

Appendix B

El Cerrito and Richmond General Plan Consistency

MIG

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El Cerrito and Richmond General Plan Consistency

The San Pablo Avenue Specific Plan process has followed direction established as part of the 1998 El Cerrito General Plan and the 1994 Richmond General Plan, as well as regularly coordinated with the ongoing Richmond General Plan process to be consistent to the largest extent possible. The following pages illustrate the General Plan policies from both the El Cerrito General Plan and Richmond General Plan that support the development of this Specific Plan.

1998 El Cerrito General Plan Consistency

The following are goals and policies from El Cerrito's 1998 General Plan.

Land Use Goals and Policies
<i>Goal LU1: A high-quality residential character within El Cerrito.</i>
LU1.3 Quality of Development. Ensure that all multifamily or mixed-use development in residential areas addresses compatibility and quality of life issues.
LU1.5 Suitable Housing. Promote suitably located housing and services for all age groups within the city.
LU 1.6 Variety of Housing Types. Encourage diverse housing types, such as live-work units, studio spaces, townhouses, co-housing, congregate care, and garden apartments.
<i>Goal LU2: A land use pattern and mix of uses that contribute to the financial health and stability of the community.</i>
LU 2.1 San Pablo Avenue. Promote retail, office, and mixed uses along San Pablo Avenue to provide more tax revenues to the city.
LU 2.2 Commercial Diversification. Maintain a diversity of commercial land uses to ensure stability during economic cycles and enrich the lives of residents. The maintenance of diversity includes encouragement of small businesses, both in terms of creation of new firms and retention of existing ones.
LU 2.5 Maximum FARS. Allow a maximum floor-area-ratio of 2.0 in all commercial areas except the neighborhood commercial centers where the maximum is 1.0 and except as otherwise provided in this Plan.
<i>Goal LU3: A development pattern that enhances a strong sense of community.</i>
LU 3.1 Commercial/Residential Interaction. Encourage easy access to local businesses as focal points for neighborhood social interaction.
<i>Goal LU4: A safe, attractive, and interesting community.</i>
LU 4.1 Mixture of Uses. Encourage a mix of uses that promotes such community values as convenience, economic vitality, fiscal stability, public safety, a healthy environment, and a pleasant quality of life.
LU 4.2 Availability of Goods and Services. Provide for economic development that assures the availability and diversity of resident-serving goods and services.
LU 4.3 Street Frontages. Encourage attractive and accessible street frontages that contribute to the retail vitality of all commercial or mixed-use centers.
LU 4.4 Amenities. Ensure that new development provides a high level of amenity for users of the development, and, wherever possible, includes community-serving facilities.
LU 4.5 Quality of Development. Ensure that all development in nonresidential areas addresses compatibility and quality of life issues.

Land Use Goals and Policies (cont.)
<i>Goal LU5: A land use pattern and types of development that support alternatives for the movement of people, goods, and ideas.</i>
LU 5.1 BART Station Areas. Encourage higher densities and a mix of uses near the city's two BART stations to take advantage of the transit opportunities they provide.
LU 5.2 Mixed-Use Centers. Encourage mixed-use centers along San Pablo Avenue – including development along Fairmount Avenue, Stockton Avenue and Moeser Lane, between San Pablo Avenue and the Ohlone Greenway – that provide the opportunity for people to walk among businesses, employment, and residences.
LU 5.3 Mixed-Use Projects. Encourage mixed uses, especially offices or housing over ground-floor retail uses, where commercial uses are allowed.
LU 5.5 Pedestrians, Bicycles, and Access. Ensure that business areas have adequate pedestrian and bicycle facilities and accessibility for persons with disabilities, and that easy connections to transit are available wherever possible.
LU 5.6 Development Along the Ohlone Greenway. New or substantially altered development abutting the Ohlone Greenway will be evaluated with respect to how the development enhances the aesthetics and ambiance of this important linear recreational and transportation facility, and how the development contributes to the security of users of the Greenway. The City will expect frontage along the Greenway to be treated as if it were public street frontage, with commensurate attention to design quality.
<i>Goal LU6: Development patterns that promote energy efficiency, conservation of natural resources, and use of renewable rather than nonrenewable resources.</i>
LU 6.1 Natural Features. Preserve or restore the natural terrain, drainage, and vegetation on and near development sites and open-up buried creeks where opportunities can be found, unless there are compelling reasons why this cannot be done.
LU 6.2 Circulation Alternatives. To the extent possible, encourage alternatives to the use of private automobiles. Encourage a full range of transportation options – driving, transit, walking and biking – without allowing any one to preclude the others.
LU 6.4 Water Conservation. Require water conserving landscape design and fixture types in all new development. This policy is not intended to encourage the substitution of paved surfaces and other hardscape for plant materials.

