



DESIGN REVIEW BOARD STAFF REPORT

PLN22-171

TO: Design Review Board

FROM: Community Development Department, Planning Division *HL*
Roberta Feliciano, Senior Planner

SUBJECT: **Terminal 1 Residential Redesign (PLN22-171):** Public Hearing to consider a recommendation to the Planning Commission of proposed amendments to a previously approved Planned Area plan to modify the unit types and reduce the overall units from 316 to 184, and associated site plan, floor plans, landscaping, public park and subdivision improvements.

LOCATION: 1500 Dornan Drive (APN: 560-420-006, -007 and -010)

ZONING: PA, Planned Area

GENERAL PLAN: Medium Density Residential

APPLICANT: Terminal One Development, LLC

OWNER: City of Richmond

CEQA REVIEW: The City certified an Environmental Impact Report (EIR) in 2016 as part of the original project approvals. An Addendum to the EIR for the proposed revised project is being prepared. Since this is a recommendation to the Planning Commission, a CEQA determination is not required at this time; however, the City will not consider approval of the Project unless and until it has fully considered the environmental impacts of the proposed modified project in accordance with CEQA.

STAFF RECOMMENDATION: Conditional Approval to Planning Commission, based on 6 Planned Area and 4 Design Review Findings and Statements of Fact with 36 Conditions



BACKGROUND:

The project site, located at 1500 Dornan Drive, is owned by the City of Richmond and is subject to a Land Disposition Agreement (LDA) between the City and Terminal One Development LLC. Per the LDA, the City would sell the developer a portion of the ±13.8-acre site for redevelopment as a medium density residential project and retain ownership of the remainder of the site for reuse as a public park.

In July of 2016, the City Council (CC), based in part on the recommendations of the Design Review Board (DRB) and Planning Commission (PC), approved redevelopment of the Terminal One site as a mixed use project (the "Original Project") which would include a 323-unit residential development, consisting of 323 multi-family condominiums and 21 townhomes, and a public waterfront park, featuring reuse of the Terminal One wharf as a public park facility and a shoreline extension of the Bay Trail. The entitlements for the Original Project included certification of the Project Environmental Impact Report (EIR), adoption of the Mitigation Monitoring and Reporting Program, approval of a Vesting Tentative Map (VTM) with Conditions, rezoning to Planned Area (PA) District, and approval of a Planned Area (PA) Plan.

Although the Rezone and VTM were approved by the City in 2016, the Original Project was not fully approved until approximately 3½ years later when the San Francisco Bay Conservation and Development Commission (BCDC) approved a Major Permit for the Project on March 5, 2020.

By the time the Original Project was fully entitled, the Project Applicant concluded that, largely as a result of changes in the economic circumstances impacting the Project during the extended entitlement process, the Original Project was no longer economically feasible to develop and requested that the entitlements be amended to provide the option of developing the proposed 155-unit single-family home subdivision (the "SFR Project") in place of the previously approved 323-unit primarily multi-family condominium project.

On April 5, 2022, the City Council held a study session to consider the SFR Project. Following this Study Session, the Council authorized staff to commence processing the SFR Project proposal.

On May 17, 2022, a joint subcommittee of the DRB and PC reviewed the proposed SFR Project and provided comments and feedback. Further comments and feedback were provided by the DRB and the public at a June 22, 2022, study session that was noticed as a public hearing.

PROPOSAL:

Terminal One Development LLC, the applicant, is requesting a recommendation to the Planning Commission of proposed amendments to the previously approved Planned Area Plan to modify the unit types (substituting single-family homes for the multi-family condominiums of the Original Project) and reduce the overall units from 316 to 184, and Design Review for the house plans and subdivision improvements. The Applicant will be returning to the DRB in October for the Design Review of the architecture for the residential buildings, retail/café building and community building.

Currently, the applicant is proposing 155 single-family homes, consisting of 93 single-family detached residences and 62 duplexes with a range of 3-4 bedrooms, and approximately 1,800 SF to 2,700 SF, with two-car garages. The development also includes 29 Junior Accessory Dwelling Units (ADU's) that will be approximately 400 SF in size. They will be located on the ground floor of the larger three-

story single-family dwellings, and will have a kitchenette, a bathroom, a living/sleeping area, and a separate entrance, See Exhibit A, Project Plans.

A waterfront park is also proposed with the following elements: the existing Municipal Wharf No. 1 will be structurally retrofitted and repurposed as a public park; a small visitor-serving café/coffee shop/deli and public plaza located in the northwest corner of the site at the intersection of Dornan Drive and Brickyard Cove Road will serve as a public gathering space and a gateway to the park; a shoreline extension of the Bay Trail will provide direct bicycle and pedestrian access to the Waterfront Park and will connect with existing Bay Trail facilities in the Miller-Knox Regional Shoreline Park; a southern extension of Dornan Drive will connect the Dornan Drive/Brickyard Cove Road corridor to the park and shoreline; a pedestrian paseo and view corridor will connect the Brickyard Cove Road to the park and shoreline through the center of the residential development; a shoreline green-belt that will function as a public open space corridor between the southern limits of the residential subdivision and the Bay Trail Shoreline Loop; an extension of the Bay Trail north of Brickyard Cove Road from its current terminus opposite the main Project entry to connect with the new Bay Trail Shoreline Loop at the Dornan Drive intersection; and ±50 parking spaces for use by visitors to the park, and a 19-stall parking lot at the southern terminus of the Dornan Drive Extension adjacent to the west end of the Wharf Park; and ±30 additional on-street parking spaces on the Dornan Drive Extension and Brickyard Cove Road.

The DRB decision will be in the form of a recommendation to the Planning Commission with respect to the PA Plan amendment.

Subdivision Improvements and Landscaping

The redesigned project includes the construction of private streets and alleys within the subdivision which will range in width from 20 feet to 30 feet and will include traffic calming features such as 10-foot travel lanes, short, interconnected street sections, on-street parking on the wider roadway segments, and raised crosswalks. The residential neighborhood will have two entries off Brickyard Cove Road with a main entry at the midpoint of the Project's Brickyard Cove Road frontage and a secondary entry located in the northeast corner of the site. The pedestrian network serving the subdivision is designed to provide residents with access to the waterfront and parkland resources at the perimeter of the subdivision and will include a central pedestrian promenade that will connect the Brickyard Cove Road corridor through the center of the residential neighborhood to the Waterfront Park and shoreline resources to the south, four greenway corridors at the interior of the subdivision that will provide the homes that will line both sides of the corridors with off-street access, and 4-foot wide sidewalks adjacent to most of the private streets within the subdivision. In addition to the elements of the Waterfront Park described above, the project will also be responsible for improvements to the Brickyard Cove Road frontage and the Dornan Drive/Brickyard Cove Road intersection.

Residential Design

The Applicant proposes six (6) different house plans, each of which will have two (2) design style options (which reflect variations on a contemporary coastal architectural theme), and nine (9) color scheme options.

The house plans have the following breakdown in unit types and can be referenced to Sheet SP, Site

Plan on the Project Plans in Exhibit A.

COLOR (PLAN TYPE)	NUMBER OF UNITS	UNIT DESCRIPTION
Pink (Plan 2)	10	Larger Two-Story Single-Family Detached (SFD) Homes (on perimeter lots overlooking the Terminal One waterfront and SF Bay)
Yellow (Plan 1)	13	Smaller Two-Story SFD Homes (on perimeter and interior lots with rear-loaded garages)
Yellow (Plan 1)	9	Smaller Two-Story SFD Homes (on perimeter lots fronting on Dornan Drive with alley-loaded garages)
Red (Plan 4)	11	Larger Three-Story SFD Homes (on perimeter lots adjacent to the eastern segment of the Bay Trail Loop with ground-floor ADUs and Optional Roof Decks)
Orange (Plan 3)	18	Larger Three-Story SFD Homes (on interior lots with ground-floor ADUs and Optional Roof Decks)
Green (Plan 5)	32	Smaller Three-Story SFD Homes (on interior lots fronting on Greenway Corridors with alley- and rear-loaded garages)
Blue (Plan 6)	24	Three-Story SFA Duets (Live/Work Duplex Homes on perimeter lots with rear-loaded garages and ground-floor Flex-Space fronting on Brickyard Cove Road)
Blue (Plan 6)	38	Three-Story SFA Duets (Live/Work Duplex Homes on interior lots with alley-loaded garages and ground-floor Flex-Space fronting on Greenway Corridors)
TOTAL	155	Consisting of 93 SFD Homes (29 of which will have ground-floor Jr. ADUs) and 62 SFA Duplex Homes (all of which will have ground-floor live/work flex space)

As noted in the Proposal Section of this report, the Applicant will be returning to the DRB for Design Review of the architecture for the residential buildings, retail/café building and community building.

ZONING COMPLIANCE:

Planned Area Plan Amendment

Pursuant to Richmond Municipal Code (RMC) Section 15.04.810.070.B, the City Council considers Major Amendments to an approved Planned Area Plan at a duly noticed public hearing. An amendment will be deemed major if it involves one or more of the following changes:

1. Change in Planned Area District's boundary;
2. Increase or decrease in the number of dwelling units for the Planned Area District greater than the maximum, or less than the minimum, stated in the Planned Area Plan;
3. Increase or decrease in the floor area for any non-residential land use that results in the floor area exceeding the minimum or maximum stated in the Planned Area Plan by ten percent (10%) or more;
4. Change in land use or density likely to negatively impact or burden public facilities and utilities infrastructure, as determined by the City Engineer;
5. Change in land use or density likely to negatively impact or burden circulation adjacent to the Planned Area District or to the overall major street system, as determined by the City Engineer; or
6. Other proposed change(s) to the Planned Area Plan or the conditions of approval, which substantively alters one (1) or more of its components, as determined by the Zoning Administrator.

Based on criterion No. 2 above, the Project proposes a Major Amendment to an approved Planned Area Plan to decrease the number of dwelling units. The Design Review Board's decision will be a recommendation to the Planning Commission with respect to the PA Plan amendment, since pursuant

to RMC Section 15.04.810.030(B)(2), a Planned Area Plan is subject to major design review. The decision to amend the Planned Area Plan is subject to City Council approval. The proposed project density conforms to the density range of the Medium Density Residential land use classification of the project site. To be considered for a Planned Area District, the site shall be a minimum of five (5) acres. The subject site is ±13.8 acres.

For the amended Planned Area Plan, see Exhibit C to this Report. The proposed project density is 18 dwellings per acre with 155 total residential units proposed, and 29 attached ADU's. The plans propose various house plans for the 155 lots.

Based on the 2016 approval of the Planned Area plan, the redesigned project maintains similar amenities and is consistent with the finding that the PA plan will result in superior urban design. It maintains a retail space along the corner of Dornan Drive and Brickyard Cove Road, enhanced public open space (new waterfront park, repurposed Terminal One wharf and Bay Trail extension), and the dwellings along Brickyard Cove Road will contain a first-floor flex space for home office, workshop, studio, or shopfront to activate the area.

Pursuant to RMC Section 15.04.810.030(D)(6)(L), dimensioned building elevations showing proposed architectural concepts, color program and material samples are required. These items will be provided during the Design Review phase, which will occur during the October 12, 2022 DRB meeting.

Development Standards for RM-1

Lot Size: The 155 lots range in size from 2,068 to 3,081 square feet; Applicant requests a modification of the minimum 5,000 square feet requirement.

Lot Width: The lots have a minimum width of 26-feet; Applicant requests a modification of the minimum, 50-foot requirement.

Setbacks: All lots have varying setbacks, given alley loaded garages, hybrid frontages, and front-loaded garages. Applicant requests a modification of the minimum front yard setback prescribed in the RM-1 zoning (e.g., ten [10] feet). The rear setbacks will vary, which is a modification of the minimum 20-foot rear setback. Lots have a minimum, three (3)-foot side yard setback, which is fewer than the five (5)-foot requirement. See Development Guideline Module in Exhibit C.

Density: The RM-1, Medium Density Multi-Family Residential zoning district allows for a density of 10 to 27 dwellings units per acre (du/acre). The Project has a density of 18 du/acre and meets this requirement.

Building Height: All the homes will be two to four-story structures. The maximum building height of the proposed residences is 46 feet, to allow a mezzanine, and/or roof deck. The permitted height in the RM-1 zoning district is 35 feet. The Project requests a modification for this requirement.

Maximum Lot Coverage: The maximum lot coverage allowed is 65 percent. The proposed lot coverages range from 70 to 80 percent. Therefore, the Project requests a modification.

Common and Private Open Space: The RM-1 zoning district requires a minimum 75 SF of private

and 100 square feet of common open space per unit. The Project proposes to conform to this requirement. Private open space is provided between 80 to 100 SF. Common open spaces is also provided beyond the required 100 SF per unit. The project will upgrade the existing Bay Trail located adjacent to the site and enhance the landscaping of city-owned property along Brickyard Cove Road. Further, public park and access to the shoreline will be provided.

Off-Street Parking: All residential units will have two-car garages, meeting the off-street parking requirement. Because the proposed new streets would limit on-street parking, guest parking is being provided in designated locations within the development at a ratio of one stall per five units.

Inclusionary Zoning: The Project will construct its inclusionary units on-site. Therefore, Ten percent (10%) of the project units will be for-sale to households at the moderate-income level (up to 120% of Area Median Income). The City will require a regulatory agreement with the Applicant to ensure these units remain affordable for up to 45 years.

Natural Gas Ban: The Project will be all-electric and will not bring natural gas services to the subdivision.

PLANNED AREA FINDINGS:

Pursuant to Section 15.04.810.040, in recommending approval of a Planned Area Plan amendments to the Planning Commission, the Design Review Board must make recommended findings supported by statements of fact. Therefore, staff recommends the Design Review Board make the following findings and statements of facts for the proposed application:

A. The proposed development is consistent with the General Plan, including the height, density, and intensity limitations that apply unless these limitations are to be amended;

Staff Statement: **Criterion Conditionally Satisfied.** *The project is consistent with the proposed Medium Density Residential land use density because it is within the specified range (10 to 40 du/ac). With approval of the Major Amendments to the Planned Area Plan, the various development standards for the RM-1 zoning district may be modified.*

B. The subject site is physically suitable for the type and intensity of the proposed land use;

Staff Statement: **Criterion Satisfied.** *Provisions are included in the project that would require the project to extend utilities at their cost to serve the project, and based on the analysis contained in the Final EIR and Addendum, the project would not exceed the capacity of existing and planned public services, including police and fire protection services, wastewater and stormwater utilities, and existing roadways.*

C. Adequate transportation facilities and public services, as defined in the General Plan and in the design standards established in the Subdivision Regulations exist or will be provided in accordance with the conditions of Planned Area Plan approval to serve the proposed development; and the approval of the proposed development will not result in a reduction of transportation service for all modes of travel or public services so as to be a detriment to public health, safety, or welfare;

Staff Statement: **Criterion Conditionally Satisfied.** The project will not include new public transit services, but that will not preclude the enhancement of transit services and connections. Additionally, the project will facilitate multimodal travel (i.e., pedestrian and bicycle infrastructure and facilities) through its Bay Trail improvements. Per condition of approval No. 8, the Revised Project will prepare a transportation-demand management plan to reduce the miles travelled by single-use occupancy vehicles.

D. The proposed development will not have a substantial adverse effect on surrounding land uses and will be compatible with the existing and planned land use character of the surrounding area;

Staff Statement: **Criterion Satisfied.** Existing land uses surrounding the project site consist of predominantly parks and recreation, and coastal commercial, and residential uses. The Revised Project will establish a new residential community and include public improvements to the Bay Trail and shoreline park. Further, it will improve vehicular, pedestrian, and bicycle infrastructure and connections near the site. The proposed residential use is similar to existing uses in the surrounding area. Therefore, the project will not have a substantial adverse effect on the existing surrounding uses.

E. The development generally complies with applicable design guidelines; and

Staff Statement: **Criterion Satisfied.** The Planned Area Plan amendment specifies development standards for the project. The Project will use high-quality design and materials and is substantially consistent with the Planned Area Plan, as modified, and the City's design review criteria within Section 15.04.805.040.

F. The proposed development is demonstratively superior to the development that could occur under the standards applicable to the underlying base district, and will achieve superior community design, environmental preservation and/or substantial public benefit. In making this determination, the following factors will be considered:

1. Appropriateness of the use(s) at the proposed location.

Staff Statement: **Criterion Satisfied.** The Project will provide medium density, market-rate housing, including ten percent (10%) affordable units (16 total) at the Moderate-Income level, which the City needs. Without the Planned Area Plan, this type of housing could not be provided under the base Zoning District's regulations. Several of the surrounding residential developments in the area were also developed as Planned Area districts. The proposed PA plan would result in a superior urban design as the project provides for a variety of residential unit types (single family, duplex, ADU's and affordable units), a small community building and neighborhood serving retail area, enhanced public open space (new waterfront park, restored and repurposed Terminal 1 pier and Bay Trail extensions) designed to create a residential neighborhood and public spaces that provide opportunities for residents and visitors to connect with the shoreline and natural environments.

2. The mix of uses, housing types, and housing price levels.

Staff Statement: **Criterion Satisfied.** The Project proposes 155 residential units and 29 ADU's.

Amenities will be provided, including a retail/café building, community building, subdivision improvements, Bay Trail extension and public park. Given the varying unit sizes and types, the residential units will be made available to a range of home buyers, including ten (10%) affordable units at the Moderate-Income level.

3. Provision of units affordable to persons and families of low and moderate income or to lower income households.

Staff Statement: **Criterion Conditionally Satisfied.** The Project will be required to comply with the City's Inclusionary Housing Ordinance and build its inclusionary units on-site. The Project proposes to build 10% of the total units as affordable units at the Moderate-income level.

4. Provision of infrastructure improvements.

Staff Statement: **Criterion Satisfied.** The Project will provide for utilities and public services that will not exceed the capacity of existing and planned public services and infrastructure. The includes the installation of new water, stormwater, and sanitary sewer infrastructure(s). In addition, the project will include improvements to both Brickyard Cove Road and the Bay Trail, which will improve vehicular, pedestrian, and bicycle infrastructure and connections near the site.

5. Provision of open space.

Staff Statement: **Criterion Satisfied.** The Project will include landscaped common areas that will be maintained by the Homeowners Association ("HOA"). In addition to landscaping, the Project will provide enhancements and extensions to the Bay Trail and along the Project site. The trail will be rebuilt as a 14-foot-wide paved trail with a 10-ft trail and 2-ft decomposed granite shoulders on each side. Pathways within the development will link open spaces and residences. Additionally, the Project provides for an ample public shoreline park and wharf open space.

6. Compatibility of uses within the development area.

Staff Statement: **Criterion Satisfied.** The Project proposes residential uses, and amenities such as a neighborhood serving retail/café use, community building use and open space, which are compatible uses.

7. Creativity in design and use of land.

Staff Statement: **Criterion Satisfied.** The Project will develop a vacant, underutilized site with high-quality residential buildings. The buildings have been located on the Project site to minimize impacts to shoreline views and access, and to allow for amenity spaces and connectivity throughout the site.

8. Quality of design, and adequacy of light and air to the interior spaces of the buildings.

Staff Statement: **Criterion Satisfied.** The Project will provide architectural design that includes high-quality materials and finishes. Buildings have been located on the site with sufficient separation to allow adequate light and air into the interior spaces. Buildings have also been oriented to allow for maximum view orientation and natural light for safety and comfort.

9. Overall contribution to the enhancement of neighborhood character and the environment of Richmond in the long term.

Staff Statement: **Criterion Satisfied.** *The Project will improve the aesthetic and economic value of the site, adjacent properties, the neighborhood, and the entire City by revitalizing an unimproved vacant site. It also will help fulfill the City's need for additional housing.*

ENVIRONMENTAL REVIEW:

The City certified an Environmental Impact Report (EIR) in 2016 as part of the Original Project approvals. An Addendum to the EIR for the proposed Project is being prepared. Since this is a recommendation to the Planning Commission, a CEQA determination is not required at this time; however, the City will not consider the approval of the Revised Project unless and until it has fully considered the environmental impacts of the proposed modified project in accordance with CEQA.

