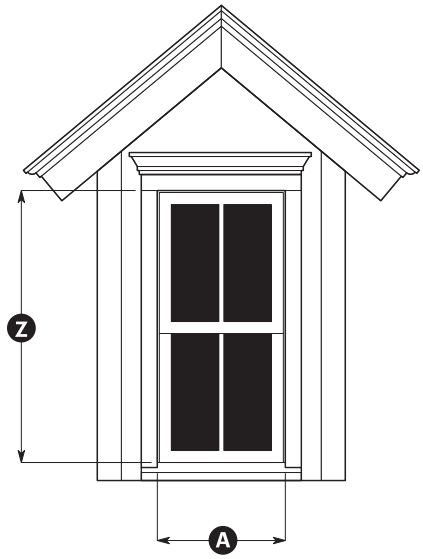
Ground Floor
Picture Window Elevation

Victorian.

Bay Window Plan



Bay Window Elevation

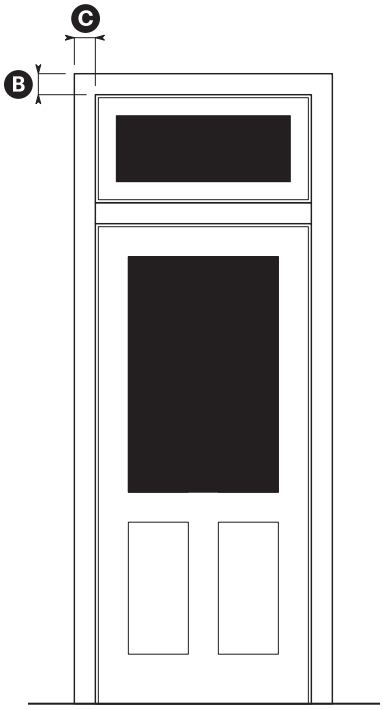


Dormer Elevation

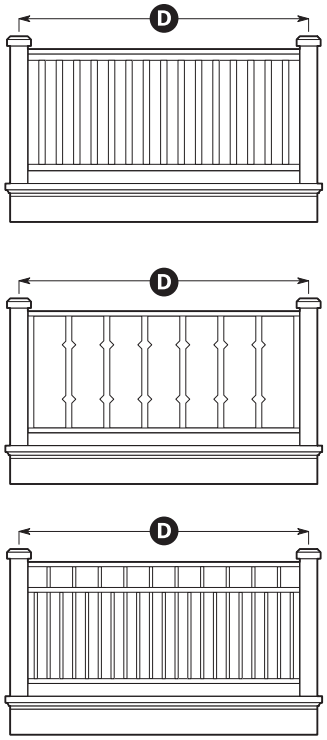
10. Bay Windows		
Form		
Type	Chamfered	
Interior Angle	30 degrees min.; 55 degrees max.	
Number of Faces	3 or 5	
Size		
Height		W
On buildings with heights up to 3 stories	2 stories max.	
On buildings with heights above 3 stories	2 stories plus 1 additional story for each building story over 3 max.	
Width	6'0" min.; 12'0" max.	X
Depth	1'0" min.; 3'0" max.	Y
Cornice Types		
Cornice wraps bay.		
Bay stops below building cornice (bay has own cornice).		
Bay returns into building cornice (bay never projects above the building cornice).		

10. Bay Windows (Continued)	
Additional Standards	
Bay depth not allowed to project beyond cornice depth.	
Bay form shall be continuous.	
Continuous horizontal articulation on building shall wrap bay form.	

11. Dormers		
Roof Form		
Type	Gable	
Pitch	10:12	
Window		
Proportion, Height Z to Width A	2.125 min.	
Width	2'8" min.	A
Pediment		
Allowed	Yes	
See Returned Eave Elevation in Subsection 7 (Eave) for additional standards.		
Dormers allowed only for buildings with half stories.		
See Subsections 6 (Rake), 7 (Eave), and 9 (Windows) for additional standards.		



Entry Door Elevation

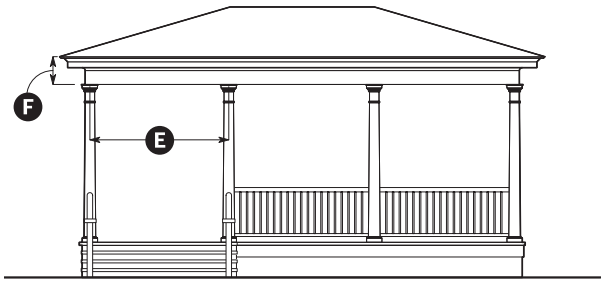


Balcony Front Elevation

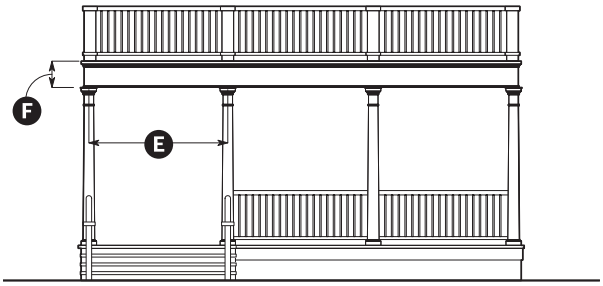
12. Residential Entry Doors		
Door		
Number of Panels	2 min.	
Surround		
Head Width	4" min.	B
Jamb Width	4" min.	C
Additional Elements		
Transom	Allowed	
Pediment	Allowed	

13. Balconies		
Allowed Materials		
Type 1 - Square Guardrail		
Post, Baluster, Handrail, Fascia, and Brackets	Metal, composite wood, wood	
Type 2 - Flat Sawn Guardrail		
Post, Baluster, Handrail, Fascia, and Brackets	Metal, composite wood, wood	
Type 3 - Decorative Metal Guardrail		
Post, Handrail, Fascia, and Brackets	Metal, composite wood, wood	
Baluster	Metal	
Size		
Overall Balcony Width	10'0" max.	
Width Between Posts	3' min.	D

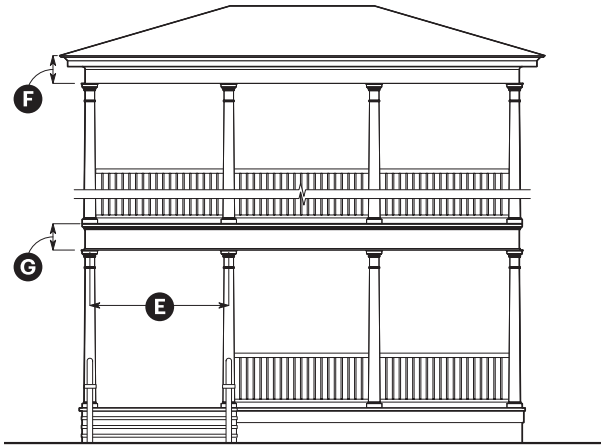
Victorian.



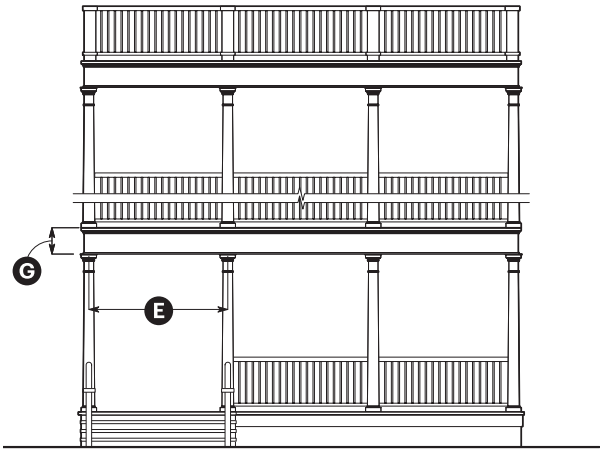
One-Story Porch Elevation



One-Story Porch with Deck Above Elevation

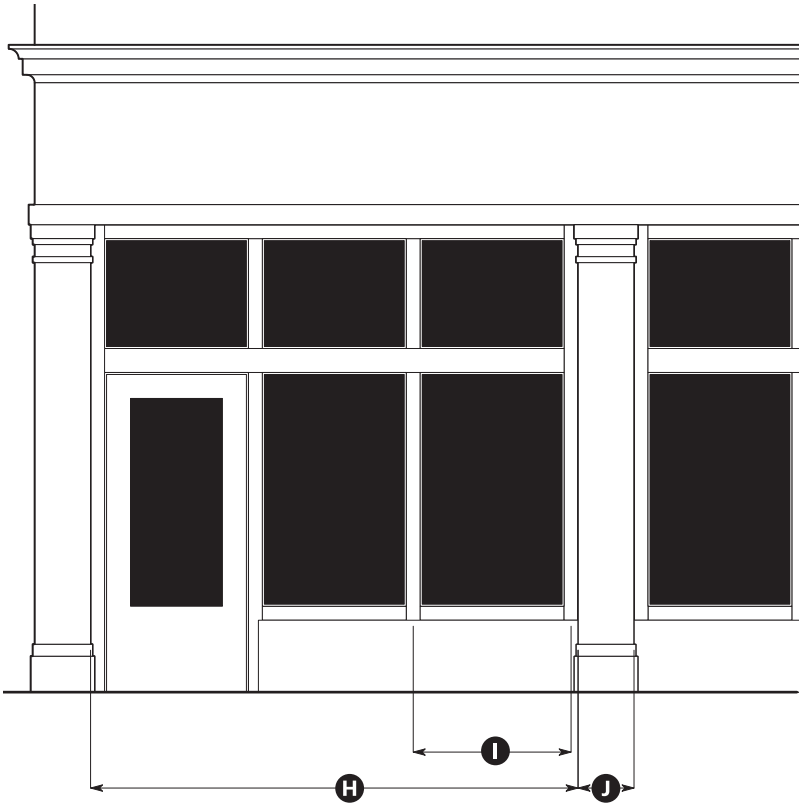


Multi-Story Porch Elevation

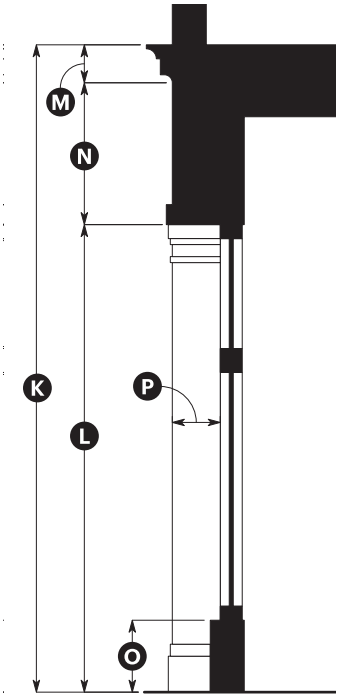


Multi-Story Porch with Deck Above Elevation

14. Porches		
Columns		
Shape	Square-stock, square-tapered, or turned with brackets	
Diameter	6" min.	
Spacing	8'0" max. on center	E
Entablature		
Height of Topmost Entablature		
Overall	1'6" min.	F
Fascia	10" min.	
Height of Floor-to-Floor Entablature		
Overall	10" min.	G



Storefront Elevation



Storefront Section

15. Storefronts		
Width		
Storefront Module	10'0" min.; 15'0" max.	H
Display Window	3'0" min.; 4'0" max.	I
Distance Between Storefront Modules	1'0" min.; 2'0" max.	J
Height		
Overall	13'0" min.	K
Head Height	10'0" min.	L
Cornice	9" min.	M
Signage Band	1'8" min.	N
Base	1'0" min.; 2'0" max.	O
Horizontal Recess		
Depth	6" min.; 9" max.	P
Base shall be continuous, unless divided by pilaster, and align with base height of building (if any).		
Cornice shall be continuous.		

Victorian.

16. Materials	
Element	**Allowed Materials**
Wall	
Wall Cladding	
Sloped roof building	Shingle and lap siding: composite wood, wood, fiber cement
Flat roof building	Shingle and lap siding: composite wood, wood, fiber cement; and stucco
Base	
Base or Foundation	Brick, concrete, stone, stucco, composite wood, wood, fiber cement
Roof and Roof Elements	
Roofing	Asphalt shingles, wood shingles, standing seam metal
Rake and Eave	Composite wood, wood
Cornice	Composite wood, wood
Brackets	Composite wood, wood, fiberglass
Gutter	Metal ogee or half-round
Windows, Bay Windows, and Entry Doors	
Trim or Surround	Composite wood, wood, fiber cement
Entry Door	Wood, aluminum, fiberglass, composite
Window Frames	Wood, aluminum clad wood, aluminum, fiberglass
Glazing	Clear glass; shall not be tinted, mirrored, or colored
Balconies	
See Subsection 13 (Balconies) for allowed materials.	
Porches	
Columns	Composite wood, wood, fiberglass, metal
Railing	Composite wood, wood, metal
Storefronts	
Storefront	Composite wood, wood, metal
Storefront Base	Wood panels, brick, tile, fiber cement

15.04.406: General to Large Sites

Sections:

15.04.406.010 Purpose.
15.04.406.020 Design Sites.
15.04.406.030 Thoroughfares, Blocks, and Connectivity.
15.04.406.040 Mix and Design of Civic and Open Spaces.
15.04.406.050 Mix of Building Types.
15.04.406.060 Intersections.
15.04.406.070 Pedestrian Crossings.
15.04.406.090 Bicycle Facilities.
15.04.406.100 Thoroughfare Assemblies.

15.04.406.010 Purpose.

The purpose of this Article is to generate a walkable environment through the establishment of new blocks and thoroughfares and to provide a set of civic space types and their associated standards to use within the transect zones.

The standards established in this Article shall apply to all proposed development within the transect zones exceeding two acres in total area and under common ownership as follows in Table 15.04.406.010.A (Applicability of Standards), and shall be considered in combination with the standards found within Article 15.04.402 (Transect Zones), Article 15.04.403 (Building Types), and Article 15.04.404 (Frontage Types).

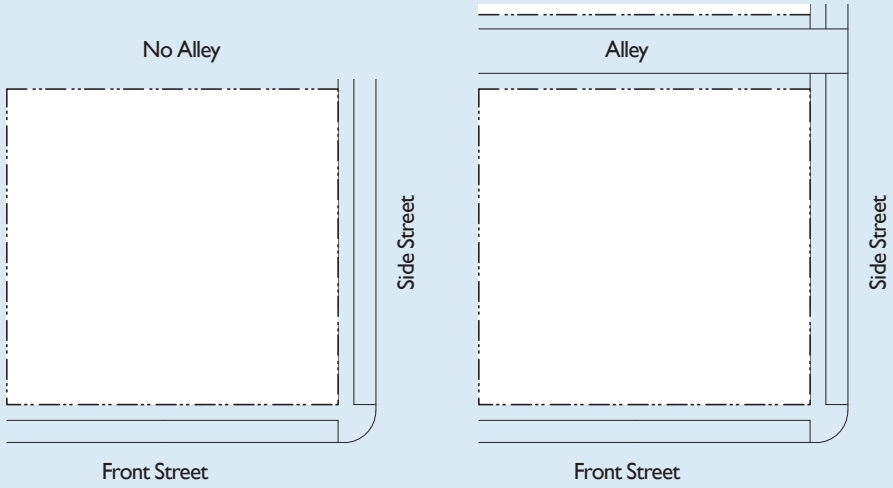
Table 15.04.406.010.A: Applicability of Standards

	Lot Size	
Applicable Standards for Large Sites	**2-5 acres**	**> 5 acres**
Design Sites 15.04.406.020	Comply	Comply
Thoroughfares, Blocks, and Connectivity 15.04.406.030	Comply	Comply
Mix and Design of Civic and Open Spaces 15.04.406.040		Comply
Mix of Building Types 15.04.406.050	Comply	Comply
Intersections 15.04.406.060	Comply	Comply
Pedestrian Crossings 15.04.406.070	Comply	Comply
Bicycle Facilities 15.04.406.080	Comply	Comply
Thoroughfare Assemblies 15.04.406.090	Comply	Comply

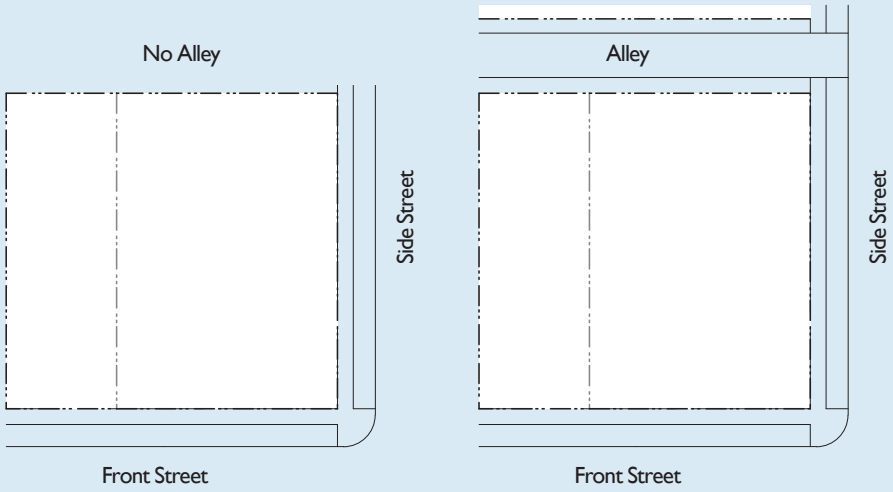
15.04.406.020 Design Sites.

Design Sites may be used as an alternative to subdivision for large lots to demonstrate how the lot could be divided into multiple smaller lots that are not required to be recorded as new parcels. Each design site must satisfy dimensional standards, as well as all other standards in the appropriate Transect Zone; see Article 15.04.402 (Transect

Existing parcel.



Existing parcel proposed for two Design Sites.



Existing parcel with multiple buildings on two Design Sites. Design Site boundaries are treated as lot lines for measuring building setbacks and minimum lot dimensions, but the individual Design Sites are not required to be recorded as new parcels.

Key

Design Site Line

Building Type

Example of Multiple Design Sites on an Existing Parcel

Zones). Standards may not be satisfied for one Design Site on adjacent Design Sites. The diagram in this Section illustrates how a large site could be divided using Design Sites.

15.04.406.030 Thoroughfares, Blocks, and Connectivity.

A. Thoroughfares. Thoroughfares define the public streets that refine pedestrian sheds into walkable environments. Care should be taken in the layout and sizing of thoroughfares, as wide thoroughfares and a lack of connectivity reduce the pedestrian friendliness of the area.

1. Design.

a. Thoroughfares that pass from one transect zone to another shall adjust their cross section design to match the character of the transect zone. For example, while a thoroughfare within an urban transect zone with retail shops may have wide sidewalks with trees in tree grates, it may transition to a narrower sidewalk with a planting strip within a less urban transect zone with various residential building types.

b. The thoroughfare network shall be mapped on a regulating plan and shall indicate the layout of thoroughfares and the block network according to standards in Subsection 15.04.406.030.B.

c. Thoroughfares shall terminate on/connect to other thoroughfares. Thoroughfares shall not terminate on alleys and lanes.

2. External Connectivity.

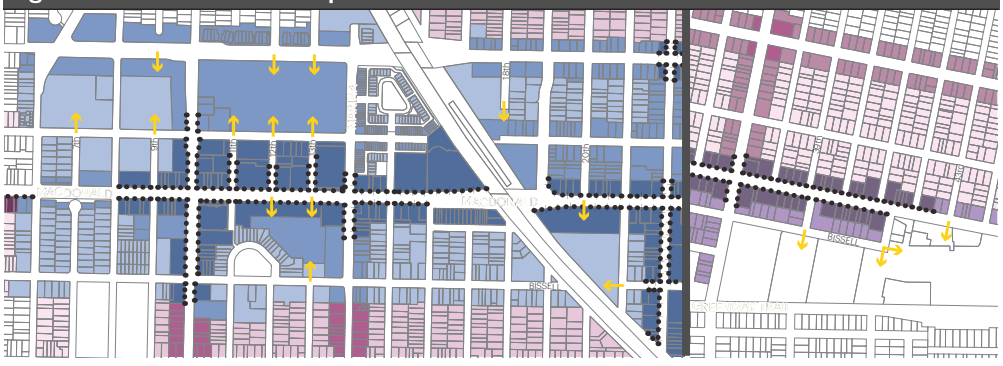
a. The arrangement of thoroughfares in a development shall provide for the alignment and continuation of existing or proposed thoroughfares into adjoining lands in those cases in which the adjoining lands are undeveloped and intended for future development or in which the adjoining lands are developed and include opportunities for such connections.

b. Thoroughfare rights-of-way shall be extended to or along adjoining property boundaries such that a thoroughfare connection or stub shall be provided for development:

(1) Consistent with the minimum block length as defined in Subsection 15.04.406.030.B;

(2) Consistent with required connections indicated in Figure 15.04.406.030.A.

Figure 15.04.406.030.A Required Connections



3. **Dead-End Streets and Cul-de-Sacs.** Dead-end streets and cul-de-sacs shall not be included in plans. Cul-de-sacs may be approved by the Director to accommodate a site specific environmental feature requiring protection and/or preservation only. Cul-de-sacs approved by the Director shall meet the following standards:

   a. Permanent dead-end streets shall be no longer than 300 feet and shall be provided with a cul-de-sac;

   b. Temporary dead-end streets shall be provided with a temporary turnaround area which shall be designed considering traffic usage, maintenance, and removal;

   c. Cul-de-sacs shall have a minimum right-of-way radius of 50 feet and a paved circular area with a minimum radius of 40 feet;

   d. Cul-de-sacs shall contain a central planted median; and

   e. Whenever cul-de-sac thoroughfares are created, at least one pedestrian access easement shall be provided, to the extent practicable, between each cul-de-sac head or street turnaround and the sidewalk system of the closest adjacent street or pedestrian pathway. The access easement shall be direct with a minimum width of 12 feet.

B. Block Size.

1. Individual block faces and the total block perimeter shall follow the standards established in Table 15.04.406.030.A (Block Size) below. If a block contains multiple transect zones, the most intense transect zone shall be used to establish the standards for block size.

2. Blocks should be a minimum width, such that two tiers of developable lots are provided.

Table 15.04.406.030.A: Block Size

	Block	
Transect Zone	**Face Length**	**Perimeter Length**
T4	600 ft. max.	2,000 ft. max.
T5MS/T5N-55	600 ft. max.	1,800 ft. max.
T5C/T5N-135	500 ft. max	1,600 ft max.

15.04.406.040 Mix and Design of Civic and Open Spaces.

A. The standards established in this Article provide the transect zones with a diverse palette of parks and other publicly accessible civic spaces, publicly or privately owned, that are essential components of walkable urban environments.

B. There are multiple civic space types defined in Table 15.04.406.040.A (Civic Space Type Standards). Two of the civic space types, Playgrounds and Community Gardens, may be incorporated into any of the other types or may stand alone.

C. In Table 15.04.406.040.A (Civic Space Type Standards), the illustration and description of each civic space type are illustrative in nature and not regulatory.

D. The service area, size, frontage and disposition of elements standards of each civic space type are regulatory.

1. **Service Area.** Describes how the civic space relates to the City as a whole and the area that will be served by the civic space.

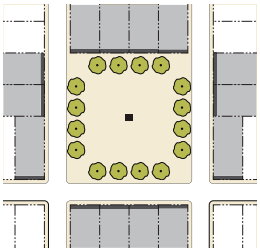
2. **Size.** The overall range of allowed sizes of the civic space.

3. **Frontage.** The relationship along property lines of a civic space to adjacent buildings or lots.

a. The front of the lots attached to or across a thoroughfare from a civic space should face on to the civic space to the maximum extent possible.

b. Building. Lots that are attached to or across a thoroughfare from a civic space listed as having a "Building" frontage shall have the front of the lot facing on to the civic space for a minimum of three quarters of the civic space perimeter.

c. Independent. Lots that are attached to or across a thoroughfare from a civic space listed as having an "Independent" frontage may have the front, side street, or rear of the lot facing on to the civic space.



Left: Diagram illustrates lot configuration meeting minimum standards for a civic space with a "Building" frontage.

4. **Disposition of Elements.** The placement of objects within the civic space.

a. Natural. Civic spaces with natural character are designed in a natural manner with no formal arrangement of elements.

b. Formal. Civic spaces with a formal character have a more rigid layout that follows geometric forms and has trees and other elements arranged in formal patterns.

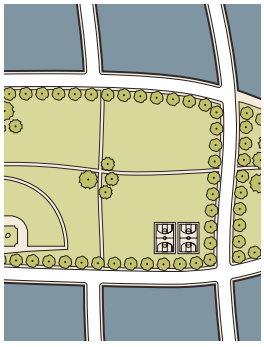
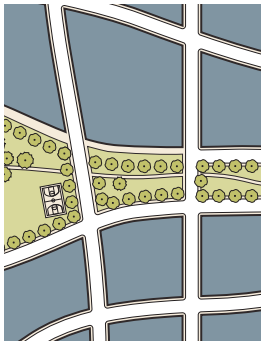
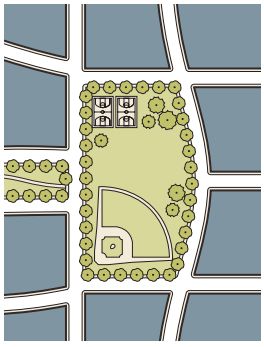
c. Informal. Civic spaces with an informal character have a mix of formal and natural characteristics.

E. Typical Facilities. A list of the typical facilities found within the civic space. This list is not intended to be a complete list of facilities allowed nor is it intended that every civic space would contain each of the facilities listed. Facilities larger than the indicated gross square footage (gsf) require review and approval by the Director and Parks Director.

F. The civic spaces specified in Table 15.04.406.040.A (Civic Space Type Standards) are allowed By Right or By Review in the designated transect zones. Civic Space allowed By Review are allowed if approved by the Director and Parks Director.

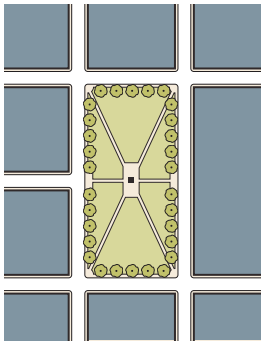
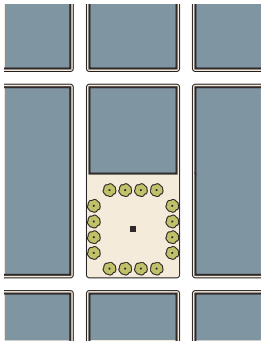
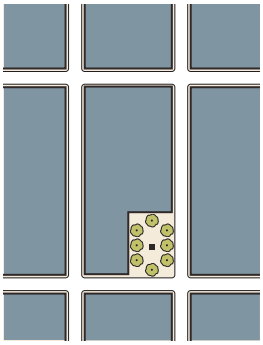
G. Civic spaces shall not be fenced or enclosed and shall have at least one edge open to a street or right-of-way. Edges not abutting a street or right-of-way shall be defined by building frontage consistent with the standard for "BTL Defined by a Building, Front" in applicable zones in 15.04.402 (Transect Zones).

Table 15.04.406.040.A Civic Space Type Standards

Transect Zone	T4 T5	T4 T5	T4 T5
Civic Space Type	**Community Park**	**Greenway**	**Neighborhood Green**
Illustration			
Description	An open space available for unstructured recreation and a limited amount of structured recreation.	A linear open space that may follow natural corridors providing unstructured and limited amounts of structured recreation.	An open space available for unstructured and limited amounts of structured recreation.
Location and Size			
Location			
Service Area	Multiple Neighborhoods	Multiple Neighborhoods	Neighborhood
Size			
Minimum	12 acres	8 acres (60' wide by 1 mile long)	1 acre
Maximum	-	-	15 acres
Character			
Frontage	Independent	Independent or Building	Building
Disposition of Elements	Informal	Natural or Informal	Informal
Typical Facilities			
	Passive and Active Recreation, Accessory Structure, Drinking Fountains, Community Facility < 5,000 gsf, Paths and Trails	Passive and Active Recreation, Accessory Structure, Drinking Fountains, Community Facility < 5,000 gsf, Paths and Trails	Passive and Active (unstructured or structured) Recreation, Accessory Structure, Drinking Fountains, Community Facility < 5,000 gsf, Paths and Trails

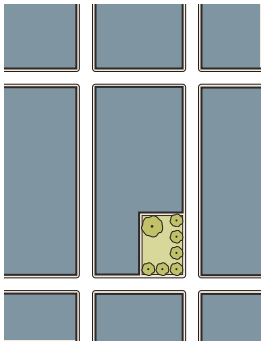
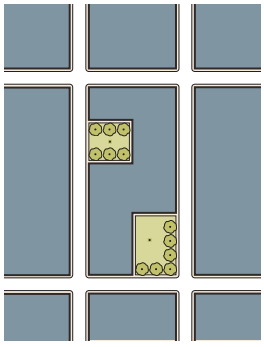
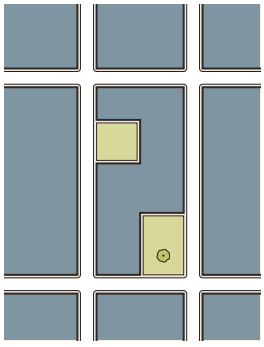
Key	T# Allowed	T# By Review	T# Not Allowed

Table 15.04.406.040.A Civic Space Type Standards (continued)

Transect Zone	T4 T5	T4 T5	T4 T5
Civic Space Type	**Neighborhood Square**	**Plaza**	**Pocket Plaza**
Illustration			
Description	An open space available for civic purposes, unstructured and limited amounts of structured recreation.	A formal open space available for civic purposes and commercial activities. Plazas are typically hardscaped. Commercial activities shall be subordinate to Civic use.	A formal open space available for civic purposes and commercial activities. Pocket Plazas are typically hardscaped. Commercial activities shall be subordinate to Civic use.
Location and Size			
Location			
Service Area	Neighborhood	Neighborhood	Neighborhood
Size			
Minimum	½ acre	½ acre	2,000 sf
Maximum	5 acres	2½ acres	½ acre
Character			
Frontage	Building	Building	Building
Disposition of Elements	Formal	Formal	Formal
Typical Facilities			
	Passive and Active (unstructured or structured) Recreation, Accessory Structure, Drinking Fountains, Community Facility < 5,000 gsf, Paths and Trails	Passive Recreation, Accessory Structure, Drinking Fountains, Paths and Trails	Passive Recreation, Accessory Structure, Drinking Fountains, Paths and Trails

Key	T# Allowed	T# By Review	T# Not Allowed

Table 15.04.406.040.A Civic Space Type Standards (continued)

Transect Zone	T4 T5	T4 T5	T4 T5
Civic Space Type	**Pocket Park**	**Playground**	**Community Garden**
Illustration			
Description	An open space available for informal activities in close proximity to neighborhood residences.	An open space designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds may be included within other civic spaces.	An open space designed as a grouping of garden plots that are available to nearby residents for small-scale cultivation. Community Gardens may be included within other civic spaces.
Location and Size			
Location			
Service Area	Neighborhood	Neighborhood	Neighborhood
Size			
Minimum	2,000 sf	-	-
Maximum	1 acre	-	-
Character			
Frontage	Building	Independent or Building	Independent or Building
Disposition of Elements	Formal or Informal	Formal or Informal	Formal or Informal
Typical Facilities			
	Passive Recreation, Accessory Structure, Drinking Fountains, Paths and Trails	Accessory Structure, Drinking Fountains, Paths and Trails	Accessory Structure, Drinking Fountains, Paths and Trails

Key	T# Allowed	T# By Review	T# Not Allowed

15.04.406.050 Mix of Building Types.

A. A mix of building types introduces variety into the character of neighborhoods. Blocks shall provide a diversity of residential and mixed-use building types in a manner that fulfills the intent of each transect zone as described in Article 15.04.402 (Transect Zones) and the following formulas below. In the event that blocks are composed of more than one transect zone, the minimum mixing requirement of the most intense transect zone shall apply across the block.

B. T4 Neighborhood. Blocks within the T4N Transect Zones are intended to provide a mix of detached house, duplex and multi-unit types. See Section 15.04.402.020 (T4 Neighborhood) for the allowed building types in T4N.

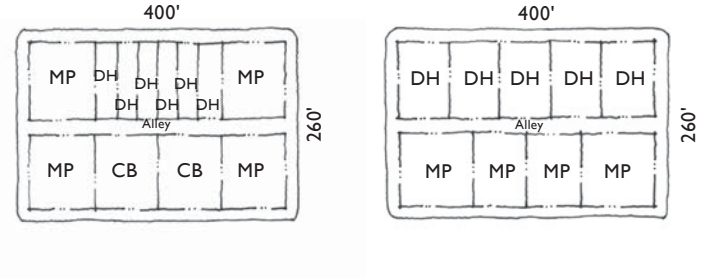
1. Blocks within the T4N Transect Zones shall provide a minimum of two distinct building types per block.
2. No more than 50 percent of the residential units on a block shall be located within Detached House, Cottage, or Duplex building types.

C. T4 Main Street, T5 Neighborhood, and T5 Main Street. Blocks within the T4MS, T5N, or T5MS Transect Zone are intended to provide the greatest diversity of building types. See Section 15.04.402.030 (T4 Main Street), Section 15.04.402.040 (T5 Neighborhood) and Section 15.04.402.050 (T5 Main Street) for the allowed building types in T4MS, T5N, and T5MS.

1. Blocks within the T4MS, T5N, or T5MS Transect Zones shall provide a minimum of three distinct building types per block.
2. No more than 50% of the residential units on a block shall be located within Detached House, Cottage, or Duplex building types.

D. T5 Core. Blocks within the T5C Transect Zone are intended to be composed of attached building types and shall have no minimum mixing requirement. See Section 15.04.402.060 (T5 Core) for the allowed building types in T5C.

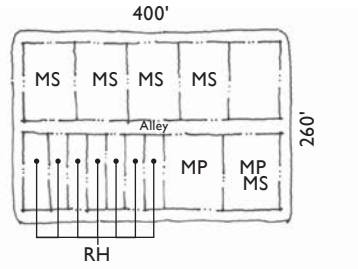
T4N: Sample Building Type Mix



Far Left: Block with six Detached House (DH), four Multi-Plex (MP) and two Courtyard Building (CB) Building Types.

Left: Block with five Detached House (DH) and four Multi-Plex (MP) Building Types.

T5N: Sample Building Type Mix



Left: Block includes five Main Street Building (MS), seven Rowhouse (RH), and two Multi-Plex (MP) Building Types.

15.04.406.060 Intersections.

A. Street design of narrow streets and compact intersections requires designers to pay close attention to the operational needs of transit, fire and rescue, waste collection and delivery trucks. For this reason, early coordination with transit, fire and rescue, waste collection and other stakeholder groups is essential.

B. More regular encroachment of turning vehicles into opposing lanes will occur at compact intersections. Therefore, frequency of access, traffic volumes and the speeds on intersecting streets at those intersections shall be considered when designing intersections. For fire and rescue, determination of the importance of that street for community access should be determined, e.g. primary or secondary access.

C. The designer should use turning templates or software to evaluate intersections to ensure that adequate operation of vehicles can occur. Location of on-street parking around intersections should be evaluated during this analysis to identify potential conflicts between turning vehicles and on-street parking. Bike lanes and on-street parking will increase the effective curb return radius, when curb extensions are not employed, by providing more room for the wheel tracking of turning vehicles.

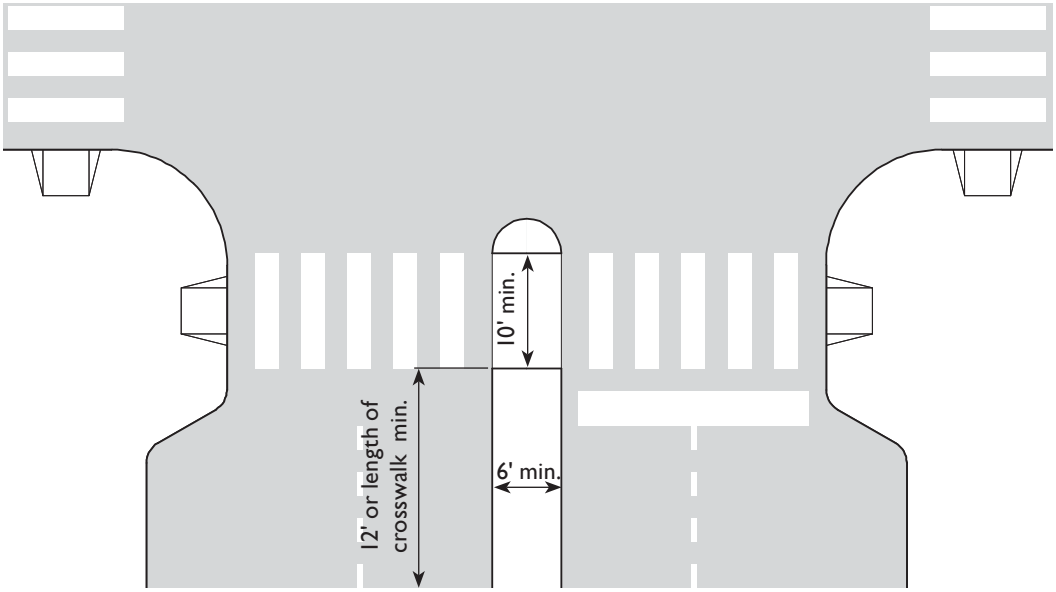
D. Roundabouts should be considered as an alternative to traffic signals. Roundabouts can provide reduced vehicle speeds, reduced conflict points, separation of vehicle-vehicle conflict points from vehicle-pedestrian conflict points, and provide a two-step crossing for pedestrians. At multi-lane roundabouts, benefits for bicyclists and pedestrians are greatly diminished due to multiple-threat scenarios and bicycle weaving and additional considerations are necessary, including installing a traffic signal or pedestrian hybrid beacons at crosswalks." Roundabouts: An Informational Guide (FHWA) continues to provide the current best practice guidance on roundabout design, including bicycle and pedestrian accommodation.

15.04.406.070 Pedestrian Crossings.

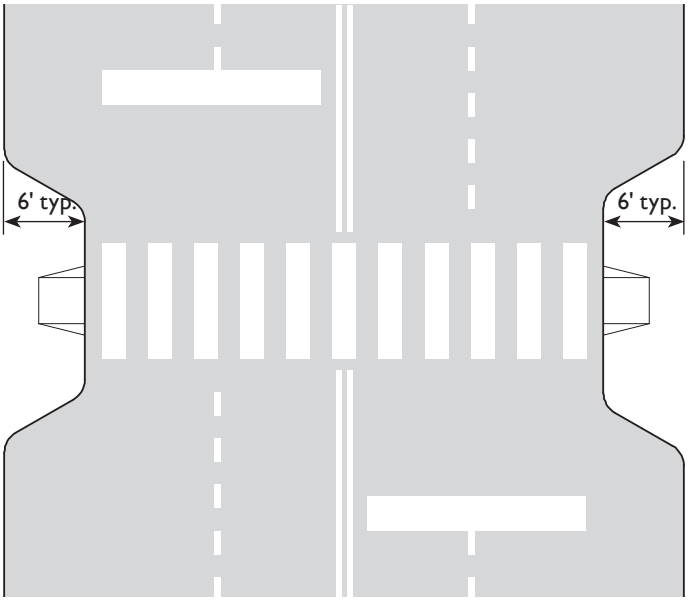
A. **Directional Curb Ramps.** Perpendicular corner curb ramps with a separate ramp installed in each direction shall be used where feasible instead of single, diagonal corner ramps.