Community Design Goals and Policies
<i>Goal CD1: A city organized and designed with an overall attractive, positive image and "sense of place."</i>
CD 1.1 Neighborhood Character. Preserve and enhance the character of existing residential neighborhoods by limiting encroachment of new buildings and activities that are out of scale and character with the surrounding uses.
CD 1.2 Design Concept. Plan and construct development within development activity centers and neighborhood commercial centers according to an overall design concept for each center.
CD 1.3 High-Quality Design. Encourage higher-quality design through the use of well-crafted and maintained buildings and landscaping, use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects.
CD 1.6 Entrances to the City. Improve the major entrances into the city with landmark entry features, signs, and gateways to enhance the sense of community and improve the City's image.
CD 1.9 Building Design. A variety of attractive images will be achieved by encouraging a variety of building styles and designs, within a unifying context of consistent "pedestrian" scale along streets and compatibility among neighboring land uses.
<i>Goal CD2: A city with attractive, safe, and functional streets, parking areas, and pedestrian walkways.</i>
CD2.1 Street Frontages. Encourage street frontages that are safe, by allowing for surveillance of the street by people inside buildings and elsewhere, and are interesting for pedestrians. Require buildings in development centers and neighborhood commercial centers along San Pablo Avenue to be directly abutting sidewalks, with window openings and entries along the pedestrian frontage.
CD 2.2 San Pablo Avenue. Develop a design concept for San Pablo Avenue that includes street landscaping and improvements, and design guidelines that create an overall coordinated image and character of the street from north to south. Establish physical design standards for development in cooperation with Caltrans and, where required, subject to acceptance by Caltrans.
CD 2.3 Streetscape Improvements. Maintain an active program of street tree planting and improved roadway landscaping through both public and private means. Design guidelines shall describe appropriate types of trees for commercial areas – to enhance the shopping experience rather than detract from it.
CD 2.4 Multi-Modal Transportation Network. Ensure that streets, paths, and bikeways contribute to the system of a fully connected transportation network to all major destinations in the City. The design of these streets and pathways should encourage pedestrian and bicycle uses by being spatially defined by buildings, trees, lighting, and street furniture. Pedestrian and bicycle pathways and auto routes should be compatible.
CD 2.5 Signs. Scale and orient signs to both pedestrians and drivers along the street frontage. Building signs should be designed to fit within the scale and character of buildings.
CD 2.6 Parking Layout. Encourage the development of common parking areas and common access for adjoining lots.