PUBLIC COMMENTS:

As requested by the public, in addition to the 300-ft mailings, on notices were mailed to property owners, to their respective mailing address, on Mallard Drive, Pelican Way, Sanderling Island and 1300 Quarry Court. As of the publication of this Staff Report, Staff received the attached letter (see Exhibit D). The Applicant included a retail/café building at the corner of Dornan Drive and Brickyard Cove Road as show on the Site Plan in Exhibit A.

CONCLUSION:

The Project will establish a new residential community on an existing underutilized vacant site. The proposed Project density is within the range for the Medium Density Residential land use designation. The Project's density is typical of others in the area and will complement existing residential developments in the area.

STAFF RECOMMENDATION:

Adopt Planned Area District Findings A through F and Design Review Findings 1 through 4 with the supporting Statements of Facts; in recommending approval of the Major Amendment to the Planned Area Plan PLN22-171 to the Planning Commission, subject to the following conditions:

1. Design Review: One October 12, 2022, the Applicant shall return to the DRB for Design Review of the architecture of the residential buildings, retail/café building and community building. Updated elevations and architectural details shall be provided.
2. Original Approval: All conditions of approval from the original approval (PLN14-316) shall apply except as amended below.
3. Land Disposition Agreement (LDA): The Applicant shall meet all requirements in the LDA.
4. Substantial Conformance: The Revised Project shall be completed in substantial conformance with the Project Plans in Exhibit A, submitted to and received by the Planning

Department on August 24, 2022, except as may be modified by the conditions of approval for the Revised Project.

5. Conditions of Approval on Plans: All conditions of approval shall be printed on the informational page of the final construction plans submitted for building permits, along with annotations by the Applicant of where the conditions have been met on the drawings. All conditions of approval shall be on all grading and construction plans, which shall always be kept on the Project site.
6. Responsibility to Inform: The Applicant shall be responsible for ensuring that all subcontractors, consultants, engineers, or other business entities providing services related to the Revised Project of their responsibilities to comply with the Revised Project contractor and construction crew is aware of and adheres to all conditions of approval.
7. Changes to Design: Prior written approval from the Community Development Director or their designee shall be received by the Applicant before any minor changes are made to the site design, grade, building design, building colors or materials, or related design elements. Major changes shall be subject to review by the Design Review Board or Planning Commission at the Community Development Director's discretion.
8. Maintenance: The Applicant/Permittee, shall, at all times, keep the property in good order. This includes repair and maintenance of all structures, fences, signs, walks, driveways, painting, etc. as may be necessary to preserve a high-quality environment. All landscaped areas shall be maintained free of litter, debris, and weeds. All plantings shall be permanently maintained in a healthy growing condition, and whenever necessary, replaced with equivalent planting materials to ensure continued conformance with approved plans. Every sign shall be kept up and maintained in a secure and safe condition. Signs shall be kept free of rust, corrosion, peeling paint, cracks, fading, and other surface deterioration.
9. Composting and Recycling: Consistent with the City's Climate Action Plan, the Applicant/Permittee shall have a "three-bin" recycling program (garbage, recycling and compost).
10. Refuse, Recycling and Greenwaste Storage Areas: All solid waste and recycling areas shall comply with locational and design criteria in Section 15.04.601.090 of the Richmond Municipal Code.
11. Transportation Demand Management: The Applicant/Permittee shall adhere to the transportation demand management program provided in compliance with Section 15.04.612.
12. Lighting Standards: Prior to issuance of any building permit, the applicant shall demonstrate that all exterior lighting has been designed and located so that all direct light is confined to the property and is satisfactory to the Community Development Director or their designee. Fixtures shall be appropriate to the style and scale of the architecture. No lights shall be greater than 3,000k LED.
13. Inclusionary Housing and Density Bonus Law Requirements: The Revised Project shall comply with Article 15.04.603 of the Zoning Ordinance and requirements of state Density

Bonus Law (Government Code Section 65915). Ten percent (10%) of the units shall be sold at affordable sales price to Moderate-Income households as defined in Zoning Ordinance Section 15.04.104.020 and Health and Safety Code Section(s) 50052.5 and 50093. Prior to issuance of a building permit or approval of a final or parcel map, whichever is earliest, the Applicant/Permittee/developer shall enter into and record a written agreement with the City as specified in Section 15.04.603.110.

14. Storm Water Management during Construction: During construction activities, the applicant shall reduce or prevent to the maximum extent practicable the direct or indirect discharge of any dust or pollutant into the storm drain system using best management practices contained in the California Storm Water Best Management Practices Handbook for Construction Activities. Construction activities include but are not limited to: watering operations; roadwork and paving operations; concrete and painting; structure construction; construction material storage and handling; construction waste/debris storage and disposal; and, construction equipment/vehicle cleaning, maintenance and fueling operations. The project sponsor is also responsible for training all contractors and subcontractors on the best management practices identified in the California Storm Water Best Management Practices Handbook for Construction Activities which shall be made available by the project sponsor at the pre-construct meeting of the project.
15. Encroachment Permit Required: The applicant shall obtain an encroachment permit from the City of Richmond Public Services/Engineering Department for all work within the public right-of-way. All curb, gutter, and sidewalk replacement shall conform to City of Richmond standards. Should any infrastructure be damaged or destroyed as a result of the construction of the Revised Project, the Applicant shall be responsible for returning the infrastructure to an acceptable condition as determined by the City's Public Works Director.
16. All new electrical lines and connections to the site shall be undergrounded to the satisfaction of the City Engineer and Community Development Director.
17. Any relocation of existing improvements or public utilities shall be accomplished under the direction of the City or impacted utility company's requirement at no expense to the City or utility company.
18. The Applicant shall repair all damaged sidewalk, pavement, existing curb and gutter along the project frontage to the satisfaction of the Community Development Director and City Engineer prior to occupancy. The Applicant shall replace any damaged landscaping, improvements, or street improvements caused by the installation of utility services and construction of the project to the satisfaction of the City Engineer and Community Development Director.
19. Failure to abide and faithfully comply with any and all conditions attached to this approving action shall constitute grounds for the revocation of said action by the Design Review Board or other design review authority.
20. Turning Radius. Provide turning radius on plans to ensure compliance with Fire Department standards.
21. Design Review Permit Expiration: Design Review approval shall expire when the Tentative

Map expires, unless made permanent by issuance of building permits and the commencement of construction. If the use(s) or structure(s) approved by this action is not established within such period of time, this approval shall be terminated and shall, thereafter, be null and void, unless the Applicant applies for an extension of time prior to expiration of the Design Review approval.

22. Indemnification: The Applicant agrees, on behalf of themselves, their successor(s)-in-interest and assigns, to defend, indemnify, and hold harmless the City, its Council, Design Review Board, advisory boards, officers, employees, consultants and agents (hereinafter "City") from any claim, action or proceeding (hereinafter "Proceeding") brought against the City to attack, set aside, void or annul the City's actions regarding any development or land use permit, application, license, denial, approval or authorization, including, but not limited to, variances, use permits, developments plans, specific plans, general plan amendments, zoning amendments, approvals and certifications pursuant to the California Environmental Quality Act, and/or any mitigation monitoring program, or brought against the City due to acts or omissions in any way connected to the Applicant's Original or Revised Project(s), but excluding any approvals governed by California Government Code Section 66474.9. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and costs of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant or City. If Applicant is required to defend the City as set forth above, the City shall retain the right to select the counsel who shall defend the City.
23. The project shall meet the requirements of Richmond Municipal Code (RMC) Chapter 12.62 by either including on-site publicly accessible art valued at one percent of the Building Development Cost or pay an in-lieu contribution of one percent of the Building Development Cost to the City's Public Art Project account as set forth in Section 12.62.050. Building Development Cost shall be as defined in the RMC Chapter 12.62.
24. Improvements plans and an improvement agreement shall be approved by the City prior to the construction of any subdivision improvements.
25. Prior to issuance of a construction-related permit, the permittee shall prepare a traffic control plan (TCP) to minimize, to the extent feasible, impacts on Brickyard Cove Road and Dornan Drive. The TCP shall be subject to review and approval by the Director of Planning and Building Services or his/her designee. The project applicant shall implement the approved Plan prior to (as appropriate) and during construction.
26. All light fixtures shall be shielded, indirect, dark sky friendly and have output color temperature of no greater than 3,000 Kelvins.
27. Ground water and/or storm water runoff shall not be allowed to flow from the site across the Bay Trail's shoulder or pavement.
28. The Bay Trail improvements installed by the project applicant adjacent to the project site frontage shall be maintained by the Home Owners Association or by another City-approved funding mechanism, such as contributing funds to a Lighting and Landscaping District.

29. Street Improvements. The applicant shall have street improvement plans prepared for all work in the public right of way by a licensed civil engineer and obtain Engineering Division approval prior to the issuance of the encroachment permit.
30. The Project is required to retrofit all existing and new drain inlets and catch basins on-site and adjacent offsite with full-trash capture device per RMC 12.22.090(a). Include detail of the chosen device on plan sheet and indicate the locations where they will be installed (see attached list of approved full trash capture devices). As part of the SWCP the project shall be listed in the text for the trash inserts within the "Source Control Measures" and Section VI "Stormwater Facility Maintenance" Section of the SWCP.
31. Submit Operations and Maintenance Plan and an O&M Agreement per the City of Richmond Templates for the storm water quality facilities. After approval of the O&M Plan and Agreement by the Water Resource Recovery Department the following shall occur:
 - a. The property owner must sign and notarize the Agreement first.
 - b. Then submit it to the City along with a Legal description of the property.
 - c. City officials will sign and notarize the Agreement.
 - d. The executed Agreement is recorded with the County by the City.
 - e. The City will provide Property Owner a copy of the recorded Agreement.
32. The Project shall video all storm and sewer pipes on the property and up to the connection points to the City systems. The videos shall be provided to the Water Resource Recovery Department for review prior to finalizing project utility plan. In addition, video of pipes constructed shall be completed prior to occupancy of the units.
33. Project will install a two-way cleanout, overflow protection device and a backflow device for each unit/connection. Coordinate number of connections with MEP consultant.
34. Project shall comply with minimum storm drain standards set forth in City of Richmond Standards Plans and in the RMC. Documentation provided in support of proposed Storm Drain improvements shall include, but is not limited, to:
 - a. Project shall provide as-built drawing to the City of Richmond ECIP Department for all improvements constructed onsite and off-site as part of the project. The as-built drawings must be stamped by the engineer of record for the project.
 - b. Project shall comply with the City's Storm drain design standards in RMC Section 15.08.570. Storm Drain Design Criteria shall follow the City of Richmond's RMC "§12.44.060(f) - Design standards and grading regulations (Regulations for Drainage).
35. The project shall conform to the latest C3 standards and Best Management Practices.
36. Project shall implement the Mitigation Monitoring and Reporting Program.

ATTACHMENTS

Exhibit A: Project Plans

Exhibit B: Planned Area Plan Addendum

Exhibit C: Development Guideline Modules

Exhibit D: Public Comment

Appealing the Decision of the Design Review Board:

The Design Review Board's action on this item will be in the form of a recommendation to the Planning Commission and is therefore not subject to appeal.



PLAN 4R
Elevation 'B'
Color Scheme 4

PLAN 4
Elevation 'A'
Color Scheme 1

PLAN 1
Elevation 'B'
Color Scheme 6

PLAN 1
Elevation 'A'
Color Scheme 9

LATTITUDE

City of Richmond, California 94801

August 24, 2022

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Project Summary

Existing Zoning: PA
 Total Site Area: + 13.12 Gross Acres (+ 571,500 SF)
 + 10.1 Net Acres

Total Units: 184 Dwelling Units (155 Homes + 29 ADU's)

- (24) P6-Duet Units (@ Brickyard Cove Rd.)
- (39) P6-Duet Units (@ interior of site)
- (32) P5-3 story SFD's (22'W x 40'D)
- (11) P4 - 3 story home w/ ADU's*
- (18) P3 - 3 story home w/ ADU's*
- (10) P2 - 2 story homes @ Bay Trail
- (22) P1 - 2 story homes @ Doman and Bay Trail

* (29) Accessory Dwelling Units attached to P3/P4

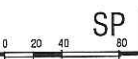
Density: + 18.2 Dwelling Units per Net Acre

Retail: + up to 2,000 SF Retail @ Corner of BYCR/ Doman Dr.
 + 3,450 to 4,000 SF Community Clubhouse

Parking: See Parking Analysis Summary on sheet SP2

Site Plan
LATITUDE

CITY OF RICHMOND, CA





PLAN 1
Elevation 'B'
Color Scheme 8

PLAN 1R
Elevation 'A'
Color Scheme 3

PLAN 4R
Elevation 'B'
Color Scheme 4

PLAN 4
Elevation 'A'
Color Scheme 1

PLAN 1R
Elevation 'B'
Color Scheme 6

PLAN 1
Elevation 'A'
Color Scheme 9

PLAN 4
Elevation 'B'
Color Scheme 2

Streetscene Exhibit A | Bay Trail



PLAN 1
Elevation 'A'
Color Scheme 3

PLAN 2
Elevation 'A'
Color Scheme 1

PLAN 2R
Elevation 'B'
Color Scheme 4

PLAN 2
Elevation 'A'
Color Scheme 5

PLAN 2R
Elevation 'B'
Color Scheme 7

PLAN 2
Elevation 'A'
Color Scheme 8

Streetscene Exhibit B | Bay Trail @ Greenbelt





PLAN 1
Elevation 'A'
Color Scheme 1

PLAN 1R
Elevation 'B'
Color Scheme 4

PLAN 1
Elevation 'A'
Color Scheme 6

PLAN 1R
Elevation 'B'
Color Scheme 3

PLAN 1
Elevation 'A'
Color Scheme 2

PLAN 1R
Elevation 'B'
Color Scheme 5

PLAN 1
Elevation 'A'
Color Scheme 9

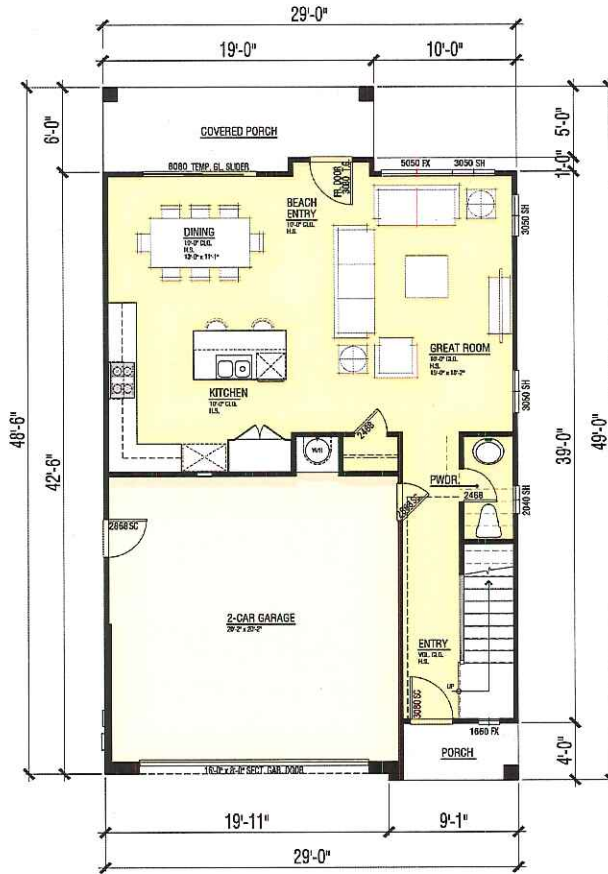
PLAN 1R
Elevation 'B'
Color Scheme 7

PLAN 1
Elevation 'A'
Color Scheme 8

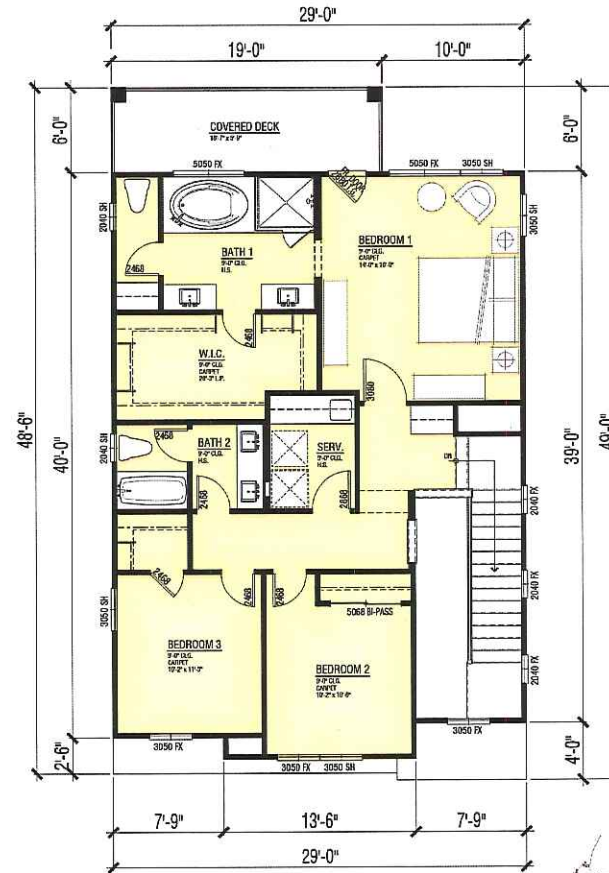
Community Clubhouse
w/ Corner Cafe
Color Scheme 2

Streetscene Exhibit C | Dornan Drive





First Floor 769 S.F.



Second Floor 1,027 S.F.