B. **Crosswalks.** Crosswalks shall be designed per the Crosswalk Policy in the Pedestrian Plan.

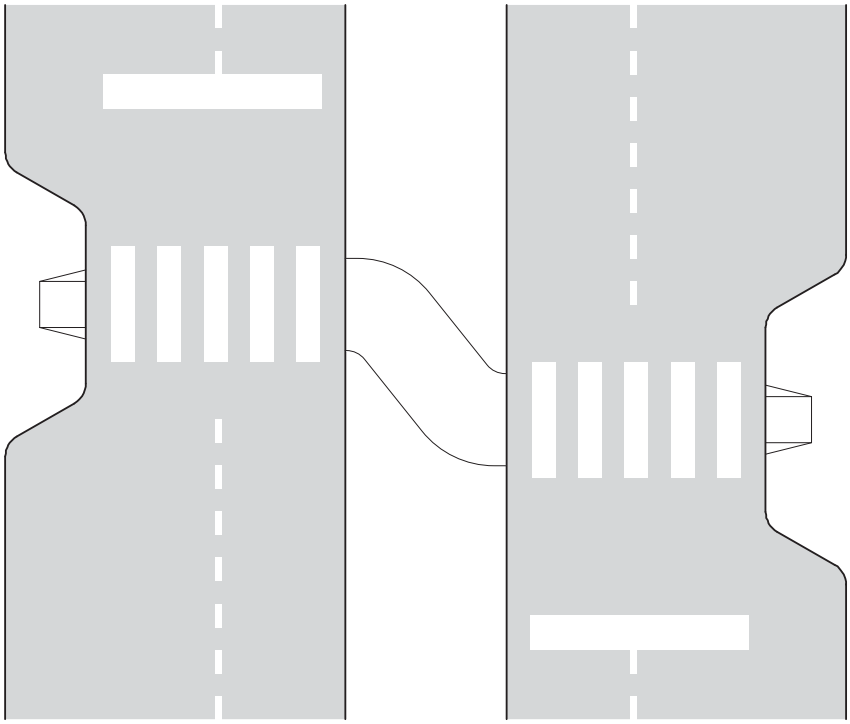
C. **Medians.** Medians, where provided, shall provide a median refuge at the intersection designed per the standards in the diagram below.



D. Mid-block crossings, where provided, shall have mid-block curb extensions per the standards in the diagram below.



E. On thoroughfares with medians, provided mid-block crossings between the median and curbs shall be offset from one another per the diagram below.



15.04.406.090 Bicycle Facilities.

A. Bicycle Master Plan and Pedestrian Plan.

1. Thoroughfares shall be designed to support the goals, policies, and recommendations within the Bicycle Master Plan and Pedestrian Plan.

2. The Bicycle Network. Bicycle facilities shall be located per the proposed bicycle network in the Bicycle Master Plan.

3. Should a conflict arise between the standards in this Article and the Bicycle Master Plan or Pedestrian Plan, the standards in this Article shall take precedence unless the Director determines otherwise.

B. WCCTAC Transit Wayfinding Plan. Bicycle and pedestrian wayfinding shall be implemented per the WCCTAC Wayfinding Signage Program.

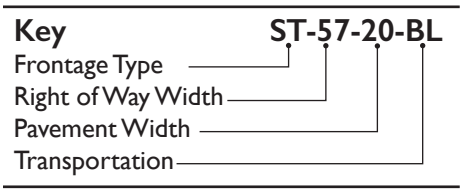
C. Predefined thoroughfare assemblies found in Section 15.04.406.100 (Thoroughfare Assemblies) are allowed By Right.

D. Thoroughfares that do not meet the standards in items A, B or C above are not allowed in any transect zones.

15.04.406.100 Thoroughfare Assemblies.

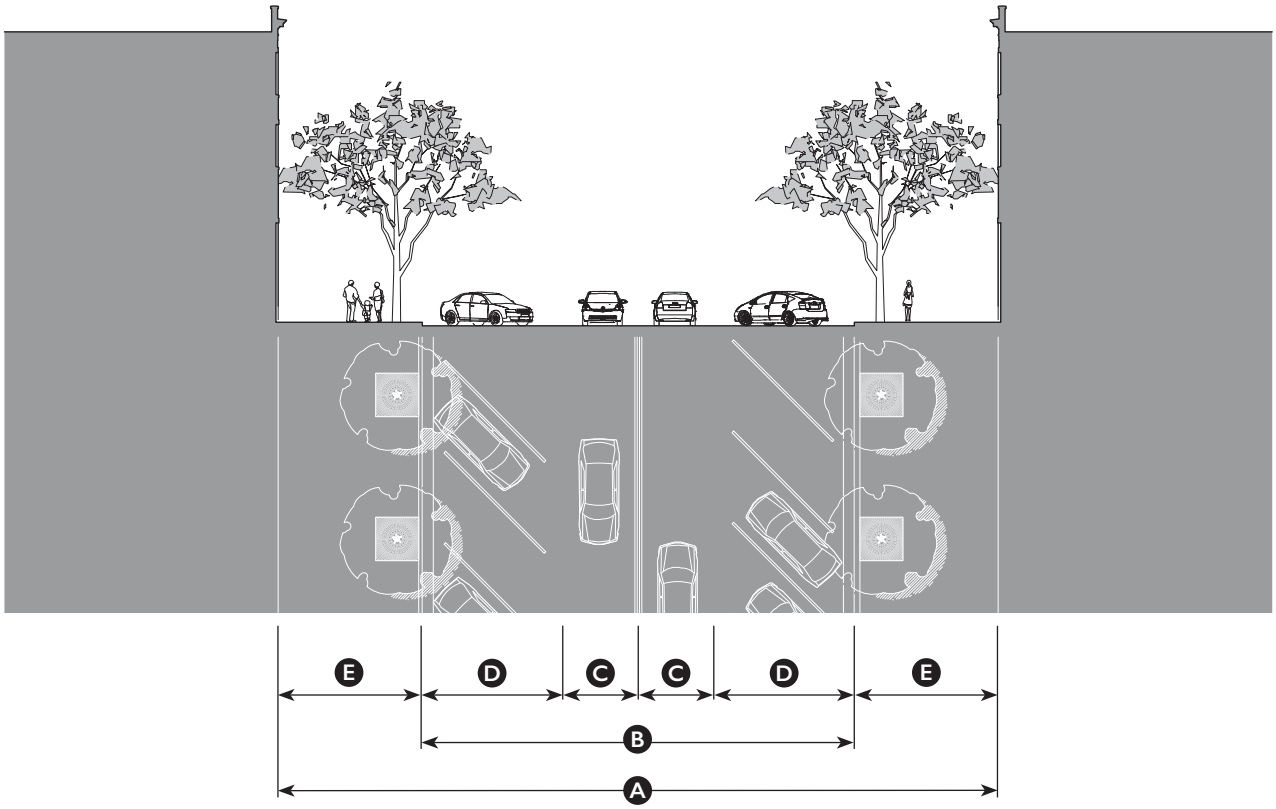
A. This Section provides thoroughfare assemblies that have been approved by the City for use in transect zones.

B. The tables in this Section are added into the City of Richmond Standard Plans.



Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

Table 15.04.406.100.A: Thoroughfare Assemblies

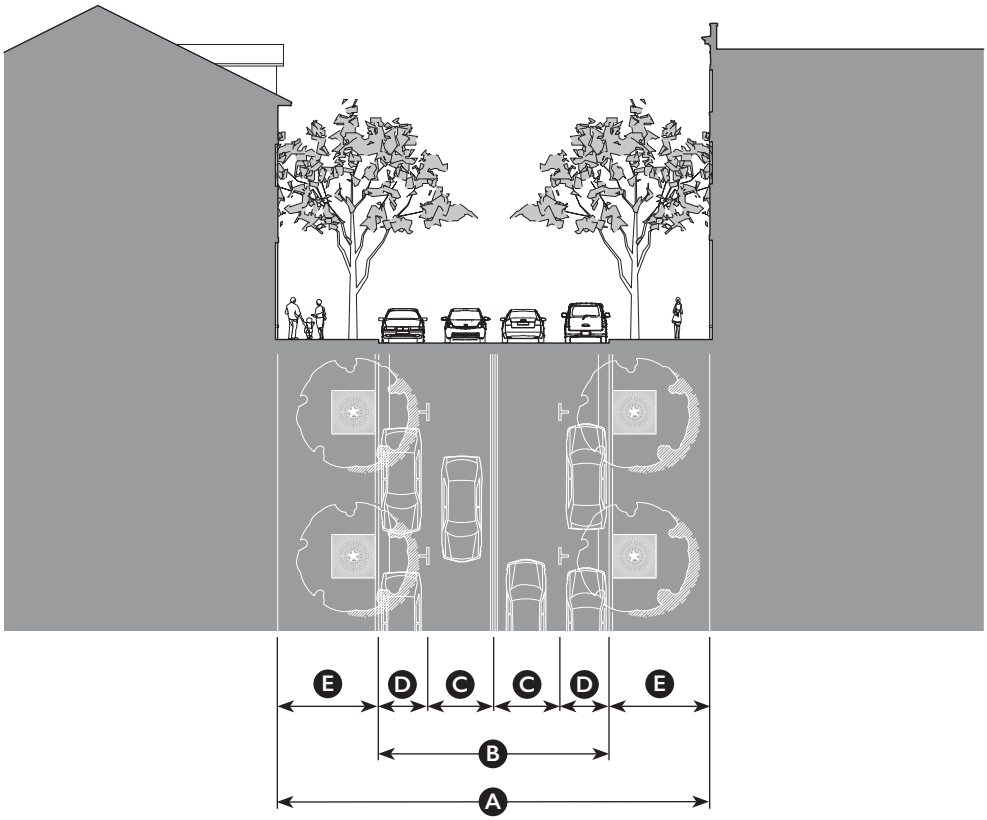


Thoroughfare Assembly CS-100-60

Application		
Transect Zones	T4N T4MS T5N T5MS T5C	
Movement Type	Slow	
Design Speed	20 mph	
Overall Widths		
Right-of-Way (ROW) Width	100'	A
Pavement Width	60'	B

Lane Assembly		
Traffic Lanes	2 @ 12'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 18', marked 45° angled parking	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	4'x4' tree well	
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post, column, or double column	
Walkway Type	20' sidewalk	E
Curb Type	Square	

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)

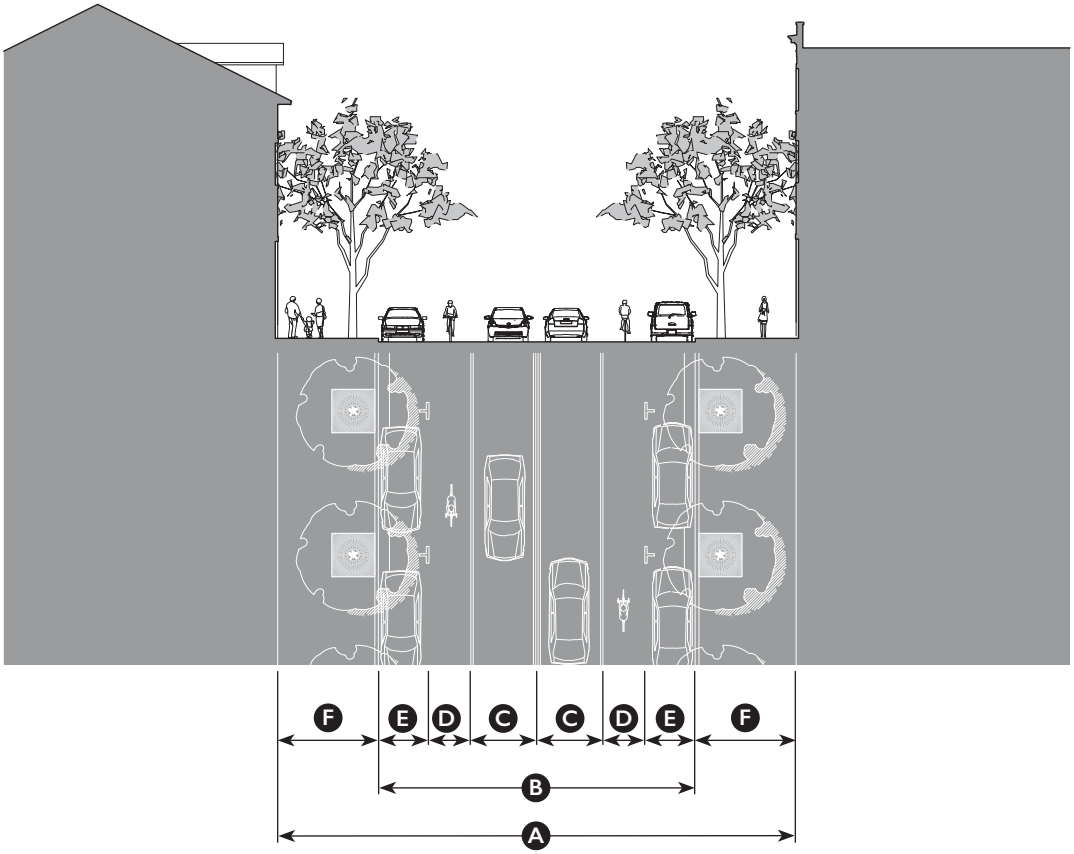


Thoroughfare Assembly CS-60-36

Application		
Transect Zones	T4N **T4MS** T5N **T5MS** T5C	
Movement Type	Slow	
Design Speed	25 mph	
Overall Widths		
Right-of-Way (ROW) Width	60'	A
Pavement Width	36'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 8', marked	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	4'x4' tree well	
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	12' sidewalk	E
Curb Type	Square	

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)

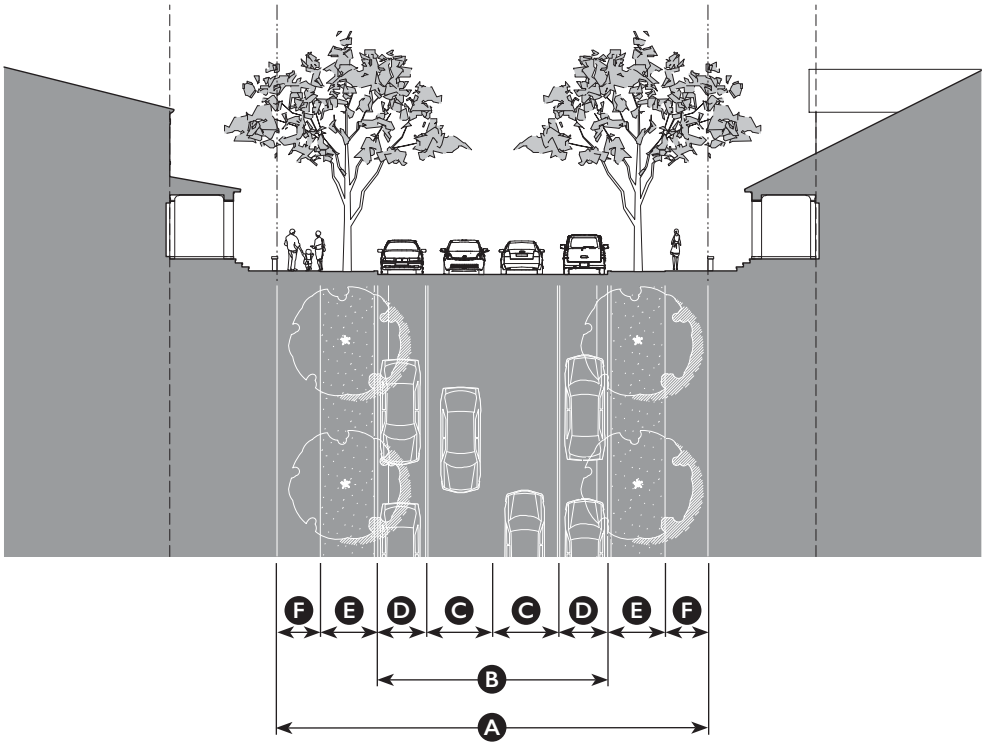


Thoroughfare Assembly CS-72-48-BL

Application		
Transect Zones	T4N **T4MS** T5N **T5MS** T5C	
Movement Type	Low	
Design Speed	30 mph	
Overall Widths		
Right-of-Way (ROW) Width	72'	A
Pavement Width	48'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	2 @ 6'	D
Parking Lanes	2 @ 8', marked	E
Medians	None	
Public Frontage Assembly		
Frontage Type	Commercial street	
Drainage Collection Type	Curb and gutter	
Planter Type	4'x4' tree well	
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	12' sidewalk	F
Curb Type	Square	

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)



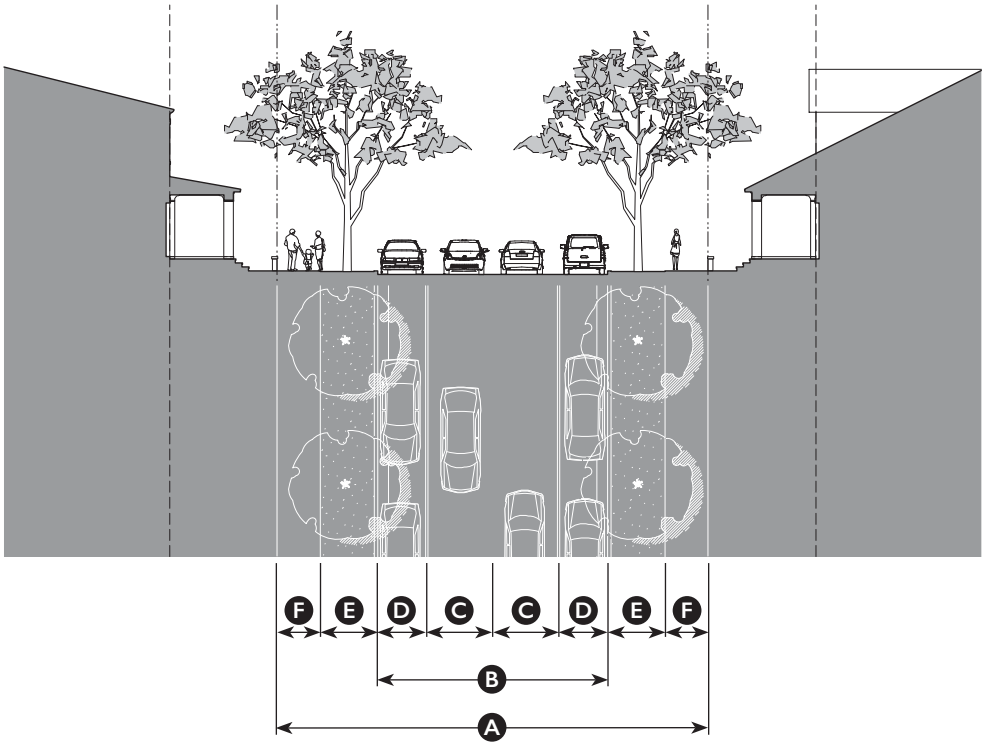
Thoroughfare Assembly ST-60-32

Application		
Transect Zones	**T4N** T4MS **T5N** T5MS T5C	
Movement Type	Slow	
Design Speed	20 mph	
Overall Widths		
Right-of-Way (ROW) Width	60'	A
Pavement Width	32'	B

Lane Assembly		
Traffic Lanes	2 @ 9'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 7', marked	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Street	
Drainage Collection Type	Curb and gutter	
Planter Type	8' continuous planter[1]	E
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Pipe, post, or column	
Walkway Type	6' sidewalk[1]	F
Curb Type	Square	

[1] 7' continuous planter and 7' sidewalk for T5 application

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)



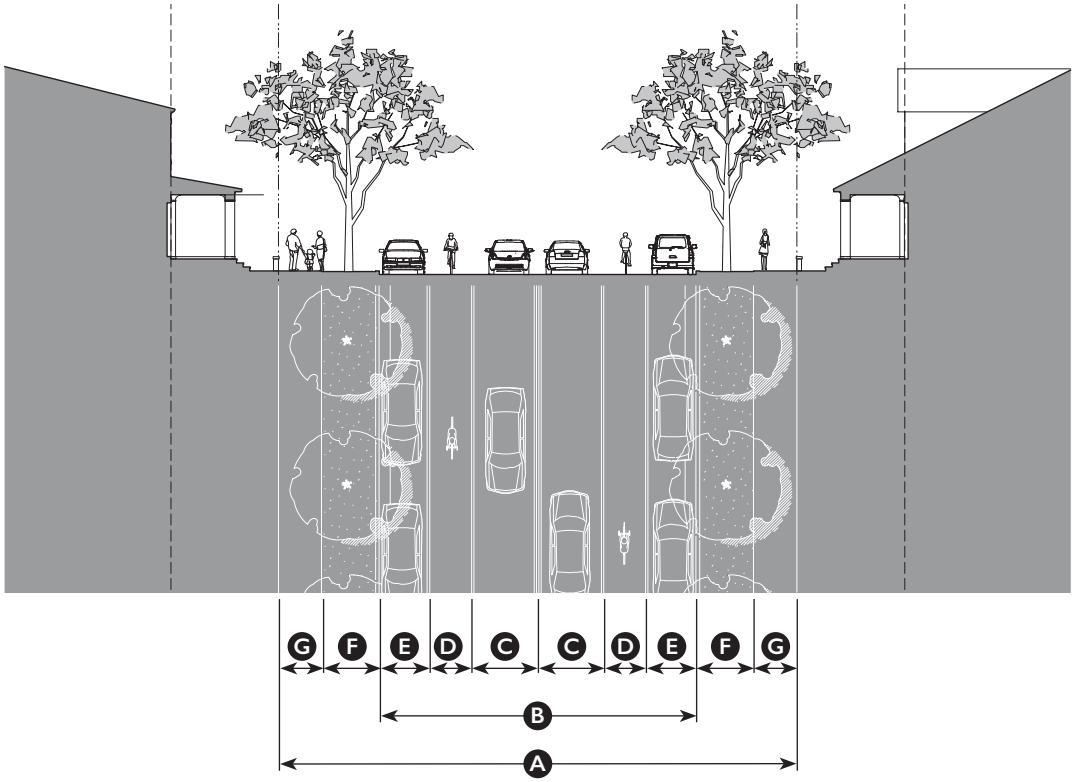
Thoroughfare Assembly ST-60-36

Application		
Transect Zones	**T4N** T4MS **T5N** T5MS T5C	
Movement Type	Slow	
Design Speed	25 mph	
Overall Widths		
Right-of-Way (ROW) Width	60'	A
Pavement Width	36'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 8', marked	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Street	
Drainage Collection Type	Curb and gutter	
Planter Type	6' continuous planter[1]	E
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Pipe, post, or column	
Walkway Type	6' sidewalk[1]	F
Curb Type	Square	

[1] 5' continuous planter and 7' sidewalk for T5 application

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)



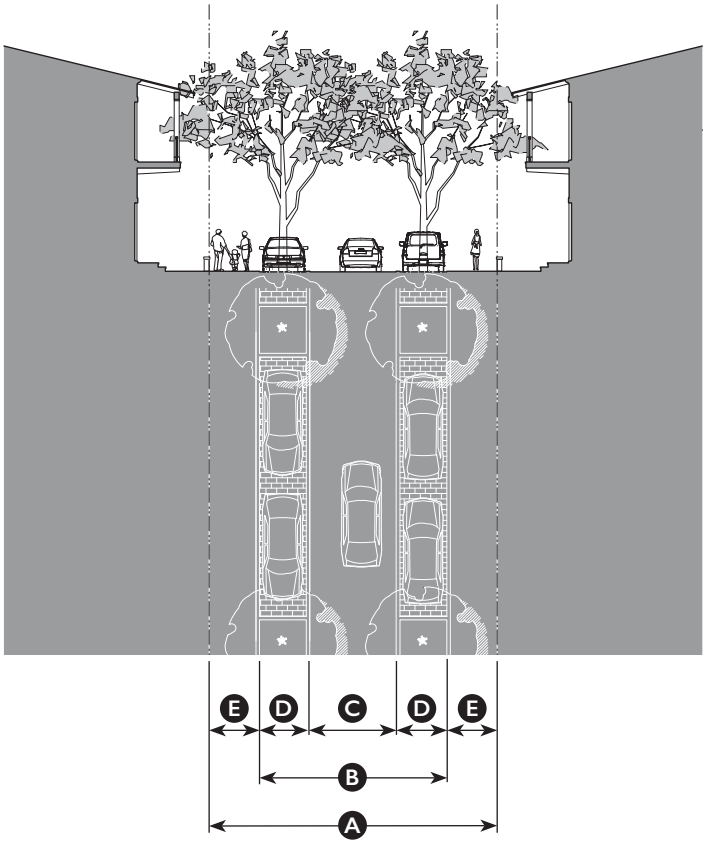
Thoroughfare Assembly ST-72-48-BL

Application		
Transect Zones	**T4N** T4MS **T5N** T5MS T5C	
Movement Type	Low	
Design Speed	30 mph	
Overall Widths		
Right-of-Way (ROW) Width	72'	A
Pavement Width	48'	B

Lane Assembly		
Traffic Lanes	2 @ 10'	C
Bicycle Lanes	2 @ 6'	D
Parking Lanes	2 @ 8', marked	E
Medians	None	
Public Frontage Assembly		
Frontage Type	Street	
Drainage Collection Type	Curb and gutter	
Planter Type	6' continuous planter[1]	F
Landscape Type	Trees at 30' o.c. avg.	
Lighting Type	Pipe, post, or column	
Walkway Type	6' sidewalk[1]	G
Curb Type	Square	

[1] 5' continuous planter and 7' sidewalk for T5 application

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)

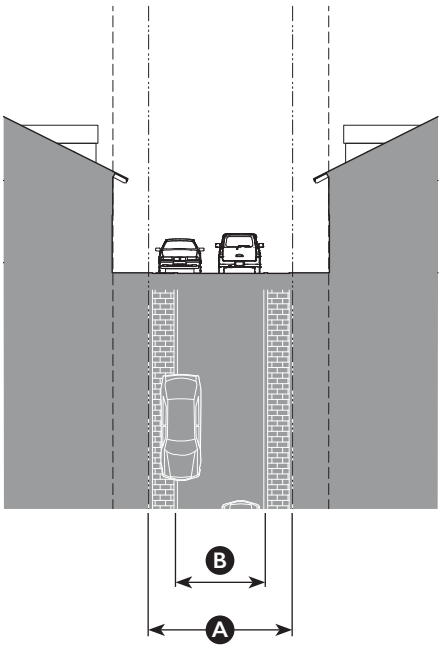


Thoroughfare Assembly ST-40-28

Application	
Transect Zones	**T4N** T4MS **T5N** T5MS T5C
Movement Type	Yield
Design Speed	<20 mph
Overall Widths	
Right-of-Way (ROW) Width	40' A
Pavement Width	28' B

Lane Assembly		
Traffic Lanes	1 @ 14'	C
Bicycle Lanes	None	
Parking Lanes	2 @ 7', marked	D
Medians	None	
Public Frontage Assembly		
Frontage Type	Street	
Drainage Collection Type	Valley gutter or sheet flow	
Planter Type	6'x6' planter at 50' o.c.	
Landscape Type	Trees at 50' o.c. avg.	
Lighting Type	Post or column	
Walkway Type	6' sidewalk	E
Curb Type	Rolled or flush	

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)

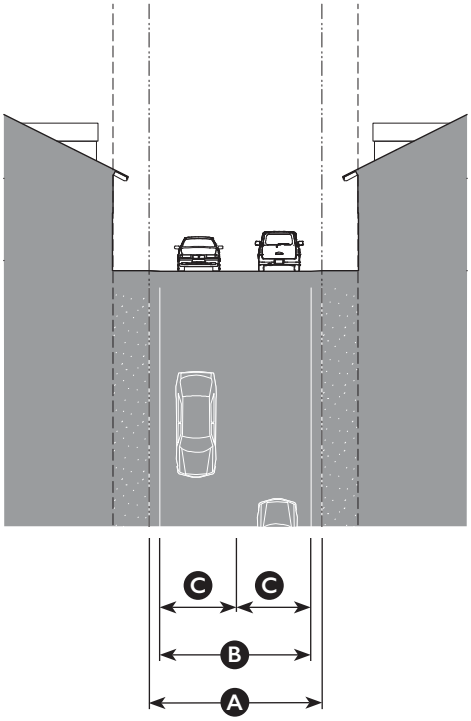


Thoroughfare Assembly RL-20-14

Application	
Transect Zones	**T4N** T4MS T5N T5MS T5C
Movement Type	Yield
Design Speed	<20 mph
Overall Widths	
Right-of-Way (ROW) Width	20' (A)
Pavement Width	14' (B)

Lane Assembly		
Traffic Lanes	1 @ 14'	(B)
Bicycle Lanes	None	
Parking Lanes	None	
Medians	None	
Public Frontage Assembly		
Frontage Type	Rear lane	
Drainage Collection Type	Valley gutter or sheet flow	
Planter Type	None	
Landscape Type	None	
Lighting Type	Pipe or post (if provided)	
Walkway Type	None	
Curb Type	Rolled or flush	

Table 15.04.406.100.A: Thoroughfare Assemblies (continued)



Thoroughfare Assembly RA-24-21

Application	
Transect Zones	T4N T4MS T5N T5MS T5C
Movement Type	Slow
Design Speed	<20 mph

Overall Widths		
Right-of-Way (ROW) Width	24'	A
Pavement Width	21'	B

Lane Assembly		
Traffic Lanes	2 @ 10'-6"	C
Bicycle Lanes	None	
Parking Lanes	None	
Medians	None	

Public Frontage Assembly	
Frontage Type	Rear alley
Drainage Collection Type	Valley gutter or sheet flow
Planter Type	None
Landscape Type	None
Lighting Type	Pipe or post (if provided)
Walkway Type	None
Curb Type	Rolled or flush

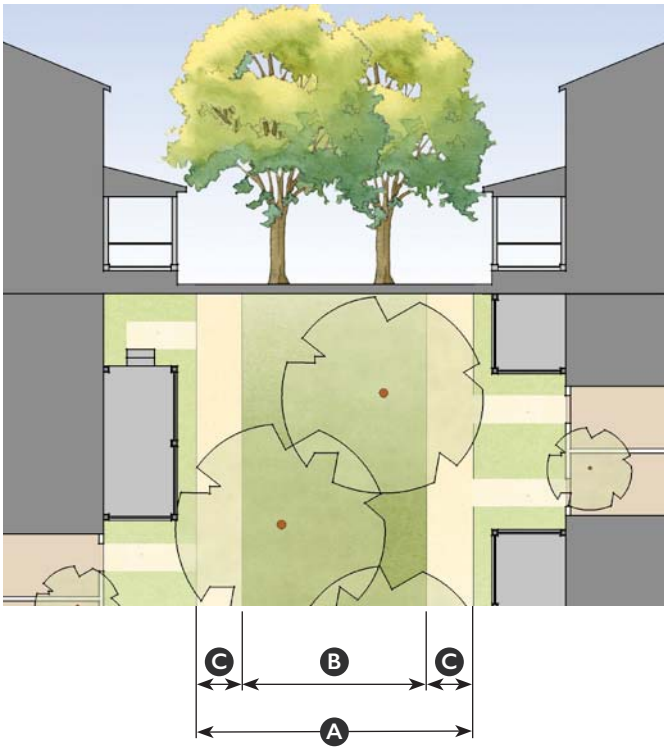
Table 15.04.406.100.A: Thoroughfare Assemblies (continued)

Thoroughfare Assembly PS-20-20

Application	
Transect Zones	T4N (outlined) T4MS T5N T5MS T5C
Movement Type	n/a
Design Speed	n/a
Overall Widths	
Right-of-Way (ROW) Width	20' min. A

Lane Assembly	
Traffic Lanes	None
Bicycle Lanes	None
Parking Lanes	None
Medians	None
Public Frontage Assembly	
Frontage Type	Street
Drainage Collection Type	Valley gutter or sheet flow
Planter Type	Continuous planter
Landscape Type	None
Lighting Type	Post or column
Walkway Type	20' pavers
Curb Type	None

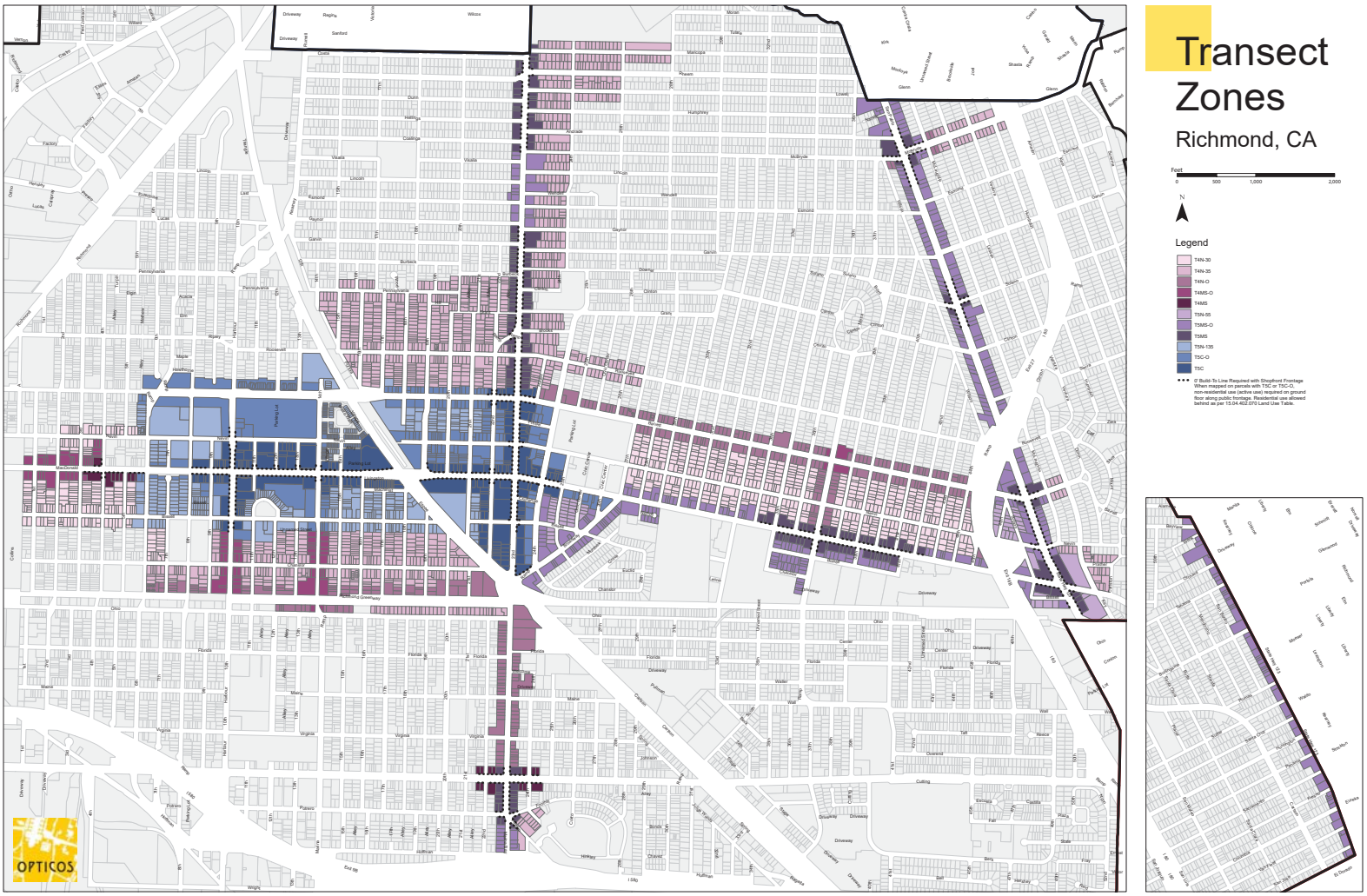
Table 15.04.406.100.A: Thoroughfare Assemblies (continued)



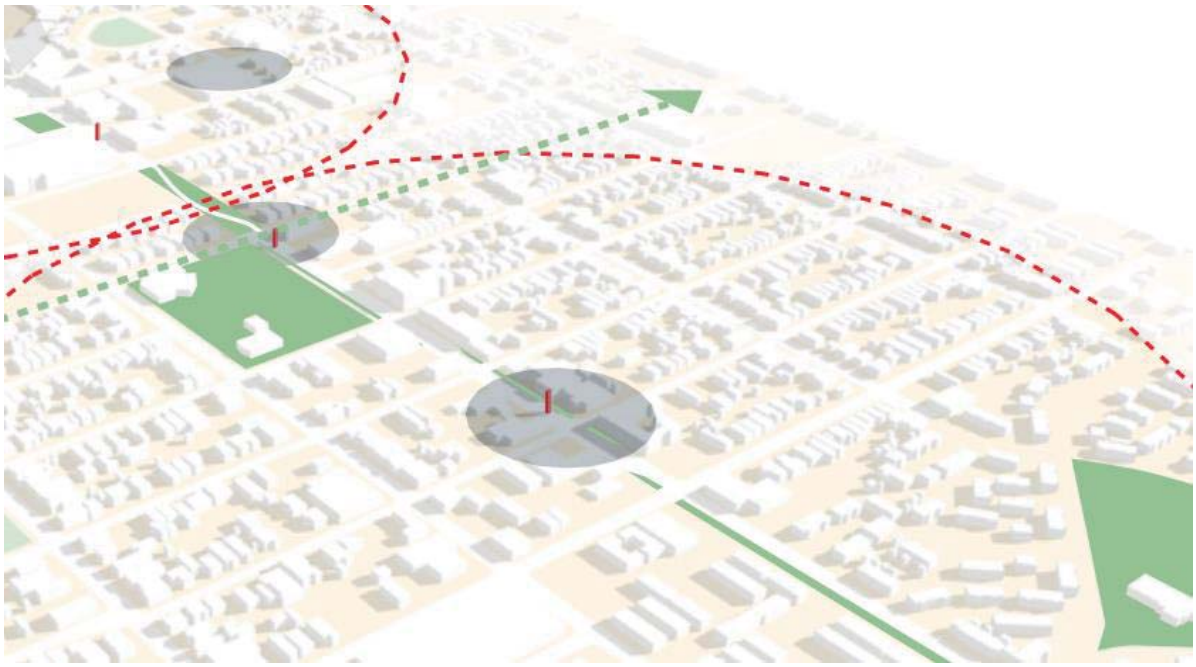
Thoroughfare Assembly PS-20-30

Application	
Transect Zones	T4N, T4MS, T5N, T5MS, T5C
Movement Type	n/a
Design Speed	n/a
Overall Widths	
Right-of-Way (ROW) Width	30' min. (A)

Lane Assembly	
Traffic Lanes	None
Bicycle Lanes	None
Parking Lanes	None
Medians	None
Public Frontage Assembly	
Frontage Type	Street
Drainage Collection Type	Valley gutter or sheet flow
Planter Type	20' min. continuous planter (B)
Landscape Type	None
Lighting Type	Post or column
Walkway Type	5' sidewalks along edges (C)
Curb Type	None


Transect Zones
Richmond, CA
Feet
0
500
1,000
2,000
N
Legend
T4N-30
T4N-35
T4N-O
T4MS-O
T4MS
T5N-55
T5MS-O
T5MS
T5N-135
TSC-O
TSC
OPTICOS

ATTACHMENT 3



Richmond Livable Corridors Form-Based Code Project

Addendum to the City of Richmond General Plan 2030 Environmental Impact Report

SCH #2008022018

prepared by

City of Richmond
Community Development Department
450 Civic Center Plaza, 2nd Floor
Richmond, California 94804
Roberta Feliciano, Senior Planner, (510) 620-6662

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

May 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

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Appendix A Vehicle Miles Traveled Analysis

1 Introduction

This document is an addendum to the *City of Richmond General Plan 2030 Final Environmental Impact Report (EIR)* (State Clearinghouse #2008022018), which was certified by the City of Richmond City Council in April 2012 ("2012 EIR"). This addendum addresses the proposed Richmond Livable Corridors Form-Based Code (FBC) project ("proposed project"). The proposed project would implement the City's 2030 General Plan by adopting an FBC and other updates to the City's zoning and subdivision regulations to encourage mixed-use and residential infill development and improve the public realm along major corridors.

In accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, codified in Sections 15000 et seq. of Title 14 of the California Code of Regulations, a lead agency must prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Under Section 15162(a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase previously identified significant impacts.

The addendum does not need to be circulated for public review but can be included in or attached to the final EIR (Section 15164(c)). The decision-making body must consider the addendum with the final EIR prior to making a decision on the project (Section 15164(d)). A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162, supported by substantial evidence, should be included in the addendum, the lead agency's findings on the project, or elsewhere in the record (Section 15164(e)). A discussion on this topic can be found in Section 4, Decision Not to Prepare a Subsequent Environmental Impact Report, of this addendum.

This addendum has been prepared in accordance with relevant provisions of CEQA (California Public Resources Code Section 21000, *et seq.*) and the *CEQA Guidelines*. It describes the proposed project and compares its impacts to those identified in the 2012 General Plan EIR. The analysis demonstrates that the proposed project does not require the preparation of a subsequent or supplemental EIR.

2 Background

This section provides an overview of the 2030 General Plan and its EIR to provide context for this addendum.

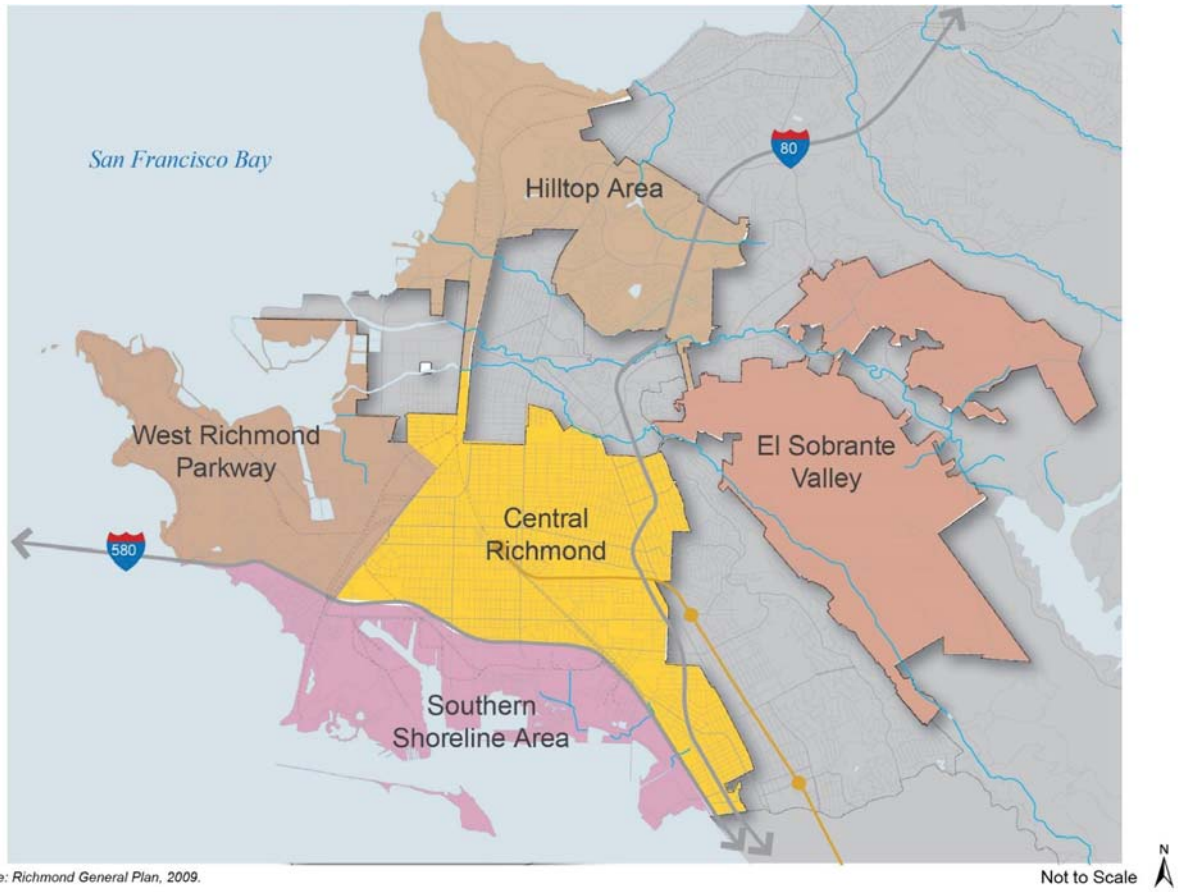
2.1 2030 General Plan

On April 25, 2012, the City Council of the City of Richmond (City) approved the Richmond General Plan 2030. The City's General Plan 2030 provides goals, policies, and programs intending to guide development in the City for 20 years through the planning horizon year of 2030. The General Plan includes 15 elements, including Economic Development; Education and Human Services; Land Use and Urban Design; Circulation; Community Facilities and Infrastructure; Housing; Conservation, Natural Resources, and Open Space; Energy and Climate Change; Growth Management; Parks and Recreation; Community Health and Wellness; Public Safety and Noise; Arts and Culture; Historic Resources; and National Historical Park, which comprise those General Plan elements required by State law (Land Use, Circulation, Housing, Open Space, Conservation, Noise, and Safety), as well as seven additional elements. The General Plan includes the following main objectives:

- Present strategies and specific implementing actions to achieve the community's overarching vision and long-term goals;
- Establish a basis for determining whether specific development proposals and public projects align with the community's vision and long-term goals;
- Empower City departments, other public agencies, and private developers to design projects that will enhance community character and sustain and improve quality of life in accordance with particular values and principles defined in the General Plan;
- Provide a basis for developing more detailed plans and implementing programs such as the Zoning Ordinance, capital improvement plans, facilities plans, community needs assessments, and specific plans; and
- Guide public agencies that work with the City, such as school districts, regional boards, or state agencies, as well as private investors, as they contemplate future actions in the area.

Richmond's City limits cover a geographically dispersed area that stretches from the San Francisco and San Pablo bays to the San Pablo and Sobrante ridges. For purposes of the General Plan, the City is organized into five planning areas: Central Richmond; Hilltop; El Sobrante Valley; Southern Shoreline; and West Richmond Parkway. Figure 1 shows the boundaries of the planning areas identified in the General Plan, which algin with the boundaries of the City of Richmond.

Figure 1 General Plan Boundaries



Source: Richmond General Plan, 2009.

Not to Scale

2.2 2030 General Plan EIR

The City Council certified the EIR for the General Plan ("2012 EIR") when the General Plan was adopted in April 2012. The 2012 EIR evaluated potential environmental consequences associated with the General Plan, focusing in depth on the following environmental issue areas:

- Land Use Consistency and Compatibility
- Demographics
- Air Quality
- Biological Resources
- Climate Change
- Cultural Resources
- Geology, Soils, and Minerals
- Hazards, Public Safety, and Flooding
- Hydrology and Water Quality
- Noise
- Parks and Recreation
- Public Services
- Public Utilities
- Transportation and Circulation
- Visual Resources

The 2012 EIR found that the General Plan's goals, policies, and programs as well as required mitigation measures would reduce most of the potential environmental impacts that would occur due to buildout of the General Plan. However, impacts related to air quality, cultural resources, climate change, noise, public utilities, transportation and circulation, and visual resources were determined to be significant and unavoidable. Accordingly, the City adopted a Statement of Overriding Considerations for these significant and unavoidable impacts as required under *CEQA Guidelines* Section 15093.

The analysis in the EIR was based on a projection that the 2030 General Plan could result in an increase in population of 30,147 and an additional 22,488 jobs. Overall, the General Plan projected an increase of 15,548 housing units, for a total housing supply in the City of 51,128 housing units by 2030.

2.3 Documents Incorporated by Reference

The General Plan Update Draft EIR and Final EIR evaluated impacts associated with the City's General Plan, including cumulative impacts associated with future development occurring under the General Plan. These documents, in their entirety, as well as the technical reports and appendices prepared in conjunction with the previous General Plan DEIR and FEIR, are incorporated by reference into this addendum. Technical document supporting the General Plan DEIR and FEIR and this addendum are available for review at the City of Richmond Planning and Building Services Department. The General Plan DEIR and FEIR are also available online at: https://www.ci.richmond.ca.us/2608/General-Plan-2030.

3 Proposed Richmond Livable Corridors Form-Based Code Project

The proposed project would involve adoption by the Richmond City Council of a Form-Based Code (FBC) for several of the city's commercial corridors and surrounding areas. Form-Based Codes are land development regulations that have an emphasis on high-quality public realms by using physical form (e.g., building massing, exterior design) as the organizing principle. Transect zones within the FBC differ from traditional zoning regulations because they primarily control physical form instead of allowed uses.

The FBC would be adopted as series 400 in Article 15 of the Richmond Municipal Code (RMC). The intent of the proposed FBC is to create walkable mixed-use neighborhoods, consistent with the intent of the City's General Plan.

3.1 Project Location

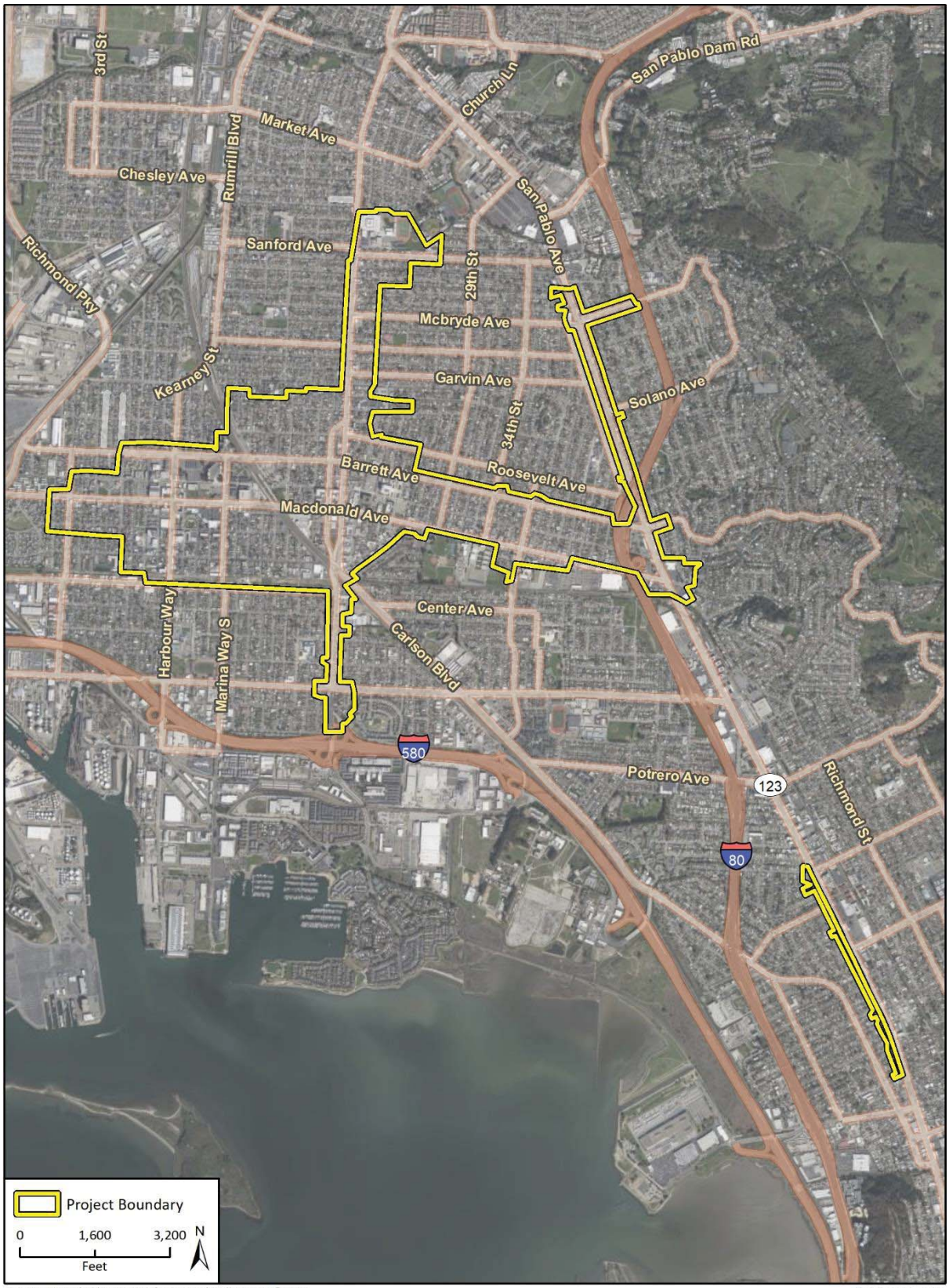
Figure 2 shows the project location, also referred to in this addendum as the project area, which is the area of the City in which the proposed FBC would apply. The proposed FBC would apply to parcels in two main areas within the City, which together comprise the project location. Both areas are located in Central Richmond along main commercial and residential corridors. One area includes parcels between South 2nd Street to the west, Interstate-580 to the south, Interstate-80 to the east, and Stanford Avenue to the north, including parcels along Barrett Avenue, Macdonald Avenue, San Pablo Avenue and 23rd Avenue. The other area includes parcels along San Pablo Avenue between Manila Avenue to the north and El Dorado Avenue to the south.

3.2 Components of the FBC

The proposed FBC includes the following components:

- The **Preamble**, which provides the overall intent of the FBC as it is applied within the City. The Preamble provides a definition of FBCs and an overview of transect zones, building types, and frontage types, which are regulated in other articles of the FBC.
- The **Transect Zones Article**, which includes information and standards for the transect zones. This article organizes dimensional standards for each zone (e.g., building placement, building form, parking placement and ratios, architectural styles, allowed frontages, and encroachments) with the allowed uses in each zone.
- The **Building Types Article,** which provides form standards for different building types, which supplement the standards found in the Transect Zones Article.
- The **Frontage Types Article**, which provides form standards for frontages, which supplement the standards found in the Transect Zones Article.
- The **Architectural Standards Article**, which provides standards for characteristic architectural styles, which supplement the standards found in the Transect Zones Article. This Article also provides additional standards for the treatment of building and frontage types found in the Building Types Article and the Frontage Types Article.

Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2021.

- The **General to Large Sites Article,** which includes standards and regulations for applicants proposing large infill and community-scaled plans, including standards for thoroughfare networks, connectivity, the development and location of civic and open spaces, and the design of blocks and lots. The standards are designed to promote the development of walkable places.

Additional detail on each of the FBC components is provided below.

3.3 Transect Zones

The Transect Zones Article of the proposed FBC provides regulatory standards governing building form and land use within each of the proposed transect zones. Transect Zones are based on the rural-to-urban transect, a spatial organizing principal designed to promote appropriate transitions between higher-intensity and lower-intensity zones. Zones are arranged primarily by intensity. For Richmond, the transect zones range from neighborhood zones, including low and medium residential areas, to the core transect zone, which includes higher density land uses in the downtown. Each transect zone would include different standards related to allowed uses and building form, including maximum building height, maximum and minimum setbacks, and required parking spaces. Building form, including size, massing, open space, frontages visible from the public right of way, and access, would be further regulated based on proposed building types (e.g., cottage, duplex, townhouse, multi-plex) explained further below.

Figure 3 provides an excerpt from the proposed FBC showing the identified Transect Zones, Figure 4 shows a map of the Transect Zones, and Table 1 summarizes the regulatory standards for each zone.

3.4 Building Types

The Building Types Article of the proposed FBC sets standards applicable to the development of each building type. The building types include carriage house, detached house, cottage, bungalow court, duplex, rowhouse, multi-plex (small and large), stacked flats, courtyard building (small and large), live/work, main street building, mid-rise, and high-rise. The intent of the standards is to ensure development that reinforces walkability, relationships with the built environment, and the highly valued existing character and scale of Richmond's historic neighborhoods and downtown. The standards would apply to all proposed development within the Transect Zones.

Table 2 and Table 3 provide an overview of the building types and their respective development standards.

3.5 Architectural Standards

The Architectural Design Standards Article of the proposed FBC includes design standards for the six allowed architectural styles: Contemporary, Industrial, Main Street Classical, Art Deco, Spanish Revival, and Victorian. While architectural guidelines may be applied to non-FBC zones, the architectural standards in the Livable Corridors FBC would be regulatory. The standards address aspects of individual building design including roofs and roof pitch, eaves, cornices, walls, base of walls, dormers, openings and doors, storefronts, porches, and balconies. Each building proposed under the FBC would be required to be designed in compliance with one of the allowed architectural styles.

Figure 3 Summary of Transect Zones

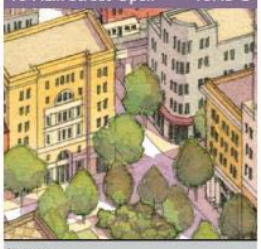
T4 Neighborhood-30' T4N-30 T4 Neighborhood-35' T4N-35 T4 Neighborhood-Open T4N-O	T4 Main Street T4MS T4 Main Street-Open T4MS	T5 Neighborhood-55' T5N-55 T5 Neighborhood-135' T5N-135	T5 Main Street T5MS T5 Main Street-Open T5MS-O	T5 Core T5C T5 Core-Open T5C-O
				
Intent	**Intent**	**Intent**	**Intent**	**Intent**
To provide a walkable, predominantly single-family neighborhood that integrates appropriate medium-density building types such as duplexes, multiplexes, and bungalow courts within walking distance to transit and commercial areas.	To provide a vibrant main-street mixed-use environment that serves as the focal point for the surrounding neighborhood and provides access to day-to-day amenities within walking distance.	To provide medium- to high-density housing in building types such as multiplexes, courtyard buildings, and mid-rise buildings (high-rise buildings in some areas) that transition from the surrounding lower-density neighborhoods to the higher-density mixed-use neighborhoods.	To provide a vibrant, walkable urban main street commercial area that provides locally- and regionally-serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices.	To provide a high-density, vibrant, urban downtown that provides locally- and regionally-serving commercial, entertainment, and civic and public uses, as well as a variety of urban housing choices in main street mixed-use, mid-rise, and high-rise building types.
The open sub-zone provides the same building form but allows for a more diverse mix of uses.	The open sub-zone provides the same building form but allows for a more diverse mix of uses.	The sub-zones allow different height limits for different neighborhood contexts.	The open sub-zone allows for a more diverse mix of uses and building types.	The open sub-zone provides the same building form but allows for a more diverse mix of uses.
Desired Form	**Desired Form**	**Desired Form**	**Desired Form**	**Desired Form**
Detached or Attached	Attached	Detached or Attached	Attached	Attached
Narrow-to-Medium Lot Width	Simple Wall Plane along Street	Simple Wall Plane along Street	Simple Wall Plane along Street	Simple Wall Plane along Street
Small-to-Medium Footprint	Small-to-Large Footprint	Small-to-Large Footprint	Small-to-Large Footprint	Medium-to-Large Footprint
Small-to-Medium Front Setback	Buildings at ROW	Buildings at or close to ROW	Buildings at or close to ROW	Buildings at or close to ROW
Small-to-No Side Setback	Small-to-No Side Setback	Small-to-No Side Setback	No Side Setback	No Side Setback
Up to 30' (35' in some areas)	Up to 45'	Up to 55' (135' in some areas)	Up to 55'	Up to 135'
Elevated Ground Floor	Flush Ground Floor	Elevated Ground Floor	Flush Ground Floor	Flush Ground Floor
Diverse Mix of Residential Frontages	Primarily with Shopfronts	Stoops, Forecourts, and Dooryards	Primarily with Shopfronts	Primarily with Shopfronts
General Use	**General Use**	**General Use**	**General Use**	**General Use**
Primarily residential with some home occupation uses and neighborhood-supporting uses in ancillary buildings	Ground floor commercial that may have residential or additional commercial uses above or behind	Primarily residential with home occupation uses and neighborhood-supporting uses in ancillary buildings	Vertical Mixed Use: Commercial on the ground floor with residential or commercial uses on upper floors	Vertical Mixed Use: Commercial on the ground floor with residential or commercial uses on upper floors

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Figure 4 Map of Transect Zones

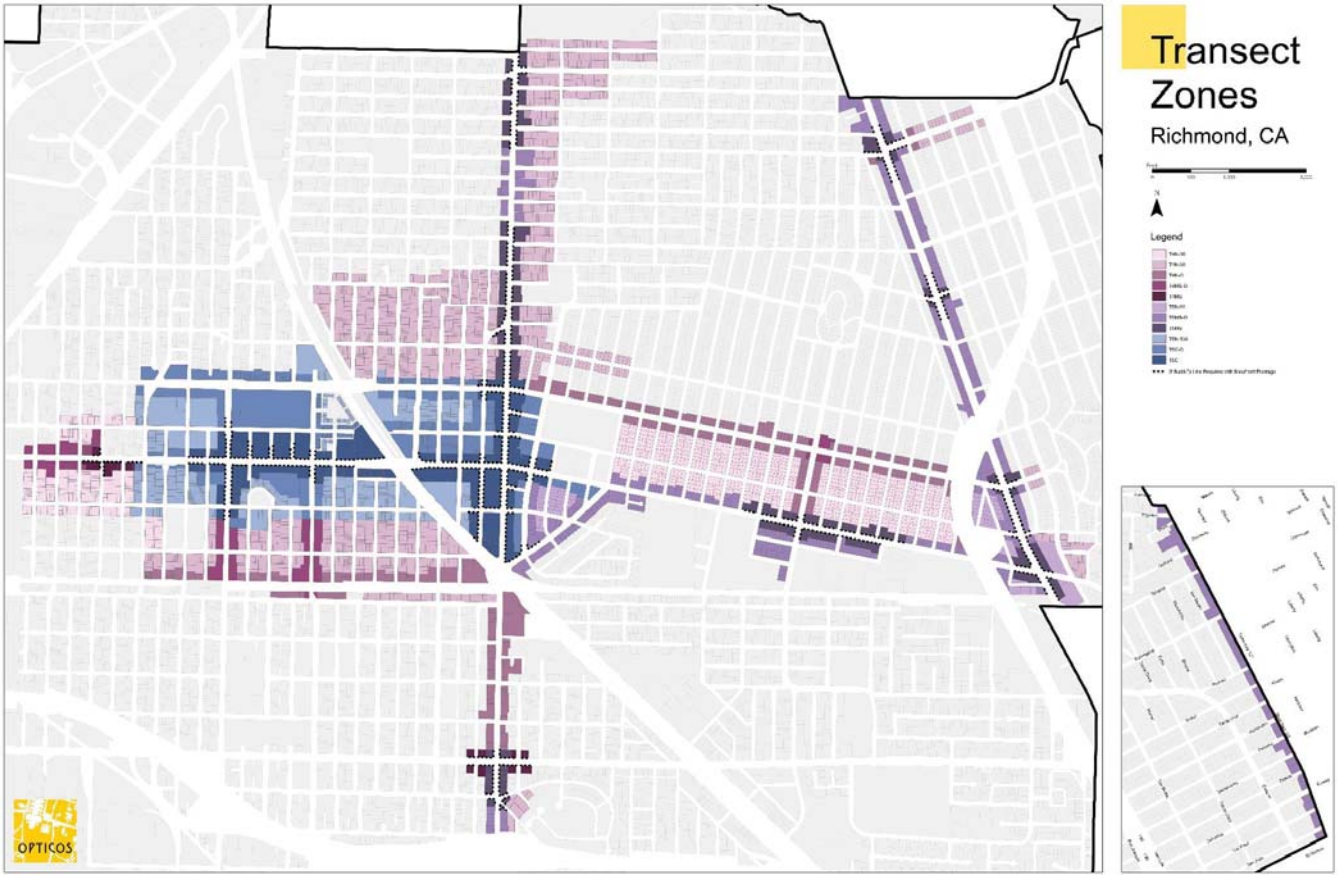

Table 1 Summary of Proposed Regulatory Standards for Each Transect Zone

	T4 Neighborhood (T4N)	T4 Main Street (T4MS)	T5 Neighborhood (T5N)	T5 Main Street (T5MS)	T5 Core (T5C)
Allowed Building Types					
Building Types	Carriage House (ADU) Detached House Cottage Bungalow Court Duplex Rowhouse Multi-Plex: Small Courtyard Building: Small	Carriage House (ADU) Cottage (ADU) Courtyard Building: Large Live/Work Main Street Building	Carriage House (ADU) Cottage (ADU) Rowhouse Multi-Plex: Small Multi-Plex: Large Stacked Flats Courtyard Building: Large Mid-Rise High-Rise	Carriage House (ADU) Rowhouse Multi-Plex: Small Multi-Plex: Large Stacked Flats Courtyard Building: Large Live/Work Main Street Building Mid-Rise	Rowhouse Multi-Plex: Small Multi-Plex: Large Stacked Flats Courtyard Building: Large Live/Work Main Street Building Mid-Rise High-Rise
Setbacks (Distance from ROW/Lot Line for Principal Building)					
Front	10 ft min, 15 ft max	0 ft min, 10 ft max	0 ft min, 15 ft max	0 ft min, 10 ft max	0 ft min, 10 ft max
Side Street	5 ft min, 10 ft max	0 ft min, 10 ft max	0 ft min, 15 ft max	0 ft min, 10 ft max	0 ft min, 10 ft max
Side	5 ft	0 ft	0 ft	0 ft	0 ft
Rear	5 ft	0 – 10 ft	0 – 5ft	0 – 10 ft	0 – 10 ft
Height (Principal Building)					
Stories	2.5 max.	4 max.	5 max., 12 max in T5N-135	5 max.	12 max.
Overall	30 ft max.; 35’ max in T4N-35 and T4N-O	45 ft max	55 ft max.; 135’ max in T5N-135	55 ft max.; 35’ for T5MS-O on San Pablo abutting RL2	135 ft max.
Parking (Required Spaces)					
Residential Uses	1/1,000 sf min.	1/1,000 sf min	1.25/unit max.	1.25/unit max.	1.25/unit max.
Lodging Uses	0.5/room min	1/room max	0.5/room min.	1/room max.	1/room max.
Retail or Service Uses	None specified	2/1,000 sf min.; none required for retail/ service under 5,000 sf	None required for retail/ service under 5,000 sf	2/1,000 sf min.; none required for retail/ service under 5,000 sf	2/1,000 sf min; none required for retail/ service under 5,000 sf
Architectural Styles					
Allowed architectural styles	Art Deco Contemporary Spanish Revival Victorian	Art Deco Contemporary Industrial Main Street Classical Spanish Revival Victorian	Art Deco Contemporary Spanish Revival Victorian	Art Deco Contemporary Main Street Classical Spanish Revival Victorian	Art Deco Contemporary Main Street Classical Spanish Revival Victorian

Notes: sf = square foot, ft = foot, ADU = Accessory Dwelling Unit

Table 2 Summary of Proposed Regulatory Standards for Carriage House, Detached House, Cottage, Bungalow Court, Duplex, Rowhouse, and Multi-Plex Building Types

	Carriage House	Detached House	Cottage	Bungalow Court	Duplex	Rowhouse	Multi-Plex: Small	Multi-Plex: Large
Description								
Description	Secondary structure typically located at the rear of the lot.	Medium-sized detached structure on a medium-sized lot.	Small, detached structure either occupying a small lot or built as an accessory dwelling unit	A series of small, detached structures, providing multiple units arranged to define a shared court	Small- to medium-sized structure that consists of two side-by-side units with a shared property line, both facing the street and with a single-building massing	Small- to medium- sized structure consisting of 3-8 rowhouses placed side-by-side and sharing a common party wall.	Medium-sized structure that consists of 3-6 side-by-side and/or stacked units, typically with one shared entry or individual entries along the front.	Medium- to large-sized structure that consists of 7-18 side-by-side and/or stacked units, typically with one shared entry.
Allowed Transect Zone	T4N, T4MS, T5N, T5MS	T4N	T4N, T4MS[1], T5N[1]	T4N	T4N	T4N, T5N, T5MS-O, T5C-O	T4N, T5N, T5MS-O, T5C-O	T5N, T5MS-O, T5C-O
Number of Units								
Units per building	1 max.	Multiple	Multiple	1 or 2 max	2 max.	Multiple	3 min.	7 min.
Buildings per lot	1 max.	1 max.	1 max.	3 min, 9 max	1 max	1 max	1 max.	1 max.
Main Body Massing/Footprint								
Width	36 ft max.	48 ft max.	36 ft max	32 ft max	48 ft max	18 ft min, 36 ft max	48 ft max	80 ft max
Depth	30 ft max.	N/A	N/A	24 ft max	N/A	N/A	48 ft max	75 ft max
Stories	2 max.	Per zone	1½ max.	1½ max.	Per zone	5 max.	3 max.	5 max.
Open Space								
Width	Determined by principal building on the lot	20 ft min.	15 ft min.	20 ft min.	15 ft per unit min.	8 ft min.	8 ft min.	10 ft min.
Depth		20 ft min.	15 ft min.	20 ft min.	15 ft per unit min.	8 ft min.	8 ft min.	10 ft min.
Area		500 sf min.	300 sf min.	400 sf min.	300 sf min.	100 sf min.	100 sf min.	200 sf min.

Notes: sf = square foot, ft = foot, N/A = not specified in the code

[1] Allowed when built as an Accessory Dwelling Unit

Table 3 Summary of Proposed Regulatory Standards for Stacked Flats, Courtyard, Live/Work, Main Street, Mid-Rise, and High-Rise Building Types

	Stacked Flats	Courtyard Building, Small	Courtyard Building, Large	Live/Work	Main Street Building	Mid-Rise	High-Rise
Description							
Description	Medium- to large-sized structure that consists of multiple units.	Detached, house-scale structure that consists of attached and/or stacked units, accessed from shared courtyard.	Detached or attached block-style structure that consists of attached and/or stacked units, accessed from one or more shared courtyards	Small- to medium-sized attached or detached structure that consists of one unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses.	Small- to medium-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses.	Medium- to large-sized structure, 4-8 stories tall, built on a large lot. It can incorporate a vertical mix of uses, accommodating ground-floor retail, service, and/or structured parking with the upper-floors housing service or residential uses.	Large-sized structure, more than 8 stories tall, built on a large lot that incorporates structured parking. It is used to provide a vertical mix of uses, with ground-floor retail or service uses and upper-floor commercial, service, or residential uses.
Allowed Transect Zone	T5N, TSMS-O, T5C-O	T4N	T4MS, T5N, T5MS, T5C	T4MS, T5MS, T5C	T4MS, T5MS, T5C	T5N, T5MS, T5C	T5N-135, T5C
Number of Units							
Units per building type	12 min.	Unrestricted	Unrestricted	N/A; must be Live-Work unit(s)	Unrestricted	Unrestricted	Unrestricted
Buildings per lot				1 max.			
Main Body Massing/Footprint							
Width	200 ft max.	100 ft max.	150 ft max	18 ft min, 36 max	150 ft max	250 ft max	300 ft max
Depth	200 ft max.	40 ft max.	40 ft max	N/A	150 ft max	250 ft max	300 ft max
Stories	8 max.	2 min; 2½ max.	2 min.; 5 max.	2 min.; 5 max.	8 max.	8 max.	9 min.
Open Space							
Width	20 ft min.	12 ft min.	12 ft min.	8 ft min	Private balconies	20 ft min.	Private balconies
Depth	40 ft min.	12 ft min.	12 ft min.	8 ft min		40 ft min.	
Area	50 sf/du min.	50 sf/du min.	50 sf/du min.	200 sf min.		N/A	

Notes: sf = square foot, ft = foot, N/A = not specified in the code

3.6 General to Large Sites

The General to Large Sites Article of the proposed FBC is intended to "generate a walkable environment through the establishment of new blocks and thoroughfares and to provide a set of civic space types and their associated standards to use within the transect zones." The standards would apply to all proposed development within the transect zones exceed two acres in size.

3.7 Projected Buildout under the FBC

For any given parcel within the project area, the proposed FBC would not allow increased building area or height compared to what is currently allowed under the General Plan for that parcel.

Based on an analysis of opportunity sites in the project area and taking into account the likelihood of redevelopment on these sites, the proposed project is assumed to involve a probable residential buildout of approximately 5,151 dwelling units and 2,212,543 square feet of non-residential space by year 2040.

Error! Not a valid bookmark self-reference. below provides a comparison of buildout under the General Plan, growth that has occurred since certification of the General Plan EIR in 2012, and anticipated buildout under the FBC. The 2012 EIR identified anticipated growth of 30,147 residents, 15,548 residential units, and 22,488 jobs between 2012 and 2030. Anticipated buildout under the proposed FBC would include approximately 16,483 residents, 5,151 residential units, and 5,294 jobs by year 2040. Given growth that has occurred since 2012, buildout under the FBC would be within the buildout anticipated under the General Plan and analyzed in the 2012 EIR.

Table 4 Project Buildout

	2011	2021	Growth between 2011 and 2021	Assumed General Plan Buildout	Total Year 2030	Proposed Project
Population (number of people)	104,792[1]	110,130[1]	5,338	30,147[6]	132,600[2]	16,483[3]
Housing (number of units)	39,377[1]	40,125[1]	748	15,548[6]	51,128	5,151
Employment (number of jobs)	40,660 [4]	46,500[5]	5,840	22,488 [6]	64,120[4]	5,294[7]

[1] California Department of Finance, E-5 Population and Housing Estimates (May 2021)

[2] General Plan Housing Element, Table 5.1

[3] Assuming approximately 3.2 persons per household, consistent with information provided by Fehr & Peers, 2021

[4] General Plan Housing Element Table 5.9 (data for year 2010)

[5] State of California Employment Development Department, 2021, Monthly Labor Force Data for Cities and Census Designated Places (CDP), April 2021

[6] General Plan EIR

[7] Assuming 2 jobs per 1,000 square feet (ksf) for retail, 3.3 job/ksf for office, and 1 job/ksf for industrial uses

4 Decision Not to Prepare a Subsequent Environmental Impact Report

As outlined in Section 15164 of the *CEQA Guidelines*, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in *CEQA Guidelines* Section 15162 calling for preparation of a subsequent EIR have occurred. The conditions described in Section 15162 include the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The impact analysis that follows demonstrates that the proposed zoning amendments to include the FBC in the RMC would not result in new, significant environmental impacts beyond those that have already been identified and characterized in the 2012 EIR, and that there are no substantial changes in the project or circumstances or substantially important new information that would cause the project to have significant new impacts or substantially increase previously identified significant impacts. None of the conditions described above in *CEQA Guidelines* Section 15162 that would call for preparation of a subsequent EIR have occurred or would occur as a result of the proposed project. Therefore, this addendum is the appropriate level of environmental documentation under CEQA. This addendum will be considered by the City decision-making body in its consideration of the proposed project.

5 Environmental Impacts

This addendum evaluates potential environmental impacts that could result from the proposed project in the context of/compared to the growth projects and impacts studied in the 2012 EIR. The existing environmental conditions in and around the project area are substantially the same under present conditions as described in the 2012 EIR. The analysis below provides updates where necessary to characterize potential impacts.

Appendix G of the *CEQA Guidelines* provides a checklist of environmental issue areas suggested for assessment in CEQA analyses. Since preparation of the 2012 EIR, revisions to the *CEQA Guidelines* have occurred to include environmental issue areas pertaining to energy, vehicle miles traveled (VMT), tribal cultural resources, and wildfire. To provide a thorough and conservative analysis of potential impacts associated with the proposed project, this addendum addresses the 20 environmental issue areas suggested by Appendix G of the 2021 *CEQA Guidelines*, listed below.

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Potential environmental impacts of the proposed project are analyzed to determine whether they are consistent with the impact analysis provided in the 2012 EIR, and whether additional mitigation measures are required to minimize or avoid further potential impacts. Where the following analysis identifies impacts, discussion of previously identified mitigation measures from the 2020 EIR and existing applicable policies and regulations are discussed, as relevant, with respect to mitigating potential impacts from the proposed project.

5.1 Aesthetics

Impacts Identified in the 2012 EIR

As discussed under Impact 3.15-1 in Section 3.15, *Visual Resources*, of the 2012 EIR (pages 3.15-1 through 3.15-20), development activities associated with the proposed General Plan could have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the city and its surroundings. The General Plan would allow development in some areas with a maximum height ranging from 55 feet to 135 feet. This new development could fully or partially obscure existing views of the shorelines and hillsides. In addition, the infill development expected under the General Plan could result in an adverse change in the existing visual character of the City. Moreover, the 2012 EIR concludes that while the RMC and General Plan provides standards

and policies related to view preservation, visual character, and project-specific development and design review, there is no guarantee that the scenic view impacts and visual character impacts would be eliminated or reduced to a less than significant level given the information available at the program level. The 2012 General Plan EIR concludes that there would be no feasible mitigation measures to reduce impacts, and impacts related to scenic vistas and visual character would be significant and unavoidable.

As discussed under Impact 3.15-1 in Section 3.15, *Visual Resources*, of the 2012 EIR, new development permitted under the proposed General Plan could create new sources of glare from paved surfaces, glare from reflective building surfaces, exterior building lighting, lighted recreation facilities (such as outdoor ball fields), new street lighting, parking lot lights, and headlights of vehicular traffic. To reduce impacts related to light and glare, the 2012 EIR identifies the mitigation measure below. However, even with implementation of the mitigation measure, the 2012 EIR concludes that impacts would be significant and unavoidable.

Mitigation Measure 3.15-2

a. All street lighting shall be directed downward and shielded to prevent light spill onto surrounding properties, sky glow, and glare.
b. The City shall restrict the use of high level outdoor lighting for new homes, particularly along the hillside ridges.
c. Landscaping shall be incorporated along internal roads and near off-site homes to reduce spill light emanating from vehicles and buildings.
d. The City shall require design review of any project containing reflective glass or metal building materials that exceed 50 percent of any building surface or the first three floors.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height beyond what is currently allowed under the General Plan. Moreover, as described in Chapter 3, *Proposed Richmond Livable Corridors Form-Based Code,* buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. Therefore, the proposed project would not allow or facilitate development that would be taller, larger, or denser, or have more intense or different lighting, than development under the General Plan. Development allowed under the FBC would also be subject to RMC requirements and General Plan policies related to design review and neighborhood compatibility. Impacts related to vistas, scenic resources, visual character, and light and glare would therefore be consistent with impacts anticipated under the General Plan and studied in the 2012 EIR.

The proposed FBC is specifically intended to ensure that proposed development is compatible with existing development on neighboring properties and consistent with the vision of the General Plan, including goals and policies in the General Plan related to visual character and aesthetics. The FBC would accomplish this by regulating building form (e.g., height, size, location) based on the existing character of neighborhoods and desired types of buildings, styles, and massing. The FBC would also include architectural standards intended to refine building form and characters through regulations related to massing, style, and exterior façade design and articulation. Compliance with these requirements would ensure that the new development would not substantially degrade the existing visual character in Richmond, damage existing scenic resources, or create light or glare that would adversely affect views to a greater extent than development under the General Plan. Applications

submitted pursuant to the proposed amendments would require project-level CEQA review, which would identify and require mitigation for potential site-specific impacts. Thus, the proposed project would not result in new or substantially more severe impacts to aesthetics compared to the findings of the 2012 EIR.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to aesthetics than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.15-2 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.2 Agriculture and Forest Resources

Impacts Identified in the 2012 EIR

The 2012 EIR does not include a chapter or section dedicated to analysis of agriculture and forestry resources. However, it does note that the General Plan includes an Agriculture land use designation, which allows land for grazing, crop production, small-scale farming, community gardens, and some residential development. Moreover, as describes in Section 2, *Project Description*, of the 2012 EIR, implementation of the General Plan EIR would not result in substantial changes to agricultural areas.