Community Design Goals and Policies (cont.)
CD 2.7 Accessible Design. Site and building design must meet basic accessibility needs of the community and not be exclusively oriented to those who arrive by car.
CD 2.8 City Sidewalk and Pedestrian Walkways. City streets and pedestrian walkways should be designed to be safe, accessible, convenient, comfortable, and functionally adequate at all times, including the design of pedestrian crossings, intersection design, sidewalk widths, street tree planting, street furniture, and signal timing.
<i>Goal CD3: A city with attractive landscaping of public and private properties, open space, and public gathering spaces.</i>
CD 3.2 Usable Open Spaces. Require the provision of usable open space in the form of ground-floor patios, upper-floor decks, and balconies, as well as common recreational facilities.
CD 3.4 Fencing. Require that residential streets maintain open front yards and not be enclosed with fences that exceed three feet in height. Allow fences up to six feet in height to enclose front yards along major arterials, heavily used pedestrian ways or to protect yards from deer and other animals.
CD 3.5 Creek Preservation. Where possible, preserve and restore natural drainage ways as parts of the storm drainage system, coordinating with recreational and trail use.
CD 3.8 Public Spaces. Create specialized outdoor gathering places in the three main activity centers along San Pablo Avenue – Del Norte, Midtown, and El Cerrito Plaza. Encourage the design of these public spaces to accommodate activities that encourage the presence of people at all hours of the day and evenings.
CD 3.9 Ohlone Greenway. Enhance the usability and aesthetic appeal of the Ohlone Greenway by integrating it into the fabric of the City. Design buildings with entries, yards, patios, and windows to open onto and face the Ohlone Greenway. Avoid blank walls, backs of buildings, and large parking lots adjacent to the greenway.
CD 3.10 Greenway Spur Trails. Develop greenway spur trails for creekside access and access to the Bay for recreational use and environmental protection.
CD 3.11 Streetscape Design. Streetscape design (street trees, lighting, and pedestrian furniture) should be used to lend character and continuity with commercial districts and residential neighborhoods.
CD 3.12 Landscape Species. Indigenous and drought-tolerant species that reduce water usage and are compatible with El Cerrito’s climate are encouraged.
<i>Goal CD4: Well designed buildings that are compatible with their surroundings.</i>
CD 4.1 Compatibility in Building Scale. Avoid big differences in building scale and character between developments on adjoining lots.
CD 4.2 Building Articulation. Ensure that buildings are well articulated. Avoid large unarticulated shapes in building design. Ensure that building designs include varied building facades, rooflines, and building heights to create more interesting and differentiated building forms and shapes. Encourage human scale detail in architectural design. Do not allow unarticulated blank walls or unbroken series of garage doors on the facades of buildings facing the street or the Ohlone Greenway.
CD 4.4 Natural Lighting and Ventilation. Ensure that building design takes into consideration air circulation, natural lighting, views, and shading areas to interior and exterior spaces.
CD 4.5 Energy and Resources. Integrate good design with the use of energy efficient techniques and equipment, and with materials and construction practices that minimize adverse environmental affects.

Community Design Goals and Policies (cont.)
CD 4.6 Sustainable Building Materials. Encourage the use of "green" and non-toxic building materials, and advise builders to apply for regional, state and national incentives programs.
<i>Goal CD5: A design process that achieves design objectives while being efficient and allowing for flexibility.</i>
CD 5.1 Design Review Process. Continue design review and approval process for all new development, changes, additions, and modifications of existing buildings (except for single-family homes on existing lots).
CD 5.2 Planned Development. Encourage planned development projects and other techniques that cluster developments to create and preserve open spaces, views, and other amenities.
CD 5.3 Design Guidelines and Regulations. Make development and design regulations more understandable with use of illustrations, photos, drawings, diagrams, or other graphic and visually oriented regulations, such as a "form code."

Transportation Goals and Policies
<i>Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle.</i>
T1.1 Balanced Transportation System. Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes.
T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between major destinations.
T1.4 Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools.
<i>Goal T2: A land use pattern that encourages walking, bicycling, and public transit use.</i>
T2.1 Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures: <ol style="list-style-type: none"> 1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors. 2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs. 3. Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices. 4. Direct growth to occur along transit corridors. 5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue.
T2.2 Project Design. Projects should be designed to include features that encourage walking, bicycling, and transit use.

Transportation Goals and Policies (cont.)
<i>Goal T3: A transportation system that maintains and improves the livability of the City.</i>
T3.1 Improve Circulation. Improve circulation in locations with high levels of congestion, but avoid major increases in street capacities unless necessary to remedy severe traffic congestion, and not at the expense of pedestrian circulation.
T3.2 Streets as Public Spaces. Recognize the role of streets not only as vehicle routes but also as part of an extensive system of public spaces where people live, city residents meet, and businesses reside.
T3.3 Residential Streets. To discourage cut-through traffic on residential streets, maintain the existing system of arterial and collector streets. Where necessary, employ traffic management techniques to control the speed of vehicles traveling on residential streets, including residential portions of arterial and collector streets.
<i>Goal T4: A minimum amount of land used for parking and minimal parking intrusion in neighborhoods.</i>
T4.1 Parking Requirements. Develop parking requirements that are consistent with the goals for increased use of alternative transportation modes, and acknowledge shared parking opportunities.
T4.2 Underparked Areas of San Pablo Avenue. Evaluate long-term parking needs along San Pablo Avenue and promote the development of common parking facilities in areas where existing and long-term parking provisions will not satisfy latent parking demand.
T4.3 BART Parking. Support decreasing the amount of land dedicated to parking around BART stations by using parking structures. To reduce parking demand at BART stations, encourage an improved transit feeder system to BART stations including consideration of new transit technologies. Encourage BART parking not to obstruct pedestrian access from stations to surrounding land uses.
T4.4 Residential Parking Permits. Maintain the restrictive residential permit-parking program for neighborhoods surrounding BART stations. As need arises, expand the permit parking areas or create new permit parking areas to protect neighborhoods from parking intrusion from adjacent land uses.