PLAN 1

1,796 S.F.
3 Bdrm | 2.5 Bath
2-Car Garage

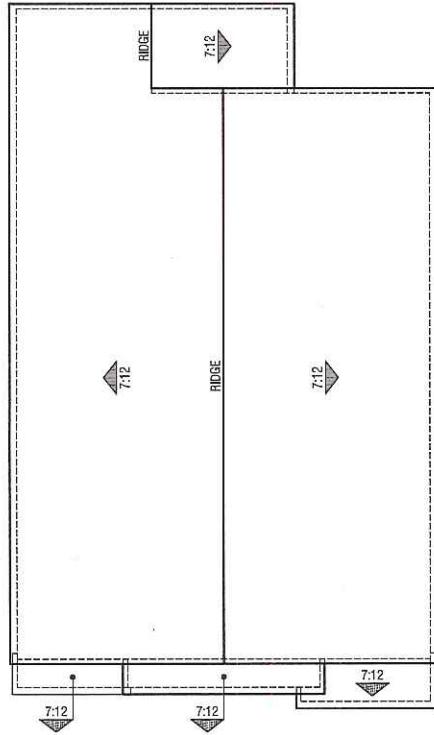
LATITUDE

CITY OF RICHMOND, CA

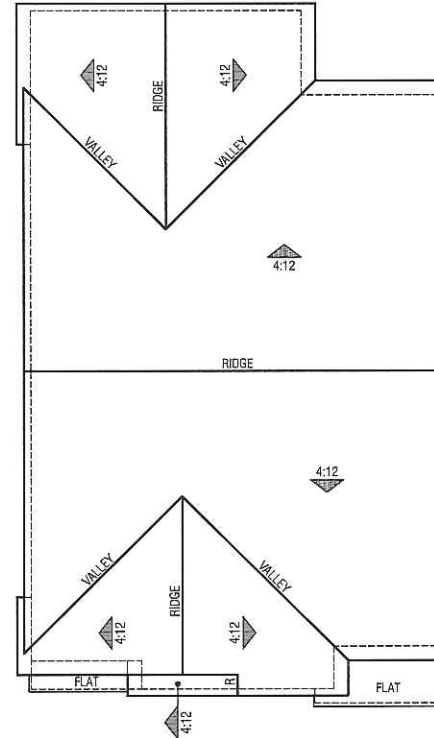
A1.1

0 2 4 8

WHA
ARCHITECTS • DESIGNERS



Elevation A



Elevation B

PLAN 1
Roof Plans

Color Code: Yellow

Number of Units: 20

Location of Units: Along SFR Project's southeast perimeter adjacent to southeast reach of Bay Trail; along west perimeter adjacent to Dornan Drive; along interior streets

Unit Type : Single-Family Detached

Narrative Description of Units:

- Two Story
- 1,803 SF (1st floor - 769 SF; 2nd floor - 1,034 SF)
- 3 Bdrm/2.5 Bath
- 2-Car Side-by-Side Garage
 - Building Footprint: approximately 29' x 49'
- Lot Dimensions: approximately 37' x 65'

Home Orientation: Plan #1 homes will have a Hybrid Orientation with the home's main entry and garage fronting on an interior street and with the principal living areas of the homes fronting on either the SFR Project's southeast perimeter overlooking the Bay Trail Shoreline Loop and panoramic views to the east or overlooking Dornan Drive to the west

- Special Features:
 - a. 8' x 4' Front Porch at homes main entry off the interior street frontage
 - b. Beach Entry off shoreline open space frontage
 - c. 19' x 6' Porch at homes Beach Entry
 - d. 19' x 6' Deck off 2nd floor master bedroom over beach entry facing beach



Elevation A - Coast



Elevation B - Coast



Elevation A - Street
Color Scheme 3



Elevation B - Street
Color Scheme 6

PLAN 1 Front Elevations



Right Elevation



Rear Elevation

5



Left Elevation



Front Elevation

6

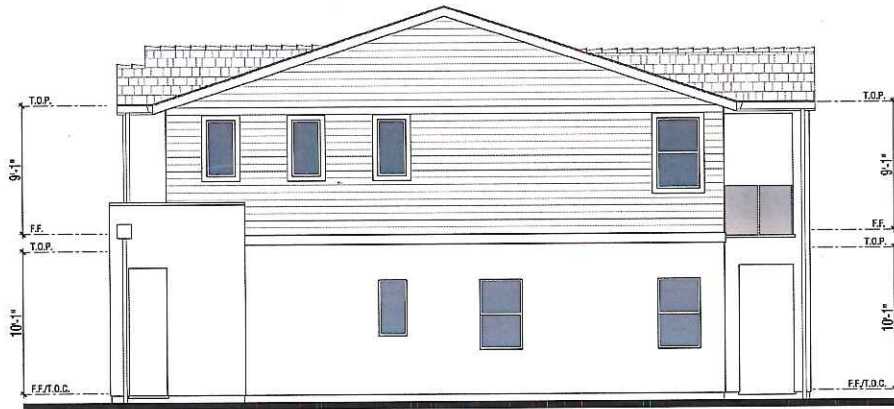
7

Exterior Materials:

Elevation A (Color Scheme 3)

- 1 Roof: Composition Shingles
- 2 Stucco
- 3 Siding: Fiber Cement
- 4 Windows: Insulated Vinyl
- 5 Railing: Wood
- 6 Garage Door: Metal Sectional Roll-Up
- 7 Entry Door: Fiberglass

PLAN 1
Elevation A



Right Elevation



Rear Elevation

5



Left Elevation

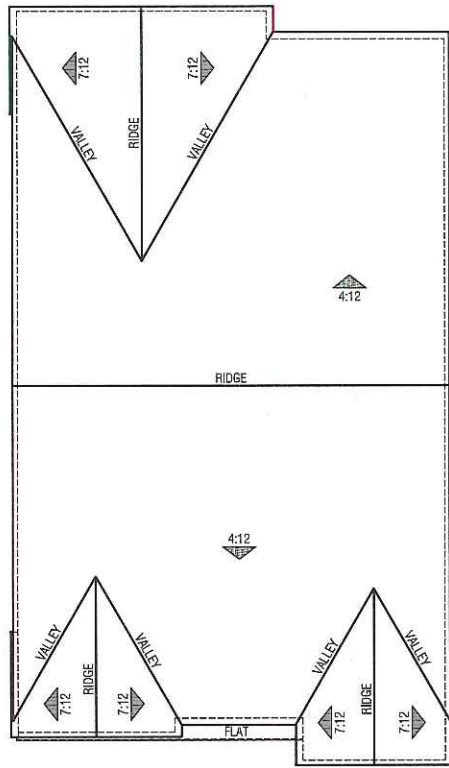


Front Elevation

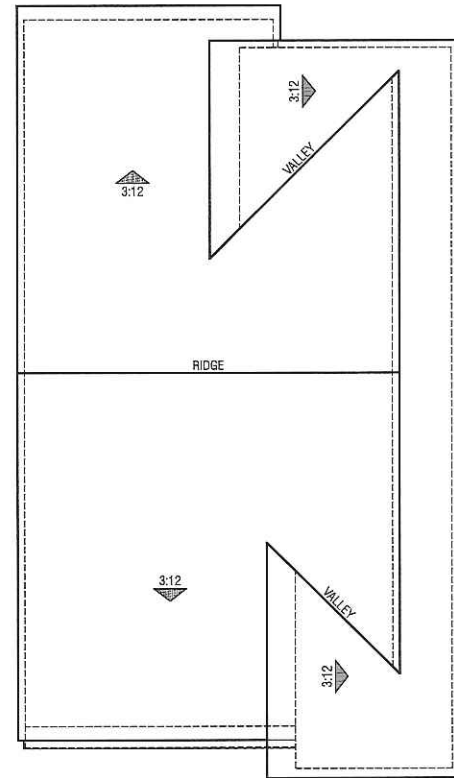
7

- Exterior Materials:**
Elevation A (Color Scheme 6)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Glass
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 1
 Elevation B



Elevation A



Elevation B

PLAN 2
Roof Plans



Elevation A - Coast



Elevation B - Coast



Elevation A - Street
Color Scheme 9



Elevation B - Street
Color Scheme 7

Color Code: Yellow

Number of Units: 12

Location of Units: Along shoreline reach of SFR Project

Unit Type : Single-Family Detached

Narrative Description of Units:

- Two Story
- 2,297 SF (1st floor - 916 SF; 2nd floor - 1,381 SF)
- 4 Bdrm/2.5 Bath
- 2-Car Side-by-Side Garage
- Building Footprint: approximately 30' x 49'
- Lot Dimensions: approximately 37' x 65'
- Home Orientation: Plan #2 homes have a Hybrid Orientation with the home's main entry and garage fronting on an interior street and with a "beach entry" and the principal living areas of the homes (including 1st/ floor great room and 2nd/ floor master bedroom) fronting on the SFR Project's shoreline reach, with its public open space, Bay Trail extension, Wharf Public Park, and panoramic Bay-views
- Special Features:
 - a. 8' x 5' Front Porch at homes main entry off the interior street frontage
 - b. Beach Entry off shoreline open space frontage
 - c. 12' x 6' Porch at homes Beach Entry
 - d. 12' x 6' Deck off 2nd floor master bedroom over beach entry facing southwest/southeast

PLAN 2 Front Elevations



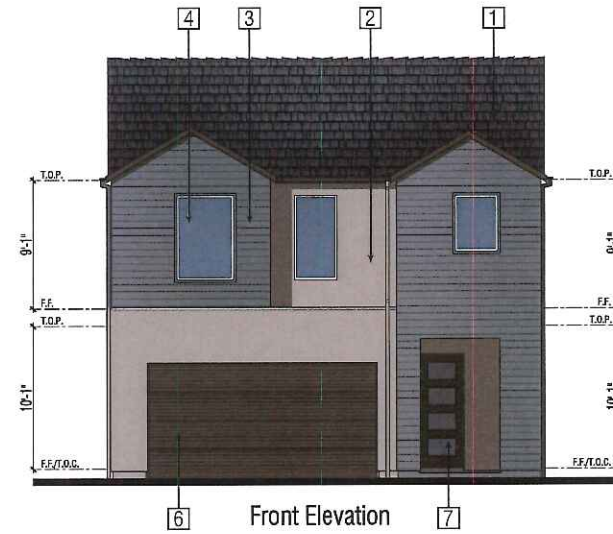
Right Elevation



Rear Elevation



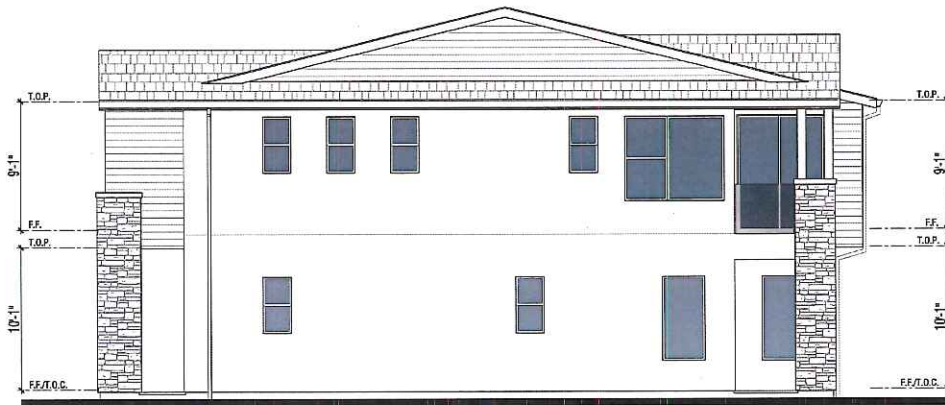
Left Elevation



Front Elevation

- Exterior Materials:**
Elevation A (Color Scheme 9)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

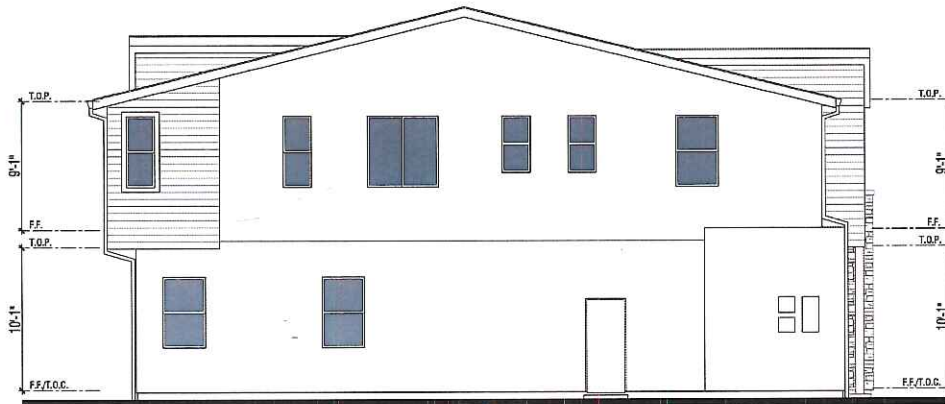
PLAN 2
 Elevation A



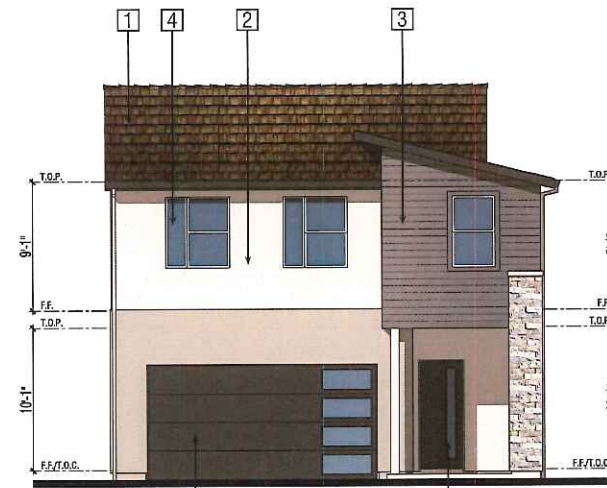
Right Elevation



Rear Elevation



Left Elevation



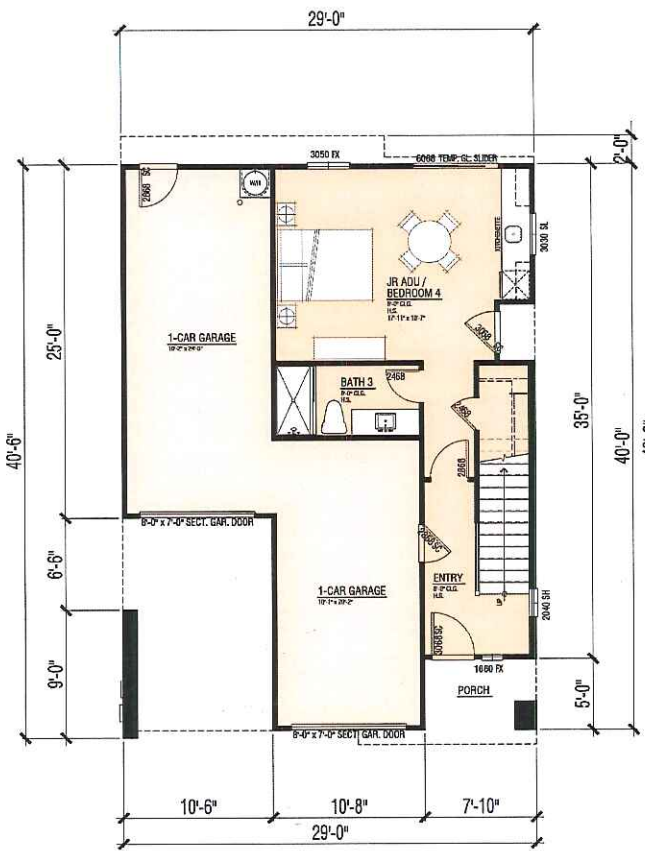
Front Elevation

Exterior Materials:

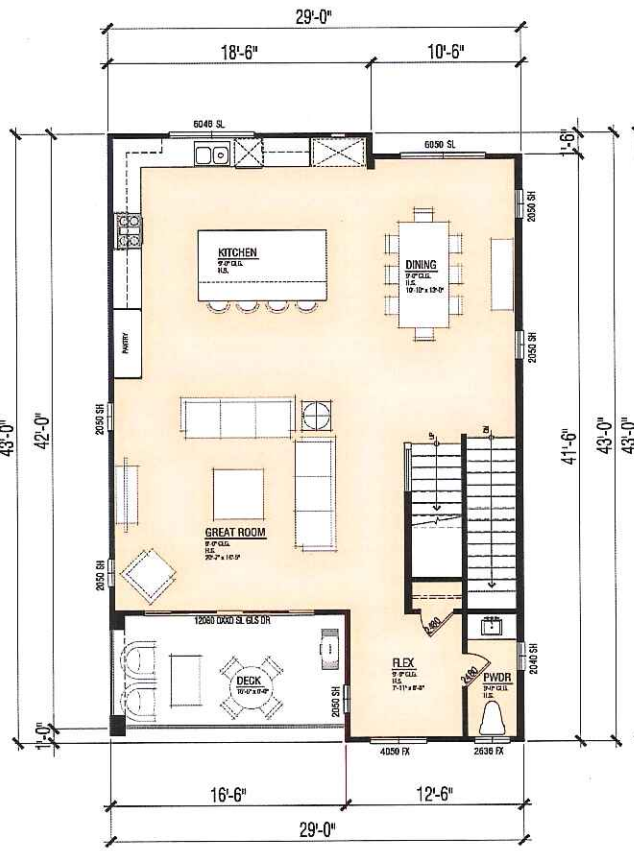
Elevation B (Color Scheme 7)

- 1 Roof: Composition Shingles
- 2 Stucco
- 3 Siding: Fiber Cement
- 4 Windows: Insulated Vinyl
- 5 Railing: Glass
- 6 Garage Door: Metal Sectional Roll-Up
- 7 Entry Door: Fiberglass

PLAN 2
Elevation B



First Floor 477 S.F.



Second Floor 1,083 S.F.



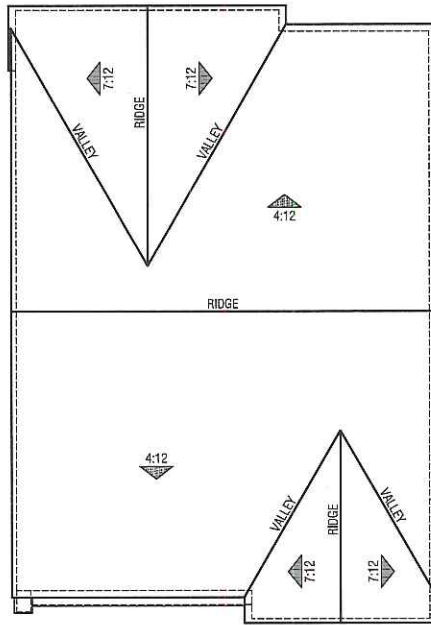
Third Floor 1,125 S.F.

PLAN 3
 2,685 S.F.
 3 Bdrm | 2.5 Bath | Loft | Flex | Jr. ADU
 2-Car Garage

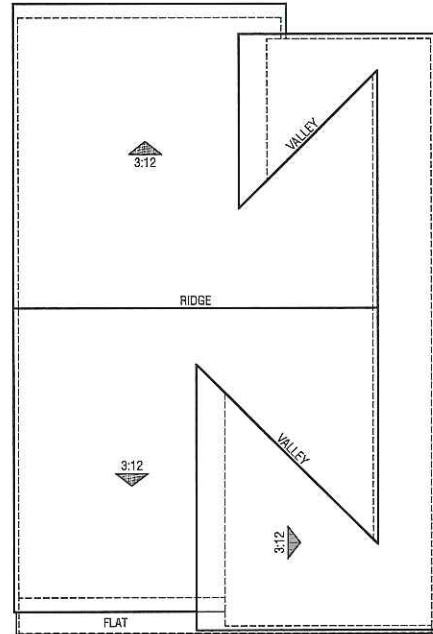


Key Map

N.T.S.