Impacts of the Proposed Project

The proposed FBC would not include uses or activities related to agriculture and forestry and would not introduce uses or activities to areas designated for agriculture or forestry. The project area includes transportation corridors that are developed with urban uses and are not zoned for agriculture. There are no forest lands within Richmond. The proposed FBC would encourage infill development that is compatible with existing development, not new development in areas with existing open space and agricultural uses. Thus, the proposed project would not result in loss or conversion of farm or agricultural land.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to agriculture and forest resources than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.3 Air Quality

Impacts Identified in the 2012 EIR

As discussed under Impact 3.3-1 in Section 3.3, *Air Quality*, of the 2012 EIR (page 3.3-1 through 3.3-32), implementation of the General Plan could introduce new sources of regional air emissions that would conflict with or obstruct implementation of the Bay Area Air Quality Management District (BAAQMD) 2009 Clean Air Plan (BAAQMD 2010), because the increase in vehicle miles

traveled (VMT) would exceed the increase in population under buildout of the General Plan. To reduce impacts related to air quality, the 2012 EIR identifies the mitigation measure below. However, the 2012 EIR concludes that there is insufficient evidence to quantify the effect of the identified mitigation impacts, and impacts would be significant and unavoidable.

Mitigation Measure 3.3-1

a. Encourage the inclusion of the ferry terminal within the shuttle service feasibility study and within the current transportation system to promote the use of public transportation and provide for convenience of use.
b. Promote reduced transit fares for daily commutes within the City, and encourage the cooperation between all modes of transportation to provide for ease of use, such as the institution of a monthly commuter pass that would provide access to the ferry, as well as bus, train, and/or BART system.
c. Continue to expand the Bay Trail and other routes for bicycle and pedestrian travel.
d. Provide bicycle and pedestrian amenities, such as benches and bike storage, along routes leading to the Richmond and El Cerrito Del Norte BART stations to promote non-motorized travel to and from public transit.
e. Provide development incentives, such as reduced parking requirements, for businesses that provide transit incentives to employees.

As discussed under Impact 3.3-2 in Section 3.3, *Air Quality*, of the 2012 EIR, implementation of the General Plan would result in construction emissions that would be significant but mitigable. The 2012 EIR required the following mitigation measure which would reduce air pollutant emissions to a less than significant level.

Mitigation Measure 3.3-2

a. All construction projects shall incorporate the most recent Best Management Practices as required by the BAAQMD.
b. Future development under the proposed General Plan shall be subject to review to determine construction air quality impacts in accordance with CEQA.

The 2012 EIR also describes that implementation of the General Plan would result operational emissions that would contribute substantially to an existing or projected air quality violation and impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measures to reduce air pollutant emissions to the extent feasible.

Mitigation Measure 3.3-2

a. The City of Richmond shall continue to require individual developers to implement applicable new stationary source control measures as proposed in the most recent CAP, while conforming with existing BAAQMD stationary source regulations and requirements and complying with BAAQMD rules and regulations regarding indirect sources.
b. The City of Richmond shall consult with project proponents during the pre-application review process to ensure that uses with a high level of operational emissions are appropriately designed and sited to avoid impacts on neighboring uses and regional air quality.

As discussed under Impact 3.3-3 in Section 3.3, *Air Quality*, of the 2012 EIR, operational activities under the General Plan impacts related to exposure of sensitive receptors to substantial pollutant concentrations, include carbon monoxide (CO) and toxic air contaminants (TACs) would be significant but mitigable. The 2012 EIR required the following mitigation measure, which would reduce air pollutant emissions to a less than significant level.

Mitigation Measure 3.3-3

a. The City of Richmond shall implement special overlay zones around all planned sources of TACs to minimize the potential impacts to sensitive receptors. Land Use diagrams within the adopted General Plan will indicate the Special Overlay Zones which shall include an overlay zone of at least 500 feet on either side of all freeways and high volume roadways (100,000 vehicles per day or more).

b. The City of Richmond shall require all new industrial and commercial development projects that have the potential to emit TACs to be located an adequate distance from existing and proposed development used by sensitive receptors—including residential, schools, day care facilities, congregate care facilities, hospitals, or other places of long-term residency. The determination of development projects that have the potential for TAC emissions and adequate distances from sensitive receptors as identified in CARB's *Air Quality and Land Use Handbook—A Community Health Perspective* (April 2005; CARB Guidance) are as follows:

   - Proposed dry cleaners and film processing services that use Perchloroethylene shall be sited at least 500 feet from sensitive land uses.
   - Proposed auto body repair services shall be sited at least 500 feet from sensitive land uses.
   - Proposed gasoline dispensing stations with an annual throughput of less than 3.6 million gallons shall be sited at least 50 feet from sensitive land uses. Proposed gasoline dispensing stations with an annual throughput at or above 3.6 million gallons shall be sited at least 300 feet from sensitive land uses.
   - Other proposed sources of TACs including furniture manufacturing and repair services that use Methylene Chloride or other solvents identified as a TAC shall be sited at least 300 feet from sensitive land uses.
   - Proposed distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations cumulatively exceed 300 hours per week should not be sited within 1,000 feet of sensitive land uses.
   - Proposed rail yards for major service and maintenance operations should not be sited within 1,000 feet of sensitive land uses.
   - Proposed chrome platers should not be sited within 1,000 feet of new sensitive land uses.
   - Proposed port developments should not site the heavily impacted areas immediately upwind of sensitive land uses. Siting of port developments should be done in consultation with the BAAQMD.
   - Proposed petroleum refineries should not site the heavily impacted areas immediately upwind of sensitive land uses. Siting of refineries should be done in consultation with the BAAQMD.

c. Proposed sensitive land uses including schools, daycare facilities, congregate care facilities, hospitals, or other places of long term residency for people shall be sited:
   - At least 500 feet from dry cleaners and film processing services that use Perchloroethylene.
   - A least 500 feet from auto body repair services.
   - At least 50 feet from existing gasoline dispensing stations with an annual throughput of less than 3.6 million gallons and 300 feet from existing gasoline dispensing stations with an annual throughput at or above 3.6 million gallons.
   - At least 300 feet from existing land uses that use Methylene Chloride or other solvents identified as a TAC, including furniture manufacturing and repair services.
   - At least 1,000 feet from distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations cumulatively exceed 300 hours per week. In addition sensitive land uses should not be sited near facility entry and exit points.
   - At least 1,000 feet from major service and maintenance rail yards.
   - At least 1,000 feet from chrome plating facilities.
   - Avoid siting sensitive land uses immediately downwind from the most heavily impacted areas of existing port facilities.
   - Avoid siting sensitive land uses immediately downwind from petroleum refineries.

d. The City of Richmond shall consult with the BAAQMD to identify TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.

Finally, as discussed under Impact 3.3-4 in Section 3.3, Air Quality, of the 2012 EIR, implementation of the proposed General Plan would not create objectionable odors that would affect a substantial number of people, and impacts would be less than significant. The RMC includes special overlay zones that identify land uses that emit odors; according the BAAQMD guidelines, implementation of such overlay zones would ensure that impacts would not be significant.

Impacts of the Proposed Project

As with buildout under the General Plan, implementation of the proposed FBC could result in new sources of regional air emissions that would conflict with or obstruct implementation of the BAAQMD Clean Air Plan. In addition, implementation of the FBC could facilitate new development that would generate operational emissions and would contribute substantially to an existing or projected air quality violation. However, individual projects allowed under the FBC would be subject to mitigation measures 3.3-1 and 3.3-2, which would reduce emissions to the extent feasible. Nonetheless, consistent with the analysis in the 2012 EIR, impacts would remain significant and unavoidable. Because future development under the proposed project would be within the buildout assumed under the General Plan, the proposed project would not adversely affect air quality to a greater extent than buildout under the General Plan and analyzed in the 2012 EIR.

As with buildout under the General Plan, future development under the proposed FBC would result in emissions during construction activities that would temporarily affect air quality. However, projects allowed under the FBC would be subject to Mitigation Measure 3.3-2, including required compliance with BAAQMD Best Management Practices for construction, which would ensure impacts would remain less than significant.

Operational activities under the FBC could result in exposure of sensitive receptors to substantial pollutant concentrations. However, individual projects would be subject to Mitigation Measure 3.3-3, including siting sensitive land uses away from land uses that emit pollutants, would ensure impacts would be less than significant. In addition, new development under the FBC would be subject to Chapter 9.64 of the RMC, which prohibits the use of natural gas in new buildings, which would reduce natural gas and associated air pollution emissions in future development.

Finally, as with buildout under the General Plan, individual projects under the FBC would be subject to overlay zones in the RMC; therefore, impacts related to objectionable odors would remain less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to air quality than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.3-1, 3.3-2, and 3.3-3 from the 2012 EIR would continue to apply to future development under the proposed project, and no new mitigation measures are necessary.

5.4 Biological Resources

Impacts Identified in the 2012 EIR

As discussed under Section 3.4, *Biological Resources*, of the 2012 EIR (page 3.4-1 through 3.4-38), implementation of the General Plan would not result in a substantial adverse effect on federal or state-listed or other designated species or on riparian habitat or sensitive natural communities. Implementation of the General Plan would also not interfere with the movement of native resident or migratory fish or wildlife species or have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act. Furthermore, the 2030 General Plan would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and would not conflict with a Habitat Conservation Plan or Natural Community Conservation Plan since none exist in Richmond. Moreover, activity on undeveloped, natural land present within the boundaries of the General Plan Update area would have to comply with policies under the General Plan as well as state and federal regulations. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

The proposed project would not change the development footprint or increase allowed areas of development or disturbance compared to what was is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Implementation of the proposed FBC would focus development on urban infill, undeveloped urban lots and redevelopment of underused existing development where special-status species are not likely to occur. The project area is located in the more urbanized portions of the City; it is not located within riparian habitat, wetlands, migratory corridors or nursery sites, or habitat conservation plan or natural community plans (U.S. Fish and Wildlife Service 2022a, U.S. Fish and Wildlife Service 2022b, California Department of Fish and Wildlife 2019). As a result, implementation of the FBC would not result in substantial adverse effects on federal or state-listed and designated species and would not interfere with the movement of native resident or

migratory fish or wildlife species as well as native resident or migratory wildlife corridors. Implementation of the proposed FBC would not affect federally protected wetlands defined by section 404 of the Clean Water Act.

Development within known sensitive communities would not be allowed or facilitated under the proposed FBC and there would not be a substantial adverse effect on riparian habitat or other sensitive natural communities. Moreover, the proposed FBC would not conflict with any local policies or ordinances protecting biological resources, and would not conflict with an approved or adopted Habitat Conservation Plans since none exist in Richmond. The proposed FBC would not directly or indirectly affect natural areas or wetlands identified in the General Plan as shown in Figure 3.4-1 of the 2012 EIR. Finally, consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts and protect natural communities and biological resources.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to biological resources than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.5 Cultural Resources

Impacts Identified in the 2012 EIR

As discussed under Impact 3.5-1 in Section 3.5, *Cultural Resources*, of the 2012 EIR (pages 3.5-1 through 3.5-28), implementation of the General Plan would result in development activities that could cause a substantial adverse change in the significance of a historical resource and result in impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measure to protect and reduce impacts on historical resources to the extent feasible.

Mitigation Measure 3.5-1

> Future projects shall implement the City's Historic Structures Code to minimize impacts on historical resources by requiring thorough scrutiny before any resource may be demolished and ensuring that alteration conforms to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

As discussed under Impact 3.5-2 in Section 3.5, *Cultural Resources*, of the 2012 EIR (pages 3.5-1 through 3.5-28), implementation of the General Plan would result in development activities that could cause a substantial adverse change in the significance of an archaeological resource or disturb human remains, and result in impacts that would be significant but mitigable. The 2012 EIR required the following mitigation measures which would reduce impacts on archaeological resources and human remains to a less than significant level.

Mitigation Measure 3.5-2a

> The City shall require that impacts on unique archaeological resources be mitigated to a less than significant level through methods identified in Public Resources section 21083.2, including planning construction to avoid archaeological sites, deeding archaeological sites into permanent

conservation easements, capping or covering archaeological sites with a layer of soil before building on the sites, or planning parks, greenspace, or other open space to incorporate archaeological sites.

Mitigation Measure 3.5-2b

The City shall require new development within the City to evaluate the potential for impacts on human remains. The City shall require that the treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including notification of the County Coroner and, in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC).

As discussed under Impact 3.5-3 in Section 3.5, *Cultural Resources*, of the 2012 EIR (pages 3.5-1 through 3.5-28), implementation of the General Plan would result in development activities that could directly or indirectly destroy a unique paleontological resource or site or unique geological feature, and result in impacts that would be significant but mitigable. The 2012 EIR required the following mitigation measures which would protect and reduce impacts on buried or submerged paleontological resources to a less than significant level.

Mitigation Measure 3.5-3

The City shall require new development within areas of high sensitivity paleontological resources to evaluate the potential for impacts on significant paleontological resources. The City shall require that impacts on significant paleontological resources be mitigated to a less than significant level through data recovery or other methods determined adequate by a professional paleontologist.

Impacts of the Proposed Project

Development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Nonetheless, development activities under the FBC could directly or indirectly have the potential to cause a substantial adverse change to the significance of a historical resources through demolition or alternation of a historical resource's physical characteristics that convey its historical significance, similar to General Plan buildout. As shown in Figure 3.5-1 of the 2012 EIR, at the time the EIR was prepared there were approximately five officially recognized National Historical Park resources and approximately eight officially recognized historic resources of State or local significance within or near the project area. Projects under the FBC would be subject to Mitigation Measure 3.5-1, which would protect and reduce impacts on historical resources to the extent feasible. Nonetheless, future development under the proposed project could involve demolition or other impacts to historic resources, to the same extent as implementation of the General Plan. As with development under the General Plan, mitigation is not certain to reduce impacts to a less than significant level, therefore, impacts related to the proposed project would be significant and unavoidable.

The proposed FBC could also substantially change the significance of an archaeological resource or disturb human remains. However, Mitigation Measures 3.5-2a and 3.5-2b would prohibit any actions that would cause a substantial change and reduce impacts to a less than significant level.

Furthermore, implementation of the proposed FBC would result in development activities that could directly or indirectly destroy a unique paleontological resource or site or geological feature. However, Mitigation Measure 3.5-3 would prevent any potentially significant adverse effect on buried or submerged paleontological resources and reduce impacts to a less than significant level.

Finally, consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to historical, archaeological, and paleontological resources.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to cultural resources than were identified in the 2012 EIR. The 2012 EIR identified a significant impact with respect to historic resources; this impact would remain under the proposed project. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.5-1, 3.5-2a, 3.5-2b and 3.5-3 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.6 Energy

Impacts Identified in the 2012 EIR

Since Energy was added to the 2019 CEQA guidelines as a separate environmental issue area, the 2012 EIR does not include a chapter or section dedicated to analysis of energy impacts. However, it does analyze such impacts in Chapter 3, Section 3.13, *Public Utilities*, of the 2012 EIR.

As discussed under Impact 3.13-7 in Section 3.13, *Public Utilities*, of the 2012 EIR (pages 3.13-1 through 3.13-38), implementation of the General Plan would increase the demand for electricity and natural gas but would not require or result in the construction of new energy production or transmission facilities, the construction of which could cause a significant environmental impact. General Plan policies require the City to develop a program to reduce energy demand and promote energy conservation, which would reduce impacts related to electricity supply. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

As discussed under Impact 3.13-8 in Section 3.13, *Public Utilities*, of the 2012 EIR (pages 3.13-1 through 3.13-38), implementation of the General Plan would not result in the wasteful or inefficient use of energy. General Plan policies and regulatory framework exist to reduce the potential for impact on energy. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height than is currently allowed under the General Plan. Moreover, as described in Chapter 3, *Proposed Richmond Livable Corridors Form-Based Code,* buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. Consistent with buildout under the General Plan, future development under the proposed FBC would increase demand for electricity and natural gas but would not require the construction of new energy production or transmission facilities. The proposed FBC would also not result in the wasteful or inefficient use of energy. Finally, consistent with the analysis

in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts on energy and electricity supply to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to energy than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.7 Geology and Soils

Impacts Identified in the 2012 EIR

As discussed under Section 3.7, *Geology, Soils, and Minerals*, of the 2012 EIR (pages 3.7-1 through 3.7-32), implementation of the General Plan would not be subject to seismically-induced ground shaking and other seismic hazards, or result in soil erosion that would result in long-term safety concerns or slope instability beyond an acceptable level of risk. Moreover, implementation of the General Plan would not subject development to risk from settlement and/or subsidence of land, lateral spreading, or expansive soils, and would not result in landslide hazards beyond an acceptable level of risk. Adherence to the Building Code as well as General Plan policies and Implementing Actions would address soil issues and reduce risk to property and human health. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

Development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Buildout under the proposed FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. As with development under the General Plan, all structures are subject to stringent building codes established in State and local regulations regarding seismic safety, landslides, settlement and expansive soils. In addition to Building Code regulations, existing General Plan policies and implementing actions regulate land use, development standards, and construction practices to reduce the risk to humans and property in the event of an earthquake or other seismic activity. Also, there are existing State and local regulations established to minimize erosion. Erosion control standards are set by the Regional Water Quality Control Board (RWQCB) through administration of the National Pollution Discharge Elimination System (NPDES) permit process for storm drainage discharge. At the local level, the existing General Plan includes measures to minimize soil erosion. Therefore, with adherence to existing requirements and General Plan policies and measures, implementation of the FBC would not expose people or structures to fault rupture or seismic-related groundshaking or ground failure and would not subject development to risk from settlement and/or subsidence of land, lateral spreading, or expansive soils. Consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to geology and soils to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to geology and soils than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.8 Greenhouse Gas Emissions

Impacts Identified in the 2012 EIR

As discussed under Impact 3.6-1 in Section 3.6, *Climate Change*, of the 2012 EIR (pages 3.6-1 through 3.6-34), implementation of the General Plan would result in the generation of GHGs in both construction and operational phases that may have a significant impact on the environment. Implementation of BAAQMD BMPs would regulate GHGs from construction emissions. The 2012 EIR required the following mitigation measure which would reduce GHGs from the construction phase to a less than significant level.

Mitigation Measure 3.6-1a

> All construction projects shall incorporate the most recent Best Management Practices for Greenhouse Gas Emissions as indicated by the BAAQMD.

The 2012 EIR also discussed the implementation of the General Plan on operational phase GHG emissions, which even with the implementation of all feasible mitigation measures would still have a significant and unavoidable effect on the environment. The 2012 EIR required the following mitigation measures to reduce operation phase GHGs to the extent feasible.

Mitigation Measure 3.6-1b

> All new development and all retrofits of single-family developments, multi-family developments of over 10 units, and all commercial/industrial remodels of over 10,000 square feet shall be required to exceed Title 24 standards by 20 percent by 2020 and 30 percent by 2030. This mitigation measure enhances General Plan Action EC3.C. Measures to reduce emissions can include, but are not limited to:
>
> - Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc.;
> - Install solar water heaters;
> - Install top quality windows and insulation;
> - Install energy efficient lighting;
> - Optimize conditions for natural heating, cooling and lighting by building siting and orientation;
> - Use features that incorporate natural ventilation;
> - Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
> - Incorporate skylights, reflective surfaces, and natural shading in buildings design and layouts;

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize existing buildings to increase energy efficiency.

Mitigation Measure 3.6-1c

Require all new City-owned and operated facilities and 50 percent of all new development to generate at least 10 percent of their energy use from renewable sources. Enhances General Plan Action EC3.B.

Mitigation Measure 3.6-1d

All new commercial and multi-family developments installing boilers shall be required to install energy efficient boilers such that they achieve a minimum 4.5 percent reduction in energy usage. The same reductions shall be required of all remodeled multi-family developments of over 10 units and all commercial/industrial remodels of over 10,000 square feet.

Mitigation Measure 3.6-1e

Develop improved waste reduction and expanded recycling programs such that a 75 percent diversion rate is achieved by 2020 and an 85 percent diversion rate is achieved by 2030 for all non-construction waste streams. Potential measures could include: providing recycling containers in parks and public spaces; establishing computer reuse and recycling programs; enhancing recycling and green waste services for all residents; and providing locations for household hazardous wastes to be recycled. Enhances General Plan Actions EC3.D.

Mitigation Measure 3.6-1f

Develop a program that requires all construction and demolition activities to evaluate energy use and waste and to reduce or mitigate construction-related impacts by 75 percent. Enhances General Plan Actions EC3.E.

Mitigation Measure 3.6-1g

Implement an Anti-Idling Policy for heavy-duty diesel trucks, including local delivery trucks and long-haul truck transport within the City. This policy would prohibit idling of on- and off-road heavy duty diesel vehicles for more than 5 minutes. Enhances General Plan Policy EC5.3.

Mitigation Measure 3.6-1h

Provide tax and development incentives for employers with more than 100 employees within the City to establish a trip reduction plan that would incorporate annual employee commute surveys, marketing of commute alternatives, ride matching assistance, and transit information at a minimum, and implement secure bicycle parking, showers and lockers for employees who bike to work. This measure could encourage smaller businesses to cooperate in establishing joint trip reduction plans. Enhances General Plan Actions EC2.F and EC2.I.

Mitigation Measure 3.6-1i

Implement Citywide car and bicycle sharing programs. Collaborate with service providers to identify potential sites for locating carshares.

Mitigation Measure 3.6-1j

Require new local-serving mixed-use in residential areas to provide needed services and amenities close to where people live and work. Require new development and redevelopment projects to provide community amenities and uses that serve priority community needs. Enhances General Plan Policy EC4.1 and General Plan Actions EC4.A, EC4.B, and EC4.D.

Mitigation Measure 3.6-1k

Require mixed-use development along transit-oriented corridors that attracts people and facilitates activity throughout the day. Prohibit isolated or gated communities in order to improve physical connectivity throughout the City, and remove barriers in existing gated areas. Maintain streets to ensure that neighborhoods and streets are safe and well used. Enhances General Plan Policy EC4.2 and Actions EC2.C, EC2.E, EC2.G, EC4.A, EC4.B, EC4.C and EC4.E.

Mitigation Measure 3.6-1l

Collaborate with AC transit, BART, West Contra Costa Transit Agency, Amtrak, and major employers in Richmond that provide shuttle service to expand transit in the evenings and late nights, and for people with special needs. Enhance Richmond's paratransit service. Collaborate with major employers to provide employer-based "open-door" shuttles to BART, the planned ferry terminal and other transit hubs. Collaborate with regional and Contra Costa County transportation agencies to maintain and enhance service within the City and region. Explore strategies to address affordability, access, and safety. Expand outreach and information programs to promote transit use. Measure results in a 10 percent expansion of transit system, and an increase in service frequency and speed for 2020; and a 15 percent expansion by 2030. Expand outreach and information programs to promote transit use. Enhances General Plan Policy EC2.C.

Mitigation Measure 3.6-1m

All new street lighting and all re-modeled or replaced street lighting shall consist of high-efficiency lamps that reduce energy consumption by a minimum of 16 percent.

Mitigation Measure 3.6-1n

All new traffic lights and all replaced traffic lights shall consist of LED lights. This high efficiency lighting would reduce emissions from traffic lights by 90 percent.

Mitigation Measure 3.6-1o

Require new development to incorporate water-saving measures demonstrating a minimum reduction of 20 percent in water use over a similar project completed within the previous five years. This measure enhances General Plan Action EC3.F. This measure would be enhanced by General Plan Action EC3.G.

As discussed under Impact 3.6-2 in Section 3.6, *Climate Change*, of the 2012 EIR (pages 3.6-1 through 3.6-34), implementation of the General Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, through General Plan policies and the implementation of Mitigation Measures 3.3-1, 3.3-2 and 3.6-1, GHG emissions would be reduced and would not result in a significant cumulative impact. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

Development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not change the size, type, or location of development compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. As with development under the General Plan, development under the proposed FBC would result in the generation of GHGs that may have a significant impact on the environment. Although implementation of BAAQMD BMPs would ensure construction emissions of GHGs would be less than significant, impacts of operational emissions would still be uncertain resulting in significant and unavoidable impacts. However, Mitigation Measure 3.6-1a would reduce GHGs from the construction phase to a less than significant level. Mitigation Measure 3.6-1b to Mitigation Measure 3.6-1o on the other hand would reduce operation phase GHGs to the extent feasible. Moreover, implementation of the proposed FBC could conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, Mitigation Measures 3.3-1, 3.3-2 and 3.6-1 would ensure that GHGs would not increase to an extent greater than buildout under the General Plan analyzed in the 2012 EIR. In addition, new development under the FBC would be subject to Chapter 9.64 of the RMC, which prohibits the use of natural gas in new buildings, which would reduce natural gas and associated GHG emissions in future development. Finally, consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to GHGs to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to GHG emissions than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new or revised mitigation measures are necessary. Mitigation Measures 3.6-1a to 3.6-1o and 3.6-2 from the 2012 EIR would continue to apply to future development under the proposed project, and no new mitigation measures are necessary.

5.9 Hazards and Hazardous Materials

Impacts Identified in the 2012 EIR

As discussed under Section 3.8, *Hazardous Materials*, of the 2012 EIR (pages 3.8-1 through 3.8-25), implementation of the General Plan would not result in significant impacts regarding exposing hazardous materials to the public or the environment or be located on a hazardous material site. Projects must comply with General Plan policies, Implementing Actions and BMPs as well as state

and local regulatory framework which would ensure less than significant impacts related to hazards and hazardous materials.

Impacts of the Proposed Project

As with buildout under the General Plan, implementation of the proposed FBC would involve the routine use, storage, transportation, and disposal of hazardous materials in existing and proposed land uses. In addition, development allowed under the proposed FBC may also be in locations where hazardous materials-related environmental contamination may be present but not yet listed. However, development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Future development projects under the FBC would be subject to applicable local, State, and federal regulations regarding the transportation, use, and disposal of hazardous materials as well as regulations regarding sites with contaminated soil or groundwater. Adherence to applicable regulations would minimize risks and protect the public and environment from hazard exposure. Development under the proposed FBC may include demolition or renovation of existing structures that could contain asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), or other building materials containing hazardous substances. However, as stated in the 2012 EIR, BMPs would prevent the release of hazardous materials during demolition and construction. Finally, consistent with the analysis in the 2012 EIR, development under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to hazards and hazardous materials to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to hazards and hazardous materials than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.10 Hydrology and Water Quality

Impacts Identified in the 2012 EIR

As discussed under Section 3.9, *Hydrology and Water Quality*, of the 2012 EIR (pages 3.9-1 through 3.9-40), implementation of the General Plan would result in less than significant impacts related to potable water, wastewater, groundwater supplies, runoff water and drainage, and flooding. Although areas within the City are located within Federal Emergency Management Agency (FEMA) designated flood hazard zones and the implementation of the General Plan could result in dam failure inundation and sea level rise flood hazards, projects would be required to comply with General Plan policies, Implementing Actions as well as regional and local policies, practices and regulations such as NPDES Permits and floodplain development regulations, which would ensure less than significant impacts to hydrology and water quality.

Impacts of the Proposed Project

Construction and operation of future development under the proposed FBC would involve development on currently developed commercial corridors and likely would not substantially alter

drainage pattern and lead to substantial erosion or siltation as well as increased runoff and flooding, and also contribute to groundwater quality degradation. However, development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. As with buildout under the General Plan, all future development would be subject to State and local regulations regarding stormwater discharge, sedimentation, drainage alteration, construction practices, and water quality. Therefore, development under the proposed FBC would not violate water quality standards or NPDES Permits and would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

As shown on Figure 3.9-1 (Flood Hazard Zones) in the 2012 EIR, the project area is not within special flood zone A, AE, Ah, AO, D, or VE. Further, the project area is not in an area subject to inundation in the event of dam failure or in an area subject to sea level rise. Therefore, flooding impacts would not occur.

Development under the FBC would be required to comply with applicable state and local requirements, General Plan policies, Implementing Actions and BMPs related to protecting water quality, reducing impacts on potable water, wastewater, groundwater supplies, runoff water and drainage, and flooding. Given required compliance with applicable requirements and policies, impacts related to hydrology and water quality would remain less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to hydrology and water quality than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.11 Land Use and Planning

Impacts Identified in the 2012 EIR

As discussed under Section 3.1, *Land Use Consistency and Comparison*, of the 2012 EIR (pages 3.1-1 through 3.1-10), implementation of the General Plan would not physically divide an existing established community as the General Plan was designed as a cohesive plan to improve accessibility for all residents in existing and future neighborhoods. Furthermore, implementation of the General Plan would not conflict with other existing plans, policies, or regulations such as the RMC, the Civic Center Master Plan, the Point Molate Reuse Plan or the San Francisco Bay Plan. Moreover, the 2012 EIR concluded that implementation of the General Plan would not result in substantial land use incompatibilities due to the development strategy used to integrate uses within core areas in the City. The 2012 EIR concludes that no mitigation measures are required as there would be no impacts.

Impacts of the Proposed Project

Buildout under the proposed FBC would not allow increased building area or height beyond what is currently allowed under the General Plan and was studied in the 2012 EIR. The proposed FBC would apply along existing transit corridors and would neither physically divide an existing established community nor conflict with existing land use plans, policies, or regulations. In addition,

implementation of the FBC would not result in substantial land use incompatibilities as it would generally involve residential and commercial uses in areas with existing commercial and residential development and the project would not increase building area or height beyond what is currently allowed under the General Plan. As a result, there would be no impacts to land use and planning.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to land use and planning than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.12 Mineral Resources

Impacts Identified in the 2012 EIR

As discussed in Section 3.7, *Geology, Soils, and Minerals*, of the 2012 EIR, impacts related to mineral resources would be less than significant. The Office of Surface Mining, under the direction of the State Mining and Geology Board, has classified some lands within the City as Mineral Resource Zone-2 (MRZ-2), which indicates the existence of a deposit. However, buildout under the General Plan would not involve mineral extraction or changes in existing extractive mineral resource operations within the City, including the change areas. In addition, General Plan Policy CN2.8, which calls for preservation of mineral resources, would minimize the potential for future development to threaten the availability of mineral resources.

Impacts of the Proposed Project

The proposed project would involve adoption of a FBC for several commercial corridors and surrounding areas to implement the goals and policies in the City's 2030 General Plan. Consistent with buildout under the General Plan, the proposed FBC would not facilitate mineral extraction or changes in existing extractive mineral resource operations. Impacts related to mineral resources would be consistent with impacts identified in the 2012 EIR and less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to mineral resources than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.13 Noise

Impacts Identified in the 2012 EIR

As discussed under Impact 3.10-1 in Section 3.10, *Noise*, of the 2012 EIR (pages 3.10-1 through 3.10-37), implementation of the General Plan could generate noise levels that temporarily exceed acceptable noise levels in the construction phase and result in impacts that would be significant and

unavoidable. The 2012 EIR required the following mitigation measure to reduce impacts of construction noise to the extent feasible.

Mitigation Measure 3.10-1

> Future projects shall incorporate project-specific mitigation measures to reduce the impact of construction noise.

As discussed under Impact 3.10-2 in Section 3.10 of the 2012 EIR, implementation of the General Plan could generate or expose persons or structures to temporary groundborne vibration during the construction phase and result in impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measure to reduce impacts of groundborne vibrations on sensitive uses to the extent feasible.

Mitigation Measure 3.10-2

> Future projects shall incorporate project-specific mitigation measures to reduce the impact of construction-related groundborne vibration.

As discussed under Impact 3.10-3 in Section 3.10 of the 2012 EIR, implementation of the General Plan could expose sensitive receptors to noise levels in excess of the existing noise standards established by the City, especially noise levels from nearby rail operations, and result in impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measure to reduce impacts of noise levels from nearby rail operations on sensitive receptors to the extent feasible.

Mitigation Measure 3.10-3

> Future projects shall incorporate project-specific mitigation measures and maintain Quiet Zones to reduce the impact of train noise.

As discussed under Impact 3.10-4 in Section 3.10 of the 2012 EIR, implementation of the General Plan would not generate and expose sensitive receptors on or off-site to excessive groundborne vibration or groundborne noise levels during the operation phase. The General Plan contains policies that would protect nearby sensitive receptors from excessive groundborne vibration or noise. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

As discussed under Impact 3.10-5 in Section 3.10 of the 2012 EIR, implementation of the General Plan would generate increased local traffic volumes that would cause a substantial permanent increase in ambient nose levels in the project vicinity during the operation phase, and result in impacts that would be significant and unavoidable. While General Plan policies and project-specific measures could reduce noise effects from transportation at new development, it may be unfeasible to include noise reduction strategies to target existing residences located next to roadways or other noise generating sources. The 2012 EIR required the following mitigation measure to reduce impacts of noise effects from transportation to the extent feasible.

Mitigation Measure 3.10-5

> Future projects shall incorporate project-specific mitigation measures to promote nonmotorized transportation to reduce the impact of traffic noise.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height beyond what is currently allowed under the General Plan and was studied in the 2012 EIR. Buildout under the FBC would also be within the overall buildout allowed under the General Plan and analyzed in the 2012 EIR. Consistent with buildout under the General Plan, construction of future development under the proposed FBC could generate noise levels that temporarily exceed acceptable noise levels and generate or expose persons or structures to temporary groundborne vibration, resulting in significant and unavoidable impacts. Mitigation Measure 3.10-1 and 3.10-2 would apply to future development under the FBC and serve to reduce impacts to the extent feasible.

Operation of future development under the proposed FBC would generate noise consistent with residential and commercial uses as assumed under the General Plan and would not generate or expose sensitive receptors to excessive operational noise. However, as with development under the General Plan, development under the proposed FBC would generate local traffic that could cause a permanent increase in ambient noise levels, resulting in significant and unavoidable impacts. Mitigation Measure 3.10-5 would apply to future development under the FBC and would reduce impacts to the extent feasible.

Rail tracks bisect a portion of the project area. Future development in portions of the project area near rail tracks under the FBC could also expose sensitive receptors to noise levels from nearby rail operations which would exceed the City's noise standards, resulting in a significant and unavoidable impact. However, Mitigation Measure 3.10-3 would apply and would reduce impacts from railway noise on sensitive receptors to the extent feasible.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to noise than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.10-1, 3.10-2, 3.10-3 and 3.10-5 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.14 Population and Housing

Impacts Identified in the 2012 EIR

As discussed under Sections 4.0, *CEQA Considerations* (pages 4-1 through 4-10), and 3.2, *Demographics*, of the 2012 EIR (pages 3.2-1 through 3.2-9), housing and population impacts from implementation of the General Plan would be less than significant. While buildout under the General Plan would cause population, housing and employment growth, such growth would be consistent with City and regional goals. Since growth under the General Plan would be primarily in relatively high-density mixed-use and in-fill developments, the 2012 EIR concludes that implementation of the General Plan would not result in substantial unplanned population growth in Richmond or surrounding communities. In addition, the 2012 EIR concluded that while some housing could be removed as part of the General Plan, it is not anticipated that there would be substantial removal of housing, and replacement housing would be constructed.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or different or more intense land uses than are currently allowed under the General Plan. Moreover, as described in Chapter 3, *Proposed Richmond Livable Corridors Form -Based Code,* buildout under the FBC would be consistent with buildout allowed under the General Plan and analyzed in the 2012 EIR. Therefore, the proposed project would not induce development that would be denser or otherwise generate more population growth than development under the General Plan. Impacts related to population growth would therefore be consistent with impacts anticipated under the General Plan. Moreover, consistent with development under the General Plan, buildout under the FBC would be in relatively high-density mixed-use and in-fill developments and would not result in substantial unplanned population growth in Richmond or surrounding communities. While some housing could be removed under the FBC, it is not anticipated that there would be substantial removal of housing, and replacement housing would be constructed, similar to the General Plan analysis. Impacts related to population and housing would remain less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2020 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to population and housing than were identified in the 2020 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.15 Public Services

Impacts Identified in the 2012 EIR

As discussed under Impact 3.12-1 and Impact 3.12-2 in Section 3.12, *Public Services*, of the 2012 EIR (pages 3.12-1 through 3.12-21), implementation of the General Plan would increase the demand for fire protection, emergency services, police protection services and department personnel and/or equipment but would not reduce the level of protection resulting in a less than significant impact. Any significant new development of facilities would be subject to the General Plan policies as well as the City's environmental review process which includes project-specific assessment of fire and police services.

As discussed under Impact 3.12-3, implementation of the General Plan would also generate additional students, but impacts related to schools would be less than significant with the payment of State-mandated school impact fees.

As discussed under Impact 3.12-4, implementation of the General Plan would create an additional demand for library services, but impacts related to libraries would be less than significant since General Plan policies ensure library needs would be addressed and plans to improve existing facilities would be undertaken.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height than is currently allowed under the General Plan. Moreover, buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. The project area is located in central portions of the city along existing commercial corridors that are well served by existing services. As a result, the

proposed FBC would not generate demand for public services beyond the demand evaluated in the 2012 EIR and would have less than significant impacts on fire services, police services, schools, and libraries.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to public services than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.16 Recreation

Impacts Identified in the 2012 EIR

As discussed in Section 3.11, *Parks and Recreation*, of the 2012 EIR (pages 3.11-1 through 3.11-14), implementation of the General Plan would increase the use of existing neighborhood and regional parks or other recreational facilities but would not substantially accelerate or result in substantial physical deterioration of the facilities. General Plan policies as well as the dedication of land or payment of an in-lieu fee for future residential subdivisions would reduce the impacts of an increased demand and use of parks and recreation facilities. The 2012 EIR concludes that no mitigation measures are required as impacts related to park and recreational facilities would be less than significant.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area than is currently allowed under the General Plan. Moreover, buildout under the FBC would be consistent with buildout allowed under the General Plan and analyzed in the 2012 EIR. Therefore, the proposed project would not generate population growth beyond what could occur under the General Plan. Consistent with buildout under the General Plan, implementation of the proposed FBC would result in a regional population growth of 13 percent, with a projected population increase of 30,147 people (Richmond 2011). As a result, the implementation of FBC would not increase the use of parks and recreational facilities beyond the increase analyzed in the 2012 EIR and would therefore not result in substantial physical deterioration of facilities. The proposed FBC would not create demand for construction or expansion of park facilities beyond that anticipated in the General Plan since population growth would be projected to stay the same, resulting in less than significant impacts.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to recreation than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.17 Transportation

Impacts Identified in the 2012 EIR

As discussed under Impact 3.14-1 in Section 3.14, *Transportation and Circulation*, of the 2012 EIR (pages 3.14-1 through 3.14-52), implementation of the General Plan may result in traffic congestion that would exceed City of Richmond and regional Level of Service (LOS) standards, and impacts would therefore be significant and unavoidable. General Plan policies and Implementing Actions would reduce the impact by promoting alternative modes and optimizing roadway and intersection capacity within constraints of the "Place Based" street classification and evaluation policy, but not to a less than significant level. The 2012 EIR required the following mitigation measure to reduce impacts of traffic congestion to the extent feasible.

Mitigation Measure 3.14-1

Future projects shall incorporate project-specific mitigation measures to reduce traffic impacts.