Parks and Recreation Goals and Policies
<i>Goal PR1: Adequate, diverse, and accessible recreational opportunities for all residents – including children, youth, seniors, and others with special needs – in parks, school yards, and open space.</i>
PR 1.12 New Residential Development. Require that all new multi-family residential projects provide on-site open space and recreational facilities for residents or provide a combination of park in-lieu fees and on-site facilities.
PR 1.13 People with Special Needs. Ensure that public access points to open space areas and design features for all recreational facilities provide equal opportunity for people with special needs.
PR 1.15 Development Impacts. Development should not be allowed to denigrate or interfere with the use or enjoyment of City-owned park, recreational, and open space facilities.
PR 1.17 Buffer Zones. Encourage the creation of native plant buffer zones between natural areas and residences.

Parks and Recreation Goals and Policies (cont.)
<i>Goal PR2: High quality open space protected for the benefit of present and future generations, reflecting a variety of important values: ecological, educational, aesthetic, economic and recreational. These values are interwoven throughout the community in numerous ways so that the preservation of open space is very important to the well being of the City.</i>
PR 2.1 Open Space Purpose. Identify and protect the natural resources of the Tri-Cities Area (El Cerrito, Richmond and San Pablo) for the benefit of present and future generations.
PR 2.2 Development Suitability. Encourage urban growth in those areas where the natural characteristics of the land are most suited to such development, and to protect the public from risks to life and property.
PR 2.5 Open Space Use. Improvements within open space areas shall be limited to those needed for educational and recreational purposes, and those improvements necessary for health and safety purposes. All improvements shall be compatible with protection and preservation of existing natural and habitat resources.
PR 2.6 Existing Open Space Preservation. Except where extraordinary circumstances indicate otherwise, ensure that development decisions protect existing open space areas.
<i>Goal PR3: Public access to open space areas while protecting important habitats.</i>
PR 3.2 Open Space Improvements. Design any improvements in open space areas to minimize adverse impacts to habitats, view, and other open space resources.
PR 3.3 Creek Restoration. Integrate recreational amenities with creek restoration efforts in a way that protects riparian values, including natural habitats.

Community Facilities Goals and Policies
<i>Goal CF1: Safe and adequate community facilities that allow the City to offer better services and inspire a sense of community pride.</i>
CF 1.2 Regular Maintenance. Provide regular maintenance of community facilities to ensure their continued usability and prevent deferred maintenance, which adds to long-term costs.
CF 1.3 Development Incentives. Obtain community facilities through appropriate development incentives that are consistent with other policies in this Plan.
CF 1.4 Future Development. Require future development to pay its fair share of purchasing sites and financing needed improvements for existing and future community facilities.
CF 1.5 Responding to Growth. Provide new or expanded community facilities as the need increases due to increased population or development.

Public Facilities Goals and Policies
<i>Goal PS1: An adequate, comprehensive, coordinated law enforcement system consistent with the needs of the community.</i>
PS 1.1 Development Review. Prior to approval of new development, the Police Department shall be requested to review all applications to determine the ability of the department to provide protection services. The ability to provide protection to existing development shall not be reduced below acceptable levels as a consequence of new development. Recommendations such as the need for additional equipment, facilities, and adequate access may be incorporated as conditions of approval.
PS 1.2 Development Design. Development design should address public safety issues – encourage use of technology to support defensible design, encourage neighborhood social interaction, maintain eyes on the street, and support a clean and orderly public appearance.
PS 1.3 Service Level. Maintain the current service level of 1.26 officers per 1,000 daytime population, provided adequate financial resources are available.
<i>Goal PS2: A community that has minimized the risks to lives and property due to fire hazards.</i>
PS 2.1 Development Review. Prior to approval of new development, the applicant will be required to demonstrate that adequate emergency water supply, storage, and conveyance facilities, and access for fire protection either are or will be provided concurrent with development. The ability to provide protection to existing development shall not be reduced below acceptable levels as a consequence of new development. Recommendations such as the need for additional equipment, facilities, and adequate access may be incorporated as conditions of approval.
PS 2.2 Response Time. Maintain an average emergency response time for the first fire engine of less than six minutes for 95 percent of all emergency calls for service, provided adequate financial resources are available.
PS 2.13 Joint Response Agreements. Maintain and improve the City’s ability to participate in existing joint response agreements that enhance its ability to respond to fire, EMS, or disaster needs.
<i>Goal PS3: Safe and adequate public infrastructure to serve El Cerrito’s residents, now and in the future.</i>
PS 3.1 Development Approval. Approve new development only if the capacity of public infrastructure is in place or can be reasonably provided.
PS 3.2 Fair-Share Cost Allocations. Require future development to pay its fair share of purchasing rights-of-way and of financing needed improvements for existing and future public infrastructure.
PS 3.3 Upgrading Infrastructure. Upgrade public infrastructure that experiences deterioration or obsolescence.
PS 3.5 Coordination with Service Providers. Coordinate and work with other service providers, including EBMUD, the Stege Sanitary District, the East Bay Sanitary Company, Contra Costa County, CalTrans, BART, AC Transit, and the East Bay Regional Park District to ensure adequate and safe public infrastructure to serve existing and planned development in the community.