Elevation A



Elevation B

PLAN 3
Roof Plans



Elevation A - Coast



Elevation B - Coast



Elevation A - Street
Color Scheme 2



Elevation B - Street
Color Scheme 4

Color Code: Orange

Number of Units: 24 (Lots distributed with Plan 3X)

Location of Units: Along SFR Project's interior streets

Narrative Description of Units:

- Three Story
- 2,685 SF (1st floor - 477 SF; 2nd floor - 1,083 SF; 3rd floor - 1,125 SF)
- 3 Bdrm/2.5 Bath + Jr. ADU
- 2-Car Off-Set Garage
- Building Footprint: approximately 29' x 40'
- Lot Dimensions: approximately 37' x 52'
- Home Orientation: Plan #3 homes will have either a street orientation with the home's main entry, garage, and principal living areas fronting on an interior street or a hybrid orientation with the home's main entry and garage fronting on an interior street and with the principal living areas of the homes fronting on the SFR Project's eastern reach overlooking the Bay Trail extension
- Special Features:
 - a. Off-Set Garage with off-street covered parking pad
 - b. 5' x 6' covered front porch at main entry off interior street
 - c. 1st floor Accessory Dwelling Unit and porch
 - d. 2nd floor 8' x 16' Deck front on either an interior street or on the Bay Trail Shoreline Loop
 - e. 2nd floor 10' x 6' Deck off Dining at rear
 - f. 2nd floor Flex Space off Deck
 - g. 3rd floor Loft
 - h. 3rd floor 10' x 6' Deck off Loft at rear
 - i. Optional Roof Deck

PLAN 3
Front Elevations



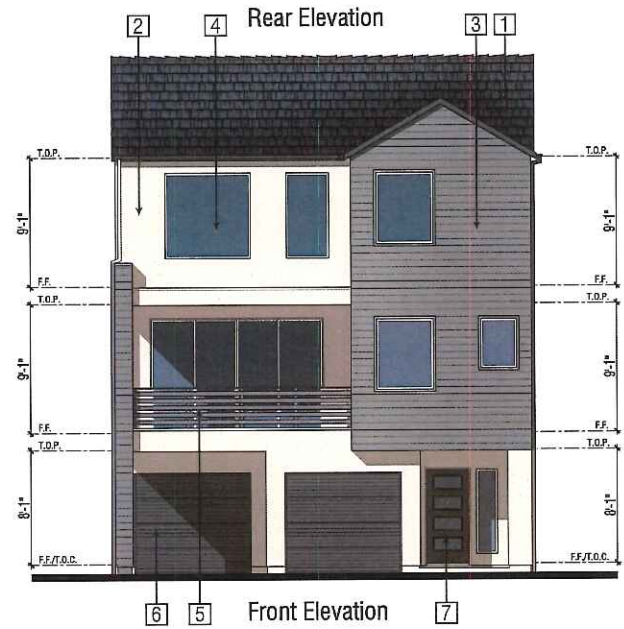
Right Elevation



Rear Elevation



Left Elevation



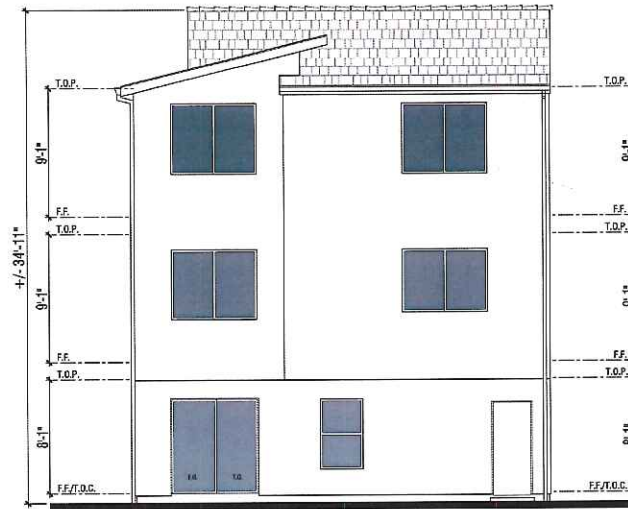
Front Elevation

- Exterior Materials:**
Elevation A (Color Scheme 2)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

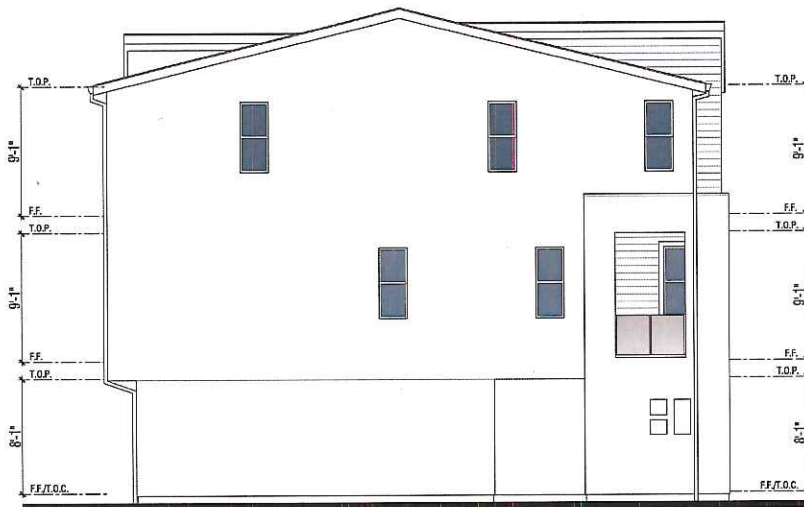
PLAN 3
 Elevation A



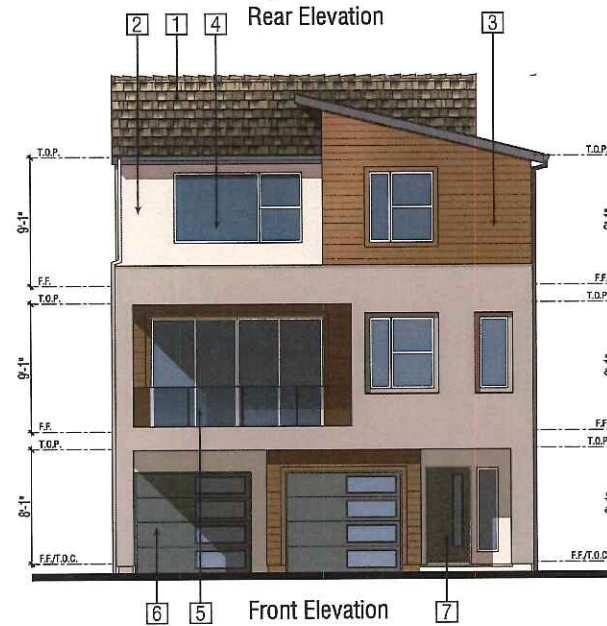
Right Elevation



Rear Elevation



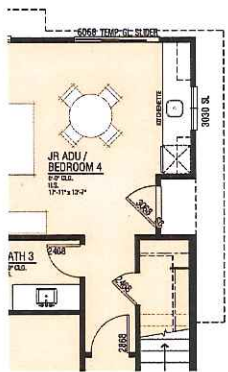
Left Elevation



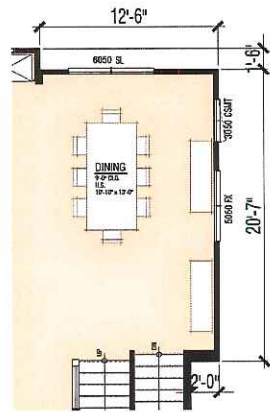
Front Elevation

- Exterior Materials:**
Elevation B (Color Scheme 4)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Glass
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

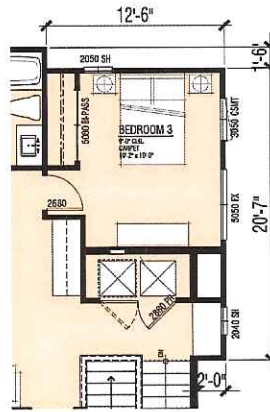
PLAN 3
 Elevation B



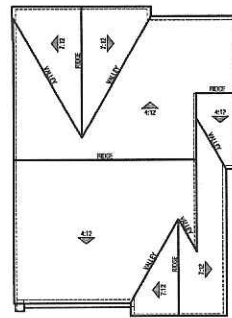
First Floor 477 S.F.



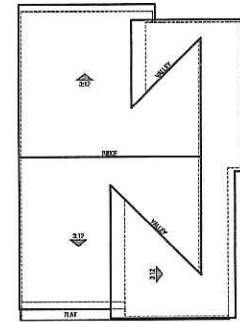
Second Floor 1,124 S.F.



Third Floor 1,142 S.F.



Roof Plan - Elevation A



Roof Plan - Elevation B

PLAN 3X

2,743 S.F.
4 Bdrm | 3.5 Bath
2-Car Garage



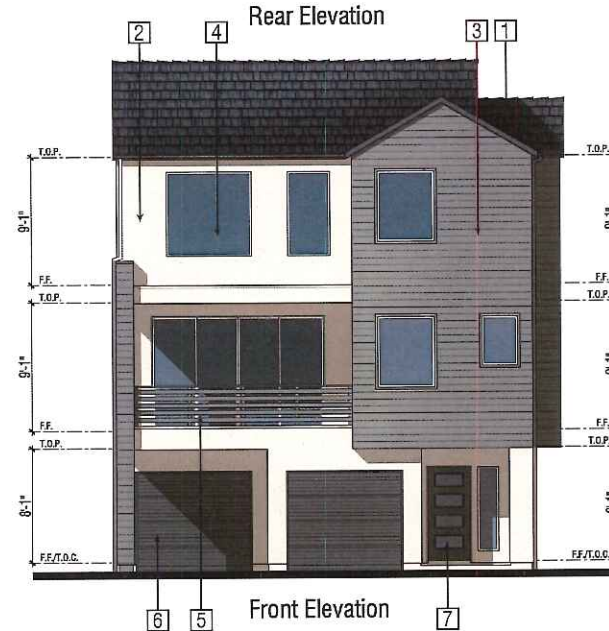
Right Elevation



Rear Elevation



Left Elevation



Front Elevation

Exterior Materials:

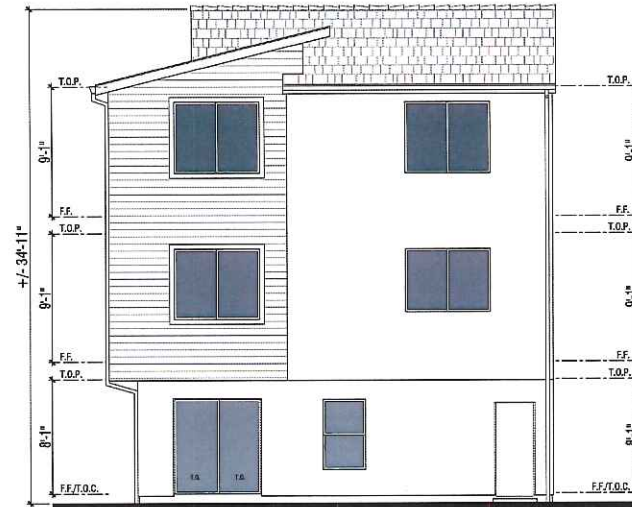
Elevation A (Color Scheme 2)

- 1 Roof: Composition Shingles
- 2 Stucco
- 3 Siding: Fiber Cement
- 4 Windows: Insulated Vinyl
- 5 Railing: Wood
- 6 Garage Door: Metal Sectional Roll-Up
- 7 Entry Door: Fiberglass

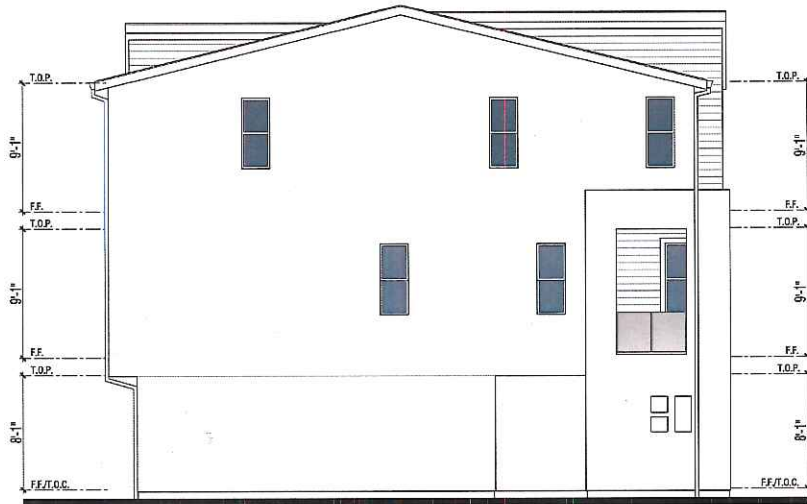
PLAN 3X
Elevation A



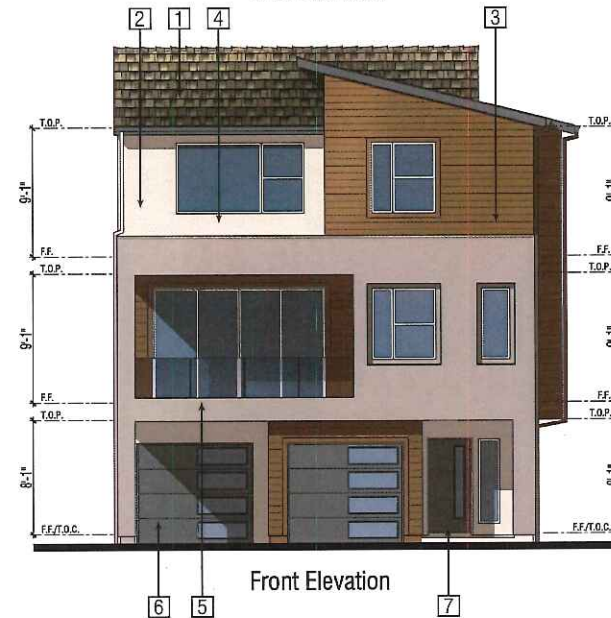
Right Elevation



Rear Elevation



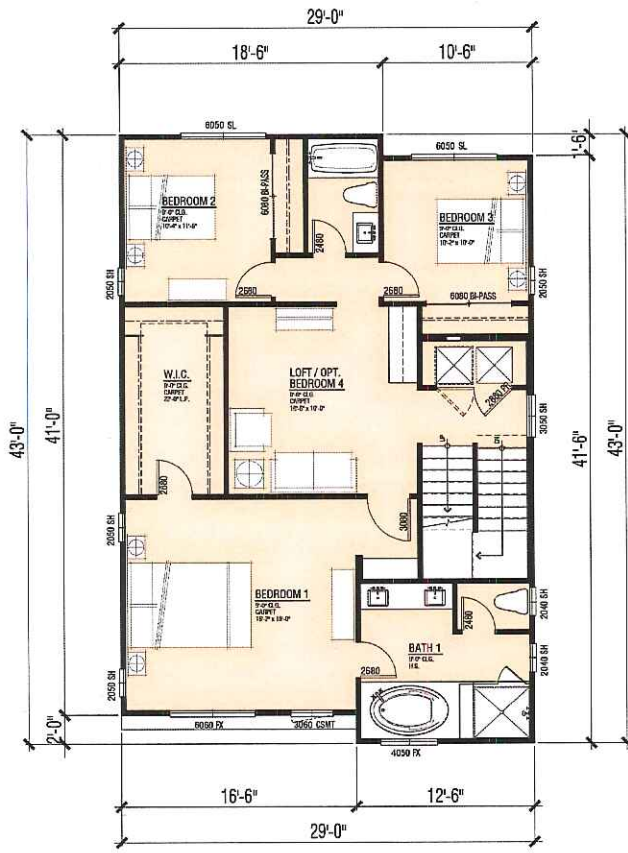
Left Elevation



Front Elevation

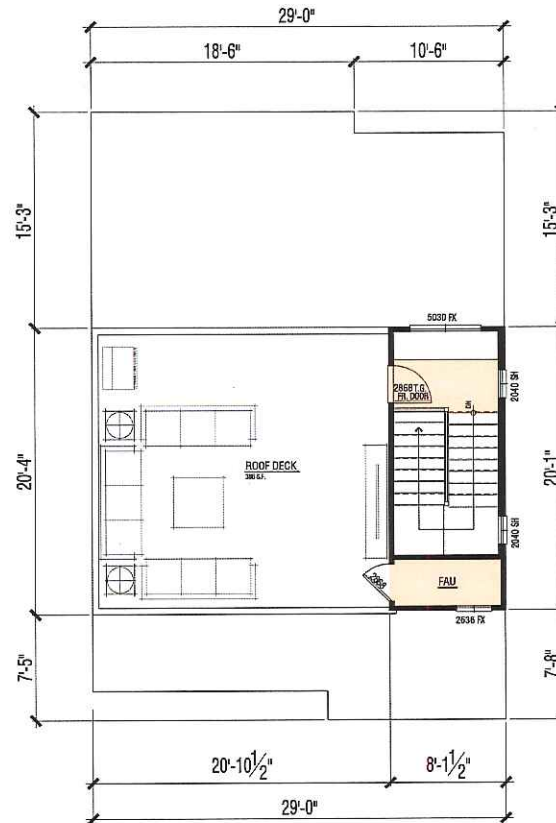
- Exterior Materials:**
Elevation B (Color Scheme 4)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Glass
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 3X
 Elevation B



Third Floor 1,198 SF

First and second floor
same as Plan 3



Roof Deck 49 SF

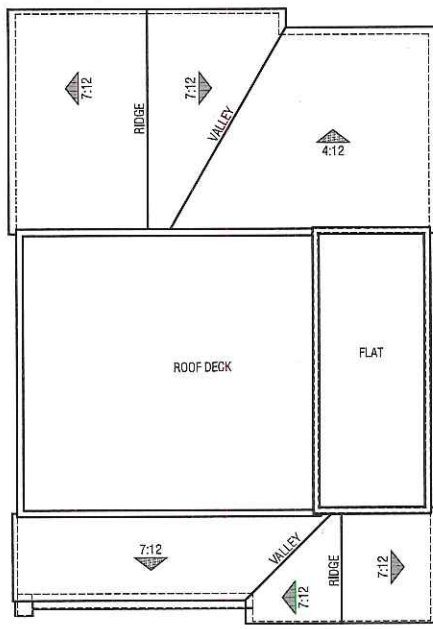
PLAN 3-RD
2,807 SF
3 Bdrm | 2.5 Bath | Loft | Flex | Jr. ADU
2-Car Garage



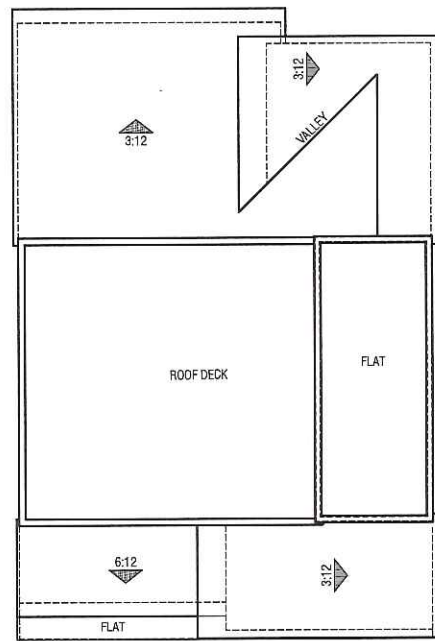
Key Map

N.T.S. 

A3.9
0 2 4 8



Elevation A



Elevation B

PLAN 3-RD
Roof Plans



Elevation A - Street
Color Scheme 2



Elevation B - Street
Color Scheme 4

Color Code: Orange

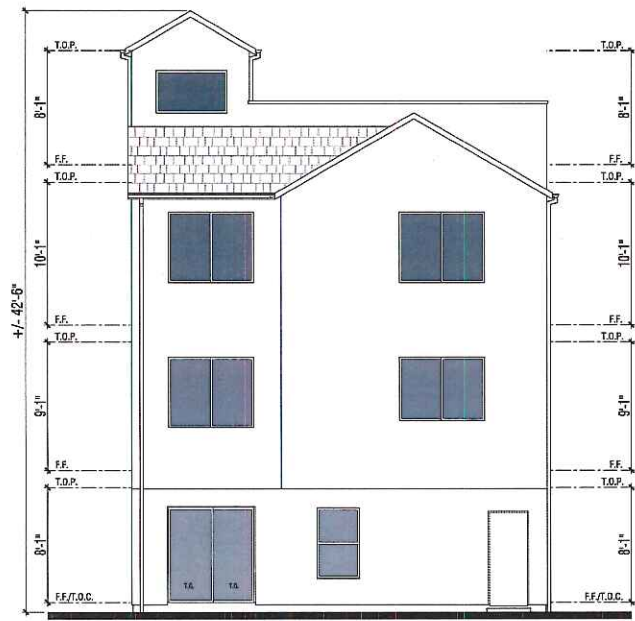
Number of Units: 24 (Lots distributed with Plan 3)

Location of Units: Along SFR Project's interior streets

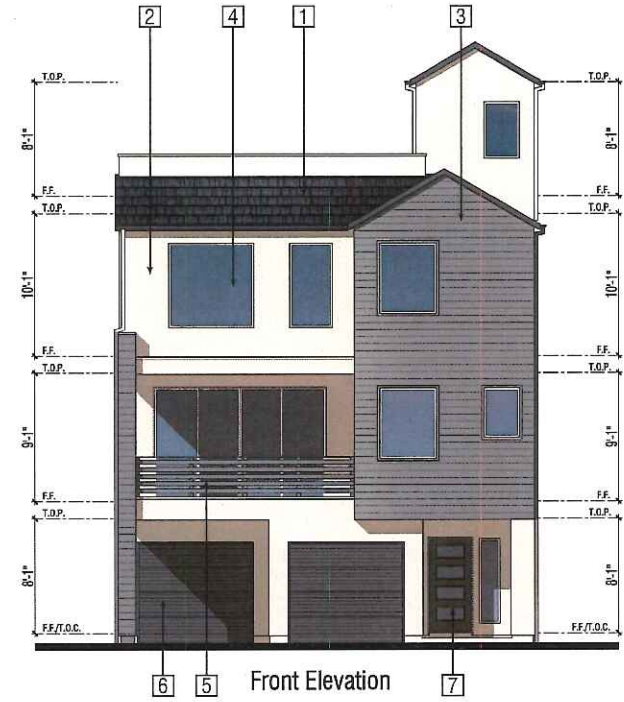
Narrative Description of Units:

- Four Story
- 2,807 SF (1st floor - 477 SF; 2nd floor - 1,083 SF; 3rd floor - 1,198 SF; 4th floor - 49 SF)
- 3 Bdrm/2.5 Bath + Jr. ADU
- 2-Car Off-Set Garage
- Building Footprint: approximately 29' x 40'
- Lot Dimensions: approximately 37' x 52'
- Home Orientation: Plan #3 homes will have either a street orientation with the home's main entry, garage, and principal living areas fronting on an interior street or a hybrid orientation with the home's main entry and garage fronting on an interior street and with the principal living areas of the homes fronting on the SFR Project's eastern reach overlooking the Bay Trail extension
- Special Features:
 - a. Off-Set Garage with off-street covered parking pad
 - b. 5' x 6' covered front porch at main entry off interior street
 - c. 1st floor Accessory Dwelling Unit and porch
 - d. 2nd floor 8' x 16' Deck front on either an interior street or on the Bay Trail Shoreline Loop
 - e. 2nd floor 10' x 6' Deck off Dining at rear
 - f. 2nd floor Flex Space off Deck
 - g. 3rd floor Loft
 - h. 3rd floor 10' x 6 Deck off Loft at rear
 - i. Roof Deck

PLAN 3-RD
Front Elevations



Rear Elevation



Front Elevation

- Exterior Materials:**
Elevation A (Color Scheme 2)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 3-RD
 Elevation A

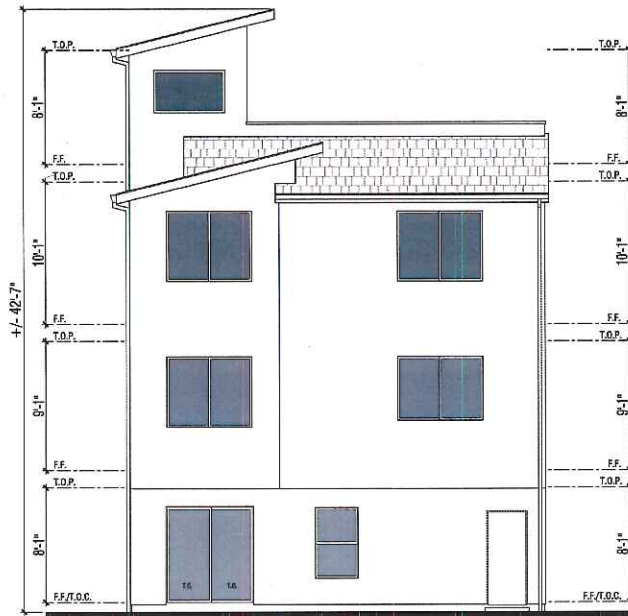


Left Elevation

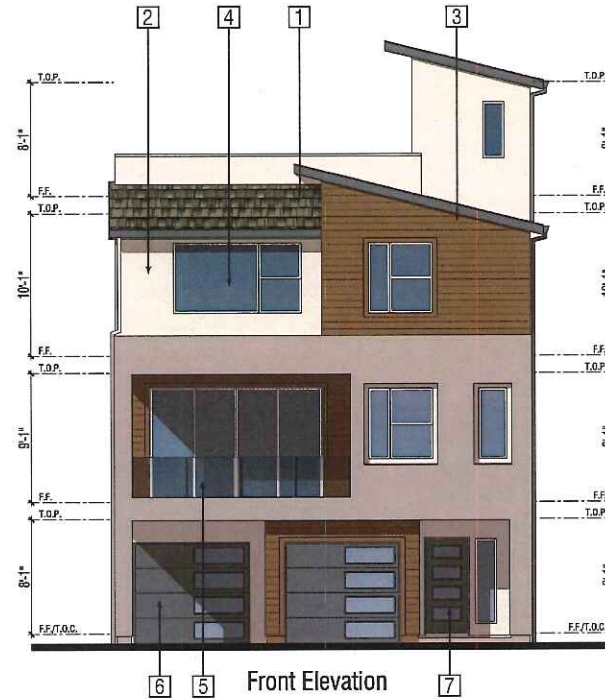


Right Elevation

PLAN 3-RD
Elevation A



Rear Elevation



Front Elevation

Exterior Materials:

Elevation B (Color Scheme 4)

- 1 Roof: Composition Shingles
- 2 Stucco
- 3 Siding: Fiber Cement
- 4 Windows: Insulated Vinyl
- 5 Railing: Glass
- 6 Garage Door: Metal Sectional Roll-Up
- 7 Entry Door: Fiberglass

PLAN 3-RD
Elevation B

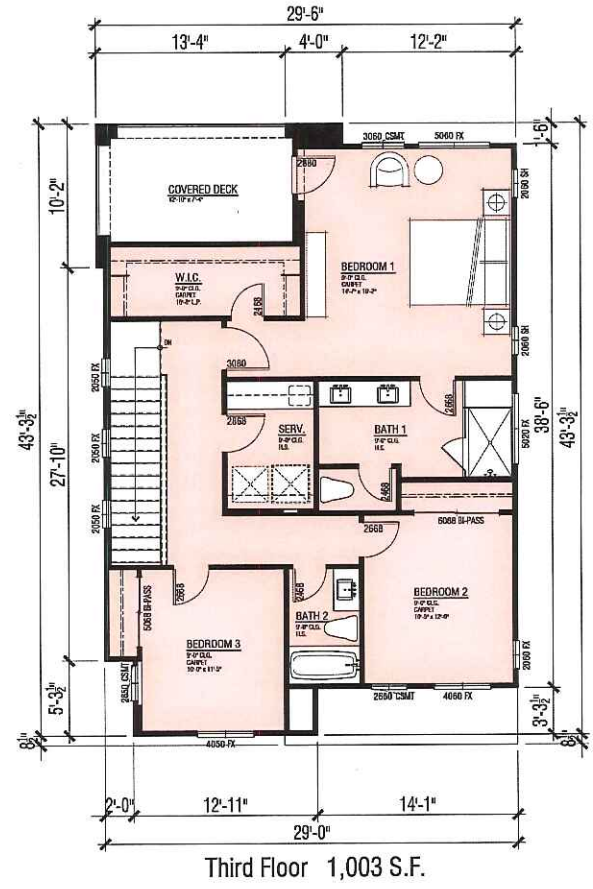
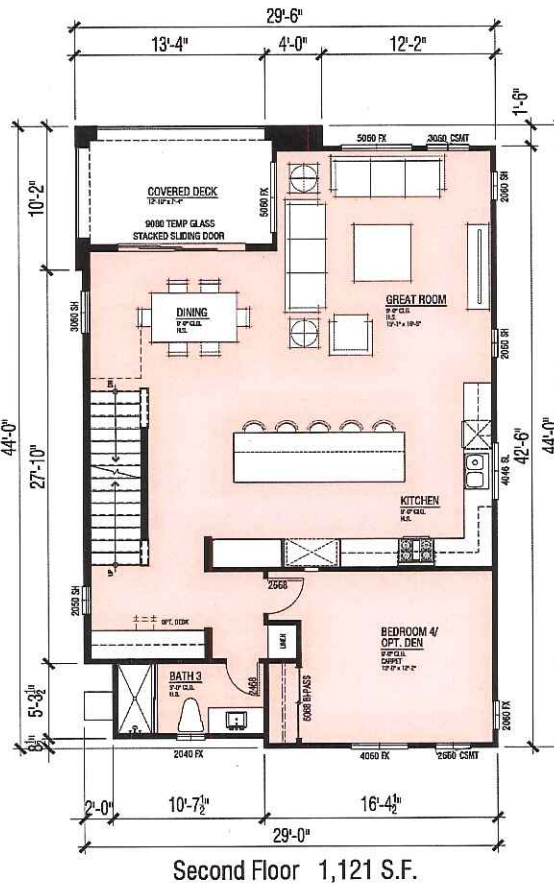
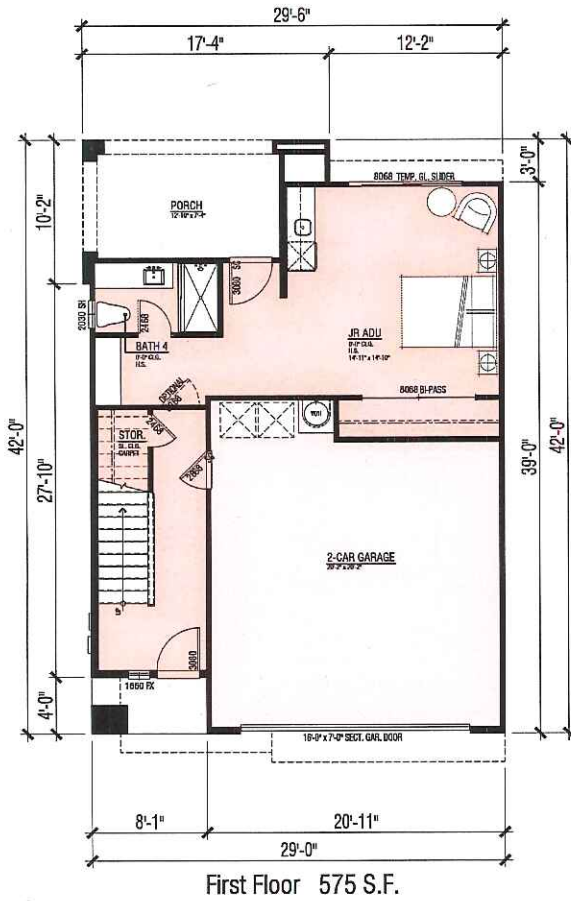


Left Elevation



Right Elevation

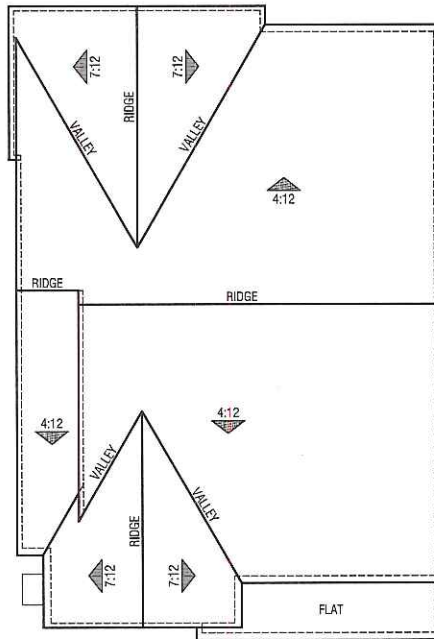
PLAN 3-RD
Elevation B



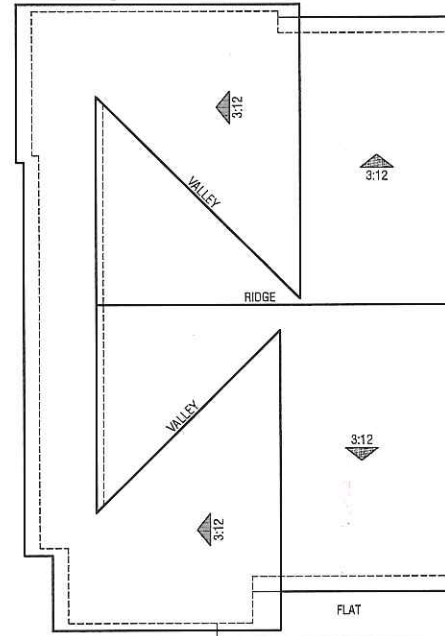
PLAN 4
 2,699 S.F.
 4 Bdrm | 3 Bath | Jr. ADU | Opt. Den
 2-Car Garage



N.T.S.



Elevation A



Elevation B

PLAN 4
Roof Plans



Elevation A - Coast



Elevation B - Coast



Elevation A - Street
Color Scheme 1



Elevation B - Street
Color Scheme 3

Color Code: Red

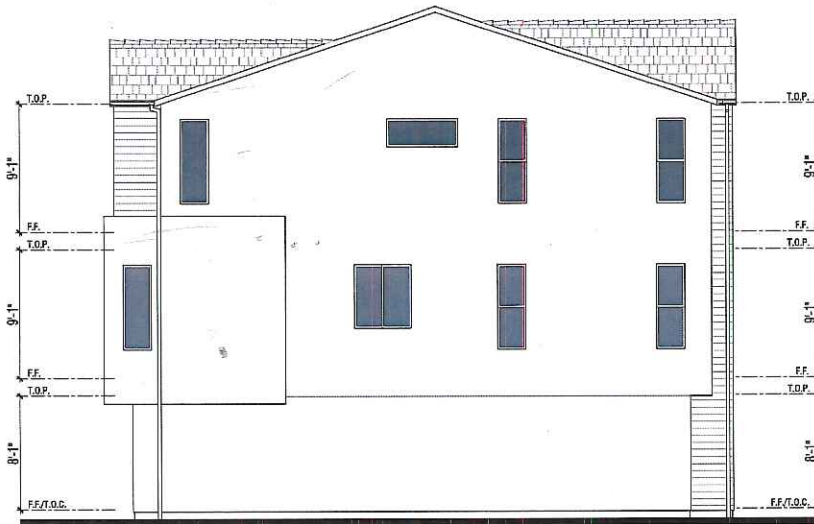
Number of Units: 17 (Lots distributed with Plan 4X)

Location of Units: Along SFR Project's southeast perimeter adjacent to southeast reach of Bay Trail

Narrative Description of Units:

- Three Story
- 2,699 SF (1st floor - 575 SF; 2nd floor - 1,121 SF; 3rd floor - 1,003 SF)
- 4 Bdrm/3 Bath + Jr. ADU
- 2-Car Side-by-Side Garage
- Building Footprint: approximately 29' x 39'
- Lot Dimensions: approximately 37' x 52'
- Home Orientation: Plan #4 homes will have a Hybrid Orientation with the home's main entry and garage fronting on an interior street and with the principal living areas of the homes (including 1st/ floor ADU, the 2nd/ floor great room, and the 3rd/ floor master bedroom) fronting on the SFR Project's southeast perimeter overlooking the Bay Trail Shoreline Loop and panoramic views to the east
- Special Features:
 - a. 4' x 6' covered Front Porch at homes main entry off the interior street frontage
 - b. 1st floor 13' x 8' covered Porch off ADU at the home's Bay Trail frontage
 - c. 2nd floor 13' x 8' covered Deck off Great Room at home's Bay Trail frontage
 - d. 3rd floor 13' x 8' covered Deck off Master Bedroom at home's Bay Trail frontage
 - e. Optional Roof Deck

PLAN 4 Front Elevations



Right Elevation



Left Elevation



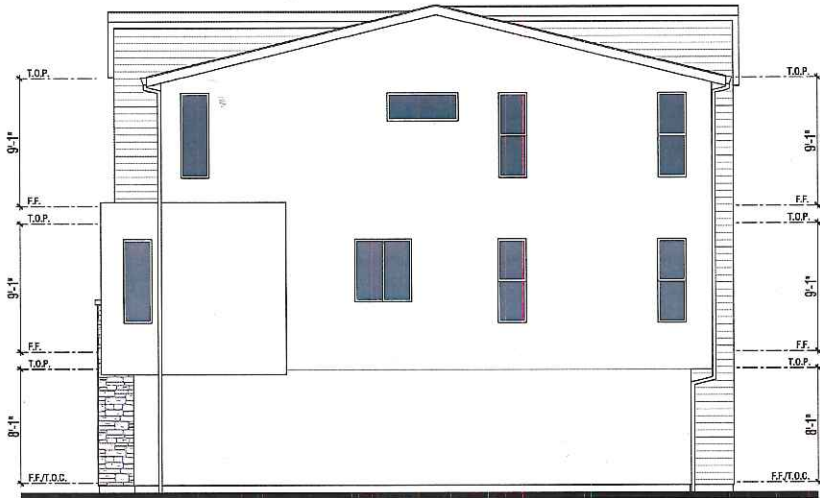
Rear Elevation



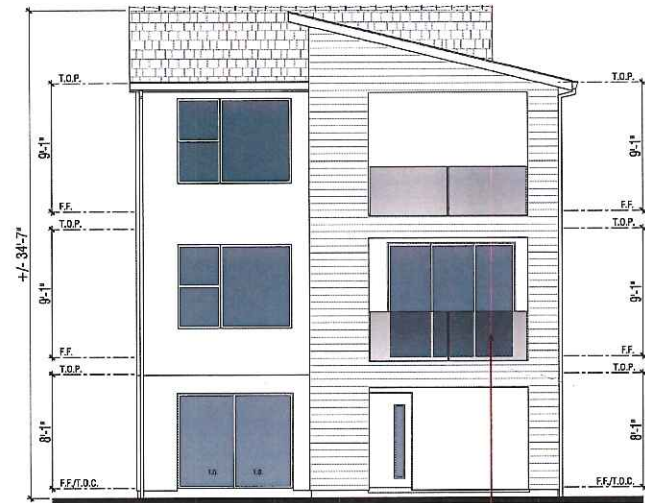
Front Elevation

- Exterior Materials:**
Elevation A (Color Scheme 1)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

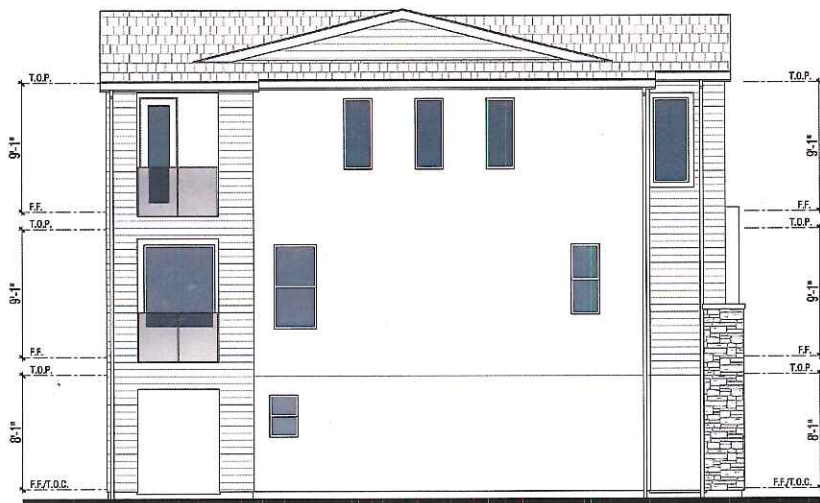
PLAN 4
 Elevation A



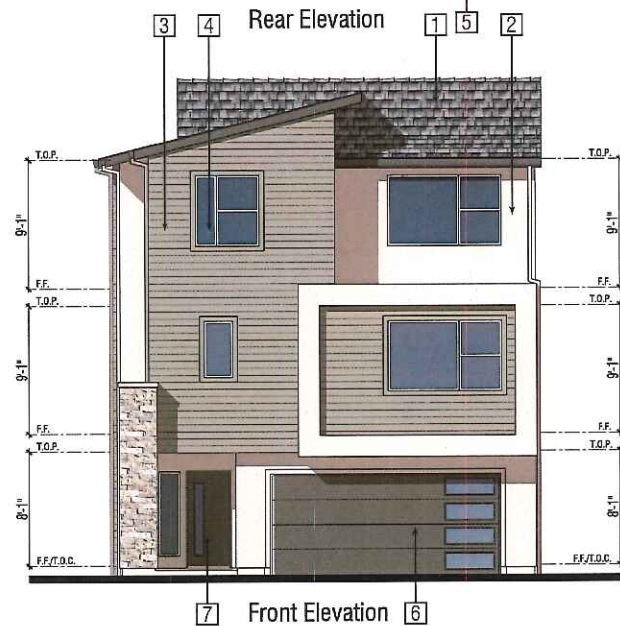
Right Elevation



Rear Elevation



Left Elevation

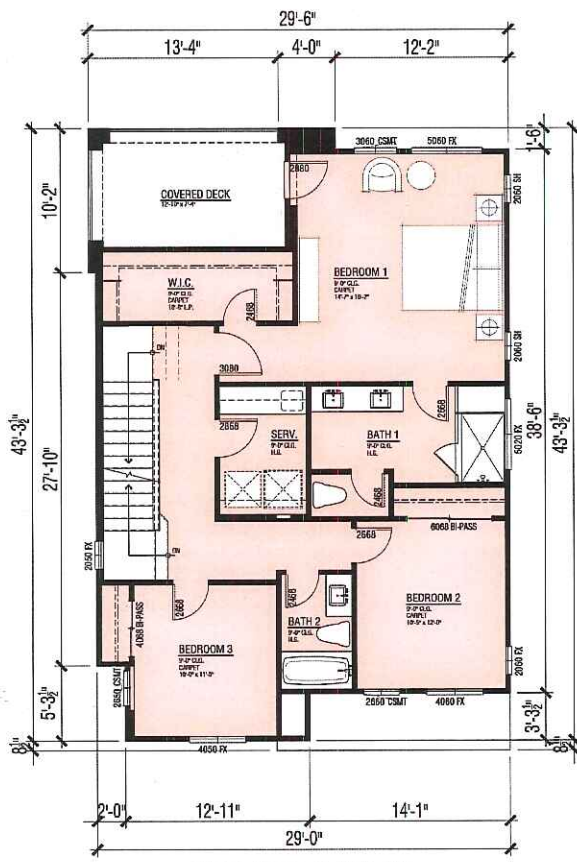


Front Elevation

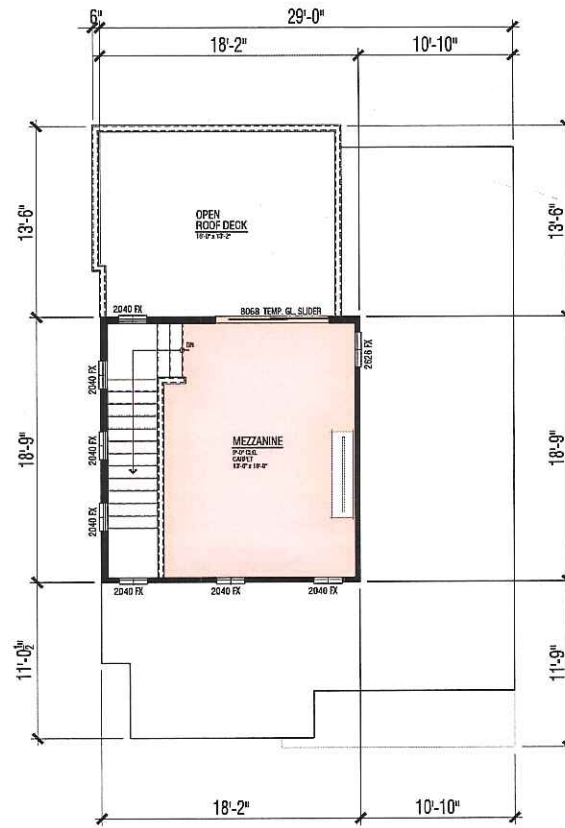
Exterior Materials:

- Elevation B (Color Scheme 3)**
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Glass
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 4
Elevation B



Third Floor 1,057 S.F.