As discussed under Impact 3.14-3 in Section 3.14 of the 2012 EIR, implementation of the General Plan would produce higher demand for transit service, potentially exceeding the capacity of transit service providers, and result in impacts that would be significant and unavoidable. General Plan policies and Implementing Actions would help with the service increase needed to satisfy an increased demand, but impacts would still be significant since provision of sufficient transit service cannot be guaranteed. The 2012 EIR concludes that no mitigation measures are available as impacts would be significant and unavoidable.

As discussed under Impact 3.14-6 in Section 3.14 of the 2012, implementation of the General Plan would increase congestion and reduce travel speeds on various roadways throughout the City, including some that are on primary emergency response routes (i.e. freeways and arterials), and result in impacts that would be significant and unavoidable. The limited new roadway capacity proposed in the General Plan in conjunction with an increase in new vehicle traffic generated would make this impact potentially significant. General Plan policies and Implementing Actions would reduce this impact, but not necessarily to a less than significant level. The 2012 EIR concludes that no mitigation measures are feasible to reduce this impact.

As discussed under Impacts 3.14-2, 3.14-4 and 3.14-5 in Section 3.14 of the 2012 EIR, implementation of the General Plan would improve mobility and safety for all modes, and provide enhanced facilities to serve pedestrians and bicyclists, increasing connectivity and safety for these modes. Furthermore, implementation of the General Plan would also reduce potential for conflicts at rail/roadway crossings. The 2012 EIR concludes that no mitigation measures are required as there are no impacts.

Consistent with state law and the CEQA Guidelines (as discussed further under Regulatory Setting below), this addendum uses an analysis of vehicle miles traveled (VMT), rather than LOS, to assess the significance of transportation impacts. The project's impacts related to VMT are analyzed in a memorandum prepared by Fehr & Peers in May 2022, included as Appendix A to this addendum.

Because the requirement for analysis of VMT was only recently added to the CEQA Guidelines, the 2012 EIR does not provide a framework for considering the proposed project's impacts to VMT. However, VMT does not constitute new information requiring a revision to previous CEQA analysis or a subsequent or supplemental EIR, because analysis based on VMT metrics was available prior to the certification of the 2012 EIR (for example, VMT is routinely used to calculate impacts related to

air quality and greenhouse gas emissions). Moreover, an analysis of VMT impacts of development under the General Plan is provided in order to determine if the project would result in new significant impacts or substantial increase in the severity of impacts compared to buildout under the General Plan. The VMT analysis includes both a comparison to baseline (existing 2020) conditions as well as a comparison to buildout under the proposed project.

Regulatory Setting

Senate Bill 743 and Vehicle Miles Traveled

Senate Bill (SB) 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under the California Environmental Quality Act (CEQA). SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. SB 743 requires the Governor's OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resource Code, § 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

Impacts of the Proposed Project

Moreover, buildout under the FBC would be consistent with buildout allowed under the General Plan and analyzed in the 2012 EIR. As with buildout under the General Plan, implementation of the proposed FBC may result in traffic congestion that exceeds the previous City of Richmond traffic LOS standard of LOS D, as well as CCTA and WCCTAC LOS and MTOS standards, and result in impacts that would be significant and unavoidable. However, future projects would be required to implement Mitigation Measure 3.14-1 which would reduce impacts of traffic congestion to the extent feasible. Nonetheless, as with development under the General Plan, this impact would be significant and unavoidable for the proposed project.

In addition, development under the proposed FBC would increase demand for transit service and potentially exceed the capacity of transit service providers, as well as increase congestion and reduce travel speeds on roadways throughout the City including some that are on primary emergency response routes, resulting in significant and unavoidable impacts. Although implementation of General Plan policies and Implementing Actions for future development under the proposed FBC would help reduce the impacts, it might not do so to a less than significant level. This impact would be significant and unavoidable for the proposed project, the same as for development under the General Plan.

The intent of the proposed FBC is to create walkable mixed-use neighborhoods, consistent with the intent of the City's General Plan. Development under the proposed FBC would increase connectivity and safety by providing enhanced facilities for pedestrians and bicyclists and reduce potential for conflicts at rail/roadway crossings, resulting in no impacts.

As described in the VMT analysis memorandum, VMT impacts were analyzed using the Contra Costa Transportation Authority (CCTA) model and based on the City of Richmond's adopted VMT thresholds. VMT is typically an output from travel demand models. Its calculation is based on the estimated number of vehicles multiplied by the distance traveled by each vehicle. This analysis uses the following VMT metrics:

- Household VMT per capita, which measures all the VMT by motor vehicle on a typical weekday associated with a residential use, such as trips to work, school, or shop, and divides that VMT by the number of residents in the project area. Household VMT is also referred to as home-based VMT.
- Commute VMT per worker, which measures all of the worker commute VMT by a motor vehicle on a typical weekday between homes and workplaces and divides that VMT by the number of workers in the project area. Commute VMT is also referred to as home-work or home-based work VMT.
- Total VMT per service population, which measures all of the VMT of all vehicle trips, vehicle types, and trip purposes for all of the project area, and divides that total VMT by the service population (i.e., sum of residents and workers) in the project area.

Table 5 summarizes the VMT efficiency metrics listed above for the Baseline (2020) conditions in the project area and Project Buildout (2040) Conditions as estimated by the CCTA Model. The table also compares the VMT efficiency metrics for the project area with the appropriate baseline averages and a VMT 85 percent of the baseline averages (Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker), which are the threshold used to determine the significance of the VMT impact.

Table 5 Project Vehicle Miles Traveled Metrics

Geography	Average Household VMT per Capita	Average Commute VMT per Worker	Average Total VMT per Service Population
Project Area			
Baseline (2020)	8.9	14.1	18.9
Project Buildout (2040) [1]	7.3	13.9	16.6
Baseline Average [2]	17.3	15.6	30.0
85% of Baseline Average (Threshold of Significance)	14.7	13.2	25.5
Above the Threshold of Significance?	No	No[3]	No

[1] Buildout of the project, which represents an additional 5,151 residential units (16,483 residents) and 5,294 jobs (2,212,543 square feet of space).

[2] Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker.

[3] Based on the results of the CCTA Model, the average commute VMT per worker is estimated to be 13.8 under Project Buildout (2040) conditions. However, the CCTA Model does not account for transportation demand management (TDM) strategies that future developments are required to implement. It is estimated that TDM strategies would reduce the average commute VMT per worker by at least five percent to below the threshold of significance.

Source: Fehr & Peers based on the results of the CCTA Travel Demand Model, 2022.

As shown in Table 5, based on the results of the CCTA model, implementation of the proposed project would reduce the household VMT per capita in the project area from 8.9 under Baseline (2020) conditions to 7.3 under Project Buildout (2040) conditions, which would be below the threshold of significance of 14.7 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the household VMT per capita in the project area because it would locate additional housing and increase the mix of uses in a transit-rich and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips.

Based on the results of the CCTA model, implementation of the proposed project would reduce the commute VMT per worker in the project area from 14.1 under Baseline (2020) conditions to 13.9 under Project Buildout (2040) conditions. Although the project would reduce the commute VMT per worker in the project area, it would remain above the threshold of significance of 13.2 (85 percent of the baseline Bay Area regional average) by approximately 5 percent. As described above, the VMT estimated by the CCTA Model only accounts for build-environment variables and does not account for transportation demand management (TDM) measures that future developments are required to implement.

The City has a TDM Ordinance (RMC Section 15.04.612) which requires multi-unit residential developments of ten or more units and nonresidential developments of 10,000 or more square feet to develop and implement a TDM plan to the extent feasible reduce the development's vehicle trip generation to 15 percent below the standard rates as published in the latest edition of the Institute of Transportation Engineers' Trip Generation Manual and/or to ensure that the VMT per resident or worker for the development is below the citywide average. Most of the future developments under the FBC would be subject to the requirements of the City's TDM ordinance. However, the specific TDM measures that future developments would implement are not known at this time. Table 6 summarizes the potential VMT reducing strategies that future developments can implement to reduce the commute VMT per worker. Table 6 also presents the effectiveness range of each

strategy based on research compiled in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers (California Air Pollution Control Officers Association [CAPCOA], December 2021). The CAPCOA report is a resource for local agencies to quantify the benefit, in terms of reduced travel demand and VMT, of implementing various TDM strategies.

Furthermore, individual developments that are above the VMT threshold could potentially contribute to future VMT mitigation fee programs, banks, or exchanges. No regional VMT mitigation programs currently exist; however, the CCTA is evaluating different mitigation program frameworks which may lead to a Countywide or regional VMT mitigation program. Should such a program be implemented, development projects could potentially pay into a fee program or purchase mitigation credits to achieve needed VMT mitigation instead of, or in addition to, onsite TDM measures.

Table 6 Summary of VMT Reduction Strategies

Strategy	Description	Range of Potential VMT Reduction[1]
Implement ride-sharing program	This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants, which depends on the ultimate building tenants.	Up to 8%
Subsidize or discount transit passes	This strategy reduces the need to use a vehicle by incentivizing individuals to use transit for their daily commute. This strategy depends on the ultimate building tenants.	Up to 5%
Price and manage parking	Parking management strategies focus on the management of parking to influence vehicle travel. Free and ubiquitous parking supply tends to increase vehicle use while reducing parking supply and pricing spaces can help reduce vehicle travel. A reduction in parking supply, as required by the FBC, can incentivize infill development and higher density development by reducing the cost of building parking spaces.	Up to 20%
Mandatory commute trip reduction program	Implementing a mandatory Commute Trip Reduction (CTR) program with rigorous monitoring requirements can disincentive single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Up to 26%
End-of-trip bicycle facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle.	Up to 4%
Employer-sponsored vanpool	Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting.	Up to 20%

[1] Based on *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (CAPCOA, December 2021).

Source: Fehr & Peers, 2022.

The effectiveness of TDM programs in reducing vehicle trips and VMT would depend on characteristics of individual developments and the specific TDM strategies implemented at each site. Although these details not known at this time, future development projects are expected to implement a suite of TDM measures that would reduce each project's VMT to comply with the City's TDM Ordinance.

Considering the effectiveness range of the TDM strategies described above and the City's requirement for future developments to implement TDM plans, it is assumed that the implementation of the selected measures at future developments combined can reduce the average commute VMT per worker for the project area by at least five percent to below the threshold of significance (85 percent of the baseline Bay Area regional average). Thus, the impact of the proposed project on commute VMT per worker is less than significant.

For total VMT per service population, implementation of the proposed project would reduce the total VMT per service population from 18.9 under Baseline (2020) conditions to 16.6 under Project Buildout (2040) conditions, which would be below the threshold of significance of 25.5 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the total VMT per service population in the project area because it would locate a variety of uses in a mixed-use, transit-rich, and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more significant impacts with respect to transportation and traffic than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation 3.14-1 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.18 Tribal Cultural Resources

Impacts Identified in the 2020 EIR

Tribal Cultural Resources was added to the 2016 *CEQA Guidelines* as a separate environmental issue area. Thus, the 2012 EIR does not include a chapter or section dedicated to analysis of impacts to tribal cultural resources. However, it does analyze general impacts to cultural resources (including archeological resources that may originate from Native American tribes) in Section 3.5, *Cultural Resources* and concludes that impacts would be less than significant. Development under the General Plan could adversely affect cultural resources, including through construction activities that could result in the disturbance of undiscovered archaeological or tribal cultural resources during grading or other on-site excavation activities. However, the EIR concludes that the implementation of existing regulations and General Plan policies, including Policy HR1.1, which seeks to preserve historic, cultural, and archaeological sites and resources in the City, would reduce potential impacts to a less than significant level.

Impacts of the Proposed Project

The proposed project may result in new buildings and uses on certain parcels within the City where requested by applicants and approved by the City. However, development, including ground disturbance would occur in the same areas as analyzed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. The General Plan and 2012 EIR do not discuss compliance with Assembly Bill 52 (AB 52), which was approved in 2014 and requires lead agencies to complete consultation with California Native American Tribes regarding proposed projects, because it was approved after adoption of the General Plan. However, individual new projects subject to the proposed FBC would likely be subject to project-level CEQA

review and would thus be required to meet the requirements of AB 52; the City of Richmond would be required to notify tribes of pending projects and complete consultation when requested. Future projects under the proposed FBC would also be required to implement Mitigation Measures 3.5-2a and 3.5-2b which prohibit actions that would cause a substantial change and reduce to cultural resources. Therefore, impacts to tribal cultural resources would be less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2020 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to tribal cultural resources than were identified in the 2020 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.19 Utilities and Service Systems

Impacts Identified in the 2012 EIR

As discussed under Section 3.13, *Public Utilities*, of the 2012 EIR (pages 3.13-1 through 3.13-38), the East Bay Municipal Utility District (EBMUD) provides water to the project site while the City of Richmond, West County Wastewater District (WCWD) and Stege Sanitary District (SSD) manages wastewater and stormwater services to the project site. The City of Richmond also provides solid waste removal services for the project site. Implementation of the General Plan would result in less than significant impacts to water supply, wastewater treatment requirements, and solid waste treatment as facilities would have adequate capacity to meet the needs of the project. However, the General Plan could require the construction or expansion of wastewater treatment facilities or collection systems that could cause significant environmental impacts, absent project-specific mitigation measures, and result in a significant and unavoidable impact. The 2012 EIR required the following mitigation measure to reduce impacts on wastewater to the extent feasible.

Mitigation Measure 3.13-3

> Future projects shall incorporate project-specific mitigation measures to reduce impacts from the construction of new wastewater collection and treatment facilities.

Impacts of the Proposed Project

The proposed project would not increase the intensity of development beyond what was analyzed in the 2012 EIR. Therefore, the project would not create additional demand for utilities and service systems beyond the demand evaluated in the 2012 EIR. Consistent with buildout under the General Plan, buildout under the proposed FBC would not increase water demand more than what was previously analyzed. Under EMBUD's Water Supply Management Program 2040, consumer consumption is projected to be reduced by 35 percent through conservation measures to ensure adequate water supply for EBMUD's service area (EBMUD 2012). Like development under the General Plan, development under the proposed FBC would also result in less than significant impacts to wastewater treatment requirements as wastewater districts serving the City of Richmond would be required to comply with NPDES permit requirements to ensure discharges would not exceed the Regional Water Quality Control Board wastewater treatment requirements. Although development under the General Plan and proposed project could require the construction or expansion of wastewater treatment facilities or collection systems that could cause significant and

unavoidable environmental impacts, Mitigation Measure 3.14-3 would reduce impacts to the extent feasible. As was identified in the 2012 EIR, this impact would be significant and unavoidable even with mitigation. Lastly, consistent with analysis in the 2012 EIR, implementation of the proposed FBC would have a less than significant impact on solid waste disposal as there would be sufficient landfill capacity to accommodate an increased demand.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to utilities and service systems than were identified in the 2012 EIR. None of the conditions listed in CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation 3.13-3 from the 2012 EIR would continue to apply to future development under the proposed project, and no new mitigation measures are necessary.

5.20 Wildfire

Impacts Identified in the 2012 EIR

Since Wildfire was added to the *CEQA Guidelines* as a separate environmental issue area after certification of the 2012 EIR, it does not include a chapter or section dedicated to analysis of impacts to wildfire. However, impacts associated with wildland fire were discussed in Section 3.12, *Public Services,* of the 2012 EIR. As discussed in that section, implementation of the General Plan would involve construction and operation of land uses in areas that are surrounded by urban land uses that are not mixed with or adjacent to wildlands and would not be exposed to an increased risk of wildfires. Therefore, impacts would be less than significant.

Impacts of the Proposed Project

Recent changes to the *CEQA Guidelines* have added additional checklist questions related to wildfire hazards to Appendix G of the *CEQA Guidelines.* Therefore, additional discussion related to wildfire hazards is provided herein to supplement the 2012 EIR. Wildfires are of particular concern in areas designated as a Very High Fire Hazard Severity Zone (VHFHSZ). The areas where the FBC would apply are not located within or adjacent to land classified as a VHFHSZ (CAL FIRE 2009 and 2020).

In addition, the project may have a significant impact if, due to slope, prevailing winds, and other factors, the project would exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. The areas where the FBC would apply are not near wildlands. Although the areas are in an urbanized area and surrounded by development, heavy duty equipment used during project construction may produce sparks that could ignite local site-specific vegetation. Development under the FBC would be required to comply with requirements related to construction equipment and fire suppressant (such as California Public Resources Code Section 4442). Therefore, with compliance with applicable State requirements, the project would not exacerbate wildfire risk and impacts would be less than significant.

The project may have a significant impact if it would require the installation of associated infrastructure that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment. Development under the FBC would be infill development, and current buildings in the

area are currently served by existing roads, emergency water sources, power lines, and utilities. Although utility trenching may occur to assure adequate service to new buildings, no extensions beyond the project site into areas of wildfire concern would occur. Therefore, the project would not result in the installation of associated infrastructure that could otherwise exacerbate fire risk or result in temporary or ongoing impacts to the environment, and the project would have no impact.

Finally, the proposed project may have a significant impact if it would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The areas where the FBC would apply are not immediately downslope from naturally vegetated hillsides and are not located in a designated flood zone. The proposed project's urban location and compliance with applicable regulatory requirements would not expose people or structures to significant downslope or downstream flooding or landslide risks resulting from runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect wildfire than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

6 Conclusion

The City of Richmond, acting as the lead agency, determined that an addendum is the appropriate environmental document under CEQA because the proposed project would not require revisions to the adopted General Plan's EIR due to the involvement of new significant environmental effects or substantial increases in the severity of significant effects previously identified in the General Plan Update EIR.

There are no changed circumstances or new information that meets the standards for requiring further environmental review under CEQA Guidelines Section 15162. Thus, these circumstances and information would not result in new or more severe impacts beyond what were addressed in the General Plan Final EIR and would not meet any other standards under CEQA Guidelines Section 15162(a)(3). No additional analysis is required based on the following findings.

First, as addressed in the analysis, for any given parcel within the project area, the proposed FBC would not allow increased building area or height compared to what is currently allowed under the General Plan for that parcel. The proposed project would not result in new or more severe impacts beyond what was addressed in the 2012 EIR.

Second, the City is not aware of any substantial changes in the circumstances that would cause a new significant impact or substantially increase the severity of a previously identified significant impact requiring major revisions to the General Plan EIR (State CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions in the City of Richmond not contemplated and analyzed in the General Plan EIR that would result in new or substantially more severe environmental impacts.

Third, as documented in Section 3, there is no new information of substantial importance (which was not known or could not have been known at the time of the General Plan adoption in October 2003) that identifies: a new significant impact (condition "A" under State CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" State CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the General Plan; or mitigation measures or alternatives that are considerably different from those analyzed in the General Plan EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" State CEQA Guidelines Section 15162[a][3]). In sum, none of the "new information" conditions listed in the State CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a subsequent or supplemental EIR.

State CEQA Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is therefore appropriate because, as explained above, none of the conditions calling for preparation of a subsequent EIR have occurred.

7 References

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7.2 List of Preparers

Rincon Consultants, Inc. prepared this addendum under contract to the City of Richmond. Persons and firms involved in data gathering, analysis, project management, and quality control include the following:

Rincon Consultants, Inc.

Abe Leider, AICP CEP, Principal-in-Charge
Karly Kaufman, MESM, Project Manager
Nichole Yee, Environmental Planner
Audrey Brown, GIS Specialist

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Appendix A

Vehicle Miles Traveled Analysis

FEHR PEERS

Memorandum

Date: May 24, 2022

To: Drew Finke, Opticos Design
Karly Kaufman, Rincon Consultants, Inc.

From: Sam Tabibnia, Fehr & Peers

Subject: Richmond Livable Corridors Form-Based Code Addendum – VMT Analysis

OK20-0385

This memorandum presents the vehicle miles traveled (VMT) analysis completed for the proposed Richmond Livable Corridors Form-Based Code (FBC) project in support of the addendum under preparation for the project. The memorandum starts by discussing the need for a VMT assessment in relation to the City's General Plan EIR, and then presents the existing VMT metrics in the project area, followed by regulatory background for VMT assessment, and concludes by presenting an analysis of the project impact on VMT including methodology and assumptions.

Tiering from the City's General Plan EIR

VMT has long been used as a metric for measuring air quality and greenhouse gas (GHG) impacts in California. The *City of Richmond General Plan 2030 EIR*, certified in 2012, evaluated the air quality and GHG impacts associated with potential VMT changes resulting from the General Plan Project. The adoption of VMT as a new metric for the measurement of transportation impacts under CEQA does not constitute new significant information, because VMT associated with the project was already disclosed and evaluated in the General Plan EIR.

Furthermore, an addendum is not required to consider new impact areas added to CEQA after the underlying EIR was certified. See *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320 (adoption of new guidelines for GHG evaluation was not significant new information requiring further CEQA review because GHG emissions were known information and could have been addressed in the original EIR); *Fort Mojave Indian Tribe v. Dept. of Health Servs.*

(1995) 38 Cal.App.4th 1574, 1605 (new critical habitat regulation was not significant new information because impacts to the species had already been addressed in original EIR.).

The General Plan EIR's discussion of VMT makes clear that VMT was a clearly understood metric for measuring air quality and GHG impacts at the time the EIR was certified. Thus, no new analysis of VMT to address the project's impacts on transportation and traffic is required. However, to present a conservative analysis, the remainder of this memorandum presents the impacts of the project on VMT consistent with the State, County, and City requirements.

Existing Conditions

One performance measure used to quantify automobile travel is VMT, which refers to the amount of automobile travel attributable to a project as well as the distance traveled. In 2013, Governor Brown signed Senate Bill (SB) 743, which added Public Resources Code Section 21099 to the California Environmental Quality Act (CEQA). Public Resources Code Section 21099 changes the way transportation impacts are analyzed in CEQA documents, and aligns local environmental review methodologies with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl, and reduce VMT in California.

Increased VMT leads to various direct and indirect impacts on the environment and human health. Among other effects, increased VMT on the roadway network leads to increased emissions of air pollutants, including GHGs, and increased energy consumption. The transportation sector is associated with more GHG emissions than any other sector in California. As documented in the City's Climate Action Plan (Richmond, 2016), about 39 percent of Richmond's GHG emissions were produced by motor vehicles in 2012. Reducing VMT is one of the most effective means for reducing the City's GHG emissions.

VMT is typically an output from travel demand models. Its calculation is based on the estimated number of vehicles multiplied by the distance traveled by each vehicle. This analysis uses the following VMT metrics:

- **Household VMT per capita,** which measures all the VMT by motor vehicle on a typical weekday associated with a residential use, such as trips to work, school, or shop, and divides that VMT by the number of residents in the project area. Household VMT is also referred to as home-based VMT.
- **Commute VMT per worker,** which measures all of the worker commute VMT by a motor vehicle on a typical weekday between homes and workplaces and divides that VMT by the

number of workers in the project area. Commute VMT is also referred to as home-work or home-based work VMT.

- **Total VMT per service population,** which measures all of the VMT of all vehicle trips, vehicle types, and trip purposes for all of the project area, and divides that total VMT by the service population (i.e., sum of residents and workers) in the project area.

This analysis uses the Contra Costa Transportation Authority (CCTA) Countywide Travel Demand Model (CCTA Model) to estimate VMT. The CCTA Model includes data from 2020, which represents pre-pandemic conditions; therefore, the model approximates existing conditions. The VMT estimate accounts for all the VMT generated by the project area within the Nine County Bay Area region. **Table 1** presents the existing VMT efficiency metrics (i.e., per capita, per worker, or per service population) for the project area and compares them to the citywide, countywide, and regionwide averages based on the CCTA Model results for the year 2020. The existing (2020) VMT efficiency metrics for the project area are lower that the citywide, countywide, and regionwide averages.

Table 1: Existing (2020) VMT Summary

Geography	Average Household VMT per Capita	Average Commute VMT per Worker	Average Total VMT per Service Population
Project Area	8.9	14.1	18.9
City of Richmond	10.4	15.5	23.0
Contra Costa County	17.3	14.9	30.0
Bay Area Region	13.3	15.6	26.2

Source: Fehr & Peers based on the results of the CCTA Travel Demand Model for the year 2020, 2022.

Regulatory Setting

The State, County, and City requirements regarding analysis of land use projects impact on VMT are discussed below.

Senate Bill 743

Passed in 2013, SB 743 started a process that changed the way transportation impact analysis is conducted as part of CEQA compliance. With these changes, automobile delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion are no longer the basis for determining significant impacts under CEQA. According to SB 743, these changes are intended to "more appropriately balance the needs of congestion management with statewide

goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

In December 2018, the Natural Resources Agency finalized updates to Section 15064.3 of the CEQA Guidelines, including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and as of July 1, 2020 are now in effect statewide.

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric.

Contra Costa Transportation Authority

Consistent with SB 743 requirements and OPR guidelines, in July 2020 CCTA published the *VMT Analysis Methodology for Land Use Projects in Contra Costa GMTF Review Draft*, to describe CCTA's recommended methodology for evaluating VMT for land use projects in CEQA documents. The document provides thresholds of significance for projects of different types and a methodology for estimating VMT that jurisdictions in Contra Costa County are required to follow in order to be consistent with CCTA's Growth Management Program (GMP).

City of Richmond

On February 4, 2021, the Richmond City Council adopted the VMT screening criteria, thresholds of significance, and VMT estimation methodologies as published by CCTA in July 2020 (described above), and consistent with SB 743 requirements and OPR guidelines.

On February 4, 2021, the Richmond City Council also adopted changes to the City's Transportation Demand Management (TDM) Ordinance (Article 15.04.612 of the City of Richmond Municipal Code), which requires multi-unit residential developments of ten or more units and nonresidential developments of 10,000 or more square feet to develop and implement a TDM Plan to the extent feasible reduce the development's vehicle trip generation to 15 percent below the standard rates as published in the latest edition of the Institute of Transportation Engineers' *Trip Generation Manual*, and/or to ensure that the VMT per resident or worker for the development is below the citywide average.

Impact Analysis

The methodology and assumptions used for evaluating the VMT impacts of the project as well as the VMT results are presented below.

VMT Estimation

This analysis uses the CCTA Model to estimate VMT efficiency metrics. Travel demand models represent neighborhoods in transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis and other planning purposes. The CCTA Model includes approximately 138 TAZs in Richmond, which vary in size from a few blocks in the areas around the main corridors such as Cutting Boulevard and San Pablo Avenue and surrounding the Richmond BART Station to larger geographic areas farther away. The project area, which is defined as the TAZs were the proposed FBC would change land uses, fully or partially encompasses 48 TAZs.

The CCTA Model uses various socio-economic variables, such as number of households and residents by household type, number of jobs by employment category at a TAZ level and transportation system assumptions such as type of roadway, number of lanes, major bicycle and pedestrian facilities, transit service capacity and frequency to forecast various travel characteristics, such as daily and peak-hour travel volumes and VMT.

The CCTA Model uses a four-step modeling process that looks at trip generation, trip distribution, mode split, and trip assignment. This process accounts for changes in travel patterns due to future growth and expected changes in the transportation network. The CCTA Model assigns all predicted trips within, across, to, or from the nine-county San Francisco Bay Area region to the roadway network and transit system by mode (i.e., single-occupant or carpool vehicle, biking, walking, or transit) and transit carrier (i.e., bus, rail) for a given scenario. The VMT generated by each TAZ can be estimated by tracking the number of trips and the length of each trip generated by the TAZ.

The CCTA Model version released in April 2019, which incorporates land use data and transportation network improvements consistent with *Plan Bay Area 2040* (i.e., the Sustainable Communities Strategy)[1], was used to develop VMT estimates because it is currently the best

[1] Although MTC adopted *Plan Bay Area 2050* in October 2021, this analysis relies on *Plan Bay Area 2040* because CCTA Model, which is used to estimate the VMT metrics for this project, is based on *Plan Bay Area 2040* and updated to reflect *Plan Bay Area 2050* are not expected for several years.

available tool for estimating VMT metrics in Contra Costa County. VMT metrics are developed for the following scenarios:

- **Baseline (2020) Conditions** – This scenario represents the land uses and transportation network within and outside of the project area under existing (2020) conditions.
- **2040 Plus Project Buildout Conditions** – This scenario assumes the buildout of the proposed project within the project area, and the *Plan Bay Area 2040* assumptions outside of the project area. Regional planned transportation improvements include funded and approved transportation improvements as documented in the Plan Bay Area 2040 and included in the CCTA Travel Demand Model.

As a regional planning tool, the CCTA Model was developed through an extensive model validation process. The model is intended to replicate existing vehicular travel behavior, and can provide a reasonable estimate of VMT generated in various geographic areas on a typical weekday. It can also estimate future VMT that reflects planned local and regional land use and transportation system changes. As a result, the CCTA Model was used to estimate the VMT and the VMT efficiency metrics under 2020 and 2040 conditions.

The VMT and VMT efficiency metrics estimated by the CCTA Model are somewhat conservative because the CCTA Model is a regional travel demand model and only accounts for the built environment variables to which the model is sensitive. As such, the FBC policies supporting variables the model is not sensitive to (such as presence of bicycle and pedestrian facilities, limited parking supply, and TDM measures) may not be reflected in these VMT estimates.

Thresholds of Significance

Per City of Richmond's adopted thresholds of significance for evaluating VMT impacts and consistent with OPR and CCTA guidelines, this analysis uses the following thresholds of significance to determine if the proposed project would cause a significant impact on VMT:

- For residential uses, the implementation of the proposed project would result in a significant impact if it would result in the average household VMT per capita to be higher than 85% of the existing average household VMT per capita in Richmond or Contra Costa County, whichever is less stringent.
- For employment generating uses, the implementation of the proposed project would result in a significant impact if it would result in the average commute VMT per worker to be higher than 85% of the existing average commute VMT per worker in Richmond or Bay Area Region, whichever is less stringent.
- For retail and other uses, the implementation of the proposed project would result in a significant impact if it would result in the average total VMT per service population to be

higher than 85% of the existing average total VMT per service population in Richmond or Contra Costa County, whichever is less stringent.

As previously shown in Table 1, the average household VMT per capita and the average total VMT per service population for Contra Costa County, and the average commute VMT per worker for the Bay Area region are the less stringent metrics and per the CCTA guidelines, are used as the thresholds of significance in this analysis.

Project VMT Metrics

Table 2 summarizes the VMT efficiency metrics listed above for the Baseline (2020) conditions in the project area and Project Buildout (2040) Conditions as estimated by the CCTA Model. The table also compares the VMT efficiency metrics for the project area with the appropriate baseline averages and a VMT 85 percent of the baseline averages (Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker), which are the threshold used to determine the significance of the VMT impact.

Table 2: Project VMT Metrics

Geography	Average Household VMT per Capita	Average Commute VMT per Worker	Average Total VMT per Service Population
Project Area			
Baseline (2020)	8.9	14.1	18.9
Project Buildout (2040) [1]	7.3	13.9	16.6
Baseline Average [2]	17.3	15.6	30.0
85% of Baseline Average (Threshold of Significance)	14.7	13.2	25.5
Above the threshold of significance?	No	No[3]	No

Notes:
1. Buildout of the project, which represents an additional 5,151 residential units (16,483 residents) and 5,294 jobs (2,212,543 square feet of space).
2. Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker.
3. Based on the results of the CCTA Model, the average commute VMT per worker is estimated to be 13.8 under Project Buildout (2040) conditions. However, the CCTA Model does not account for TDM strategies that future developments are required to implement. It is estimated that TDM strategies would reduce the average commute VMT per worker by at least five percent to below the threshold of significance.

Source: Fehr & Peers based on the results of the CCTA Travel Demand Model, 2022.

The effects of the project on the three VMT metrics is described below:

Household VMT per Capita

As shown in Table 2, the implementation of the proposed project would reduce the household VMT per capita in the project area from 8.9 under Baseline (2020) conditions to 7.3 under Project Buildout (2040) conditions, which would be below the threshold of significance of 14.7 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the household VMT per capita in the project area because it would locate additional housing and increase the mix of uses in a transit-rich and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips.

Commute VMT per Worker

The implementation of the proposed project would reduce the commute VMT per worker in the project area from 14.1 under Baseline (2020) conditions to 13.9 under Project Buildout (2040) conditions. Although the project would reduce the commute VMT per worker in the project area, it would remain above the threshold of significance of 13.2 (85 percent of the baseline Bay Area regional average) by about five percent, according to the CCTA Model. As described above, the VMT estimated by the CCTA Model only accounts for build-environment variables, and does not account for TDM measures that future developments are required to implement.

As stated above, the City has a TDM ordinance which requires multi-unit residential developments of ten or more units and nonresidential developments of 10,000 or more square feet to develop and implement a TDM Plan to reduce automobile trips and VMT to the extent feasible. Most future developments in the project area would be subject to this TDM ordinance. However, the specific TDM measures that future developments would implement are not known at this time. **Table 3** summarizes the potential VMT reducing strategies that future developments can implement to reduce the commute VMT per worker. Table 3 also presents the effectiveness range of each strategy based on research compiled in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (California Air Pollution Control Officers Association [CAPCOA], December 2021). The CAPCOA report is a resource for local agencies to quantify the benefit, in terms of reduced travel demand and VMT, of implementing various TDM strategies.

Furthermore, individual developments that are above the VMT threshold could potentially contribute to future VMT mitigation fee programs, banks, or exchanges. No regional VMT mitigation programs currently exist; however, the CCTA is currently evaluating different mitigation program frameworks which may lead to a Countywide or regional VMT mitigation program. Should such a program be implemented, development projects could potentially pay into a fee program or purchase mitigation credits to achieve needed VMT mitigation instead of, or in addition to, onsite TDM measures.

Table 3: Summary of VMT Reduction Strategies

Strategy	Description	Range of Potential VMT Reduction[1]
Implement ride-sharing program	This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants, which depends on the ultimate building tenants.	Up to 8%
Subsidize or discount transit passes	This strategy reduces the need to use a vehicle by incentivizing individuals to use transit for their daily commute. This strategy depends on the ultimate building tenants.	Up to 5%
Price and manage parking	Parking management strategies focus on the management of parking to influence vehicle travel. Free and ubiquitous parking supply tends to increase vehicle use while reducing parking supply and pricing spaces can help reduce vehicle travel. A reduction in parking supply, as required by the FBC, can incentivize infill development and higher density development by reducing the cost of building parking spaces.	Up to 20%
Mandatory Commute trip reduction program	Implementing a mandatory Commute Trip Reduction (CTR) program with rigorous monitoring requirements can disincentive single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Up to 26%
End-of-trip bicycle facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle.	Up to 4%
Employer-sponsored vanpool	Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting.	Up to 20%

Notes:
1. Based on *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (CAPCOA, December 2021).

Source: Fehr & Peers, 2022.

The effectiveness of TDM programs in reducing vehicle trips and VMT would depend on characteristics of individual developments and the specific TDM strategies implemented at each site. Although these details not known at this time, future development projects are expected to implement a suite of TDM measures that would reduce each project's VMT to comply with the City's TDM Ordinance.

Considering the effectiveness range of the TDM strategies described above and the City's requirement for future developments to implement TDM plans, it is assumed that the implementation of the selected measures at future developments combined can reduce the average commute VMT per worker for the project area by at least five percent to below the threshold of significance (85 percent of the baseline Bay Area regional average). Thus, the impact of the proposed project on commute VMT per worker is less-than-significant.

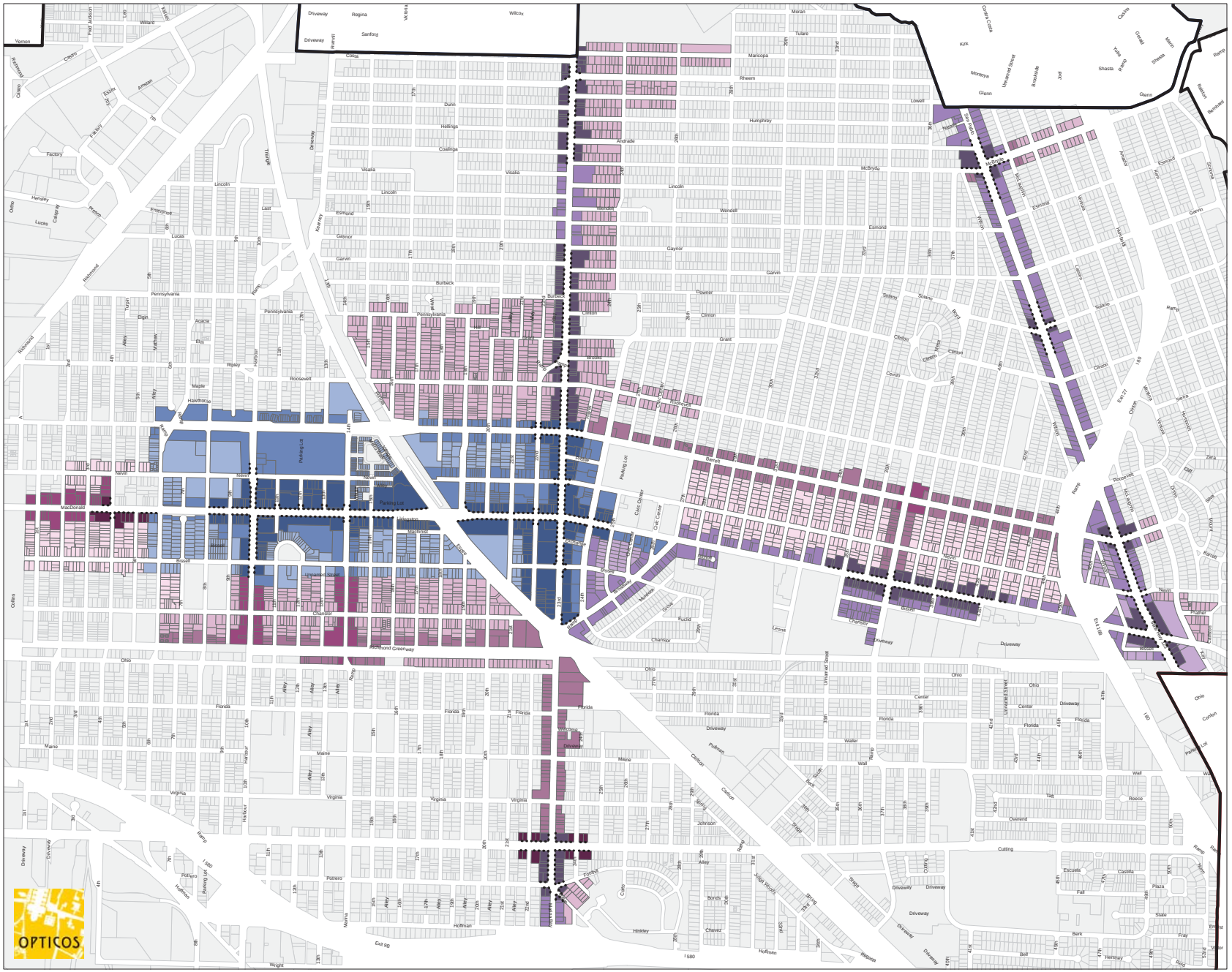
Total VMT per Service Population

For total VMT per service population, the implementation of the proposed project would reduce the total VMT per service population from 18.9 under Baseline (2020) conditions to 16.6 under Project Buildout (2040) conditions, which would be below the threshold of significance of 25.5 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the total VMT per service population in the project area because it would locate a variety of uses in a mixed-use, transit-rich, and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips.

Cumulative VMT Analysis

According to the CCTA Guidance, a cumulative analysis is only required if the project-level impact is found to be significant. Since the project-level impact is less-than-significant, as described above, no cumulative analysis is prepared for the project.