Public Facilities Goals and Policies (cont.)
<i>Goal PS4: An adequate storm drainage system to serve existing and future planned development.</i>
PS 4.1 Monitoring Storm Drain Needs. Monitor and assess the need for storm drain system improvements at regular intervals to ensure adequate system capacity and proper long-term functioning.
PS 4.2 Creek Restoration. Seek funding opportunities from State and federal agencies and from non-profit foundations for urban creek restoration efforts.

Resources and Hazards Goals and Policies
<i>Goal R1: Protected natural resources (important habitat, ecological resources, key visual resources, ridges and ridgelines, creeks and streambanks, steeper slopes, vista points, and major features), and clean air and water.</i>
R1.3 Potential Environmental Impacts. Encourage development patterns that minimize impacts on the City's biological, visual and cultural resources, and integrate development with open space areas.
R 1.4 Air Quality. Strive to achieve federal and state air quality standards by managing locally generated pollutants, coordinating with other jurisdictions and implementing measures to limit the increase of automobile trips in El Cerrito and the region.
R 1.5 Clean Energy Sources. Support efforts by public and private agencies to develop new sources of energy for all uses, heating and industrial activities as well as transportation that will be non-polluting of our atmosphere.
R 1.7 Creek Protection. Preserve riparian vegetation, protect owners and buyers of property from erosion and flooding, and increase public access to the creeks. Lands adjacent to riparian areas should be protected as public or private permanent open space through dedication or easements.
R 1.8 Creek Improvements. Accomplish design and improvements along creeks (Cerrito Creek, Baxter Creek, etc.) in consultation and cooperation with creek restoration and design professionals.
R 1.9 Development Near Creeks. For development adjacent to creeks and major drainages, provide adequate building setbacks from creek banks, provision of access easements for creek maintenance purposes and for public access to creekside amenities, and creek improvements such as bank stabilization. Also protect riparian vegetation outside the setback.
R 1.11 Native Plant Communities. Encourage use of native plant species for landscaping in hillside areas, preserve unique plant communities, and use fire-preventive landscaping techniques.
<i>Goal R2: Protected and rehabilitated architectural, historical, cultural, and archaeological resources that are of local, state, or federal significance.</i>
R2.1 Historic Preservation. Ensure that the remodeling and renovation of historic structures respects the character of the structure and its setting.

Hazards Goals and Policies
<i>Goal H1: Minimal potential for loss of life, injury, damage to property, economic and social dislocation and unusual public expense due to natural and man-made hazards, including protection from the risk of flood damage, hazards of soil erosion, fire hazards, weak and expansive soils, potentially hazardous soils materials, other hazardous materials, geologic instability, seismic activity, and release of hazardous materials from refineries and chemical plants in West County.</i>
H 1.1 Location of Future Development. Permit development only in those areas where potential danger to the health, safety, and welfare of the residents of the community can be adequately mitigated.
H 1.2 Development Review. Require appropriate studies to assess identified hazards and assure that impacts are adequately mitigated.
H 1.16 Maintenance for the City's Storm Drainage Facilities. In order to maintain unobstructed drainage courses, existing laws prohibiting the dumping of debris, fill or other waste materials into creeks and channels, and the littering of garbage should be strictly enforced. The City will also continue to maintain a high level of maintenance for its storm drainage facilities. New developments will be carefully reviewed to insure that adequate storm drain facilities are available both on and off the site.
H 1.17 Storm Drainage Capacity. Ensure storm drainage capacity to be available to carry runoff generated by new developments, and implement the City's Storm Water Master Plan.