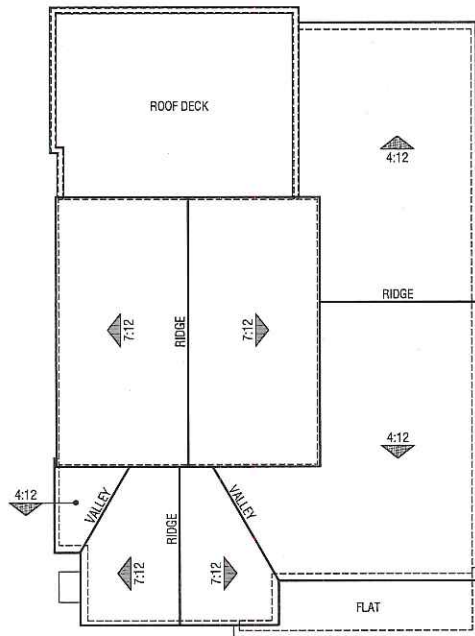


Roof Deck 257 S.F.

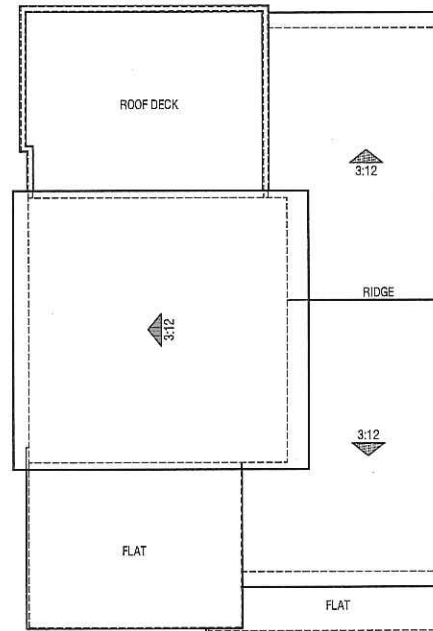
First and second floor same as Plan 4

PLAN 4-RD
 3,010 S.F.
 4 Bdrm | 3 Bath | Jr. ADU
 Opt. Den | Mezzanine
 2-Car Garage





Elevation A



Elevation B

PLAN 4-RD
Roof Plans

Color Code: Red

Number of Units: 17 (Lots distributed with Plan 4)

Location of Units: Along SFR Project's southeast perimeter adjacent to southeast reach of Bay Trail

Narrative Description of Units:

- Four Story
- 3,010 SF (1st floor - 575 SF; 2nd floor - 1,121 SF; 3rd floor - 1,057 SF; 4th floor - 257 SF)
- 4 Bdrm/3 Bath + Jr. ADU
- 2-Car Side-by-Side Garage
- Building Footprint: approximately 29' x 39'
- Lot Dimensions: approximately 37' x 52'
- Home Orientation: Plan #4 homes will have a Hybrid Orientation with the home's main entry and garage fronting on an interior street and with the principal living areas of the homes (including 1st/ floor ADU, the 2nd/ floor great room, and the 3rd/ floor master bedroom) fronting on the SFR Project's southeast perimeter overlooking the Bay Trail Shoreline Loop and panoramic views to the east
- Special Features:
 - a. 4' x 6' covered Front Porch at homes main entry off the interior street frontage
 - b. 1st floor 13' x 8' covered Porch off ADU at the home's Bay Trail frontage
 - c. 2nd floor 13' x 8' covered Deck off Great Room at home's Bay Trail frontage
 - d. 3rd floor 13' x 8' covered Deck off Master Bedroom at home's Bay Trail frontage
 - e. Roof Deck



Elevation A - Street
Color Scheme 1



Elevation B - Street
Color Scheme 3

PLAN 4-RD

Front Elevations



- Exterior Materials:**
Elevation A (Color Scheme 1)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 4-RD
Elevation A



Left Elevation

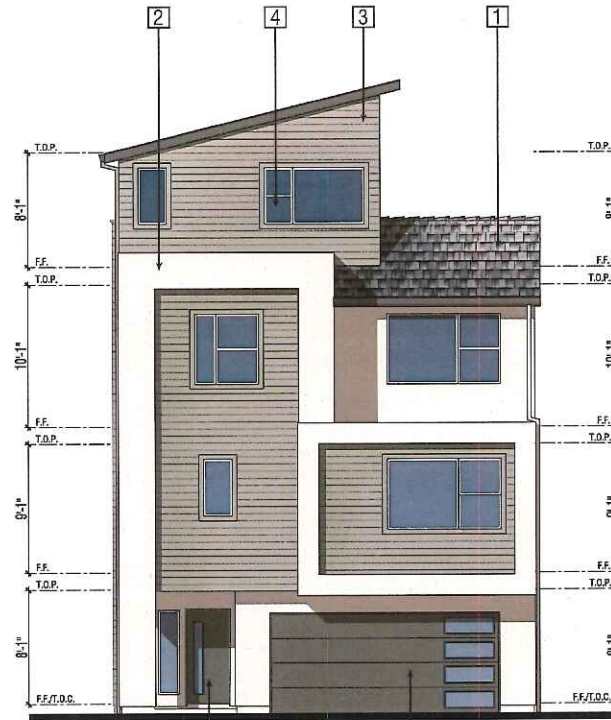


Right Elevation

PLAN 4-RD
Elevation A



Rear Elevation 5



Front Elevation 6

Exterior Materials:

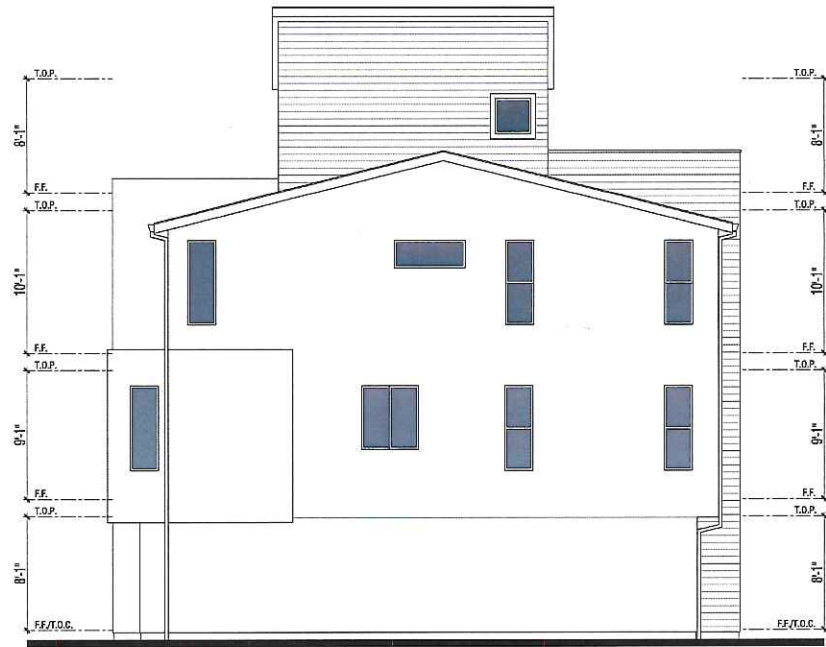
Elevation B (Color Scheme 3)

- 1 Roof: Composition Shingles
- 2 Stucco
- 3 Siding: Fiber Cement
- 4 Windows: Insulated Vinyl
- 5 Railing: Glass
- 6 Garage Door: Metal Sectional Roll-Up
- 7 Entry Door: Fiberglass

PLAN 4-RD
Elevation B

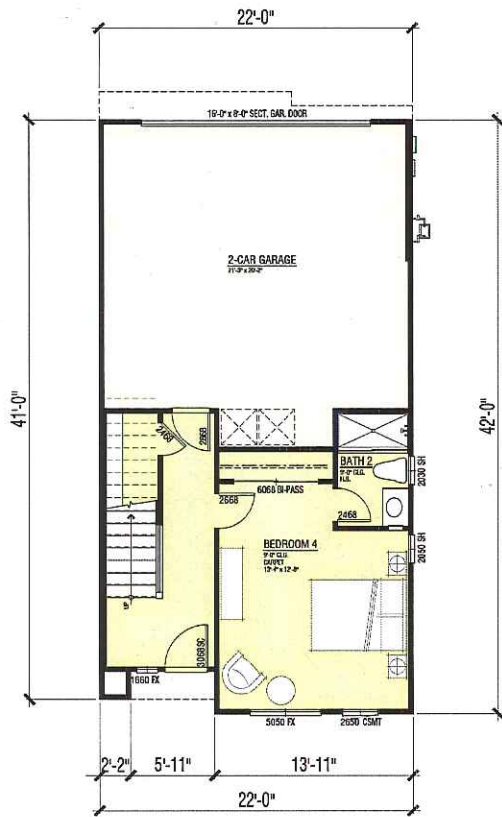


Left Elevation

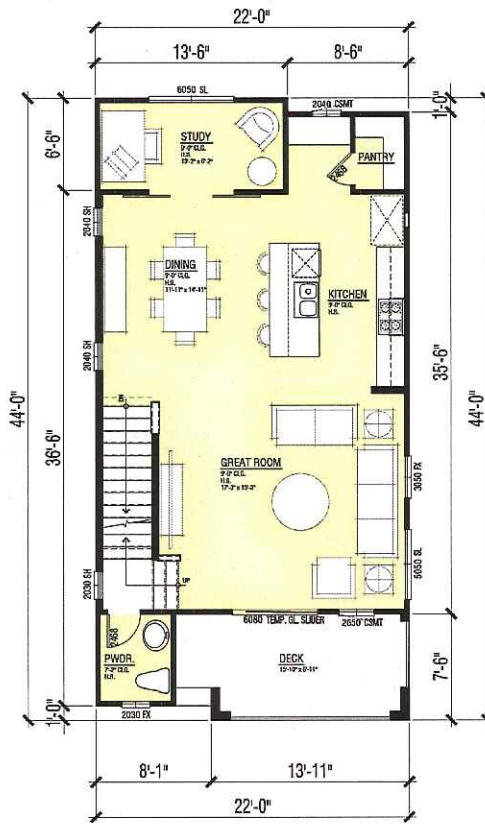


Right Elevation

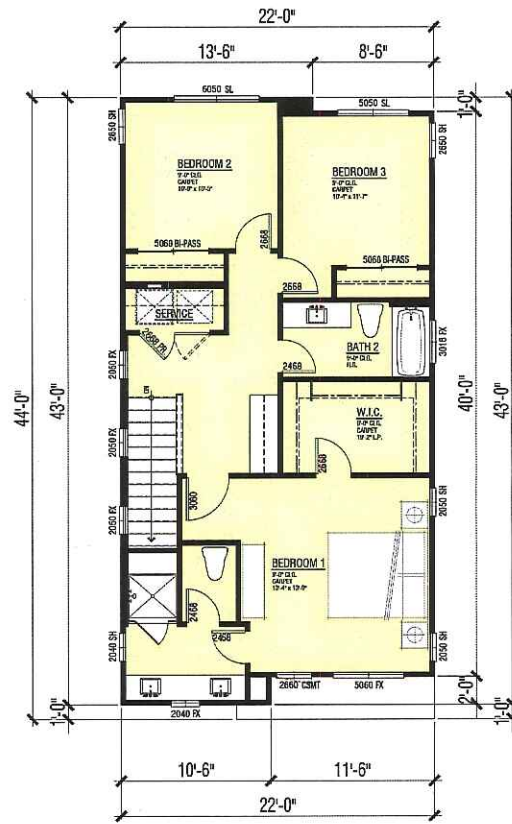
PLAN 4-RD
Elevation B



First Floor 431 S.F.



Second Floor 831 S.F.



Third Floor 869 S.F.

PLAN 5

2,131 S.F.
4 Bdrm | 3.5 Bath
2-Car Garage



Color Code: Green

Number of Units: 34 (Lots distributed with Plan 5X)

Location of Units: Within interior of SFR Project

Narrative Description of Units:

- Three Story
- 2,131 SF (1st floor - 431 SF; 2nd floor - 831 SF; 3rd floor - 869 SF)
- 4 Bdrm/3.5 Bath
- 2-Car Side-by-Side Garage
- Building Footprint: approximately 22' x 40'
- Lot Dimensions: approximately 29' x 54'
- Home Orientation: Plan #5 homes will have alley-loaded rear garages with the home's main entry and principal living areas (including the 2nd/ floor great room and the 3rd/ floor master bedroom) fronting on Greenway Corridors
- Special Features:
 - a. 2nd floor 7' x 16' covered Deck overlooking Greenway Corridor
 - b. 2nd floor 6' x 13' covered Deck at rear of home
 - c. Optional Roof Deck



Elevation A - Street
Color Scheme 8



Elevation B - Street
Color Scheme 6

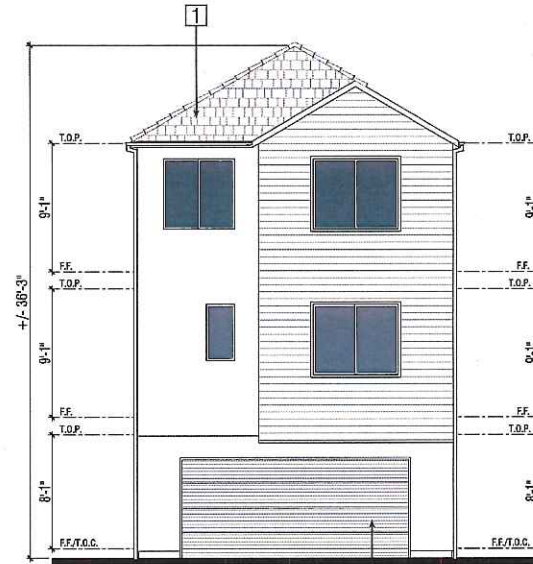
PLAN 5 Front Elevations



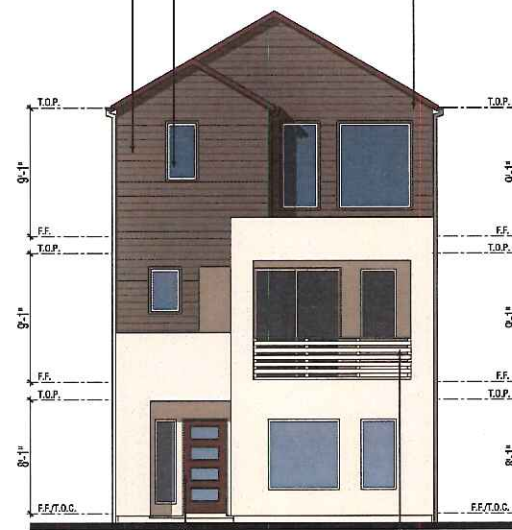
Right Elevation



Left Elevation



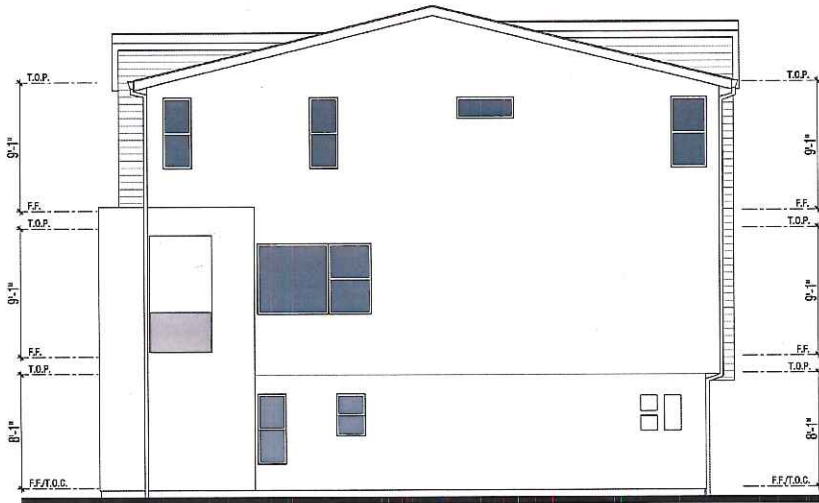
Rear Elevation



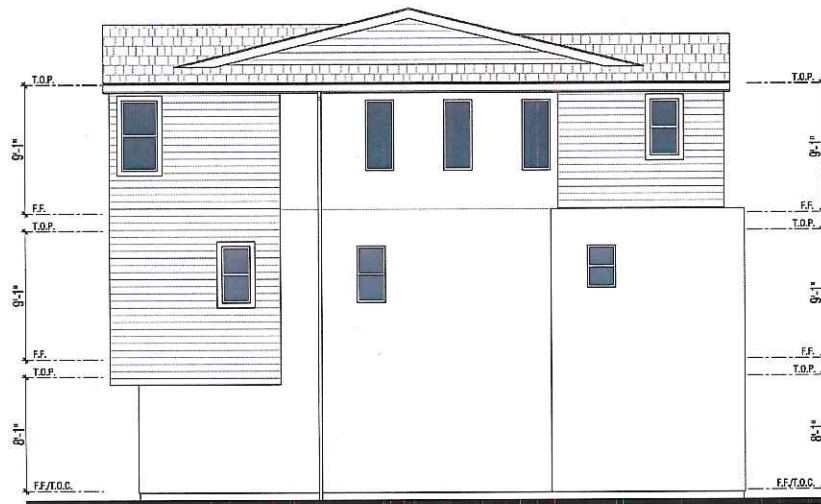
Front Elevation

- Exterior Materials:**
Elevation A (Color Scheme B)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

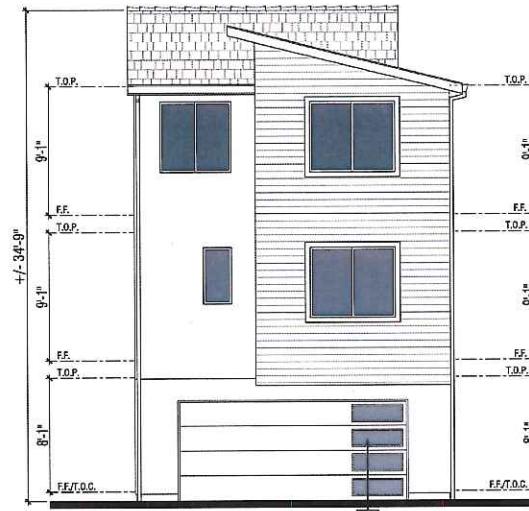
PLAN 5
 Elevation A



Right Elevation



Left Elevation



Rear Elevation



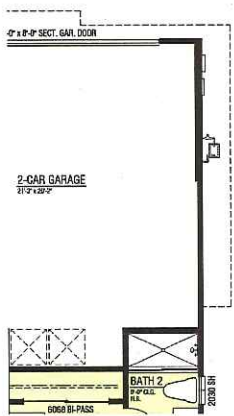
Front Elevation

Exterior Materials:

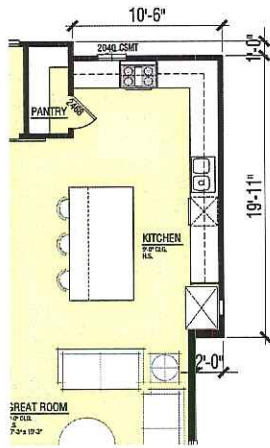
Elevation B (Color Scheme 6)

- 1 Roof: Composition Shingles
- 2 Stucco
- 3 Siding: Fiber Cement
- 4 Windows: Insulated Vinyl
- 5 Railing: Glass
- 6 Garage Door: Metal Sectional Roll-Up
- 7 Entry Door: Fiberglass

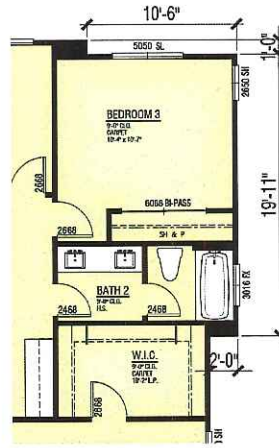
PLAN 5
Elevation B



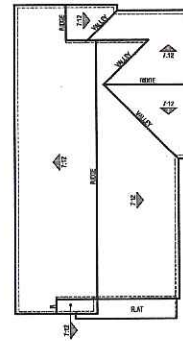
First Floor 431 S.F.