EXHIBIT B



Transect Zones

Richmond, CA

Feet
0 500 1,000 2,000

N

Legend

- T4N-30
- T4N-35
- T4N-O
- T4MS-O
- T4MS
- T5N-55
- T5MS-O
- T5MS
- T5N-135
- T5C-O
- T5C

0' Build-To Line Required with Shopfront Frontage When mapped on parcels with T5C or T5C-O, non-residential use (active use) required on ground floor along public frontage. Residential use allowed behind as per 15.04.402.070 Land Use Table.

EXHIBIT C

Richmond Livable Corridors Form-Based Code Project

Addendum to the City of Richmond General Plan 2030 Environmental Impact Report

SCH #2008022018

prepared by

City of Richmond
Community Development Department
450 Civic Center Plaza, 2nd Floor
Richmond, California 94804
Roberta Feliciano, Senior Planner, (510) 620-6662

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

May 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

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Appendices

Appendix A Vehicle Miles Traveled Analysis

1 Introduction

This document is an addendum to the *City of Richmond General Plan 2030 Final Environmental Impact Report (EIR)* (State Clearinghouse #2008022018), which was certified by the City of Richmond City Council in April 2012 ("2012 EIR"). This addendum addresses the proposed Richmond Livable Corridors Form-Based Code (FBC) project ("proposed project"). The proposed project would implement the City's 2030 General Plan by adopting an FBC and other updates to the City's zoning and subdivision regulations to encourage mixed-use and residential infill development and improve the public realm along major corridors.

In accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, codified in Sections 15000 et seq. of Title 14 of the California Code of Regulations, a lead agency must prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Under Section 15162(a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase previously identified significant impacts.

The addendum does not need to be circulated for public review but can be included in or attached to the final EIR (Section 15164(c)). The decision-making body must consider the addendum with the final EIR prior to making a decision on the project (Section 15164(d)). A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162, supported by substantial evidence, should be included in the addendum, the lead agency's findings on the project, or elsewhere in the record (Section 15164(e)). A discussion on this topic can be found in Section 4, Decision Not to Prepare a Subsequent Environmental Impact Report, of this addendum.

This addendum has been prepared in accordance with relevant provisions of CEQA (California Public Resources Code Section 21000, *et seq.*) and the *CEQA Guidelines*. It describes the proposed project and compares its impacts to those identified in the 2012 General Plan EIR. The analysis demonstrates that the proposed project does not require the preparation of a subsequent or supplemental EIR.

2 Background

This section provides an overview of the 2030 General Plan and its EIR to provide context for this addendum.

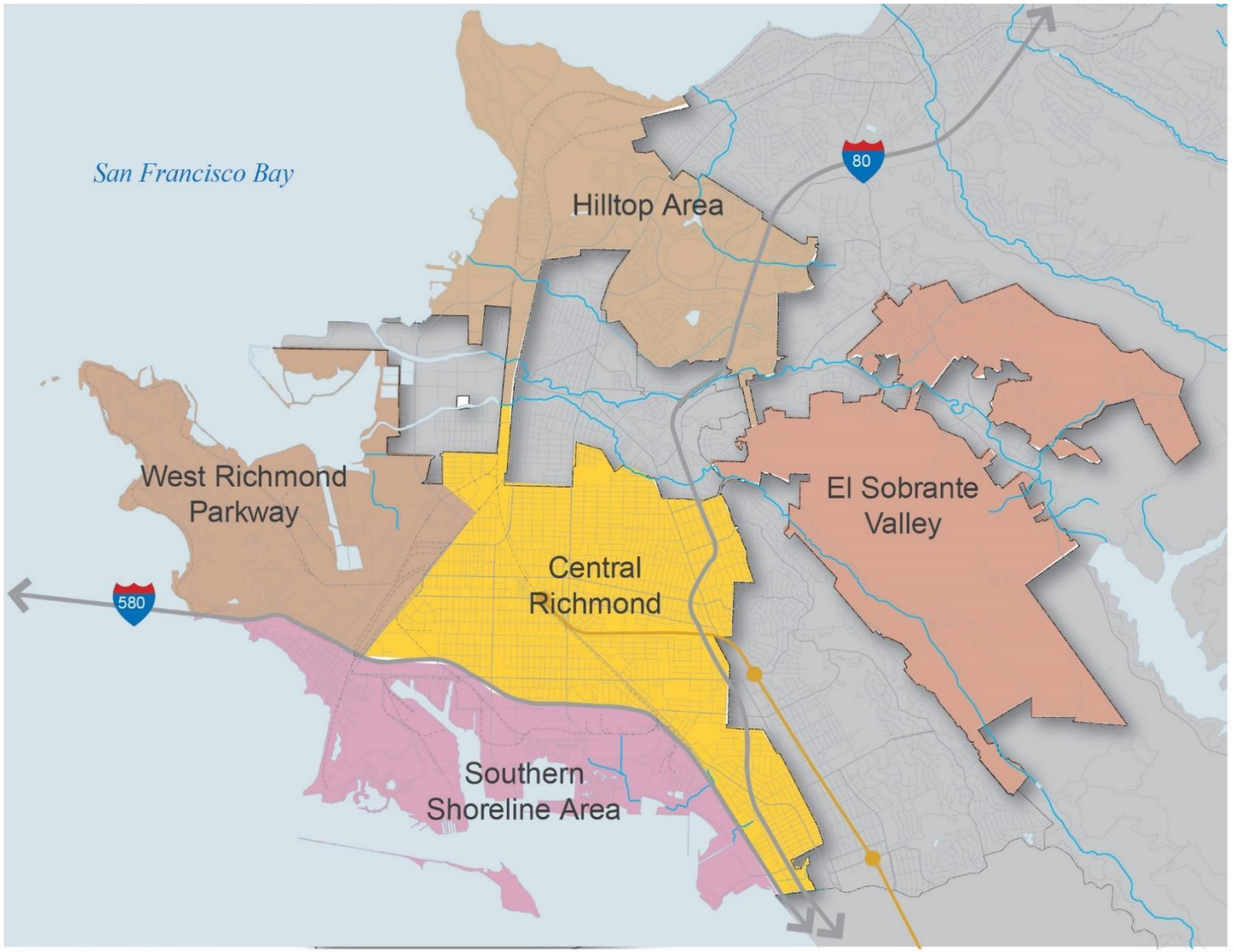
2.1 2030 General Plan

On April 25, 2012, the City Council of the City of Richmond (City) approved the Richmond General Plan 2030. The City's General Plan 2030 provides goals, policies, and programs intending to guide development in the City for 20 years through the planning horizon year of 2030. The General Plan includes 15 elements, including Economic Development; Education and Human Services; Land Use and Urban Design; Circulation; Community Facilities and Infrastructure; Housing; Conservation, Natural Resources, and Open Space; Energy and Climate Change; Growth Management; Parks and Recreation; Community Health and Wellness; Public Safety and Noise; Arts and Culture; Historic Resources; and National Historical Park, which comprise those General Plan elements required by State law (Land Use, Circulation, Housing, Open Space, Conservation, Noise, and Safety), as well as seven additional elements. The General Plan includes the following main objectives:

- Present strategies and specific implementing actions to achieve the community's overarching vision and long-term goals;
- Establish a basis for determining whether specific development proposals and public projects align with the community's vision and long-term goals;
- Empower City departments, other public agencies, and private developers to design projects that will enhance community character and sustain and improve quality of life in accordance with particular values and principles defined in the General Plan;
- Provide a basis for developing more detailed plans and implementing programs such as the Zoning Ordinance, capital improvement plans, facilities plans, community needs assessments, and specific plans; and
- Guide public agencies that work with the City, such as school districts, regional boards, or state agencies, as well as private investors, as they contemplate future actions in the area.

Richmond's City limits cover a geographically dispersed area that stretches from the San Francisco and San Pablo bays to the San Pablo and Sobrante ridges. For purposes of the General Plan, the City is organized into five planning areas: Central Richmond; Hilltop; El Sobrante Valley; Southern Shoreline; and West Richmond Parkway. Figure 1 shows the boundaries of the planning areas identified in the General Plan, which algin with the boundaries of the City of Richmond.

Figure 1 General Plan Boundaries



Source: Richmond General Plan, 2009.

2.2 2030 General Plan EIR

The City Council certified the EIR for the General Plan ("2012 EIR") when the General Plan was adopted in April 2012. The 2012 EIR evaluated potential environmental consequences associated with the General Plan, focusing in depth on the following environmental issue areas:

- Land Use Consistency and Compatibility
- Demographics
- Air Quality
- Biological Resources
- Climate Change
- Cultural Resources
- Geology, Soils, and Minerals
- Hazards, Public Safety, and Flooding
- Hydrology and Water Quality
- Noise
- Parks and Recreation
- Public Services
- Public Utilities
- Transportation and Circulation
- Visual Resources

The 2012 EIR found that the General Plan's goals, policies, and programs as well as required mitigation measures would reduce most of the potential environmental impacts that would occur due to buildout of the General Plan. However, impacts related to air quality, cultural resources, climate change, noise, public utilities, transportation and circulation, and visual resources were determined to be significant and unavoidable. Accordingly, the City adopted a Statement of Overriding Considerations for these significant and unavoidable impacts as required under *CEQA Guidelines* Section 15093.

The analysis in the EIR was based on a projection that the 2030 General Plan could result in an increase in population of 30,147 and an additional 22,488 jobs. Overall, the General Plan projected an increase of 15,548 housing units, for a total housing supply in the City of 51,128 housing units by 2030.

2.3 Documents Incorporated by Reference

The General Plan Update Draft EIR and Final EIR evaluated impacts associated with the City's General Plan, including cumulative impacts associated with future development occurring under the General Plan. These documents, in their entirety, as well as the technical reports and appendices prepared in conjunction with the previous General Plan DEIR and FEIR, are incorporated by reference into this addendum. Technical document supporting the General Plan DEIR and FEIR and this addendum are available for review at the City of Richmond Planning and Building Services Department. The General Plan DEIR and FEIR are also available online at: https://www.ci.richmond.ca.us/2608/General-Plan-2030.

3 Proposed Richmond Livable Corridors Form-Based Code Project

The proposed project would involve adoption by the Richmond City Council of a Form-Based Code (FBC) for several of the city's commercial corridors and surrounding areas. Form-Based Codes are land development regulations that have an emphasis on high-quality public realms by using physical form (e.g., building massing, exterior design) as the organizing principle. Transect zones within the FBC differ from traditional zoning regulations because they primarily control physical form instead of allowed uses.

The FBC would be adopted as series 400 in Article 15 of the Richmond Municipal Code (RMC). The intent of the proposed FBC is to create walkable mixed-use neighborhoods, consistent with the intent of the City's General Plan.

3.1 Project Location

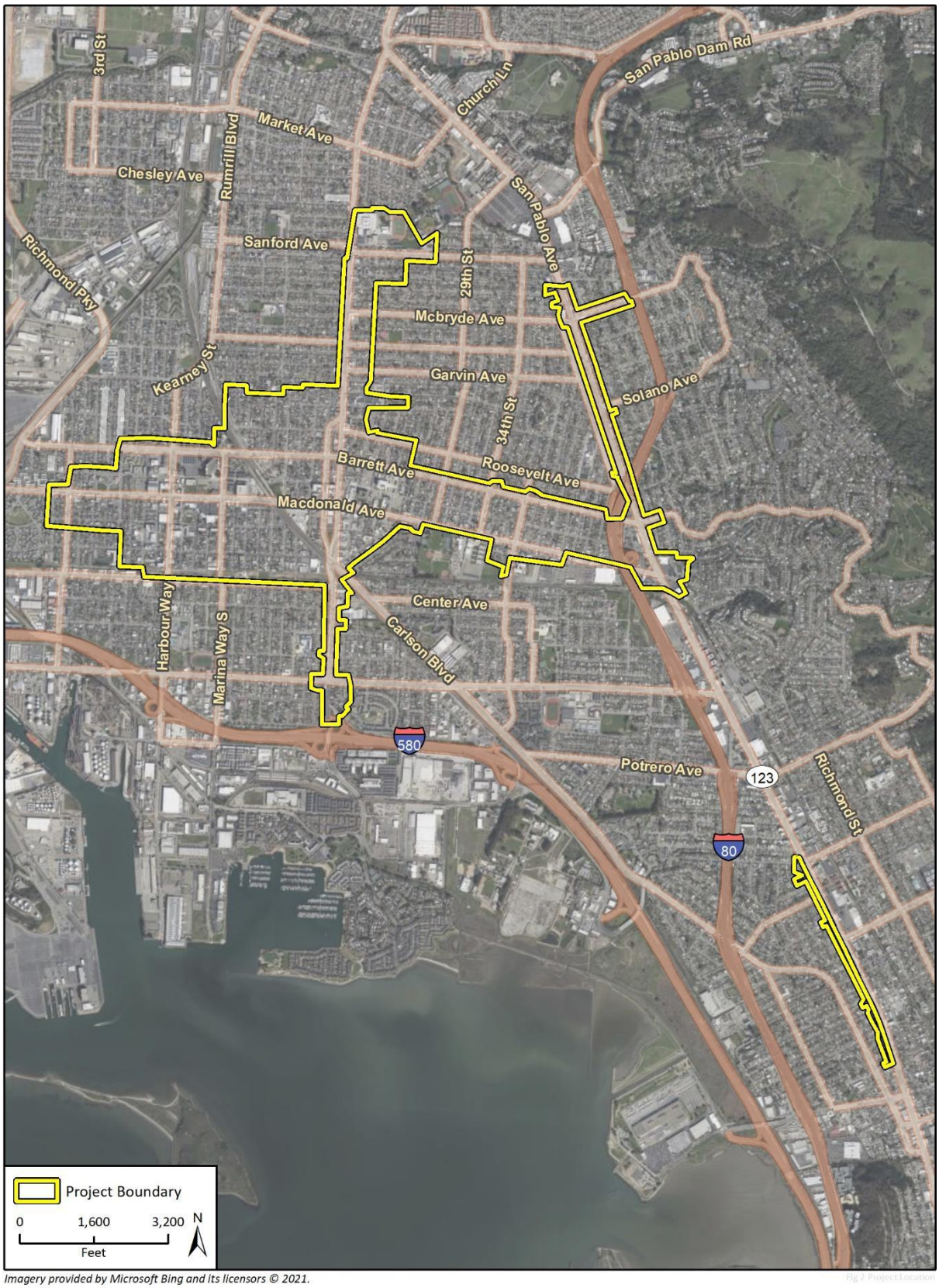
Figure 2 shows the project location, also referred to in this addendum as the project area, which is the area of the City in which the proposed FBC would apply. The proposed FBC would apply to parcels in two main areas within the City, which together comprise the project location. Both areas are located in Central Richmond along main commercial and residential corridors. One area includes parcels between South 2nd Street to the west, Interstate-580 to the south, Interstate-80 to the east, and Stanford Avenue to the north, including parcels along Barrett Avenue, Macdonald Avenue, San Pablo Avenue and 23rd Avenue. The other area includes parcels along San Pablo Avenue between Manila Avenue to the north and El Dorado Avenue to the south.

3.2 Components of the FBC

The proposed FBC includes the following components:

- The **Preamble**, which provides the overall intent of the FBC as it is applied within the City. The Preamble provides a definition of FBCs and an overview of transect zones, building types, and frontage types, which are regulated in other articles of the FBC.
- The **Transect Zones Article**, which includes information and standards for the transect zones. This article organizes dimensional standards for each zone (e.g., building placement, building form, parking placement and ratios, architectural styles, allowed frontages, and encroachments) with the allowed uses in each zone.
- The **Building Types Article,** which provides form standards for different building types, which supplement the standards found in the Transect Zones Article.
- The **Frontage Types Article**, which provides form standards for frontages, which supplement the standards found in the Transect Zones Article.
- The **Architectural Standards Article**, which provides standards for characteristic architectural styles, which supplement the standards found in the Transect Zones Article. This Article also provides additional standards for the treatment of building and frontage types found in the Building Types Article and the Frontage Types Article.

Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2021.

- The **General to Large Sites Article,** which includes standards and regulations for applicants proposing large infill and community-scaled plans, including standards for thoroughfare networks, connectivity, the development and location of civic and open spaces, and the design of blocks and lots. The standards are designed to promote the development of walkable places.

Additional detail on each of the FBC components is provided below.

3.3 Transect Zones

The Transect Zones Article of the proposed FBC provides regulatory standards governing building form and land use within each of the proposed transect zones. Transect Zones are based on the rural-to-urban transect, a spatial organizing principal designed to promote appropriate transitions between higher-intensity and lower-intensity zones. Zones are arranged primarily by intensity. For Richmond, the transect zones range from neighborhood zones, including low and medium residential areas, to the core transect zone, which includes higher density land uses in the downtown. Each transect zone would include different standards related to allowed uses and building form, including maximum building height, maximum and minimum setbacks, and required parking spaces. Building form, including size, massing, open space, frontages visible from the public right of way, and access, would be further regulated based on proposed building types (e.g., cottage, duplex, townhouse, multi-plex) explained further below.

Figure 3 provides an excerpt from the proposed FBC showing the identified Transect Zones, Figure 4 shows a map of the Transect Zones, and Table 1 summarizes the regulatory standards for each zone.

3.4 Building Types

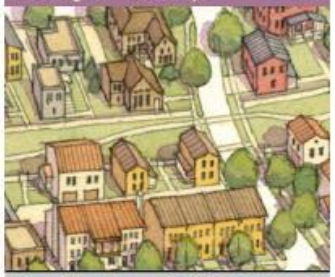
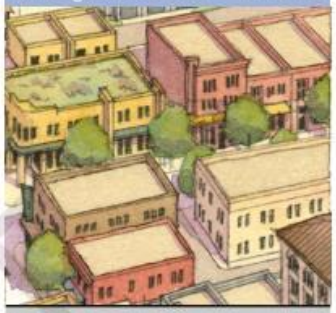
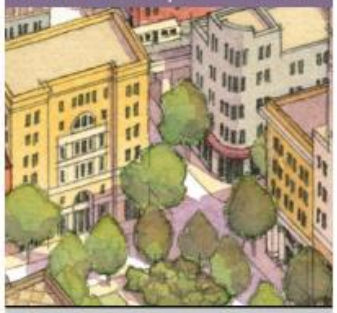
The Building Types Article of the proposed FBC sets standards applicable to the development of each building type. The building types include carriage house, detached house, cottage, bungalow court, duplex, rowhouse, multi-plex (small and large), stacked flats, courtyard building (small and large), live/work, main street building, mid-rise, and high-rise. The intent of the standards is to ensure development that reinforces walkability, relationships with the built environment, and the highly valued existing character and scale of Richmond's historic neighborhoods and downtown. The standards would apply to all proposed development within the Transect Zones.

Table 2 and Table 3 provide an overview of the building types and their respective development standards.

3.5 Architectural Standards

The Architectural Design Standards Article of the proposed FBC includes design standards for the six allowed architectural styles: Contemporary, Industrial, Main Street Classical, Art Deco, Spanish Revival, and Victorian. While architectural guidelines may be applied to non-FBC zones, the architectural standards in the Livable Corridors FBC would be regulatory. The standards address aspects of individual building design including roofs and roof pitch, eaves, cornices, walls, base of walls, dormers, openings and doors, storefronts, porches, and balconies. Each building proposed under the FBC would be required to be designed in compliance with one of the allowed architectural styles.

Figure 3 Summary of Transect Zones

T4 Neighborhood-30' T4N-30 T4 Neighborhood-35' T4N-35 T4 Neighborhood-Open T4N-O	T4 Main Street T4MS T4 Main Street-Open T4MS	T5 Neighborhood-55' T5N-55 T5 Neighborhood-135' T5N-135	T5 Main Street T5MS T5 Main Street-Open T5MS-O	T5 Core T5C T5 Core-Open T5C-O
				
Intent	**Intent**	**Intent**	**Intent**	**Intent**
To provide a walkable, predominantly single-family neighborhood that integrates appropriate medium-density building types such as duplexes, multiplexes, and bungalow courts within walking distance to transit and commercial areas.	To provide a vibrant main-street mixed-use environment that serves as the focal point for the surrounding neighborhood and provides access to day-to-day amenities within walking distance.	To provide medium- to high-density housing in building types such as multiplexes, courtyard buildings, and mid-rise buildings (high-rise buildings in some areas) that transition from the surrounding lower-density neighborhoods to the higher-density mixed-use neighborhoods.	To provide a vibrant, walkable urban main street commercial area that provides locally- and regionally-serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices.	To provide a high-density, vibrant, urban downtown that provides locally- and regionally-serving commercial, entertainment, and civic and public uses, as well as a variety of urban housing choices in main street mixed-use, mid-rise, and high-rise building types.
The open sub-zone provides the same building form but allows for a more diverse mix of uses.	The open sub-zone provides the same building form but allows for a more diverse mix of uses.	The sub-zones allow different height limits for different neighborhood contexts.	The open sub-zone allows for a more diverse mix of uses and building types.	The open sub-zone provides the same building form but allows for a more diverse mix of uses.
Desired Form	**Desired Form**	**Desired Form**	**Desired Form**	**Desired Form**
Detached or Attached	Attached	Detached or Attached	Attached	Attached
Narrow-to-Medium Lot Width	Simple Wall Plane along Street	Simple Wall Plane along Street	Simple Wall Plane along Street	Simple Wall Plane along Street
Small-to-Medium Footprint	Small-to-Large Footprint	Small-to-Large Footprint	Small-to-Large Footprint	Medium-to-Large Footprint
Small-to-Medium Front Setback	Buildings at ROW	Buildings at or close to ROW	Buildings at or close to ROW	Buildings at or close to ROW
Small-to-No Side Setback	Small-to-No Side Setback	Small-to-No Side Setback	No Side Setback	No Side Setback
Up to 30' (35' in some areas)	Up to 45'	Up to 55' (135' in some areas)	Up to 55'	Up to 135'
Elevated Ground Floor	Flush Ground Floor	Elevated Ground Floor	Flush Ground Floor	Flush Ground Floor
Diverse Mix of Residential Frontages	Primarily with Shopfronts	Stoops, Forecourts, and Dooryards	Primarily with Shopfronts	Primarily with Shopfronts
General Use	**General Use**	**General Use**	**General Use**	**General Use**
Primarily residential with some home occupation uses and neighborhood-supporting uses in ancillary buildings	Ground floor commercial that may have residential or additional commercial uses above or behind	Primarily residential with home occupation uses and neighborhood-supporting uses in ancillary buildings	Vertical Mixed Use: Commercial on the ground floor with residential or commercial uses on upper floors	Vertical Mixed Use: Commercial on the ground floor with residential or commercial uses on upper floors

DRAFT DRAFT

Figure 4 Map of Transect Zones

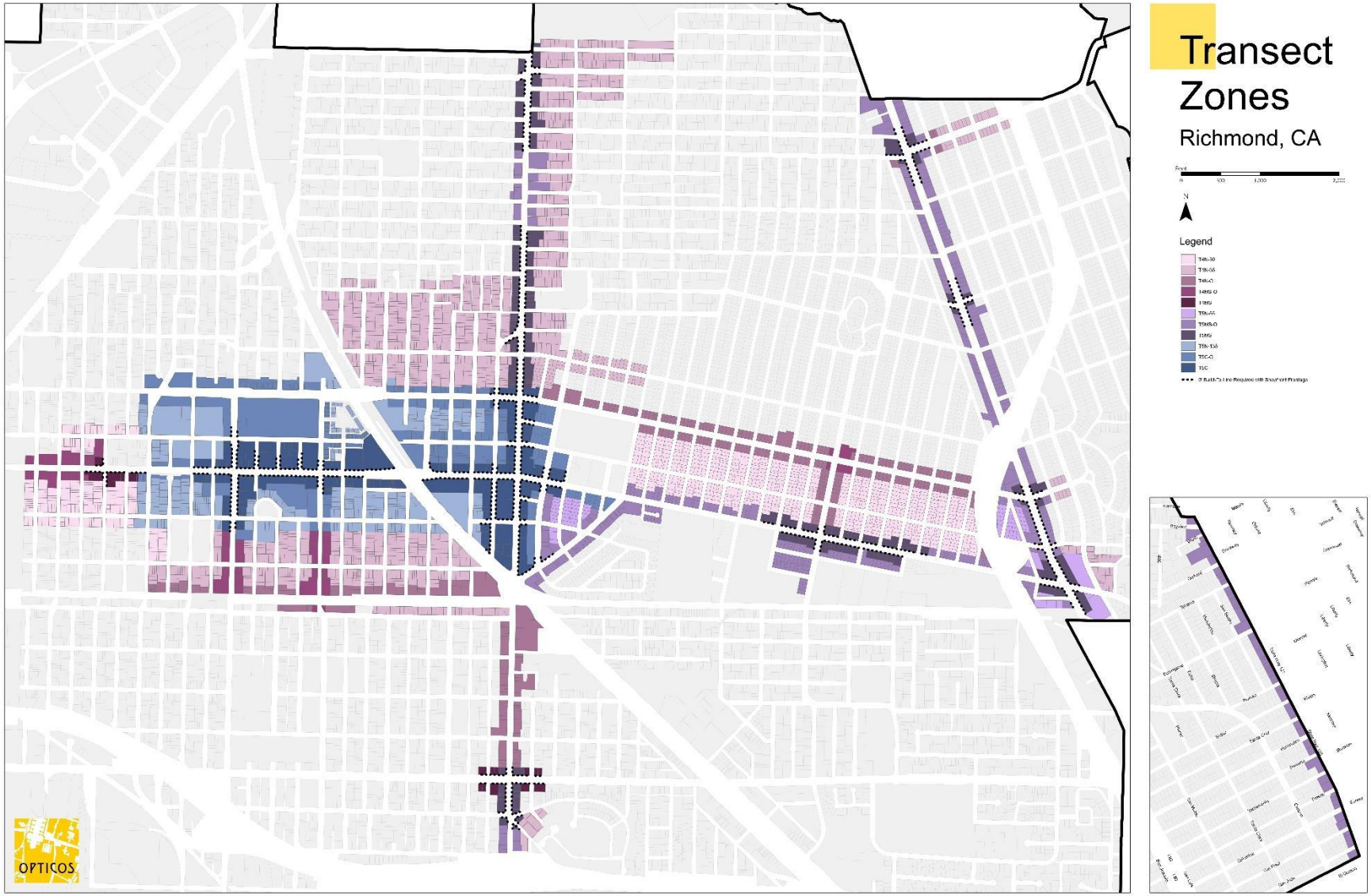


Table 1 Summary of Proposed Regulatory Standards for Each Transect Zone

	T4 Neighborhood (T4N)	T4 Main Street (T4MS)	T5 Neighborhood (T5N)	T5 Main Street (T5MS)	T5 Core (T5C)
Allowed Building Types					
Building Types	Carriage House (ADU) Detached House Cottage Bungalow Court Duplex Rowhouse Multi-Plex: Small Courtyard Building: Small	Carriage House (ADU) Cottage (ADU) Courtyard Building: Large Live/Work Main Street Building	Carriage House (ADU) Cottage (ADU) Rowhouse Multi-Plex: Small Multi-Plex: Large Stacked Flats Courtyard Building: Large Mid-Rise High-Rise	Carriage House (ADU) Rowhouse Multi-Plex: Small Multi-Plex: Large Stacked Flats Courtyard Building: Large Live/Work Main Street Building Mid-Rise	Rowhouse Multi-Plex: Small Multi-Plex: Large Stacked Flats Courtyard Building: Large Live/Work Main Street Building Mid-Rise High-Rise
Setbacks (Distance from ROW/Lot Line for Principal Building)					
Front	10 ft min, 15 ft max	0 ft min, 10 ft max	0 ft min, 15 ft max	0 ft min, 10 ft max	0 ft min, 10 ft max
Side Street	5 ft min, 10 ft max	0 ft min, 10 ft max	0 ft min, 15 ft max	0 ft min, 10 ft max	0 ft min, 10 ft max
Side	5 ft	0 ft	0 ft	0 ft	0 ft
Rear	5 ft	0 – 10 ft	0 – 5ft	0 – 10 ft	0 – 10 ft
Height (Principal Building)					
Stories	2.5 max.	4 max.	5 max., 12 max in T5N-135	5 max.	12 max.
Overall	30 ft max.; 35’ max in T4N-35 and T4N-O	45 ft max	55 ft max.; 135’ max in T5N-135	55 ft max.; 35’ for T5MS-O on San Pablo abutting RL2	135 ft max.
Parking (Required Spaces)					
Residential Uses	1/1,000 sf min.	1/1,000 sf min	1.25/unit max.	1.25/unit max.	1.25/unit max.
Lodging Uses	0.5/room min	1/room max	0.5/room min.	1/room max.	1/room max.
Retail or Service Uses	None specified	2/1,000 sf min.; none required for retail/ service under 5,000 sf	None required for retail/ service under 5,000 sf	2/1,000 sf min.; none required for retail/ service under 5,000 sf	2/1,000 sf min; none required for retail/ service under 5,000 sf
Architectural Styles					
Allowed architectural styles	Art Deco Contemporary Spanish Revival Victorian	Art Deco Contemporary Industrial Main Street Classical Spanish Revival Victorian	Art Deco Contemporary Spanish Revival Victorian	Art Deco Contemporary Main Street Classical Spanish Revival Victorian	Art Deco Contemporary Main Street Classical Spanish Revival Victorian

Notes: sf = square foot, ft = foot, ADU = Accessory Dwelling Unit

Table 2 Summary of Proposed Regulatory Standards for Carriage House, Detached House, Cottage, Bungalow Court, Duplex, Rowhouse, and Multi-Plex Building Types

	Carriage House	Detached House	Cottage	Bungalow Court	Duplex	Rowhouse	Multi-Plex: Small	Multi-Plex: Large
Description								
Description	Secondary structure typically located at the rear of the lot.	Medium-sized detached structure on a medium-sized lot.	Small, detached structure either occupying a small lot or built as an accessory dwelling unit	A series of small, detached structures, providing multiple units arranged to define a shared court	Small- to medium-sized structure that consists of two side-by-side units with a shared property line, both facing the street and with a single-building massing	Small- to medium- sized structure consisting of 3-8 rowhouses placed side-by-side and sharing a common party wall.	Medium-sized structure that consists of 3-6 side-by-side and/or stacked units, typically with one shared entry or individual entries along the front.	Medium- to large-sized structure that consists of 7-18 side-by-side and/or stacked units, typically with one shared entry.
Allowed Transect Zone	T4N, T4MS, T5N, T5MS	T4N	T4N, T4MS[1], T5N[1]	T4N	T4N	T4N, T5N, T5MS-O, T5C-O	T4N, T5N, T5MS-O, T5C-O	T5N, T5MS-O, T5C-O
Number of Units								
Units per building	1 max.	Multiple	Multiple	1 or 2 max	2 max.	Multiple	3 min.	7 min.
Buildings per lot	1 max.	1 max.	1 max.	3 min, 9 max	1 max	1 max	1 max.	1 max.
Main Body Massing/Footprint								
Width	36 ft max.	48 ft max.	36 ft max	32 ft max	48 ft max	18 ft min, 36 ft max	48 ft max	80 ft max
Depth	30 ft max.	N/A	N/A	24 ft max	N/A	N/A	48 ft max	75 ft max
Stories	2 max.	Per zone	1½ max.	1½ max.	Per zone	5 max.	3 max.	5 max.
Open Space								
Width	Determined by principal building on the lot	20 ft min.	15 ft min.	20 ft min.	15 ft per unit min.	8 ft min.	8 ft min.	10 ft min.
Depth		20 ft min.	15 ft min.	20 ft min.	15 ft per unit min.	8 ft min.	8 ft min.	10 ft min.
Area		500 sf min.	300 sf min.	400 sf min.	300 sf min.	100 sf min.	100 sf min.	200 sf min.

Notes: sf = square foot, ft = foot, N/A = not specified in the code

[1] Allowed when built as an Accessory Dwelling Unit

Table 3 Summary of Proposed Regulatory Standards for Stacked Flats, Courtyard, Live/Work, Main Street, Mid-Rise, and High-Rise Building Types

	Stacked Flats	Courtyard Building, Small	Courtyard Building, Large	Live/Work	Main Street Building	Mid-Rise	High-Rise
Description							
Description	Medium- to large-sized structure that consists of multiple units.	Detached, house-scale structure that consists of attached and/or stacked units, accessed from shared courtyard.	Detached or attached block-style structure that consists of attached and/or stacked units, accessed from one or more shared courtyards	Small- to medium-sized attached or detached structure that consists of one unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses.	Small- to medium-sized structure, typically attached, intended to provide a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses.	Medium- to large-sized structure, 4-8 stories tall, built on a large lot. It can incorporate a vertical mix of uses, accommodating ground-floor retail, service, and/or structured parking with the upper-floors housing service or residential uses.	Large-sized structure, more than 8 stories tall, built on a large lot that incorporates structured parking. It is used to provide a vertical mix of uses, with ground-floor retail or service uses and upper-floor commercial, service, or residential uses.
Allowed Transect Zone	T5N, TSMS-O, T5C-O	T4N	T4MS, T5N, T5MS, T5C	T4MS, T5MS, T5C	T4MS, T5MS, T5C	T5N, T5MS, T5C	T5N-135, T5C
Number of Units							
Units per building type	12 min.	Unrestricted	Unrestricted	N/A; must be Live-Work unit(s)	Unrestricted	Unrestricted	Unrestricted
Buildings per lot				1 max.			
Main Body Massing/Footprint							
Width	200 ft max.	100 ft max.	150 ft max	18 ft min, 36 max	150 ft max	250 ft max	300 ft max
Depth	200 ft max.	40 ft max.	40 ft max	N/A	150 ft max	250 ft max	300 ft max
Stories	8 max.	2 min; 2½ max.	2 min.; 5 max.	2 min.; 5 max.	8 max.	8 max.	9 min.
Open Space							
Width	20 ft min.	12 ft min.	12 ft min.	8 ft min	Private balconies	20 ft min.	Private balconies
Depth	40 ft min.	12 ft min.	12 ft min.	8 ft min		40 ft min.	
Area	50 sf/du min.	50 sf/du min.	50 sf/du min.	200 sf min.		N/A	

Notes: sf = square foot, ft = foot, N/A = not specified in the code

3.6 General to Large Sites

The General to Large Sites Article of the proposed FBC is intended to "generate a walkable environment through the establishment of new blocks and thoroughfares and to provide a set of civic space types and their associated standards to use within the transect zones." The standards would apply to all proposed development within the transect zones exceed two acres in size.

3.7 Projected Buildout under the FBC

For any given parcel within the project area, the proposed FBC would not allow increased building area or height compared to what is currently allowed under the General Plan for that parcel.

Based on an analysis of opportunity sites in the project area and taking into account the likelihood of redevelopment on these sites, the proposed project is assumed to involve a probable residential buildout of approximately 5,151 dwelling units and 2,212,543 square feet of non-residential space by year 2040.

Error! Not a valid bookmark self-reference. below provides a comparison of buildout under the General Plan, growth that has occurred since certification of the General Plan EIR in 2012, and anticipated buildout under the FBC. The 2012 EIR identified anticipated growth of 30,147 residents, 15,548 residential units, and 22,488 jobs between 2012 and 2030. Anticipated buildout under the proposed FBC would include approximately 16,483 residents, 5,151 residential units, and 5,294 jobs by year 2040. Given growth that has occurred since 2012, buildout under the FBC would be within the buildout anticipated under the General Plan and analyzed in the 2012 EIR.

Table 4 Project Buildout

	2011	2021	Growth between 2011 and 2021	Assumed General Plan Buildout	Total Year 2030	Proposed Project
Population (number of people)	104,792[1]	110,130[1]	5,338	30,147[6]	132,600[2]	16,483[3]
Housing (number of units)	39,377[1]	40,125[1]	748	15,548[6]	51,128	5,151
Employment (number of jobs)	40,660 [4]	46,500[5]	5,840	22,488 [6]	64,120[4]	5,294[7]

[1] California Department of Finance, E-5 Population and Housing Estimates (May 2021)

[2] General Plan Housing Element, Table 5.1

[3] Assuming approximately 3.2 persons per household, consistent with information provided by Fehr & Peers, 2021

[4] General Plan Housing Element Table 5.9 (data for year 2010)

[5] State of California Employment Development Department, 2021, Monthly Labor Force Data for Cities and Census Designated Places (CDP), April 2021

[6] General Plan EIR

[7] Assuming 2 jobs per 1,000 square feet (ksf) for retail, 3.3 job/ksf for office, and 1 job/ksf for industrial uses

4 Decision Not to Prepare a Subsequent Environmental Impact Report

As outlined in Section 15164 of the *CEQA Guidelines*, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in *CEQA Guidelines* Section 15162 calling for preparation of a subsequent EIR have occurred. The conditions described in Section 15162 include the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The impact analysis that follows demonstrates that the proposed zoning amendments to include the FBC in the RMC would not result in new, significant environmental impacts beyond those that have already been identified and characterized in the 2012 EIR, and that there are no substantial changes in the project or circumstances or substantially important new information that would cause the project to have significant new impacts or substantially increase previously identified significant impacts. None of the conditions described above in *CEQA Guidelines* Section 15162 that would call for preparation of a subsequent EIR have occurred or would occur as a result of the proposed project. Therefore, this addendum is the appropriate level of environmental documentation under CEQA. This addendum will be considered by the City decision-making body in its consideration of the proposed project.

5 Environmental Impacts

This addendum evaluates potential environmental impacts that could result from the proposed project in the context of/compared to the growth projects and impacts studied in the 2012 EIR. The existing environmental conditions in and around the project area are substantially the same under present conditions as described in the 2012 EIR. The analysis below provides updates where necessary to characterize potential impacts.

Appendix G of the *CEQA Guidelines* provides a checklist of environmental issue areas suggested for assessment in CEQA analyses. Since preparation of the 2012 EIR, revisions to the *CEQA Guidelines* have occurred to include environmental issue areas pertaining to energy, vehicle miles traveled (VMT), tribal cultural resources, and wildfire. To provide a thorough and conservative analysis of potential impacts associated with the proposed project, this addendum addresses the 20 environmental issue areas suggested by Appendix G of the 2021 *CEQA Guidelines*, listed below.

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Potential environmental impacts of the proposed project are analyzed to determine whether they are consistent with the impact analysis provided in the 2012 EIR, and whether additional mitigation measures are required to minimize or avoid further potential impacts. Where the following analysis identifies impacts, discussion of previously identified mitigation measures from the 2020 EIR and existing applicable policies and regulations are discussed, as relevant, with respect to mitigating potential impacts from the proposed project.

5.1 Aesthetics

Impacts Identified in the 2012 EIR

As discussed under Impact 3.15-1 in Section 3.15, *Visual Resources*, of the 2012 EIR (pages 3.15-1 through 3.15-20), development activities associated with the proposed General Plan could have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the city and its surroundings. The General Plan would allow development in some areas with a maximum height ranging from 55 feet to 135 feet. This new development could fully or partially obscure existing views of the shorelines and hillsides. In addition, the infill development expected under the General Plan could result in an adverse change in the existing visual character of the City. Moreover, the 2012 EIR concludes that while the RMC and General Plan provides standards

and policies related to view preservation, visual character, and project-specific development and design review, there is no guarantee that the scenic view impacts and visual character impacts would be eliminated or reduced to a less than significant level given the information available at the program level. The 2012 General Plan EIR concludes that there would be no feasible mitigation measures to reduce impacts, and impacts related to scenic vistas and visual character would be significant and unavoidable.

As discussed under Impact 3.15-1 in Section 3.15, *Visual Resources*, of the 2012 EIR, new development permitted under the proposed General Plan could create new sources of glare from paved surfaces, glare from reflective building surfaces, exterior building lighting, lighted recreation facilities (such as outdoor ball fields), new street lighting, parking lot lights, and headlights of vehicular traffic. To reduce impacts related to light and glare, the 2012 EIR identifies the mitigation measure below. However, even with implementation of the mitigation measure, the 2012 EIR concludes that impacts would be significant and unavoidable.