1994 Richmond General Plan Consistency

The following are goals and policies from Richmond's 1994 General Plan.

Land Use Goals and Policies
<i>LU-A Improve the aesthetic and economic value of individual sites, the adjacent properties, the neighborhoods and the entire City.</i>
LU-A.2 Encourage a general awareness among developers and the community that attractive urban design improves the aesthetic and economic values of the entire City.
LU-A.3 Integrate urban design elements into new and existing developments (e.g., landscaping, street furniture, works of art, underground utilities, and control of commercial signing).
LU-A.6 Integrate an arts and cultural component in public places and facilities.
LU-A.7 Include art and cultural components in areas of new development and redevelopment.
<i>LU-B Achieve a pleasant transition between residential, industrial, and commercial areas.</i>
LU-B.1 Encourage commercial and industrial facilities to enhance and complement the surrounding areas.
<i>LU-C Achieve variety in the character of development and create a community of pleasant contrasts.</i>
LU-C.1 Require that new development establish a distinctive character, as expressed in the external design of buildings, works of art, and open space areas and in their relationship to the terrain, water, and the surrounding environment.
LU-C.2 Urge inclusion of a broad variety of dwelling types within all new and existing residential communities.
<i>LU-D Improve the appearance of entrances to the community and the major thoroughfares and freeways through provision of landscaping, sign limitations, and careful attention to design.</i>
LU-D.3 Undertake a concerted beautification campaign to improve all the gateways to Richmond.
LU-F Create urban areas in both appearance and function where residents can live and work without commuting.
LU-F.1 Provide adequate neighborhood commercial areas to serve the future needs of each neighborhood at buildout.
<i>LU-H Produce neighborhoods with distinct identities and of varying densities which are attractive and safe.</i>
LU-G.1 Establish design standards that allow for functional and compatible mixed-use development.
<i>LU-J Create environments with both day and night activity in the more urban and commercial/residential mixed-use areas.</i>
LU-J.1 Encourage mixed-use developments, where allowed, to create both day and night activities.

Land Use Goals and Policies (cont.)
<i>LU-K Meet future housing needs within the existing Planning Area through infill development already served by community facilities, utilities and transportation systems.</i>
LU-K.1 Encourage the infill of housing on parcels within the multi-family residential neighborhoods at a density appropriate to an urban area and which can be efficiently served by public transit, utilities, and services.
LU-K.2 Promote private land assembly of smaller parcels to the extent that they increase design flexibility in the intensification or rehabilitation of existing neighborhoods.
LU-K.3 Retain, to the extent practical, the grain of existing single-family residential neighborhoods by encouraging small-scaled infill projects that avoid disruption of the existing fabric.
<i>LU-L Create strong neighborhood and regional commercial centers which are skillfully conceived and imaginative, all easily accessible by pedestrian walkways, bicycle paths, automobiles, and public transit.</i>
LU-L.2 Establish community shopping centers in appropriate locations, scaled to serve clusters of several neighborhoods.
LU-L.3 Establish neighborhood retail areas at appropriate locations to serve one or two neighborhoods and provide day-to-day convenience shopping requirements.
<i>LU-M Provide and maintain a broad range of commercial activities at a scale and intensity required to serve the business and shopping needs of the population.</i>
LU-M.1 Revitalize existing commercial activity areas through commercial and residential rehabilitation and by encouraging new development.