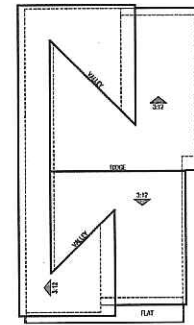
Second Floor 871 S.F.



Third Floor 909 S.F.



Roof Plan - Elevation A



Roof Plan - Elevation B

PLAN 5X

2,211 S.F.
4 Bdrm | 3.5 Bath
2-Car Garage



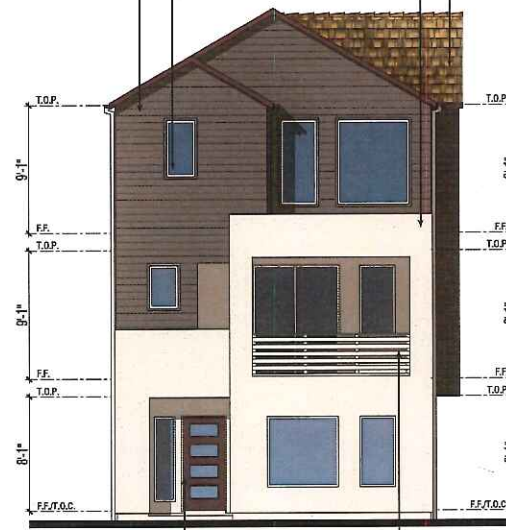
Right Elevation



Left Elevation



Rear Elevation



Front Elevation

- Exterior Materials:**
Elevation A (Color Scheme 8)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 5X
 Elevation A



Right Elevation



Left Elevation



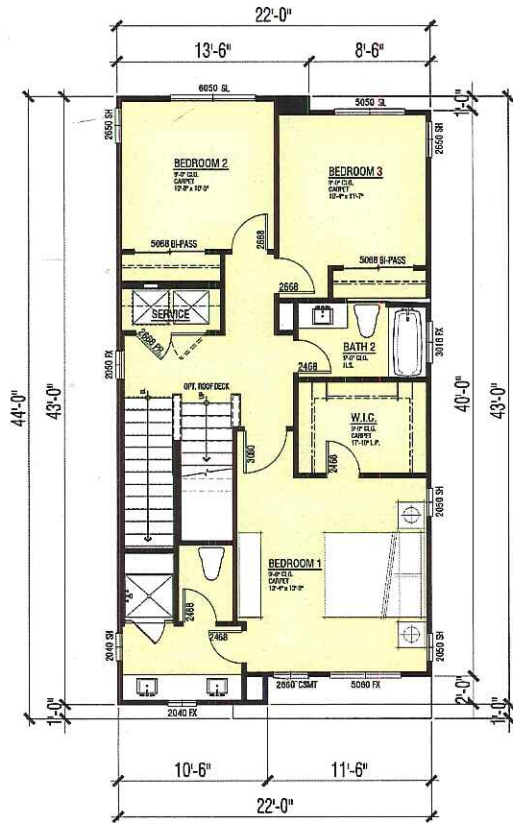
Rear Elevation



Front Elevation

- Exterior Materials:**
Elevation B (Color Scheme 6)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Glass
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 5X
 Elevation B



First and second floor
same as Plan 5

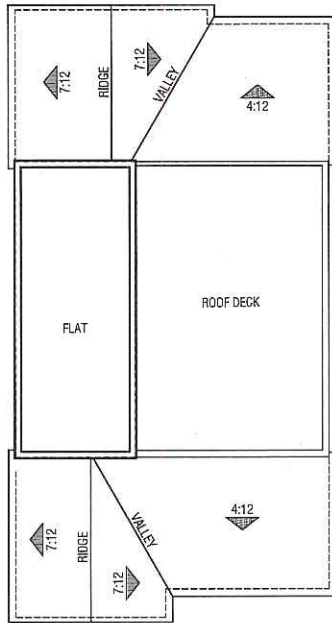


PLAN 5-RD

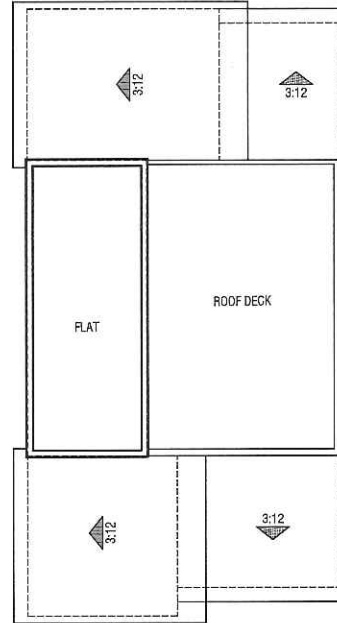
2,235 S.F.
4 Bdrm | 3.5 Bath | Roof Deck
2-Car Garage



N.T.S.



Elevation A



Elevation B

PLAN 5-RD
Roof Plans

Color Code: Green

Number of Units: 34 (Lots distributed with Plan 5)

Location of Units: Within interior of SFR Project

Narrative Description of Units:

- Four Story
- 2,235 SF (1st floor - 431 SF; 2nd floor - 831 SF; 3rd floor - 912 SF; 4th floor - 61 SF)
- 4 Bdrm/3.5 Bath
- 2-Car Side-by-Side Garage
- Building Footprint: approximately 22' x 40'
- Lot Dimensions: approximately 29' x 54'
- Home Orientation: Plan #5 homes will have alley-loaded rear garages with the home's main entry and principal living areas (including the 2nd/ floor great room and the 3rd/ floor master bedroom) fronting on Greenway Corridors
- Special Features:
 - a. 2nd floor 7' x 16' covered Deck overlooking Greenway Corridor
 - b. 2nd floor 6' x 13' covered Deck at rear of home
 - c. Roof Deck

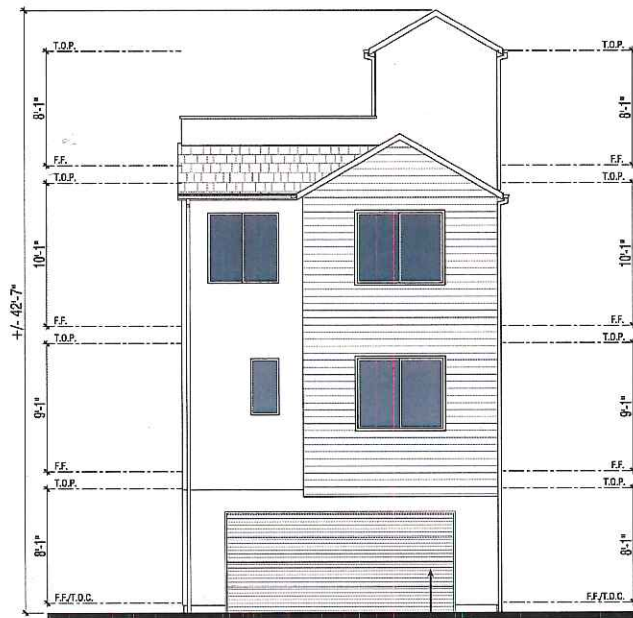


Elevation A - Street
Color Scheme 8

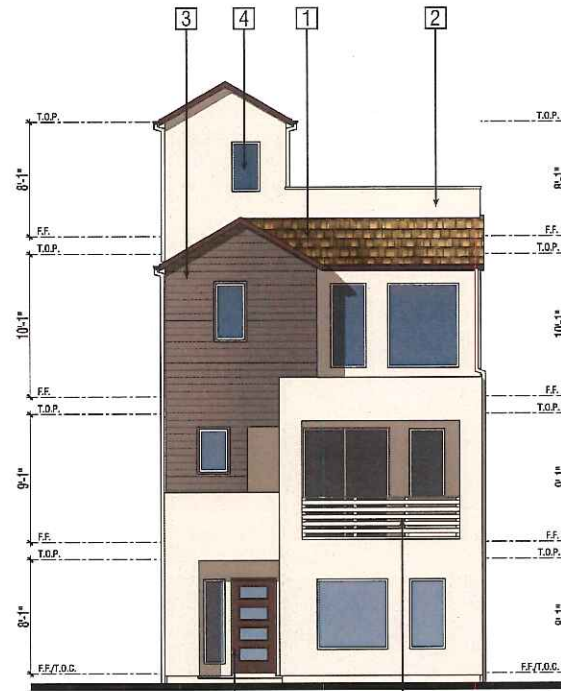


Elevation B - Street
Color Scheme 6

PLAN 5-RD
Front Elevations



Rear Elevation [6]



[7] Front Elevation [5]

Exterior Materials:

Elevation A (Color Scheme 8)

- 1 Roof: Composition Shingles
- 2 Stucco
- 3 Siding: Fiber Cement
- 4 Windows: Insulated Vinyl
- 5 Railing: Wood
- 6 Garage Door: Metal Sectional Roll-Up
- 7 Entry Door: Fiberglass

PLAN 5-RD
Elevation A

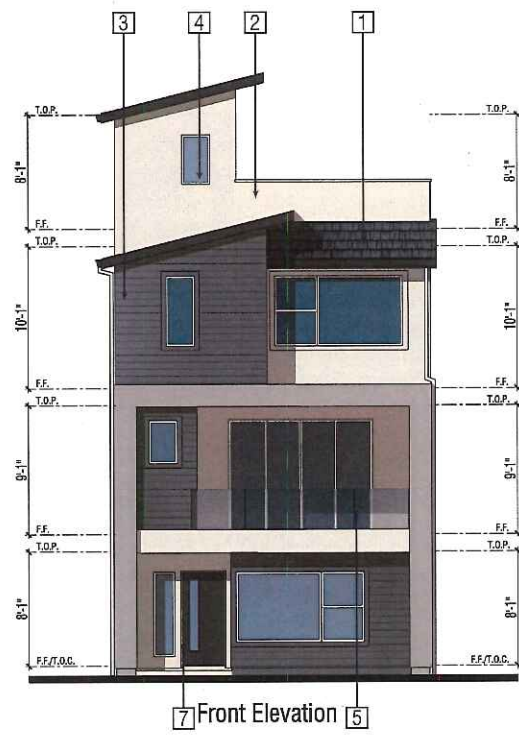
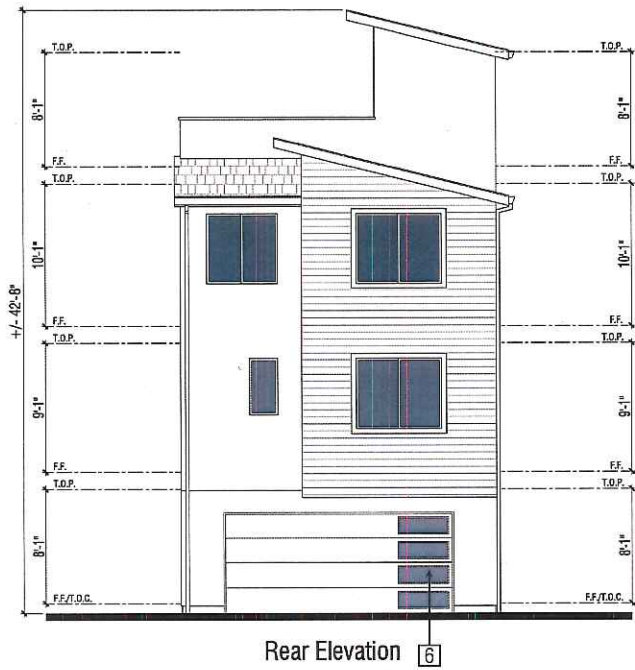


Left Elevation



Right Elevation

PLAN 5-RD
Elevation A



- Exterior Materials:**
Elevation B (Color Scheme 6)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Glass
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 5-RD
 Elevation B

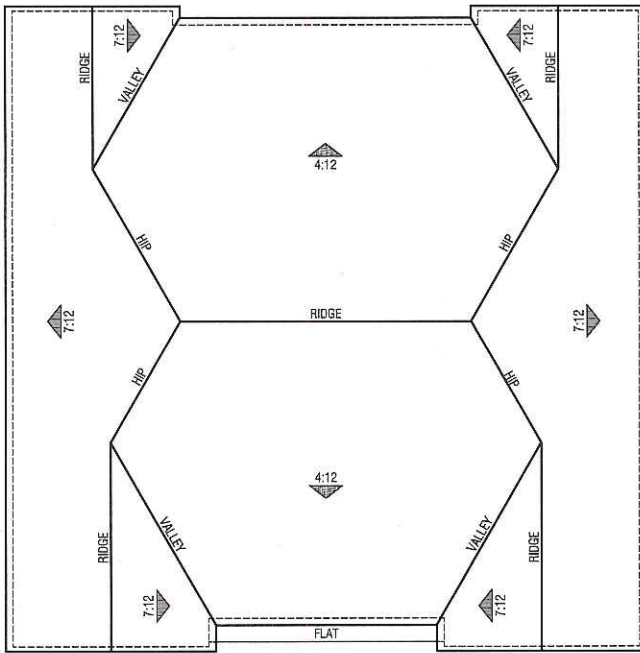


Left Elevation

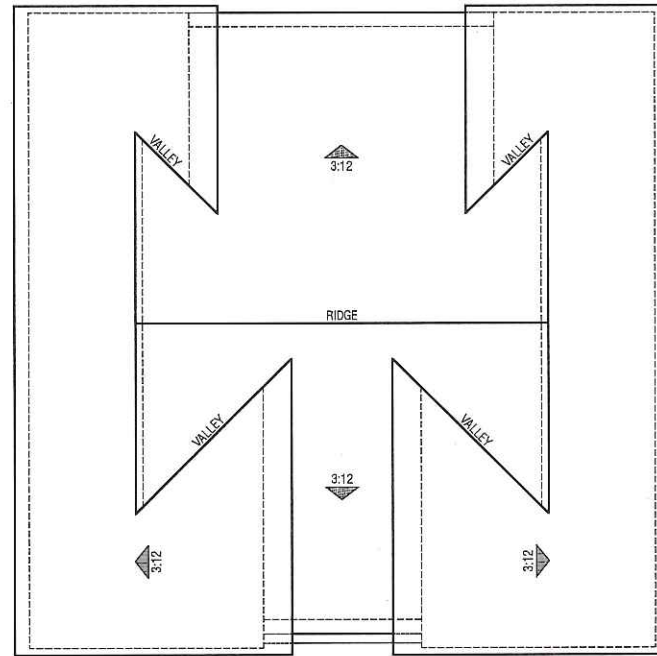


Right Elevation

PLAN 5-RD
Elevation B



Elevation A



Elevation B

PLAN 6
Roof Plans

Color Code: Blue

Number of Units: 36 Units Front on Brickyard Cove Road
38 Units within interior of SFR Project

Location of Units: Plan #6 homes will front on Brickyard Cove Road at the SFR Project's perimeter and on interior Greenway Corridors

Narrative Description of Units:

- Three Story
- 2,159 SF (1st floor - 428 SF; 2nd floor - 845 SF; 3rd floor - 886 SF)
- 4 Bdrm/3.5 Bath/Study
- 2-Car Side-by-Side Garage
- Building Footprint: approximately 22' x 42'
- Lot Dimensions: approximately 52' x 54'
- Home Orientation: Plan #6 homes will have the home's main entry and principal living areas (including the 2nd floor great room and the 3rd floor master bedroom) front on the Greenway Corridors, with alley-loaded rear garages
- Special Features:
 - a. 2nd floor 8' x 13' covered Deck overlooking Greenway Corridor

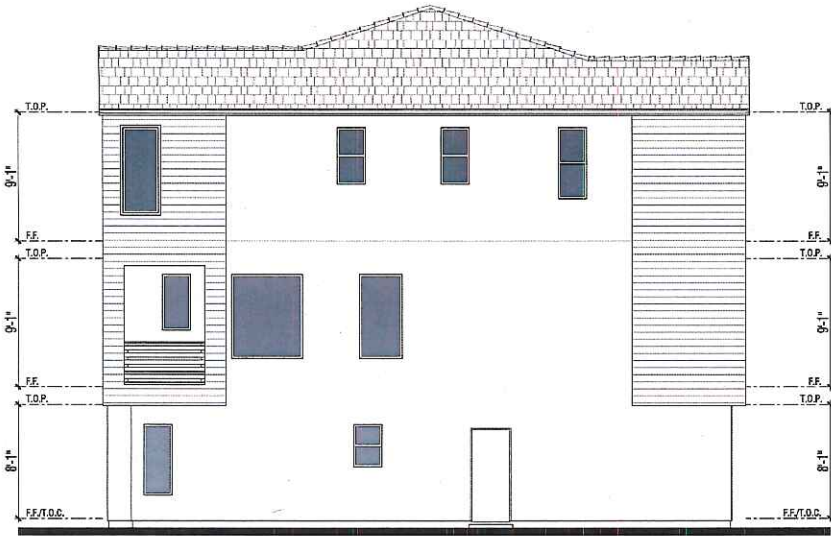


Elevation A - Street
Color Scheme 5



Elevation B - Street
Color Scheme 1

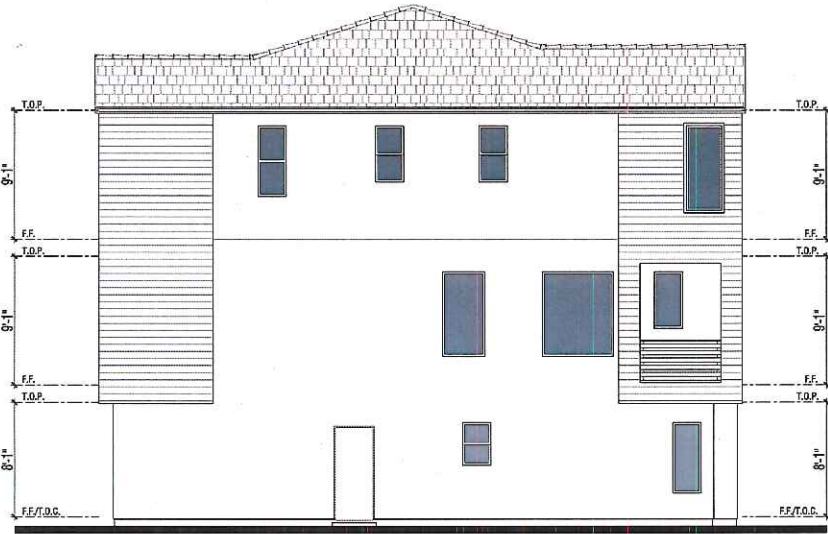
DUET PLAN 6



Right Elevation

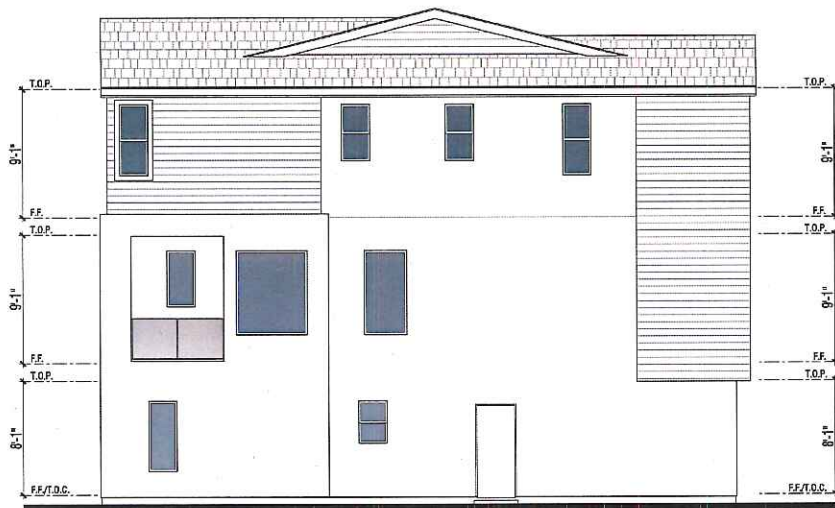


Rear Elevation



- Exterior Materials:**
Elevation A (Color Scheme 5)
- 1 Roof: Composition Shingle
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