Mitigation Measure 3.15-2

a. All street lighting shall be directed downward and shielded to prevent light spill onto surrounding properties, sky glow, and glare.
b. The City shall restrict the use of high level outdoor lighting for new homes, particularly along the hillside ridges.
c. Landscaping shall be incorporated along internal roads and near off-site homes to reduce spill light emanating from vehicles and buildings.
d. The City shall require design review of any project containing reflective glass or metal building materials that exceed 50 percent of any building surface or the first three floors.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height beyond what is currently allowed under the General Plan. Moreover, as described in Chapter 3, *Proposed Richmond Livable Corridors Form-Based Code,* buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. Therefore, the proposed project would not allow or facilitate development that would be taller, larger, or denser, or have more intense or different lighting, than development under the General Plan. Development allowed under the FBC would also be subject to RMC requirements and General Plan policies related to design review and neighborhood compatibility. Impacts related to vistas, scenic resources, visual character, and light and glare would therefore be consistent with impacts anticipated under the General Plan and studied in the 2012 EIR.

The proposed FBC is specifically intended to ensure that proposed development is compatible with existing development on neighboring properties and consistent with the vision of the General Plan, including goals and policies in the General Plan related to visual character and aesthetics. The FBC would accomplish this by regulating building form (e.g., height, size, location) based on the existing character of neighborhoods and desired types of buildings, styles, and massing. The FBC would also include architectural standards intended to refine building form and characters through regulations related to massing, style, and exterior façade design and articulation. Compliance with these requirements would ensure that the new development would not substantially degrade the existing visual character in Richmond, damage existing scenic resources, or create light or glare that would adversely affect views to a greater extent than development under the General Plan. Applications

submitted pursuant to the proposed amendments would require project-level CEQA review, which would identify and require mitigation for potential site-specific impacts. Thus, the proposed project would not result in new or substantially more severe impacts to aesthetics compared to the findings of the 2012 EIR.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to aesthetics than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.15-2 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.2 Agriculture and Forest Resources

Impacts Identified in the 2012 EIR

The 2012 EIR does not include a chapter or section dedicated to analysis of agriculture and forestry resources. However, it does note that the General Plan includes an Agriculture land use designation, which allows land for grazing, crop production, small-scale farming, community gardens, and some residential development. Moreover, as describes in Section 2, *Project Description*, of the 2012 EIR, implementation of the General Plan EIR would not result in substantial changes to agricultural areas.

Impacts of the Proposed Project

The proposed FBC would not include uses or activities related to agriculture and forestry and would not introduce uses or activities to areas designated for agriculture or forestry. The project area includes transportation corridors that are developed with urban uses and are not zoned for agriculture. There are no forest lands within Richmond. The proposed FBC would encourage infill development that is compatible with existing development, not new development in areas with existing open space and agricultural uses. Thus, the proposed project would not result in loss or conversion of farm or agricultural land.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to agriculture and forest resources than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.3 Air Quality

Impacts Identified in the 2012 EIR

As discussed under Impact 3.3-1 in Section 3.3, *Air Quality*, of the 2012 EIR (page 3.3-1 through 3.3-32), implementation of the General Plan could introduce new sources of regional air emissions that would conflict with or obstruct implementation of the Bay Area Air Quality Management District (BAAQMD) 2009 Clean Air Plan (BAAQMD 2010), because the increase in vehicle miles

traveled (VMT) would exceed the increase in population under buildout of the General Plan. To reduce impacts related to air quality, the 2012 EIR identifies the mitigation measure below. However, the 2012 EIR concludes that there is insufficient evidence to quantify the effect of the identified mitigation impacts, and impacts would be significant and unavoidable.

Mitigation Measure 3.3-1

a. Encourage the inclusion of the ferry terminal within the shuttle service feasibility study and within the current transportation system to promote the use of public transportation and provide for convenience of use.
b. Promote reduced transit fares for daily commutes within the City, and encourage the cooperation between all modes of transportation to provide for ease of use, such as the institution of a monthly commuter pass that would provide access to the ferry, as well as bus, train, and/or BART system.
c. Continue to expand the Bay Trail and other routes for bicycle and pedestrian travel.
d. Provide bicycle and pedestrian amenities, such as benches and bike storage, along routes leading to the Richmond and El Cerrito Del Norte BART stations to promote non-motorized travel to and from public transit.
e. Provide development incentives, such as reduced parking requirements, for businesses that provide transit incentives to employees.

As discussed under Impact 3.3-2 in Section 3.3, *Air Quality*, of the 2012 EIR, implementation of the General Plan would result in construction emissions that would be significant but mitigable. The 2012 EIR required the following mitigation measure which would reduce air pollutant emissions to a less than significant level.

Mitigation Measure 3.3-2

a. All construction projects shall incorporate the most recent Best Management Practices as required by the BAAQMD.
b. Future development under the proposed General Plan shall be subject to review to determine construction air quality impacts in accordance with CEQA.

The 2012 EIR also describes that implementation of the General Plan would result operational emissions that would contribute substantially to an existing or projected air quality violation and impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measures to reduce air pollutant emissions to the extent feasible.

Mitigation Measure 3.3-2

a. The City of Richmond shall continue to require individual developers to implement applicable new stationary source control measures as proposed in the most recent CAP, while conforming with existing BAAQMD stationary source regulations and requirements and complying with BAAQMD rules and regulations regarding indirect sources.
b. The City of Richmond shall consult with project proponents during the pre-application review process to ensure that uses with a high level of operational emissions are appropriately designed and sited to avoid impacts on neighboring uses and regional air quality.

As discussed under Impact 3.3-3 in Section 3.3, *Air Quality*, of the 2012 EIR, operational activities under the General Plan impacts related to exposure of sensitive receptors to substantial pollutant concentrations, include carbon monoxide (CO) and toxic air contaminants (TACs) would be significant but mitigable. The 2012 EIR required the following mitigation measure, which would reduce air pollutant emissions to a less than significant level.

Mitigation Measure 3.3-3

a. The City of Richmond shall implement special overlay zones around all planned sources of TACs to minimize the potential impacts to sensitive receptors. Land Use diagrams within the adopted General Plan will indicate the Special Overlay Zones which shall include an overlay zone of at least 500 feet on either side of all freeways and high volume roadways (100,000 vehicles per day or more).

b. The City of Richmond shall require all new industrial and commercial development projects that have the potential to emit TACs to be located an adequate distance from existing and proposed development used by sensitive receptors—including residential, schools, day care facilities, congregate care facilities, hospitals, or other places of long-term residency. The determination of development projects that have the potential for TAC emissions and adequate distances from sensitive receptors as identified in CARB's *Air Quality and Land Use Handbook—A Community Health Perspective* (April 2005; CARB Guidance) are as follows:

   - Proposed dry cleaners and film processing services that use Perchloroethylene shall be sited at least 500 feet from sensitive land uses.
   - Proposed auto body repair services shall be sited at least 500 feet from sensitive land uses.
   - Proposed gasoline dispensing stations with an annual throughput of less than 3.6 million gallons shall be sited at least 50 feet from sensitive land uses. Proposed gasoline dispensing stations with an annual throughput at or above 3.6 million gallons shall be sited at least 300 feet from sensitive land uses.
   - Other proposed sources of TACs including furniture manufacturing and repair services that use Methylene Chloride or other solvents identified as a TAC shall be sited at least 300 feet from sensitive land uses.
   - Proposed distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations cumulatively exceed 300 hours per week should not be sited within 1,000 feet of sensitive land uses.
   - Proposed rail yards for major service and maintenance operations should not be sited within 1,000 feet of sensitive land uses.
   - Proposed chrome platers should not be sited within 1,000 feet of new sensitive land uses.
   - Proposed port developments should not site the heavily impacted areas immediately upwind of sensitive land uses. Siting of port developments should be done in consultation with the BAAQMD.
   - Proposed petroleum refineries should not site the heavily impacted areas immediately upwind of sensitive land uses. Siting of refineries should be done in consultation with the BAAQMD.

c. Proposed sensitive land uses including schools, daycare facilities, congregate care facilities, hospitals, or other places of long term residency for people shall be sited:
   - At least 500 feet from dry cleaners and film processing services that use Perchloroethylene.
   - A least 500 feet from auto body repair services.
   - At least 50 feet from existing gasoline dispensing stations with an annual throughput of less than 3.6 million gallons and 300 feet from existing gasoline dispensing stations with an annual throughput at or above 3.6 million gallons.
   - At least 300 feet from existing land uses that use Methylene Chloride or other solvents identified as a TAC, including furniture manufacturing and repair services.
   - At least 1,000 feet from distribution centers with more than 100 trucks per day; more than 40 trucks with operating transport refrigeration units per day; or where transport refrigeration unit operations cumulatively exceed 300 hours per week. In addition sensitive land uses should not be sited near facility entry and exit points.
   - At least 1,000 feet from major service and maintenance rail yards.
   - At least 1,000 feet from chrome plating facilities.
   - Avoid siting sensitive land uses immediately downwind from the most heavily impacted areas of existing port facilities.
   - Avoid siting sensitive land uses immediately downwind from petroleum refineries.

d. The City of Richmond shall consult with the BAAQMD to identify TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.

Finally, as discussed under Impact 3.3-4 in Section 3.3, Air Quality, of the 2012 EIR, implementation of the proposed General Plan would not create objectionable odors that would affect a substantial number of people, and impacts would be less than significant. The RMC includes special overlay zones that identify land uses that emit odors; according the BAAQMD guidelines, implementation of such overlay zones would ensure that impacts would not be significant.

Impacts of the Proposed Project

As with buildout under the General Plan, implementation of the proposed FBC could result in new sources of regional air emissions that would conflict with or obstruct implementation of the BAAQMD Clean Air Plan. In addition, implementation of the FBC could facilitate new development that would generate operational emissions and would contribute substantially to an existing or projected air quality violation. However, individual projects allowed under the FBC would be subject to mitigation measures 3.3-1 and 3.3-2, which would reduce emissions to the extent feasible. Nonetheless, consistent with the analysis in the 2012 EIR, impacts would remain significant and unavoidable. Because future development under the proposed project would be within the buildout assumed under the General Plan, the proposed project would not adversely affect air quality to a greater extent than buildout under the General Plan and analyzed in the 2012 EIR.

As with buildout under the General Plan, future development under the proposed FBC would result in emissions during construction activities that would temporarily affect air quality. However, projects allowed under the FBC would be subject to Mitigation Measure 3.3-2, including required compliance with BAAQMD Best Management Practices for construction, which would ensure impacts would remain less than significant.

Operational activities under the FBC could result in exposure of sensitive receptors to substantial pollutant concentrations. However, individual projects would be subject to Mitigation Measure 3.3-3, including siting sensitive land uses away from land uses that emit pollutants, would ensure impacts would be less than significant. In addition, new development under the FBC would be subject to Chapter 9.64 of the RMC, which prohibits the use of natural gas in new buildings, which would reduce natural gas and associated air pollution emissions in future development.

Finally, as with buildout under the General Plan, individual projects under the FBC would be subject to overlay zones in the RMC; therefore, impacts related to objectionable odors would remain less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to air quality than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.3-1, 3.3-2, and 3.3-3 from the 2012 EIR would continue to apply to future development under the proposed project, and no new mitigation measures are necessary.

5.4 Biological Resources

Impacts Identified in the 2012 EIR

As discussed under Section 3.4, *Biological Resources*, of the 2012 EIR (page 3.4-1 through 3.4-38), implementation of the General Plan would not result in a substantial adverse effect on federal or state-listed or other designated species or on riparian habitat or sensitive natural communities. Implementation of the General Plan would also not interfere with the movement of native resident or migratory fish or wildlife species or have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act. Furthermore, the 2030 General Plan would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and would not conflict with a Habitat Conservation Plan or Natural Community Conservation Plan since none exist in Richmond. Moreover, activity on undeveloped, natural land present within the boundaries of the General Plan Update area would have to comply with policies under the General Plan as well as state and federal regulations. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

The proposed project would not change the development footprint or increase allowed areas of development or disturbance compared to what was is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Implementation of the proposed FBC would focus development on urban infill, undeveloped urban lots and redevelopment of underused existing development where special-status species are not likely to occur. The project area is located in the more urbanized portions of the City; it is not located within riparian habitat, wetlands, migratory corridors or nursery sites, or habitat conservation plan or natural community plans (U.S. Fish and Wildlife Service 2022a, U.S. Fish and Wildlife Service 2022b, California Department of Fish and Wildlife 2019). As a result, implementation of the FBC would not result in substantial adverse effects on federal or state-listed and designated species and would not interfere with the movement of native resident or

migratory fish or wildlife species as well as native resident or migratory wildlife corridors. Implementation of the proposed FBC would not affect federally protected wetlands defined by section 404 of the Clean Water Act.

Development within known sensitive communities would not be allowed or facilitated under the proposed FBC and there would not be a substantial adverse effect on riparian habitat or other sensitive natural communities. Moreover, the proposed FBC would not conflict with any local policies or ordinances protecting biological resources, and would not conflict with an approved or adopted Habitat Conservation Plans since none exist in Richmond. The proposed FBC would not directly or indirectly affect natural areas or wetlands identified in the General Plan as shown in Figure 3.4-1 of the 2012 EIR. Finally, consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts and protect natural communities and biological resources.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to biological resources than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.5 Cultural Resources

Impacts Identified in the 2012 EIR

As discussed under Impact 3.5-1 in Section 3.5, *Cultural Resources*, of the 2012 EIR (pages 3.5-1 through 3.5-28), implementation of the General Plan would result in development activities that could cause a substantial adverse change in the significance of a historical resource and result in impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measure to protect and reduce impacts on historical resources to the extent feasible.

Mitigation Measure 3.5-1

> Future projects shall implement the City's Historic Structures Code to minimize impacts on historical resources by requiring thorough scrutiny before any resource may be demolished and ensuring that alteration conforms to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

As discussed under Impact 3.5-2 in Section 3.5, *Cultural Resources*, of the 2012 EIR (pages 3.5-1 through 3.5-28), implementation of the General Plan would result in development activities that could cause a substantial adverse change in the significance of an archaeological resource or disturb human remains, and result in impacts that would be significant but mitigable. The 2012 EIR required the following mitigation measures which would reduce impacts on archaeological resources and human remains to a less than significant level.

Mitigation Measure 3.5-2a

> The City shall require that impacts on unique archaeological resources be mitigated to a less than significant level through methods identified in Public Resources section 21083.2, including planning construction to avoid archaeological sites, deeding archaeological sites into permanent

conservation easements, capping or covering archaeological sites with a layer of soil before building on the sites, or planning parks, greenspace, or other open space to incorporate archaeological sites.

Mitigation Measure 3.5-2b

The City shall require new development within the City to evaluate the potential for impacts on human remains. The City shall require that the treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including notification of the County Coroner and, in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC).

As discussed under Impact 3.5-3 in Section 3.5, *Cultural Resources*, of the 2012 EIR (pages 3.5-1 through 3.5-28), implementation of the General Plan would result in development activities that could directly or indirectly destroy a unique paleontological resource or site or unique geological feature, and result in impacts that would be significant but mitigable. The 2012 EIR required the following mitigation measures which would protect and reduce impacts on buried or submerged paleontological resources to a less than significant level.

Mitigation Measure 3.5-3

The City shall require new development within areas of high sensitivity paleontological resources to evaluate the potential for impacts on significant paleontological resources. The City shall require that impacts on significant paleontological resources be mitigated to a less than significant level through data recovery or other methods determined adequate by a professional paleontologist.

Impacts of the Proposed Project

Development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Nonetheless, development activities under the FBC could directly or indirectly have the potential to cause a substantial adverse change to the significance of a historical resources through demolition or alternation of a historical resource's physical characteristics that convey its historical significance, similar to General Plan buildout. As shown in Figure 3.5-1 of the 2012 EIR, at the time the EIR was prepared there were approximately five officially recognized National Historical Park resources and approximately eight officially recognized historic resources of State or local significance within or near the project area. Projects under the FBC would be subject to Mitigation Measure 3.5-1, which would protect and reduce impacts on historical resources to the extent feasible. Nonetheless, future development under the proposed project could involve demolition or other impacts to historic resources, to the same extent as implementation of the General Plan. As with development under the General Plan, mitigation is not certain to reduce impacts to a less than significant level, therefore, impacts related to the proposed project would be significant and unavoidable.

The proposed FBC could also substantially change the significance of an archaeological resource or disturb human remains. However, Mitigation Measures 3.5-2a and 3.5-2b would prohibit any actions that would cause a substantial change and reduce impacts to a less than significant level.

Furthermore, implementation of the proposed FBC would result in development activities that could directly or indirectly destroy a unique paleontological resource or site or geological feature. However, Mitigation Measure 3.5-3 would prevent any potentially significant adverse effect on buried or submerged paleontological resources and reduce impacts to a less than significant level.

Finally, consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to historical, archaeological, and paleontological resources.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to cultural resources than were identified in the 2012 EIR. The 2012 EIR identified a significant impact with respect to historic resources; this impact would remain under the proposed project. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.5-1, 3.5-2a, 3.5-2b and 3.5-3 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.6 Energy

Impacts Identified in the 2012 EIR

Since Energy was added to the 2019 CEQA guidelines as a separate environmental issue area, the 2012 EIR does not include a chapter or section dedicated to analysis of energy impacts. However, it does analyze such impacts in Chapter 3, Section 3.13, *Public Utilities*, of the 2012 EIR.

As discussed under Impact 3.13-7 in Section 3.13, *Public Utilities*, of the 2012 EIR (pages 3.13-1 through 3.13-38), implementation of the General Plan would increase the demand for electricity and natural gas but would not require or result in the construction of new energy production or transmission facilities, the construction of which could cause a significant environmental impact. General Plan policies require the City to develop a program to reduce energy demand and promote energy conservation, which would reduce impacts related to electricity supply. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

As discussed under Impact 3.13-8 in Section 3.13, *Public Utilities*, of the 2012 EIR (pages 3.13-1 through 3.13-38), implementation of the General Plan would not result in the wasteful or inefficient use of energy. General Plan policies and regulatory framework exist to reduce the potential for impact on energy. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height than is currently allowed under the General Plan. Moreover, as described in Chapter 3, *Proposed Richmond Livable Corridors Form-Based Code,* buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. Consistent with buildout under the General Plan, future development under the proposed FBC would increase demand for electricity and natural gas but would not require the construction of new energy production or transmission facilities. The proposed FBC would also not result in the wasteful or inefficient use of energy. Finally, consistent with the analysis

in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts on energy and electricity supply to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to energy than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.7 Geology and Soils

Impacts Identified in the 2012 EIR

As discussed under Section 3.7, *Geology, Soils, and Minerals*, of the 2012 EIR (pages 3.7-1 through 3.7-32), implementation of the General Plan would not be subject to seismically-induced ground shaking and other seismic hazards, or result in soil erosion that would result in long-term safety concerns or slope instability beyond an acceptable level of risk. Moreover, implementation of the General Plan would not subject development to risk from settlement and/or subsidence of land, lateral spreading, or expansive soils, and would not result in landslide hazards beyond an acceptable level of risk. Adherence to the Building Code as well as General Plan policies and Implementing Actions would address soil issues and reduce risk to property and human health. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

Development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Buildout under the proposed FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. As with development under the General Plan, all structures are subject to stringent building codes established in State and local regulations regarding seismic safety, landslides, settlement and expansive soils. In addition to Building Code regulations, existing General Plan policies and implementing actions regulate land use, development standards, and construction practices to reduce the risk to humans and property in the event of an earthquake or other seismic activity. Also, there are existing State and local regulations established to minimize erosion. Erosion control standards are set by the Regional Water Quality Control Board (RWQCB) through administration of the National Pollution Discharge Elimination System (NPDES) permit process for storm drainage discharge. At the local level, the existing General Plan includes measures to minimize soil erosion. Therefore, with adherence to existing requirements and General Plan policies and measures, implementation of the FBC would not expose people or structures to fault rupture or seismic-related groundshaking or ground failure and would not subject development to risk from settlement and/or subsidence of land, lateral spreading, or expansive soils. Consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to geology and soils to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to geology and soils than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.8 Greenhouse Gas Emissions

Impacts Identified in the 2012 EIR

As discussed under Impact 3.6-1 in Section 3.6, *Climate Change*, of the 2012 EIR (pages 3.6-1 through 3.6-34), implementation of the General Plan would result in the generation of GHGs in both construction and operational phases that may have a significant impact on the environment. Implementation of BAAQMD BMPs would regulate GHGs from construction emissions. The 2012 EIR required the following mitigation measure which would reduce GHGs from the construction phase to a less than significant level.

Mitigation Measure 3.6-1a

> All construction projects shall incorporate the most recent Best Management Practices for Greenhouse Gas Emissions as indicated by the BAAQMD.

The 2012 EIR also discussed the implementation of the General Plan on operational phase GHG emissions, which even with the implementation of all feasible mitigation measures would still have a significant and unavoidable effect on the environment. The 2012 EIR required the following mitigation measures to reduce operation phase GHGs to the extent feasible.

Mitigation Measure 3.6-1b

> All new development and all retrofits of single-family developments, multi-family developments of over 10 units, and all commercial/industrial remodels of over 10,000 square feet shall be required to exceed Title 24 standards by 20 percent by 2020 and 30 percent by 2030. This mitigation measure enhances General Plan Action EC3.C. Measures to reduce emissions can include, but are not limited to:
>
> - Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc.;
> - Install solar water heaters;
> - Install top quality windows and insulation;
> - Install energy efficient lighting;
> - Optimize conditions for natural heating, cooling and lighting by building siting and orientation;
> - Use features that incorporate natural ventilation;
> - Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
> - Incorporate skylights, reflective surfaces, and natural shading in buildings design and layouts;

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize existing buildings to increase energy efficiency.

Mitigation Measure 3.6-1c

Require all new City-owned and operated facilities and 50 percent of all new development to generate at least 10 percent of their energy use from renewable sources. Enhances General Plan Action EC3.B.

Mitigation Measure 3.6-1d

All new commercial and multi-family developments installing boilers shall be required to install energy efficient boilers such that they achieve a minimum 4.5 percent reduction in energy usage. The same reductions shall be required of all remodeled multi-family developments of over 10 units and all commercial/industrial remodels of over 10,000 square feet.

Mitigation Measure 3.6-1e

Develop improved waste reduction and expanded recycling programs such that a 75 percent diversion rate is achieved by 2020 and an 85 percent diversion rate is achieved by 2030 for all non-construction waste streams. Potential measures could include: providing recycling containers in parks and public spaces; establishing computer reuse and recycling programs; enhancing recycling and green waste services for all residents; and providing locations for household hazardous wastes to be recycled. Enhances General Plan Actions EC3.D.

Mitigation Measure 3.6-1f

Develop a program that requires all construction and demolition activities to evaluate energy use and waste and to reduce or mitigate construction-related impacts by 75 percent. Enhances General Plan Actions EC3.E.

Mitigation Measure 3.6-1g

Implement an Anti-Idling Policy for heavy-duty diesel trucks, including local delivery trucks and long-haul truck transport within the City. This policy would prohibit idling of on- and off-road heavy duty diesel vehicles for more than 5 minutes. Enhances General Plan Policy EC5.3.

Mitigation Measure 3.6-1h

Provide tax and development incentives for employers with more than 100 employees within the City to establish a trip reduction plan that would incorporate annual employee commute surveys, marketing of commute alternatives, ride matching assistance, and transit information at a minimum, and implement secure bicycle parking, showers and lockers for employees who bike to work. This measure could encourage smaller businesses to cooperate in establishing joint trip reduction plans. Enhances General Plan Actions EC2.F and EC2.I.

Mitigation Measure 3.6-1i

Implement Citywide car and bicycle sharing programs. Collaborate with service providers to identify potential sites for locating carshares.

Mitigation Measure 3.6-1j

Require new local-serving mixed-use in residential areas to provide needed services and amenities close to where people live and work. Require new development and redevelopment projects to provide community amenities and uses that serve priority community needs. Enhances General Plan Policy EC4.1 and General Plan Actions EC4.A, EC4.B, and EC4.D.

Mitigation Measure 3.6-1k

Require mixed-use development along transit-oriented corridors that attracts people and facilitates activity throughout the day. Prohibit isolated or gated communities in order to improve physical connectivity throughout the City, and remove barriers in existing gated areas. Maintain streets to ensure that neighborhoods and streets are safe and well used. Enhances General Plan Policy EC4.2 and Actions EC2.C, EC2.E, EC2.G, EC4.A, EC4.B, EC4.C and EC4.E.

Mitigation Measure 3.6-1l

Collaborate with AC transit, BART, West Contra Costa Transit Agency, Amtrak, and major employers in Richmond that provide shuttle service to expand transit in the evenings and late nights, and for people with special needs. Enhance Richmond's paratransit service. Collaborate with major employers to provide employer-based "open-door" shuttles to BART, the planned ferry terminal and other transit hubs. Collaborate with regional and Contra Costa County transportation agencies to maintain and enhance service within the City and region. Explore strategies to address affordability, access, and safety. Expand outreach and information programs to promote transit use. Measure results in a 10 percent expansion of transit system, and an increase in service frequency and speed for 2020; and a 15 percent expansion by 2030. Expand outreach and information programs to promote transit use. Enhances General Plan Policy EC2.C.

Mitigation Measure 3.6-1m

All new street lighting and all re-modeled or replaced street lighting shall consist of high-efficiency lamps that reduce energy consumption by a minimum of 16 percent.

Mitigation Measure 3.6-1n

All new traffic lights and all replaced traffic lights shall consist of LED lights. This high efficiency lighting would reduce emissions from traffic lights by 90 percent.

Mitigation Measure 3.6-1o

Require new development to incorporate water-saving measures demonstrating a minimum reduction of 20 percent in water use over a similar project completed within the previous five years. This measure enhances General Plan Action EC3.F. This measure would be enhanced by General Plan Action EC3.G.

As discussed under Impact 3.6-2 in Section 3.6, *Climate Change*, of the 2012 EIR (pages 3.6-1 through 3.6-34), implementation of the General Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, through General Plan policies and the implementation of Mitigation Measures 3.3-1, 3.3-2 and 3.6-1, GHG emissions would be reduced and would not result in a significant cumulative impact. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

Impacts of the Proposed Project

Development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not change the size, type, or location of development compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. As with development under the General Plan, development under the proposed FBC would result in the generation of GHGs that may have a significant impact on the environment. Although implementation of BAAQMD BMPs would ensure construction emissions of GHGs would be less than significant, impacts of operational emissions would still be uncertain resulting in significant and unavoidable impacts. However, Mitigation Measure 3.6-1a would reduce GHGs from the construction phase to a less than significant level. Mitigation Measure 3.6-1b to Mitigation Measure 3.6-1o on the other hand would reduce operation phase GHGs to the extent feasible. Moreover, implementation of the proposed FBC could conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, Mitigation Measures 3.3-1, 3.3-2 and 3.6-1 would ensure that GHGs would not increase to an extent greater than buildout under the General Plan analyzed in the 2012 EIR. In addition, new development under the FBC would be subject to Chapter 9.64 of the RMC, which prohibits the use of natural gas in new buildings, which would reduce natural gas and associated GHG emissions in future development. Finally, consistent with the analysis in the 2012 EIR, projects proposed under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to GHGs to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to GHG emissions than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new or revised mitigation measures are necessary. Mitigation Measures 3.6-1a to 3.6-1o and 3.6-2 from the 2012 EIR would continue to apply to future development under the proposed project, and no new mitigation measures are necessary.

5.9 Hazards and Hazardous Materials

Impacts Identified in the 2012 EIR

As discussed under Section 3.8, *Hazardous Materials*, of the 2012 EIR (pages 3.8-1 through 3.8-25), implementation of the General Plan would not result in significant impacts regarding exposing hazardous materials to the public or the environment or be located on a hazardous material site. Projects must comply with General Plan policies, Implementing Actions and BMPs as well as state

and local regulatory framework which would ensure less than significant impacts related to hazards and hazardous materials.

Impacts of the Proposed Project

As with buildout under the General Plan, implementation of the proposed FBC would involve the routine use, storage, transportation, and disposal of hazardous materials in existing and proposed land uses. In addition, development allowed under the proposed FBC may also be in locations where hazardous materials-related environmental contamination may be present but not yet listed. However, development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. Future development projects under the FBC would be subject to applicable local, State, and federal regulations regarding the transportation, use, and disposal of hazardous materials as well as regulations regarding sites with contaminated soil or groundwater. Adherence to applicable regulations would minimize risks and protect the public and environment from hazard exposure. Development under the proposed FBC may include demolition or renovation of existing structures that could contain asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), or other building materials containing hazardous substances. However, as stated in the 2012 EIR, BMPs would prevent the release of hazardous materials during demolition and construction. Finally, consistent with the analysis in the 2012 EIR, development under the proposed FBC would be required to comply with General Plan policies and Implementing Actions that serve to reduce impacts related to hazards and hazardous materials to a less than significant level.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to hazards and hazardous materials than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.10 Hydrology and Water Quality

Impacts Identified in the 2012 EIR

As discussed under Section 3.9, *Hydrology and Water Quality*, of the 2012 EIR (pages 3.9-1 through 3.9-40), implementation of the General Plan would result in less than significant impacts related to potable water, wastewater, groundwater supplies, runoff water and drainage, and flooding. Although areas within the City are located within Federal Emergency Management Agency (FEMA) designated flood hazard zones and the implementation of the General Plan could result in dam failure inundation and sea level rise flood hazards, projects would be required to comply with General Plan policies, Implementing Actions as well as regional and local policies, practices and regulations such as NPDES Permits and floodplain development regulations, which would ensure less than significant impacts to hydrology and water quality.

Impacts of the Proposed Project

Construction and operation of future development under the proposed FBC would involve development on currently developed commercial corridors and likely would not substantially alter

drainage pattern and lead to substantial erosion or siltation as well as increased runoff and flooding, and also contribute to groundwater quality degradation. However, development under the proposed FBC would occur in the same areas as those analyzed in the General Plan and would not increase areas of development or disturbance compared to what is allowed under the 2030 General Plan and analyzed in the 2012 EIR. As with buildout under the General Plan, all future development would be subject to State and local regulations regarding stormwater discharge, sedimentation, drainage alteration, construction practices, and water quality. Therefore, development under the proposed FBC would not violate water quality standards or NPDES Permits and would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

As shown on Figure 3.9-1 (Flood Hazard Zones) in the 2012 EIR, the project area is not within special flood zone A, AE, Ah, AO, D, or VE. Further, the project area is not in an area subject to inundation in the event of dam failure or in an area subject to sea level rise. Therefore, flooding impacts would not occur.

Development under the FBC would be required to comply with applicable state and local requirements, General Plan policies, Implementing Actions and BMPs related to protecting water quality, reducing impacts on potable water, wastewater, groundwater supplies, runoff water and drainage, and flooding. Given required compliance with applicable requirements and policies, impacts related to hydrology and water quality would remain less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to hydrology and water quality than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.11 Land Use and Planning

Impacts Identified in the 2012 EIR

As discussed under Section 3.1, *Land Use Consistency and Comparison*, of the 2012 EIR (pages 3.1-1 through 3.1-10), implementation of the General Plan would not physically divide an existing established community as the General Plan was designed as a cohesive plan to improve accessibility for all residents in existing and future neighborhoods. Furthermore, implementation of the General Plan would not conflict with other existing plans, policies, or regulations such as the RMC, the Civic Center Master Plan, the Point Molate Reuse Plan or the San Francisco Bay Plan. Moreover, the 2012 EIR concluded that implementation of the General Plan would not result in substantial land use incompatibilities due to the development strategy used to integrate uses within core areas in the City. The 2012 EIR concludes that no mitigation measures are required as there would be no impacts.

Impacts of the Proposed Project

Buildout under the proposed FBC would not allow increased building area or height beyond what is currently allowed under the General Plan and was studied in the 2012 EIR. The proposed FBC would apply along existing transit corridors and would neither physically divide an existing established community nor conflict with existing land use plans, policies, or regulations. In addition,

implementation of the FBC would not result in substantial land use incompatibilities as it would generally involve residential and commercial uses in areas with existing commercial and residential development and the project would not increase building area or height beyond what is currently allowed under the General Plan. As a result, there would be no impacts to land use and planning.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to land use and planning than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.12 Mineral Resources

Impacts Identified in the 2012 EIR

As discussed in Section 3.7, *Geology, Soils, and Minerals*, of the 2012 EIR, impacts related to mineral resources would be less than significant. The Office of Surface Mining, under the direction of the State Mining and Geology Board, has classified some lands within the City as Mineral Resource Zone-2 (MRZ-2), which indicates the existence of a deposit. However, buildout under the General Plan would not involve mineral extraction or changes in existing extractive mineral resource operations within the City, including the change areas. In addition, General Plan Policy CN2.8, which calls for preservation of mineral resources, would minimize the potential for future development to threaten the availability of mineral resources.

Impacts of the Proposed Project

The proposed project would involve adoption of a FBC for several commercial corridors and surrounding areas to implement the goals and policies in the City's 2030 General Plan. Consistent with buildout under the General Plan, the proposed FBC would not facilitate mineral extraction or changes in existing extractive mineral resource operations. Impacts related to mineral resources would be consistent with impacts identified in the 2012 EIR and less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to mineral resources than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.13 Noise

Impacts Identified in the 2012 EIR

As discussed under Impact 3.10-1 in Section 3.10, *Noise*, of the 2012 EIR (pages 3.10-1 through 3.10-37), implementation of the General Plan could generate noise levels that temporarily exceed acceptable noise levels in the construction phase and result in impacts that would be significant and

unavoidable. The 2012 EIR required the following mitigation measure to reduce impacts of construction noise to the extent feasible.

Mitigation Measure 3.10-1

> Future projects shall incorporate project-specific mitigation measures to reduce the impact of construction noise.

As discussed under Impact 3.10-2 in Section 3.10 of the 2012 EIR, implementation of the General Plan could generate or expose persons or structures to temporary groundborne vibration during the construction phase and result in impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measure to reduce impacts of groundborne vibrations on sensitive uses to the extent feasible.

Mitigation Measure 3.10-2

> Future projects shall incorporate project-specific mitigation measures to reduce the impact of construction-related groundborne vibration.

As discussed under Impact 3.10-3 in Section 3.10 of the 2012 EIR, implementation of the General Plan could expose sensitive receptors to noise levels in excess of the existing noise standards established by the City, especially noise levels from nearby rail operations, and result in impacts that would be significant and unavoidable. The 2012 EIR required the following mitigation measure to reduce impacts of noise levels from nearby rail operations on sensitive receptors to the extent feasible.

Mitigation Measure 3.10-3

> Future projects shall incorporate project-specific mitigation measures and maintain Quiet Zones to reduce the impact of train noise.

As discussed under Impact 3.10-4 in Section 3.10 of the 2012 EIR, implementation of the General Plan would not generate and expose sensitive receptors on or off-site to excessive groundborne vibration or groundborne noise levels during the operation phase. The General Plan contains policies that would protect nearby sensitive receptors from excessive groundborne vibration or noise. The 2012 EIR concludes that no mitigation measures are required as impacts would be less than significant.

As discussed under Impact 3.10-5 in Section 3.10 of the 2012 EIR, implementation of the General Plan would generate increased local traffic volumes that would cause a substantial permanent increase in ambient nose levels in the project vicinity during the operation phase, and result in impacts that would be significant and unavoidable. While General Plan policies and project-specific measures could reduce noise effects from transportation at new development, it may be unfeasible to include noise reduction strategies to target existing residences located next to roadways or other noise generating sources. The 2012 EIR required the following mitigation measure to reduce impacts of noise effects from transportation to the extent feasible.

Mitigation Measure 3.10-5

> Future projects shall incorporate project-specific mitigation measures to promote nonmotorized transportation to reduce the impact of traffic noise.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height beyond what is currently allowed under the General Plan and was studied in the 2012 EIR. Buildout under the FBC would also be within the overall buildout allowed under the General Plan and analyzed in the 2012 EIR. Consistent with buildout under the General Plan, construction of future development under the proposed FBC could generate noise levels that temporarily exceed acceptable noise levels and generate or expose persons or structures to temporary groundborne vibration, resulting in significant and unavoidable impacts. Mitigation Measure 3.10-1 and 3.10-2 would apply to future development under the FBC and serve to reduce impacts to the extent feasible.

Operation of future development under the proposed FBC would generate noise consistent with residential and commercial uses as assumed under the General Plan and would not generate or expose sensitive receptors to excessive operational noise. However, as with development under the General Plan, development under the proposed FBC would generate local traffic that could cause a permanent increase in ambient noise levels, resulting in significant and unavoidable impacts. Mitigation Measure 3.10-5 would apply to future development under the FBC and would reduce impacts to the extent feasible.

Rail tracks bisect a portion of the project area. Future development in portions of the project area near rail tracks under the FBC could also expose sensitive receptors to noise levels from nearby rail operations which would exceed the City's noise standards, resulting in a significant and unavoidable impact. However, Mitigation Measure 3.10-3 would apply and would reduce impacts from railway noise on sensitive receptors to the extent feasible.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to noise than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation Measures 3.10-1, 3.10-2, 3.10-3 and 3.10-5 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.14 Population and Housing

Impacts Identified in the 2012 EIR

As discussed under Sections 4.0, *CEQA Considerations* (pages 4-1 through 4-10), and 3.2, *Demographics*, of the 2012 EIR (pages 3.2-1 through 3.2-9), housing and population impacts from implementation of the General Plan would be less than significant. While buildout under the General Plan would cause population, housing and employment growth, such growth would be consistent with City and regional goals. Since growth under the General Plan would be primarily in relatively high-density mixed-use and in-fill developments, the 2012 EIR concludes that implementation of the General Plan would not result in substantial unplanned population growth in Richmond or surrounding communities. In addition, the 2012 EIR concluded that while some housing could be removed as part of the General Plan, it is not anticipated that there would be substantial removal of housing, and replacement housing would be constructed.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or different or more intense land uses than are currently allowed under the General Plan. Moreover, as described in Chapter 3, *Proposed Richmond Livable Corridors Form -Based Code,* buildout under the FBC would be consistent with buildout allowed under the General Plan and analyzed in the 2012 EIR. Therefore, the proposed project would not induce development that would be denser or otherwise generate more population growth than development under the General Plan. Impacts related to population growth would therefore be consistent with impacts anticipated under the General Plan. Moreover, consistent with development under the General Plan, buildout under the FBC would be in relatively high-density mixed-use and in-fill developments and would not result in substantial unplanned population growth in Richmond or surrounding communities. While some housing could be removed under the FBC, it is not anticipated that there would be substantial removal of housing, and replacement housing would be constructed, similar to the General Plan analysis. Impacts related to population and housing would remain less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2020 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to population and housing than were identified in the 2020 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.15 Public Services

Impacts Identified in the 2012 EIR

As discussed under Impact 3.12-1 and Impact 3.12-2 in Section 3.12, *Public Services*, of the 2012 EIR (pages 3.12-1 through 3.12-21), implementation of the General Plan would increase the demand for fire protection, emergency services, police protection services and department personnel and/or equipment but would not reduce the level of protection resulting in a less than significant impact. Any significant new development of facilities would be subject to the General Plan policies as well as the City's environmental review process which includes project-specific assessment of fire and police services.

As discussed under Impact 3.12-3, implementation of the General Plan would also generate additional students, but impacts related to schools would be less than significant with the payment of State-mandated school impact fees.