Circulation Goals and Policies
<i>CIR-A Serve the existing and future arrangement of land uses with efficient, safe, convenient, and economic transportation systems for the movement of all people and goods.</i>
<i>CIR-A.1 Balance the need to move people and goods on the street and highway system with the access needs of adjacent properties.</i>
<i>CIR-A.2 Place a priority on facilitating trips with origins or destinations within the community rather than on efforts to provide improvements for through trips.</i>
<i>CIR-A.6 Provide a balanced transportation system to give mobility to all segments of the community, with special emphasis on provision of facilities and services to mobility impaired and economically disadvantaged members of the community.</i>
<i>CIR-B Provide a balanced, safe, attractive and efficient transportation system for automobile/truck users, transit passengers, pedestrians and bicyclists.</i>
<i>CIR-B.1 Make efficient use of the existing transportation system.</i>
<i>CIR-B.3 Maintain a safe, effective and attractive bicycle and pedestrian circulation system, with particular emphasis on the San Francisco Bay and the Bay Area Ridge Trails and ensuring that new or existing developments are interconnected.</i>
<i>CIR-B.4 Facilitate ancillary multi-modal transportation improvements (e.g., bus stops, bus shelters, transportation hubs, ferry terminals, bike racks) as part of the City's development process.</i>
<i>CIR-B.8 Use interesting and important landscape and topographical features when designing transportation facilities.</i>
<i>CIR-B.10 Integrate urban design elements (e.g., landscaping, street furniture, underground utilities, and control of commercial signing) in transportation improvement projects.</i>
<i>CIR-B.11 Wherever practical, use existing right-of-way for improvement to existing transportation infrastructure.</i>
<i>CIR-C Develop and encourage the effective use of multi-modal circulation systems.</i>
<i>CIR-C.1 Balance the need for parking with the need to promote the use of alternative modes and transit.</i>
<i>CIR-C.2 Promote the use of alternatives to the single-occupant automobile to satisfy community transportation needs.</i>
<i>CIR-C.3 Provide a network of bicycle routes offering safe and easy access to all portions of the City.</i>
<i>CIR-C.6 Use parking management plans (e.g., park-and-ride, preferential carpool parking) to encourage high-occupancy vehicle trips.</i>
<i>CIR-C.10 Provide convenient transportation systems for mobility-impaired individuals.</i>
<i>CIR-D Coordinate transportation system planning and related land use planning with other affected jurisdictions and agencies.</i>
<i>CIR-D.1 Work with other affected agencies to ensure that transportation facilities are developed, and maintained, to the highest possible standard.</i>
<i>CIR-D.2 Work with other agencies to provide creative alternative means of access to city and regional parks and other recreational facilities, including public transportation, hiking trails, and bicycle trails.</i>

Community Facilities Goals and Policies
<i>CF-B Improve the quality of life for residents and workers in Richmond by providing facilities to meet their active and passive recreation needs.</i>
CF-B.1 Make recreation and park facilities and open space areas available to and usable by all segments of the community, including people with disabilities.
CF-B.2 Provide facilities accommodating a variety of recreation activities for all the major age groups and user groups in the community, at the neighborhood, district, citywide and regional levels.
CF-B.7 Require projects adjacent to parks or recreational corridors to minimize impacts on the recreational values of those facilities.
<i>CF-F Provide a high level of security and safety to the maximum extent possible through the prevention or reduction of crime to persons and property.</i>
CF-F.1 Provide an adequate level of police facilities and equipment to protect the community.
<i>CF-H Provide and maintain a level of public infrastructure facilities that adequately serves the present and future needs of the community.</i>
CF-H.1 Coordinate with East Bay Municipal Utility District (EBMUD) to ensure an adequate water system for existing and future residents and to maintain adequate water reserves.
CF-H.3 Encourage effective water conservation practices by residents and businesses including household conservation and use of drought resistant landscaping and reclaimed wastewater.
CF-H.19 Promote the use of energy conservation features in the design of all new residential structures, in accordance with the State Building Energy Efficiency Standards.

2009 Richmond General Plan Consistency

The following are goals and policies from the Administrative Draft of the 2009 Richmond General Plan. These goals and policies may change or be added to prior to adoption of the General Plan.