As discussed under Impact 3.12-4, implementation of the General Plan would create an additional demand for library services, but impacts related to libraries would be less than significant since General Plan policies ensure library needs would be addressed and plans to improve existing facilities would be undertaken.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area or height than is currently allowed under the General Plan. Moreover, buildout under the FBC would be within buildout allowed under the General Plan and analyzed in the 2012 EIR. The project area is located in central portions of the city along existing commercial corridors that are well served by existing services. As a result, the

proposed FBC would not generate demand for public services beyond the demand evaluated in the 2012 EIR and would have less than significant impacts on fire services, police services, schools, and libraries.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to public services than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.16 Recreation

Impacts Identified in the 2012 EIR

As discussed in Section 3.11, *Parks and Recreation*, of the 2012 EIR (pages 3.11-1 through 3.11-14), implementation of the General Plan would increase the use of existing neighborhood and regional parks or other recreational facilities but would not substantially accelerate or result in substantial physical deterioration of the facilities. General Plan policies as well as the dedication of land or payment of an in-lieu fee for future residential subdivisions would reduce the impacts of an increased demand and use of parks and recreation facilities. The 2012 EIR concludes that no mitigation measures are required as impacts related to park and recreational facilities would be less than significant.

Impacts of the Proposed Project

The proposed FBC would not allow increased building area than is currently allowed under the General Plan. Moreover, buildout under the FBC would be consistent with buildout allowed under the General Plan and analyzed in the 2012 EIR. Therefore, the proposed project would not generate population growth beyond what could occur under the General Plan. Consistent with buildout under the General Plan, implementation of the proposed FBC would result in a regional population growth of 13 percent, with a projected population increase of 30,147 people (Richmond 2011). As a result, the implementation of FBC would not increase the use of parks and recreational facilities beyond the increase analyzed in the 2012 EIR and would therefore not result in substantial physical deterioration of facilities. The proposed FBC would not create demand for construction or expansion of park facilities beyond that anticipated in the General Plan since population growth would be projected to stay the same, resulting in less than significant impacts.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to recreation than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.17 Transportation

Impacts Identified in the 2012 EIR

As discussed under Impact 3.14-1 in Section 3.14, *Transportation and Circulation*, of the 2012 EIR (pages 3.14-1 through 3.14-52), implementation of the General Plan may result in traffic congestion that would exceed City of Richmond and regional Level of Service (LOS) standards, and impacts would therefore be significant and unavoidable. General Plan policies and Implementing Actions would reduce the impact by promoting alternative modes and optimizing roadway and intersection capacity within constraints of the "Place Based" street classification and evaluation policy, but not to a less than significant level. The 2012 EIR required the following mitigation measure to reduce impacts of traffic congestion to the extent feasible.

Mitigation Measure 3.14-1

Future projects shall incorporate project-specific mitigation measures to reduce traffic impacts.

As discussed under Impact 3.14-3 in Section 3.14 of the 2012 EIR, implementation of the General Plan would produce higher demand for transit service, potentially exceeding the capacity of transit service providers, and result in impacts that would be significant and unavoidable. General Plan policies and Implementing Actions would help with the service increase needed to satisfy an increased demand, but impacts would still be significant since provision of sufficient transit service cannot be guaranteed. The 2012 EIR concludes that no mitigation measures are available as impacts would be significant and unavoidable.

As discussed under Impact 3.14-6 in Section 3.14 of the 2012, implementation of the General Plan would increase congestion and reduce travel speeds on various roadways throughout the City, including some that are on primary emergency response routes (i.e. freeways and arterials), and result in impacts that would be significant and unavoidable. The limited new roadway capacity proposed in the General Plan in conjunction with an increase in new vehicle traffic generated would make this impact potentially significant. General Plan policies and Implementing Actions would reduce this impact, but not necessarily to a less than significant level. The 2012 EIR concludes that no mitigation measures are feasible to reduce this impact.

As discussed under Impacts 3.14-2, 3.14-4 and 3.14-5 in Section 3.14 of the 2012 EIR, implementation of the General Plan would improve mobility and safety for all modes, and provide enhanced facilities to serve pedestrians and bicyclists, increasing connectivity and safety for these modes. Furthermore, implementation of the General Plan would also reduce potential for conflicts at rail/roadway crossings. The 2012 EIR concludes that no mitigation measures are required as there are no impacts.

Consistent with state law and the CEQA Guidelines (as discussed further under Regulatory Setting below), this addendum uses an analysis of vehicle miles traveled (VMT), rather than LOS, to assess the significance of transportation impacts. The project's impacts related to VMT are analyzed in a memorandum prepared by Fehr & Peers in May 2022, included as Appendix A to this addendum.

Because the requirement for analysis of VMT was only recently added to the CEQA Guidelines, the 2012 EIR does not provide a framework for considering the proposed project's impacts to VMT. However, VMT does not constitute new information requiring a revision to previous CEQA analysis or a subsequent or supplemental EIR, because analysis based on VMT metrics was available prior to the certification of the 2012 EIR (for example, VMT is routinely used to calculate impacts related to

air quality and greenhouse gas emissions). Moreover, an analysis of VMT impacts of development under the General Plan is provided in order to determine if the project would result in new significant impacts or substantial increase in the severity of impacts compared to buildout under the General Plan. The VMT analysis includes both a comparison to baseline (existing 2020) conditions as well as a comparison to buildout under the proposed project.

Regulatory Setting

Senate Bill 743 and Vehicle Miles Traveled

Senate Bill (SB) 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under the California Environmental Quality Act (CEQA). SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. SB 743 requires the Governor's OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resource Code, § 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

Impacts of the Proposed Project

Moreover, buildout under the FBC would be consistent with buildout allowed under the General Plan and analyzed in the 2012 EIR. As with buildout under the General Plan, implementation of the proposed FBC may result in traffic congestion that exceeds the previous City of Richmond traffic LOS standard of LOS D, as well as CCTA and WCCTAC LOS and MTOS standards, and result in impacts that would be significant and unavoidable. However, future projects would be required to implement Mitigation Measure 3.14-1 which would reduce impacts of traffic congestion to the extent feasible. Nonetheless, as with development under the General Plan, this impact would be significant and unavoidable for the proposed project.

In addition, development under the proposed FBC would increase demand for transit service and potentially exceed the capacity of transit service providers, as well as increase congestion and reduce travel speeds on roadways throughout the City including some that are on primary emergency response routes, resulting in significant and unavoidable impacts. Although implementation of General Plan policies and Implementing Actions for future development under the proposed FBC would help reduce the impacts, it might not do so to a less than significant level. This impact would be significant and unavoidable for the proposed project, the same as for development under the General Plan.

The intent of the proposed FBC is to create walkable mixed-use neighborhoods, consistent with the intent of the City's General Plan. Development under the proposed FBC would increase connectivity and safety by providing enhanced facilities for pedestrians and bicyclists and reduce potential for conflicts at rail/roadway crossings, resulting in no impacts.

As described in the VMT analysis memorandum, VMT impacts were analyzed using the Contra Costa Transportation Authority (CCTA) model and based on the City of Richmond's adopted VMT thresholds. VMT is typically an output from travel demand models. Its calculation is based on the estimated number of vehicles multiplied by the distance traveled by each vehicle. This analysis uses the following VMT metrics:

- Household VMT per capita, which measures all the VMT by motor vehicle on a typical weekday associated with a residential use, such as trips to work, school, or shop, and divides that VMT by the number of residents in the project area. Household VMT is also referred to as home-based VMT.
- Commute VMT per worker, which measures all of the worker commute VMT by a motor vehicle on a typical weekday between homes and workplaces and divides that VMT by the number of workers in the project area. Commute VMT is also referred to as home-work or home-based work VMT.
- Total VMT per service population, which measures all of the VMT of all vehicle trips, vehicle types, and trip purposes for all of the project area, and divides that total VMT by the service population (i.e., sum of residents and workers) in the project area.

Table 5 summarizes the VMT efficiency metrics listed above for the Baseline (2020) conditions in the project area and Project Buildout (2040) Conditions as estimated by the CCTA Model. The table also compares the VMT efficiency metrics for the project area with the appropriate baseline averages and a VMT 85 percent of the baseline averages (Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker), which are the threshold used to determine the significance of the VMT impact.

Table 5 Project Vehicle Miles Traveled Metrics

Geography	Average Household VMT per Capita	Average Commute VMT per Worker	Average Total VMT per Service Population
Project Area			
Baseline (2020)	8.9	14.1	18.9
Project Buildout (2040) [1]	7.3	13.9	16.6
Baseline Average [2]	17.3	15.6	30.0
85% of Baseline Average (Threshold of Significance)	14.7	13.2	25.5
Above the Threshold of Significance?	No	No[3]	No

[1] Buildout of the project, which represents an additional 5,151 residential units (16,483 residents) and 5,294 jobs (2,212,543 square feet of space).

[2] Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker.

[3] Based on the results of the CCTA Model, the average commute VMT per worker is estimated to be 13.8 under Project Buildout (2040) conditions. However, the CCTA Model does not account for transportation demand management (TDM) strategies that future developments are required to implement. It is estimated that TDM strategies would reduce the average commute VMT per worker by at least five percent to below the threshold of significance.

Source: Fehr & Peers based on the results of the CCTA Travel Demand Model, 2022.

As shown in Table 5, based on the results of the CCTA model, implementation of the proposed project would reduce the household VMT per capita in the project area from 8.9 under Baseline (2020) conditions to 7.3 under Project Buildout (2040) conditions, which would be below the threshold of significance of 14.7 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the household VMT per capita in the project area because it would locate additional housing and increase the mix of uses in a transit-rich and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips.

Based on the results of the CCTA model, implementation of the proposed project would reduce the commute VMT per worker in the project area from 14.1 under Baseline (2020) conditions to 13.9 under Project Buildout (2040) conditions. Although the project would reduce the commute VMT per worker in the project area, it would remain above the threshold of significance of 13.2 (85 percent of the baseline Bay Area regional average) by approximately 5 percent. As described above, the VMT estimated by the CCTA Model only accounts for build-environment variables and does not account for transportation demand management (TDM) measures that future developments are required to implement.

The City has a TDM Ordinance (RMC Section 15.04.612) which requires multi-unit residential developments of ten or more units and nonresidential developments of 10,000 or more square feet to develop and implement a TDM plan to the extent feasible reduce the development's vehicle trip generation to 15 percent below the standard rates as published in the latest edition of the Institute of Transportation Engineers' Trip Generation Manual and/or to ensure that the VMT per resident or worker for the development is below the citywide average. Most of the future developments under the FBC would be subject to the requirements of the City's TDM ordinance. However, the specific TDM measures that future developments would implement are not known at this time. Table 6 summarizes the potential VMT reducing strategies that future developments can implement to reduce the commute VMT per worker. Table 6 also presents the effectiveness range of each

strategy based on research compiled in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers (California Air Pollution Control Officers Association [CAPCOA], December 2021). The CAPCOA report is a resource for local agencies to quantify the benefit, in terms of reduced travel demand and VMT, of implementing various TDM strategies.

Furthermore, individual developments that are above the VMT threshold could potentially contribute to future VMT mitigation fee programs, banks, or exchanges. No regional VMT mitigation programs currently exist; however, the CCTA is evaluating different mitigation program frameworks which may lead to a Countywide or regional VMT mitigation program. Should such a program be implemented, development projects could potentially pay into a fee program or purchase mitigation credits to achieve needed VMT mitigation instead of, or in addition to, onsite TDM measures.

Table 6 Summary of VMT Reduction Strategies

Strategy	Description	Range of Potential VMT Reduction[1]
Implement ride-sharing program	This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants, which depends on the ultimate building tenants.	Up to 8%
Subsidize or discount transit passes	This strategy reduces the need to use a vehicle by incentivizing individuals to use transit for their daily commute. This strategy depends on the ultimate building tenants.	Up to 5%
Price and manage parking	Parking management strategies focus on the management of parking to influence vehicle travel. Free and ubiquitous parking supply tends to increase vehicle use while reducing parking supply and pricing spaces can help reduce vehicle travel. A reduction in parking supply, as required by the FBC, can incentivize infill development and higher density development by reducing the cost of building parking spaces.	Up to 20%
Mandatory commute trip reduction program	Implementing a mandatory Commute Trip Reduction (CTR) program with rigorous monitoring requirements can disincentive single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Up to 26%
End-of-trip bicycle facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle.	Up to 4%
Employer-sponsored vanpool	Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting.	Up to 20%

[1] Based on *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (CAPCOA, December 2021).

Source: Fehr & Peers, 2022.

The effectiveness of TDM programs in reducing vehicle trips and VMT would depend on characteristics of individual developments and the specific TDM strategies implemented at each site. Although these details not known at this time, future development projects are expected to implement a suite of TDM measures that would reduce each project's VMT to comply with the City's TDM Ordinance.

Considering the effectiveness range of the TDM strategies described above and the City's requirement for future developments to implement TDM plans, it is assumed that the implementation of the selected measures at future developments combined can reduce the average commute VMT per worker for the project area by at least five percent to below the threshold of significance (85 percent of the baseline Bay Area regional average). Thus, the impact of the proposed project on commute VMT per worker is less than significant.

For total VMT per service population, implementation of the proposed project would reduce the total VMT per service population from 18.9 under Baseline (2020) conditions to 16.6 under Project Buildout (2040) conditions, which would be below the threshold of significance of 25.5 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the total VMT per service population in the project area because it would locate a variety of uses in a mixed-use, transit-rich, and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more significant impacts with respect to transportation and traffic than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation 3.14-1 from the 2012 EIR would continue to apply to the proposed project, and no new mitigation measures are necessary.

5.18 Tribal Cultural Resources

Impacts Identified in the 2020 EIR

Tribal Cultural Resources was added to the 2016 *CEQA Guidelines* as a separate environmental issue area. Thus, the 2012 EIR does not include a chapter or section dedicated to analysis of impacts to tribal cultural resources. However, it does analyze general impacts to cultural resources (including archeological resources that may originate from Native American tribes) in Section 3.5, *Cultural Resources* and concludes that impacts would be less than significant. Development under the General Plan could adversely affect cultural resources, including through construction activities that could result in the disturbance of undiscovered archaeological or tribal cultural resources during grading or other on-site excavation activities. However, the EIR concludes that the implementation of existing regulations and General Plan policies, including Policy HR1.1, which seeks to preserve historic, cultural, and archaeological sites and resources in the City, would reduce potential impacts to a less than significant level.

Impacts of the Proposed Project

The proposed project may result in new buildings and uses on certain parcels within the City where requested by applicants and approved by the City. However, development, including ground disturbance would occur in the same areas as analyzed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. The General Plan and 2012 EIR do not discuss compliance with Assembly Bill 52 (AB 52), which was approved in 2014 and requires lead agencies to complete consultation with California Native American Tribes regarding proposed projects, because it was approved after adoption of the General Plan. However, individual new projects subject to the proposed FBC would likely be subject to project-level CEQA

review and would thus be required to meet the requirements of AB 52; the City of Richmond would be required to notify tribes of pending projects and complete consultation when requested. Future projects under the proposed FBC would also be required to implement Mitigation Measures 3.5-2a and 3.5-2b which prohibit actions that would cause a substantial change and reduce to cultural resources. Therefore, impacts to tribal cultural resources would be less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2020 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to tribal cultural resources than were identified in the 2020 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

5.19 Utilities and Service Systems

Impacts Identified in the 2012 EIR

As discussed under Section 3.13, *Public Utilities*, of the 2012 EIR (pages 3.13-1 through 3.13-38), the East Bay Municipal Utility District (EBMUD) provides water to the project site while the City of Richmond, West County Wastewater District (WCWD) and Stege Sanitary District (SSD) manages wastewater and stormwater services to the project site. The City of Richmond also provides solid waste removal services for the project site. Implementation of the General Plan would result in less than significant impacts to water supply, wastewater treatment requirements, and solid waste treatment as facilities would have adequate capacity to meet the needs of the project. However, the General Plan could require the construction or expansion of wastewater treatment facilities or collection systems that could cause significant environmental impacts, absent project-specific mitigation measures, and result in a significant and unavoidable impact. The 2012 EIR required the following mitigation measure to reduce impacts on wastewater to the extent feasible.

Mitigation Measure 3.13-3

> Future projects shall incorporate project-specific mitigation measures to reduce impacts from the construction of new wastewater collection and treatment facilities.

Impacts of the Proposed Project

The proposed project would not increase the intensity of development beyond what was analyzed in the 2012 EIR. Therefore, the project would not create additional demand for utilities and service systems beyond the demand evaluated in the 2012 EIR. Consistent with buildout under the General Plan, buildout under the proposed FBC would not increase water demand more than what was previously analyzed. Under EMBUD's Water Supply Management Program 2040, consumer consumption is projected to be reduced by 35 percent through conservation measures to ensure adequate water supply for EBMUD's service area (EBMUD 2012). Like development under the General Plan, development under the proposed FBC would also result in less than significant impacts to wastewater treatment requirements as wastewater districts serving the City of Richmond would be required to comply with NPDES permit requirements to ensure discharges would not exceed the Regional Water Quality Control Board wastewater treatment requirements. Although development under the General Plan and proposed project could require the construction or expansion of wastewater treatment facilities or collection systems that could cause significant and

unavoidable environmental impacts, Mitigation Measure 3.14-3 would reduce impacts to the extent feasible. As was identified in the 2012 EIR, this impact would be significant and unavoidable even with mitigation. Lastly, consistent with analysis in the 2012 EIR, implementation of the proposed FBC would have a less than significant impact on solid waste disposal as there would be sufficient landfill capacity to accommodate an increased demand.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect to utilities and service systems than were identified in the 2012 EIR. None of the conditions listed in CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR would occur. Mitigation 3.13-3 from the 2012 EIR would continue to apply to future development under the proposed project, and no new mitigation measures are necessary.

5.20 Wildfire

Impacts Identified in the 2012 EIR

Since Wildfire was added to the *CEQA Guidelines* as a separate environmental issue area after certification of the 2012 EIR, it does not include a chapter or section dedicated to analysis of impacts to wildfire. However, impacts associated with wildland fire were discussed in Section 3.12, *Public Services,* of the 2012 EIR. As discussed in that section, implementation of the General Plan would involve construction and operation of land uses in areas that are surrounded by urban land uses that are not mixed with or adjacent to wildlands and would not be exposed to an increased risk of wildfires. Therefore, impacts would be less than significant.

Impacts of the Proposed Project

Recent changes to the *CEQA Guidelines* have added additional checklist questions related to wildfire hazards to Appendix G of the *CEQA Guidelines.* Therefore, additional discussion related to wildfire hazards is provided herein to supplement the 2012 EIR. Wildfires are of particular concern in areas designated as a Very High Fire Hazard Severity Zone (VHFHSZ). The areas where the FBC would apply are not located within or adjacent to land classified as a VHFHSZ (CAL FIRE 2009 and 2020).

In addition, the project may have a significant impact if, due to slope, prevailing winds, and other factors, the project would exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. The areas where the FBC would apply are not near wildlands. Although the areas are in an urbanized area and surrounded by development, heavy duty equipment used during project construction may produce sparks that could ignite local site-specific vegetation. Development under the FBC would be required to comply with requirements related to construction equipment and fire suppressant (such as California Public Resources Code Section 4442). Therefore, with compliance with applicable State requirements, the project would not exacerbate wildfire risk and impacts would be less than significant.

The project may have a significant impact if it would require the installation of associated infrastructure that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment. Development under the FBC would be infill development, and current buildings in the

area are currently served by existing roads, emergency water sources, power lines, and utilities. Although utility trenching may occur to assure adequate service to new buildings, no extensions beyond the project site into areas of wildfire concern would occur. Therefore, the project would not result in the installation of associated infrastructure that could otherwise exacerbate fire risk or result in temporary or ongoing impacts to the environment, and the project would have no impact.

Finally, the proposed project may have a significant impact if it would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The areas where the FBC would apply are not immediately downslope from naturally vegetated hillsides and are not located in a designated flood zone. The proposed project's urban location and compliance with applicable regulatory requirements would not expose people or structures to significant downslope or downstream flooding or landslide risks resulting from runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less than significant.

Conclusion

No substantial changes have occurred that require major revisions to the 2012 EIR. There is no new information indicating that the proposed project would have new significant impacts or substantially more severe significant impacts with respect wildfire than were identified in the 2012 EIR. None of the conditions listed in *CEQA Guidelines* Section 15162 requiring preparation of a subsequent EIR would occur. No new mitigation measures are necessary.

6 Conclusion

The City of Richmond, acting as the lead agency, determined that an addendum is the appropriate environmental document under CEQA because the proposed project would not require revisions to the adopted General Plan's EIR due to the involvement of new significant environmental effects or substantial increases in the severity of significant effects previously identified in the General Plan Update EIR.

There are no changed circumstances or new information that meets the standards for requiring further environmental review under CEQA Guidelines Section 15162. Thus, these circumstances and information would not result in new or more severe impacts beyond what were addressed in the General Plan Final EIR and would not meet any other standards under CEQA Guidelines Section 15162(a)(3). No additional analysis is required based on the following findings.

First, as addressed in the analysis, for any given parcel within the project area, the proposed FBC would not allow increased building area or height compared to what is currently allowed under the General Plan for that parcel. The proposed project would not result in new or more severe impacts beyond what was addressed in the 2012 EIR.

Second, the City is not aware of any substantial changes in the circumstances that would cause a new significant impact or substantially increase the severity of a previously identified significant impact requiring major revisions to the General Plan EIR (State CEQA Guidelines Section 15162[a][2]). There have been no changes in the environmental conditions in the City of Richmond not contemplated and analyzed in the General Plan EIR that would result in new or substantially more severe environmental impacts.

Third, as documented in Section 3, there is no new information of substantial importance (which was not known or could not have been known at the time of the General Plan adoption in October 2003) that identifies: a new significant impact (condition "A" under State CEQA Guidelines Section 15162[a][3]); a substantial increase in the severity of a previously identified significant impact (condition "B" State CEQA Guidelines Section 15162[a][3]); mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the General Plan; or mitigation measures or alternatives that are considerably different from those analyzed in the General Plan EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" State CEQA Guidelines Section 15162[a][3]). In sum, none of the "new information" conditions listed in the State CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a subsequent or supplemental EIR.

State CEQA Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is therefore appropriate because, as explained above, none of the conditions calling for preparation of a subsequent EIR have occurred.

7 References

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7.2 List of Preparers

Rincon Consultants, Inc. prepared this addendum under contract to the City of Richmond. Persons and firms involved in data gathering, analysis, project management, and quality control include the following:

Rincon Consultants, Inc.

Abe Leider, AICP CEP, Principal-in-Charge
Karly Kaufman, MESM, Project Manager
Nichole Yee, Environmental Planner
Audrey Brown, GIS Specialist

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Appendix A

Vehicle Miles Traveled Analysis

FEHR PEERS

Memorandum

Date: May 24, 2022

To: Drew Finke, Opticos Design
Karly Kaufman, Rincon Consultants, Inc.

From: Sam Tabibnia, Fehr & Peers

Subject: Richmond Livable Corridors Form-Based Code Addendum – VMT Analysis

OK20-0385

This memorandum presents the vehicle miles traveled (VMT) analysis completed for the proposed Richmond Livable Corridors Form-Based Code (FBC) project in support of the addendum under preparation for the project. The memorandum starts by discussing the need for a VMT assessment in relation to the City's General Plan EIR, and then presents the existing VMT metrics in the project area, followed by regulatory background for VMT assessment, and concludes by presenting an analysis of the project impact on VMT including methodology and assumptions.

Tiering from the City's General Plan EIR

VMT has long been used as a metric for measuring air quality and greenhouse gas (GHG) impacts in California. The *City of Richmond General Plan 2030 EIR*, certified in 2012, evaluated the air quality and GHG impacts associated with potential VMT changes resulting from the General Plan Project. The adoption of VMT as a new metric for the measurement of transportation impacts under CEQA does not constitute new significant information, because VMT associated with the project was already disclosed and evaluated in the General Plan EIR.

Furthermore, an addendum is not required to consider new impact areas added to CEQA after the underlying EIR was certified. See *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320 (adoption of new guidelines for GHG evaluation was not significant new information requiring further CEQA review because GHG emissions were known information and could have been addressed in the original EIR); *Fort Mojave Indian Tribe v. Dept. of Health Servs.*

(1995) 38 Cal.App.4th 1574, 1605 (new critical habitat regulation was not significant new information because impacts to the species had already been addressed in original EIR.).

The General Plan EIR's discussion of VMT makes clear that VMT was a clearly understood metric for measuring air quality and GHG impacts at the time the EIR was certified. Thus, no new analysis of VMT to address the project's impacts on transportation and traffic is required. However, to present a conservative analysis, the remainder of this memorandum presents the impacts of the project on VMT consistent with the State, County, and City requirements.

Existing Conditions

One performance measure used to quantify automobile travel is VMT, which refers to the amount of automobile travel attributable to a project as well as the distance traveled. In 2013, Governor Brown signed Senate Bill (SB) 743, which added Public Resources Code Section 21099 to the California Environmental Quality Act (CEQA). Public Resources Code Section 21099 changes the way transportation impacts are analyzed in CEQA documents, and aligns local environmental review methodologies with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl, and reduce VMT in California.

Increased VMT leads to various direct and indirect impacts on the environment and human health. Among other effects, increased VMT on the roadway network leads to increased emissions of air pollutants, including GHGs, and increased energy consumption. The transportation sector is associated with more GHG emissions than any other sector in California. As documented in the City's Climate Action Plan (Richmond, 2016), about 39 percent of Richmond's GHG emissions were produced by motor vehicles in 2012. Reducing VMT is one of the most effective means for reducing the City's GHG emissions.

VMT is typically an output from travel demand models. Its calculation is based on the estimated number of vehicles multiplied by the distance traveled by each vehicle. This analysis uses the following VMT metrics:

- **Household VMT per capita,** which measures all the VMT by motor vehicle on a typical weekday associated with a residential use, such as trips to work, school, or shop, and divides that VMT by the number of residents in the project area. Household VMT is also referred to as home-based VMT.
- **Commute VMT per worker,** which measures all of the worker commute VMT by a motor vehicle on a typical weekday between homes and workplaces and divides that VMT by the

number of workers in the project area. Commute VMT is also referred to as home-work or home-based work VMT.

- **Total VMT per service population,** which measures all of the VMT of all vehicle trips, vehicle types, and trip purposes for all of the project area, and divides that total VMT by the service population (i.e., sum of residents and workers) in the project area.

This analysis uses the Contra Costa Transportation Authority (CCTA) Countywide Travel Demand Model (CCTA Model) to estimate VMT. The CCTA Model includes data from 2020, which represents pre-pandemic conditions; therefore, the model approximates existing conditions. The VMT estimate accounts for all the VMT generated by the project area within the Nine County Bay Area region. **Table 1** presents the existing VMT efficiency metrics (i.e., per capita, per worker, or per service population) for the project area and compares them to the citywide, countywide, and regionwide averages based on the CCTA Model results for the year 2020. The existing (2020) VMT efficiency metrics for the project area are lower that the citywide, countywide, and regionwide averages.

Table 1: Existing (2020) VMT Summary

Geography	Average Household VMT per Capita	Average Commute VMT per Worker	Average Total VMT per Service Population
Project Area	8.9	14.1	18.9
City of Richmond	10.4	15.5	23.0
Contra Costa County	17.3	14.9	30.0
Bay Area Region	13.3	15.6	26.2

Source: Fehr & Peers based on the results of the CCTA Travel Demand Model for the year 2020, 2022.

Regulatory Setting

The State, County, and City requirements regarding analysis of land use projects impact on VMT are discussed below.

Senate Bill 743

Passed in 2013, SB 743 started a process that changed the way transportation impact analysis is conducted as part of CEQA compliance. With these changes, automobile delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion are no longer the basis for determining significant impacts under CEQA. According to SB 743, these changes are intended to "more appropriately balance the needs of congestion management with statewide

goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

In December 2018, the Natural Resources Agency finalized updates to Section 15064.3 of the CEQA Guidelines, including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and as of July 1, 2020 are now in effect statewide.

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA* that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric.

Contra Costa Transportation Authority

Consistent with SB 743 requirements and OPR guidelines, in July 2020 CCTA published the *VMT Analysis Methodology for Land Use Projects in Contra Costa GMTF Review Draft*, to describe CCTA's recommended methodology for evaluating VMT for land use projects in CEQA documents. The document provides thresholds of significance for projects of different types and a methodology for estimating VMT that jurisdictions in Contra Costa County are required to follow in order to be consistent with CCTA's Growth Management Program (GMP).

City of Richmond

On February 4, 2021, the Richmond City Council adopted the VMT screening criteria, thresholds of significance, and VMT estimation methodologies as published by CCTA in July 2020 (described above), and consistent with SB 743 requirements and OPR guidelines.

On February 4, 2021, the Richmond City Council also adopted changes to the City's Transportation Demand Management (TDM) Ordinance (Article 15.04.612 of the City of Richmond Municipal Code), which requires multi-unit residential developments of ten or more units and nonresidential developments of 10,000 or more square feet to develop and implement a TDM Plan to the extent feasible reduce the development's vehicle trip generation to 15 percent below the standard rates as published in the latest edition of the Institute of Transportation Engineers' *Trip Generation Manual*, and/or to ensure that the VMT per resident or worker for the development is below the citywide average.

Impact Analysis

The methodology and assumptions used for evaluating the VMT impacts of the project as well as the VMT results are presented below.

VMT Estimation

This analysis uses the CCTA Model to estimate VMT efficiency metrics. Travel demand models represent neighborhoods in transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis and other planning purposes. The CCTA Model includes approximately 138 TAZs in Richmond, which vary in size from a few blocks in the areas around the main corridors such as Cutting Boulevard and San Pablo Avenue and surrounding the Richmond BART Station to larger geographic areas farther away. The project area, which is defined as the TAZs were the proposed FBC would change land uses, fully or partially encompasses 48 TAZs.

The CCTA Model uses various socio-economic variables, such as number of households and residents by household type, number of jobs by employment category at a TAZ level and transportation system assumptions such as type of roadway, number of lanes, major bicycle and pedestrian facilities, transit service capacity and frequency to forecast various travel characteristics, such as daily and peak-hour travel volumes and VMT.

The CCTA Model uses a four-step modeling process that looks at trip generation, trip distribution, mode split, and trip assignment. This process accounts for changes in travel patterns due to future growth and expected changes in the transportation network. The CCTA Model assigns all predicted trips within, across, to, or from the nine-county San Francisco Bay Area region to the roadway network and transit system by mode (i.e., single-occupant or carpool vehicle, biking, walking, or transit) and transit carrier (i.e., bus, rail) for a given scenario. The VMT generated by each TAZ can be estimated by tracking the number of trips and the length of each trip generated by the TAZ.

The CCTA Model version released in April 2019, which incorporates land use data and transportation network improvements consistent with *Plan Bay Area 2040* (i.e., the Sustainable Communities Strategy)[1], was used to develop VMT estimates because it is currently the best

[1] Although MTC adopted *Plan Bay Area 2050* in October 2021, this analysis relies on *Plan Bay Area 2040* because CCTA Model, which is used to estimate the VMT metrics for this project, is based on *Plan Bay Area 2040* and updated to reflect *Plan Bay Area 2050* are not expected for several years.

available tool for estimating VMT metrics in Contra Costa County. VMT metrics are developed for the following scenarios:

- **Baseline (2020) Conditions** – This scenario represents the land uses and transportation network within and outside of the project area under existing (2020) conditions.
- **2040 Plus Project Buildout Conditions** – This scenario assumes the buildout of the proposed project within the project area, and the *Plan Bay Area 2040* assumptions outside of the project area. Regional planned transportation improvements include funded and approved transportation improvements as documented in the Plan Bay Area 2040 and included in the CCTA Travel Demand Model.

As a regional planning tool, the CCTA Model was developed through an extensive model validation process. The model is intended to replicate existing vehicular travel behavior, and can provide a reasonable estimate of VMT generated in various geographic areas on a typical weekday. It can also estimate future VMT that reflects planned local and regional land use and transportation system changes. As a result, the CCTA Model was used to estimate the VMT and the VMT efficiency metrics under 2020 and 2040 conditions.

The VMT and VMT efficiency metrics estimated by the CCTA Model are somewhat conservative because the CCTA Model is a regional travel demand model and only accounts for the built environment variables to which the model is sensitive. As such, the FBC policies supporting variables the model is not sensitive to (such as presence of bicycle and pedestrian facilities, limited parking supply, and TDM measures) may not be reflected in these VMT estimates.

Thresholds of Significance

Per City of Richmond's adopted thresholds of significance for evaluating VMT impacts and consistent with OPR and CCTA guidelines, this analysis uses the following thresholds of significance to determine if the proposed project would cause a significant impact on VMT:

- For residential uses, the implementation of the proposed project would result in a significant impact if it would result in the average household VMT per capita to be higher than 85% of the existing average household VMT per capita in Richmond or Contra Costa County, whichever is less stringent.
- For employment generating uses, the implementation of the proposed project would result in a significant impact if it would result in the average commute VMT per worker to be higher than 85% of the existing average commute VMT per worker in Richmond or Bay Area Region, whichever is less stringent.
- For retail and other uses, the implementation of the proposed project would result in a significant impact if it would result in the average total VMT per service population to be

higher than 85% of the existing average total VMT per service population in Richmond or Contra Costa County, whichever is less stringent.

As previously shown in Table 1, the average household VMT per capita and the average total VMT per service population for Contra Costa County, and the average commute VMT per worker for the Bay Area region are the less stringent metrics and per the CCTA guidelines, are used as the thresholds of significance in this analysis.

Project VMT Metrics

Table 2 summarizes the VMT efficiency metrics listed above for the Baseline (2020) conditions in the project area and Project Buildout (2040) Conditions as estimated by the CCTA Model. The table also compares the VMT efficiency metrics for the project area with the appropriate baseline averages and a VMT 85 percent of the baseline averages (Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker), which are the threshold used to determine the significance of the VMT impact.

Table 2: Project VMT Metrics

Geography	Average Household VMT per Capita	Average Commute VMT per Worker	Average Total VMT per Service Population
Project Area			
Baseline (2020)	8.9	14.1	18.9
Project Buildout (2040) [1]	7.3	13.9	16.6
Baseline Average [2]	17.3	15.6	30.0
85% of Baseline Average (Threshold of Significance)	14.7	13.2	25.5
Above the threshold of significance?	No	No[3]	No

Notes:
1. Buildout of the project, which represents an additional 5,151 residential units (16,483 residents) and 5,294 jobs (2,212,543 square feet of space).
2. Countywide average for household VMT per capita and total VMT per service population, and regionwide average for commute VMT per worker.
3. Based on the results of the CCTA Model, the average commute VMT per worker is estimated to be 13.8 under Project Buildout (2040) conditions. However, the CCTA Model does not account for TDM strategies that future developments are required to implement. It is estimated that TDM strategies would reduce the average commute VMT per worker by at least five percent to below the threshold of significance.

Source: Fehr & Peers based on the results of the CCTA Travel Demand Model, 2022.

The effects of the project on the three VMT metrics is described below:

Household VMT per Capita

As shown in Table 2, the implementation of the proposed project would reduce the household VMT per capita in the project area from 8.9 under Baseline (2020) conditions to 7.3 under Project Buildout (2040) conditions, which would be below the threshold of significance of 14.7 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the household VMT per capita in the project area because it would locate additional housing and increase the mix of uses in a transit-rich and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips.

Commute VMT per Worker

The implementation of the proposed project would reduce the commute VMT per worker in the project area from 14.1 under Baseline (2020) conditions to 13.9 under Project Buildout (2040) conditions. Although the project would reduce the commute VMT per worker in the project area, it would remain above the threshold of significance of 13.2 (85 percent of the baseline Bay Area regional average) by about five percent, according to the CCTA Model. As described above, the VMT estimated by the CCTA Model only accounts for build-environment variables, and does not account for TDM measures that future developments are required to implement.

As stated above, the City has a TDM ordinance which requires multi-unit residential developments of ten or more units and nonresidential developments of 10,000 or more square feet to develop and implement a TDM Plan to reduce automobile trips and VMT to the extent feasible. Most future developments in the project area would be subject to this TDM ordinance. However, the specific TDM measures that future developments would implement are not known at this time. **Table 3** summarizes the potential VMT reducing strategies that future developments can implement to reduce the commute VMT per worker. Table 3 also presents the effectiveness range of each strategy based on research compiled in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (California Air Pollution Control Officers Association [CAPCOA], December 2021). The CAPCOA report is a resource for local agencies to quantify the benefit, in terms of reduced travel demand and VMT, of implementing various TDM strategies.

Furthermore, individual developments that are above the VMT threshold could potentially contribute to future VMT mitigation fee programs, banks, or exchanges. No regional VMT mitigation programs currently exist; however, the CCTA is currently evaluating different mitigation program frameworks which may lead to a Countywide or regional VMT mitigation program. Should such a program be implemented, development projects could potentially pay into a fee program or purchase mitigation credits to achieve needed VMT mitigation instead of, or in addition to, onsite TDM measures.

Table 3: Summary of VMT Reduction Strategies

Strategy	Description	Range of Potential VMT Reduction[1]
Implement ride-sharing program	This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants, which depends on the ultimate building tenants.	Up to 8%
Subsidize or discount transit passes	This strategy reduces the need to use a vehicle by incentivizing individuals to use transit for their daily commute. This strategy depends on the ultimate building tenants.	Up to 5%
Price and manage parking	Parking management strategies focus on the management of parking to influence vehicle travel. Free and ubiquitous parking supply tends to increase vehicle use while reducing parking supply and pricing spaces can help reduce vehicle travel. A reduction in parking supply, as required by the FBC, can incentivize infill development and higher density development by reducing the cost of building parking spaces.	Up to 20%
Mandatory Commute trip reduction program	Implementing a mandatory Commute Trip Reduction (CTR) program with rigorous monitoring requirements can disincentive single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Up to 26%
End-of-trip bicycle facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle.	Up to 4%
Employer-sponsored vanpool	Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting.	Up to 20%

Notes:
1. Based on *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (CAPCOA, December 2021).

Source: Fehr & Peers, 2022.

The effectiveness of TDM programs in reducing vehicle trips and VMT would depend on characteristics of individual developments and the specific TDM strategies implemented at each site. Although these details not known at this time, future development projects are expected to implement a suite of TDM measures that would reduce each project's VMT to comply with the City's TDM Ordinance.

Considering the effectiveness range of the TDM strategies described above and the City's requirement for future developments to implement TDM plans, it is assumed that the implementation of the selected measures at future developments combined can reduce the average commute VMT per worker for the project area by at least five percent to below the threshold of significance (85 percent of the baseline Bay Area regional average). Thus, the impact of the proposed project on commute VMT per worker is less-than-significant.

Total VMT per Service Population

For total VMT per service population, the implementation of the proposed project would reduce the total VMT per service population from 18.9 under Baseline (2020) conditions to 16.6 under Project Buildout (2040) conditions, which would be below the threshold of significance of 25.5 (85 percent of the baseline countywide average), indicating a less-than-significant impact. The project would reduce the total VMT per service population in the project area because it would locate a variety of uses in a mixed-use, transit-rich, and pedestrian friendly area, which would encourage walking, biking, and transit trips and result in fewer and shorter automobile trips.

Cumulative VMT Analysis

According to the CCTA Guidance, a cumulative analysis is only required if the project-level impact is found to be significant. Since the project-level impact is less-than-significant, as described above, no cumulative analysis is prepared for the project.