Land Use Goals and Policies
<i>GOAL LU1 Strengthen the Urban Environment</i>
Policy LU1.1 Higher-Density and Infill Mixed-Use Development. Promote higher-density and infill mixed-use development
Policy LU1.3 A Range of High-Quality Community Facilities and Infrastructure. Provide a wide range of high-quality facilities and infrastructure to serve a diverse range of community needs.
Policy LU1.4 Active Streets and Safe Public Spaces. Promote active use of public spaces in neighborhoods and commercial areas at all times of day to provide "eyes on the street."
Policy LU1.5 Connections and Linkages. Enhance connections and linkages between activity centers and major destinations in the City and the region.
<i>GOAL LU2 Create Healthy and Viable Neighborhoods</i>
Policy LU2.1 Mixed-Income and Integrated Neighborhoods. Promote a mix of incomes and inclusion of affordable housing units in all neighborhoods.
Policy LU2.2 Walkable Neighborhoods and Livable Streets. Promote safe and walkable neighborhoods and vibrant, inter-connected streets through the design of streetscapes, public gathering places and physical development.
Policy LU2.4 Equitable Distribution and Access. Promote equitable distribution of community facilities and infrastructure.
<i>GOAL LU5 Encourage Balanced and Compatible Uses</i>
Policy LU5.1 A Range and Mix of Land Uses. Promote a range and mix of uses to create a balanced community.
Policy LU5.3 Land Use Compatibility. Minimize conflicts between land uses to protect human and environmental health and safety and preserve community character.
<i>GOAL LU6 Promote High-Quality and Sustainable Development</i>
Policy LU6.1 Pedestrian-Friendly and Transit-Oriented Urban Environment. Promote walkability and public transit by encouraging mixed-use, higher-density development close to community amenities.
Policy LU6.2 Complete Streets. Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel.
Policy LU6.4 Long-Term Environmental Sustainability. Promote development standards and land use patterns that encourage long-term sustainability.
Policy LU6.5 High-Quality Design, Planning and Construction. Promote high-quality design, planning, construction and maintenance of development and infrastructure projects.

Circulation Goals and Policies
<i>GOAL CR1 Create a Multi-Modal Circulation System</i>
Policy CR1.1 Balanced Modes of Travel. Encourage multiple modes of travel in the City to enhance mobility for all.
Policy CR1.2 Access for All. Provide circulation options that are accessible to all members of the community.
Policy CR1.3 An Interconnected Street System. Provide an interconnected system of streets that adequately serves current and future travel needs.
Policy CR1.4 Local and Regional Linkages. Enhance circulation linkages within the City and region.
Policy CR1.7 Comprehensive Network of Multi-Use Trails. Develop a comprehensive network of multi-use trails including the Richmond Greenway and the San Francisco Bay Trail to enhance bicycle and pedestrian connectivity throughout the City and the region.
<i>GOAL CR2 Promote Walkable Neighborhoods and Livable Streets</i>
Policy CR2.1 Neighborhood Connectivity. Provide safe access and connectivity within neighborhoods and to major destinations in the City.
Policy CR2.3 Integrated Bicycle and Pedestrian System. Create and maintain a safe, comprehensive and integrated bicycle and pedestrian system.
<i>GOAL CR3 Create a Safe and Well-Maintained Circulation System</i>
Policy CR3.1 Safety and Accessibility. Enhance safety and accessibility for pedestrians, bicyclists and public transit riders.
Policy CR3.3 Concurrent Infrastructure Development. Require concurrent infrastructure development for new and redevelopment projects that may have a significant impact on the existing circulation system including streets, trails, sidewalks, bicycle paths and public transit.
<i>GOAL CR5 Promote Sustainable and Green Practices</i>
Policy CR5.1 Transportation Demand Management. Promote transportation demand management strategies among residents and businesses to reduce reliance on automobiles.
Policy CR5.3 Green Streets. Promote the development of street design standards and guidelines that incorporate natural stormwater drainage and landscaping in new and retrofitted streets.

Public Facilities Goals and Policies
<i>GOAL CF1 Serve a Diverse Range of Community Needs</i>
Policy CF1.1 A Range of High-Quality Community Facilities and Infrastructure. Provide a wide range of high-quality facilities and infrastructure to serve a diverse range of community needs.
Policy CF1.3 Impacts on Neighborhoods. Protect the quality of life for residents, businesses and visitors.
Policy CF1.4 Concurrent Infrastructure Development. Require new development to provide proportionate facilities and infrastructure improvements as the new development occurs.
Policy CF1.5 Universal Access. Provide universal access to facilities, amenities and infrastructure.
<i>GOAL CF2 Encourage Efficient Use and Provide Adequate Maintenance</i>
Policy CF2.2 Flexibility in Design. Promote flexibility in the design and programming of public facilities to accommodate changing needs.
Policy CF2.4 Adequate Maintenance. Provide adequate maintenance for infrastructure and facilities.
<i>GOAL CF3 Promote Green and Sustainable Standards and Practices</i>
Policy CF3.1 Green Facilities. Promote green and sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities.
Policy CF3.2 Green Infrastructure and Landscape. Promote ecologically sensitive approaches in landscaping, stormwater drainage, groundwater recharge and flood control.