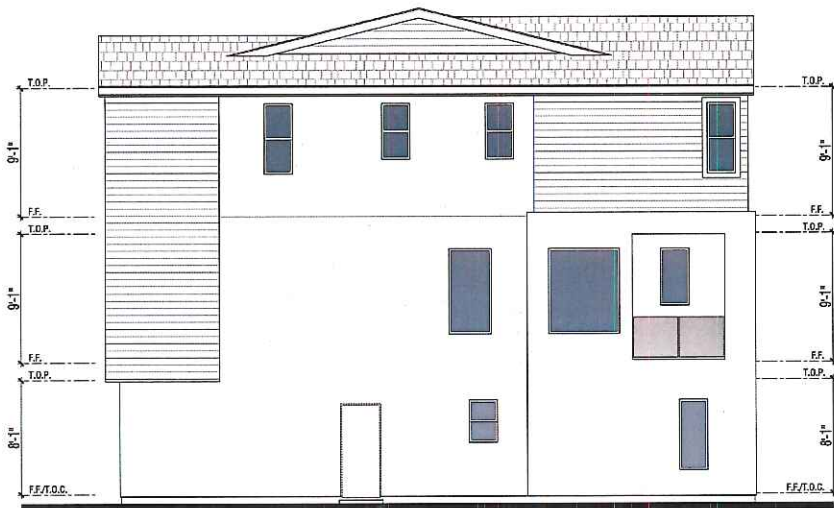
PLAN 6
Elevation A



Right Elevation

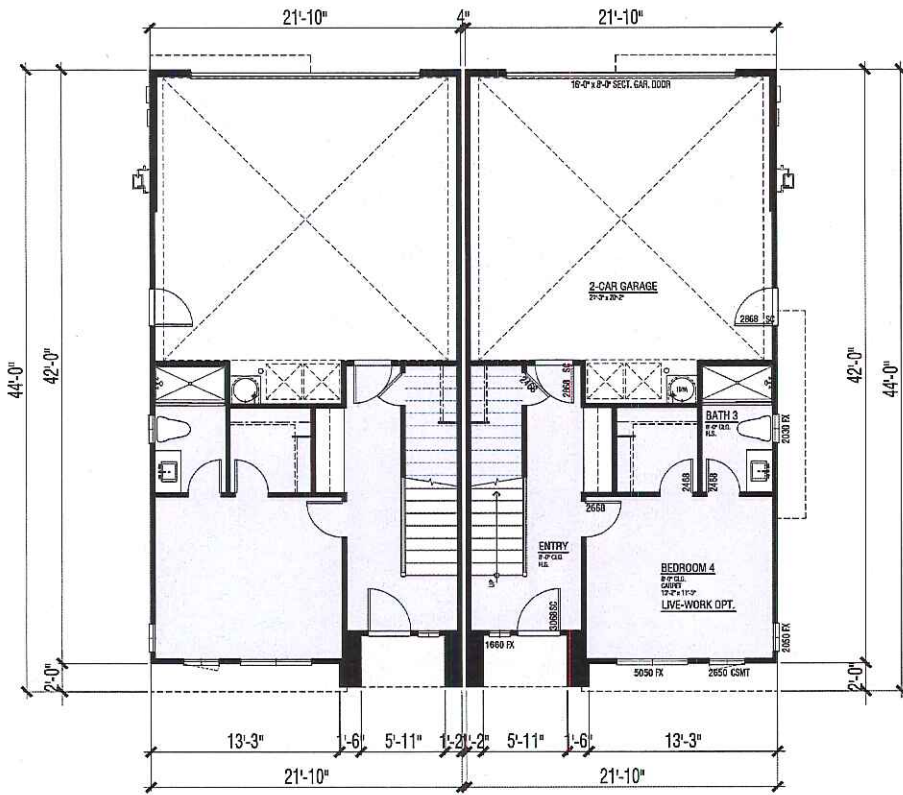


Rear Elevation

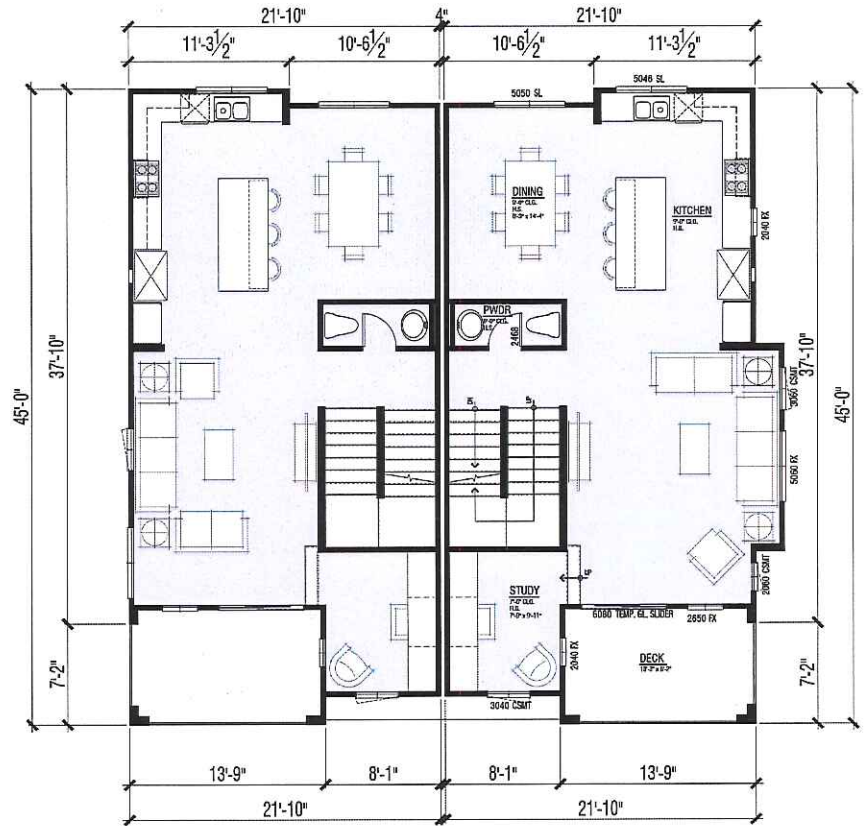


- Exterior Materials:**
Elevation B (Color Scheme 1)
- 1 Roof: Composition Shingles
 - 2 Stucco
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Glass
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

PLAN 6
 Elevation B



First Floor 428 S.F.



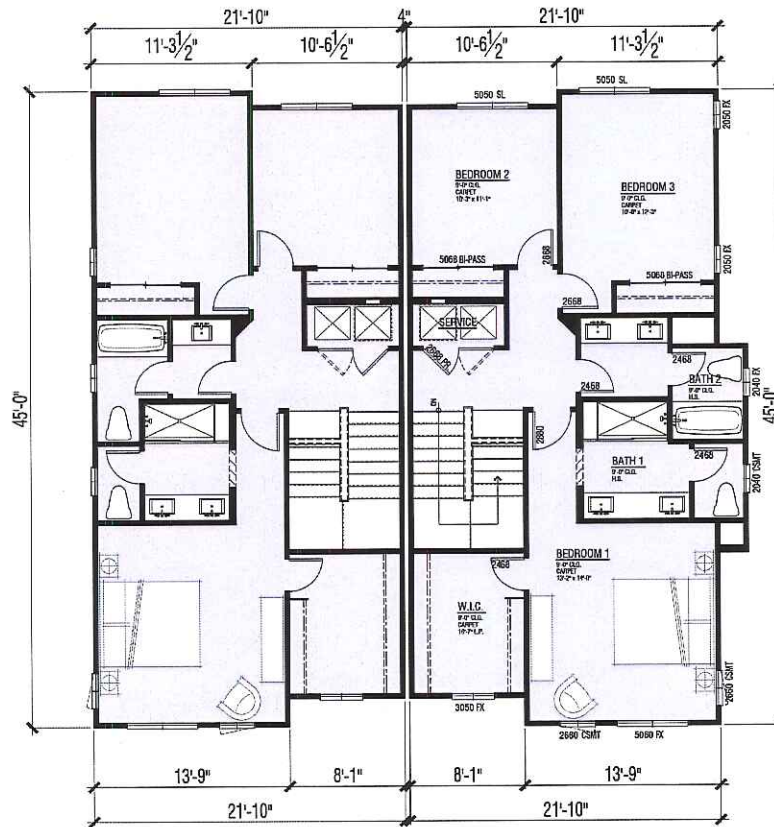
Second Floor 875 S.F.

DUET PLAN 6X

2,219 S.F.
 4 Bdrm | 3.5 Bath | Study
 2-Car Garage

LATITUDE

CITY OF RICHMOND, CA



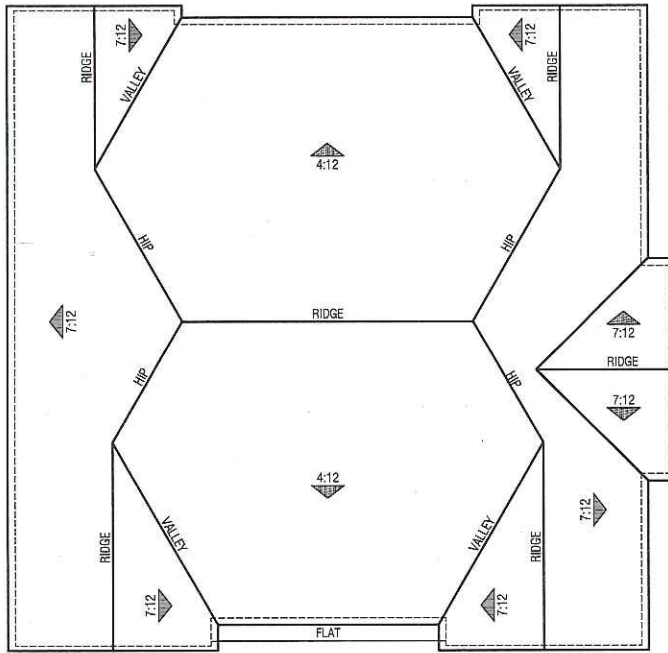
Third Floor 916 S.F.

DUET PLAN 6X

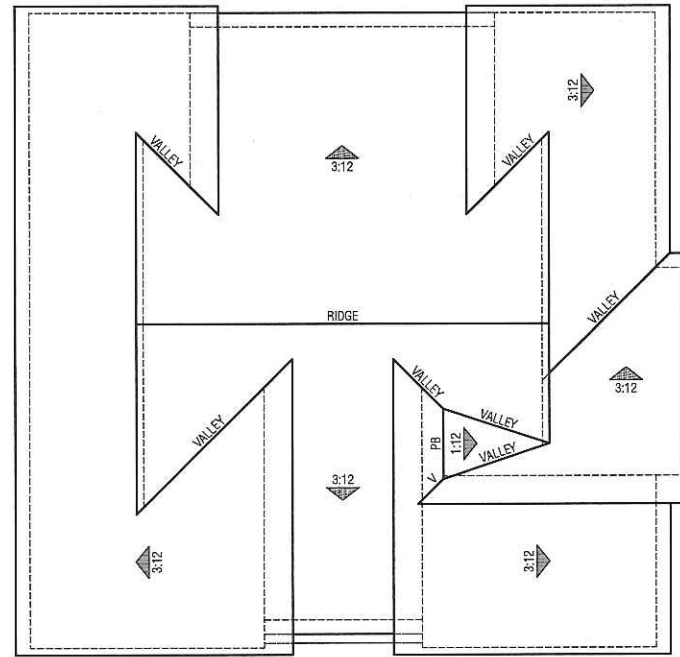
2,219 S.F.

4 Bdrm | 3.5 Bath | Study

2-Car Garage



Elevation A



Elevation B

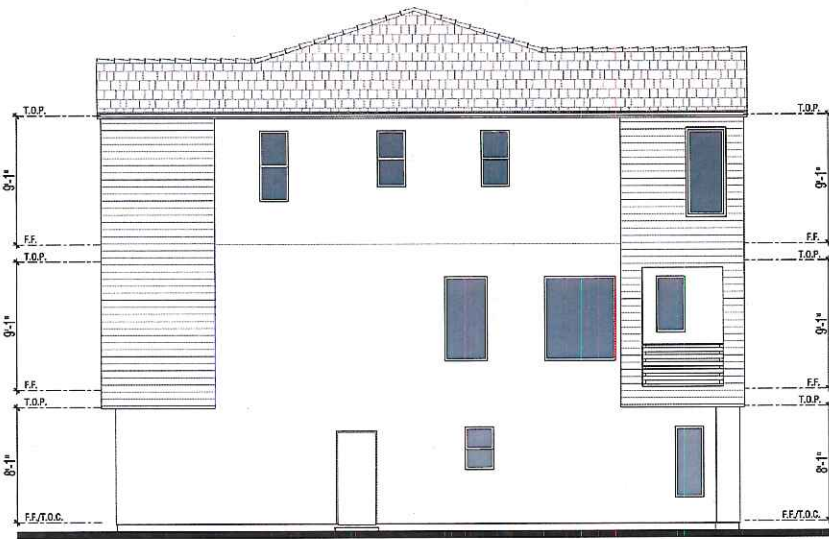
PLAN 6X
Roof Plans



Right Elevation



Rear Elevation



Left Elevation



Front Elevation

- Exterior Materials:**
Elevation A (Color Scheme 5)
- 1 Roof: Composition Shingle
 - 2 Stoop
 - 3 Siding: Fiber Cement
 - 4 Windows: Insulated Vinyl
 - 5 Railing: Wood
 - 6 Garage Door: Metal Sectional Roll-Up
 - 7 Entry Door: Fiberglass

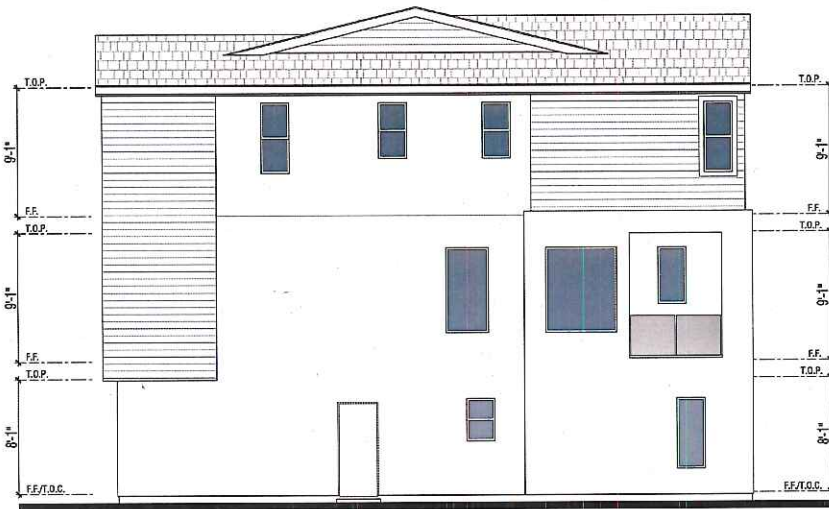
PLAN 6X
 Elevation A



Right Elevation



Rear Elevation



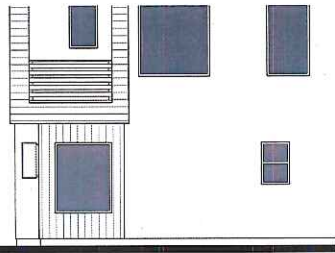
Left Elevation



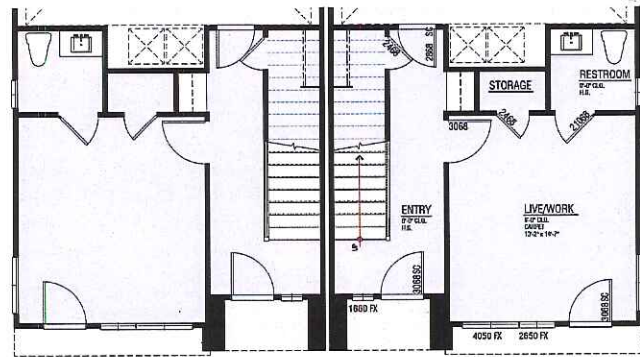
Front Elevation

- Exterior Materials:**
- 1 Elevation B (Color Scheme 1)
 - 2 Roof: Composition Shingles
 - 3 Stucco
 - 4 Siding: Fiber Cement
 - 5 Windows: Insulated Vinyl
 - 6 Walling: Glass
 - 7 Garage Door: Metal Sectional Roll-Up
 - 8 Entry Door: Fiberglass

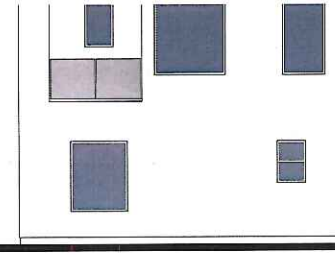
PLAN 6X
Elevation B



Elevation A - Side Elevation



Live/Work Floor Plan



Elevation B - Side Elevation

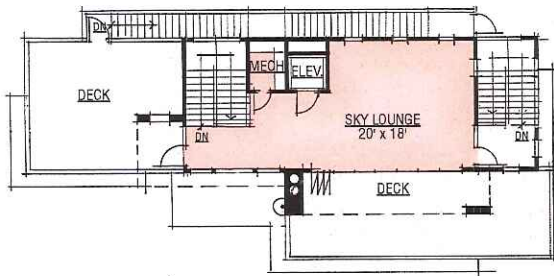


Elevation A - Front Elevation
Color Scheme 5

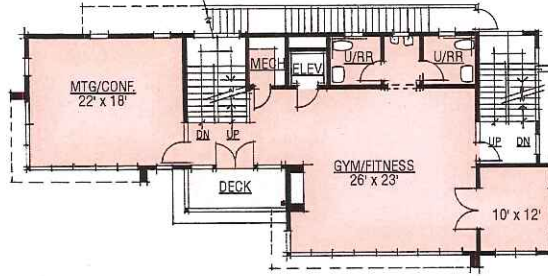


Elevation B - Front Elevation
Color Scheme 1

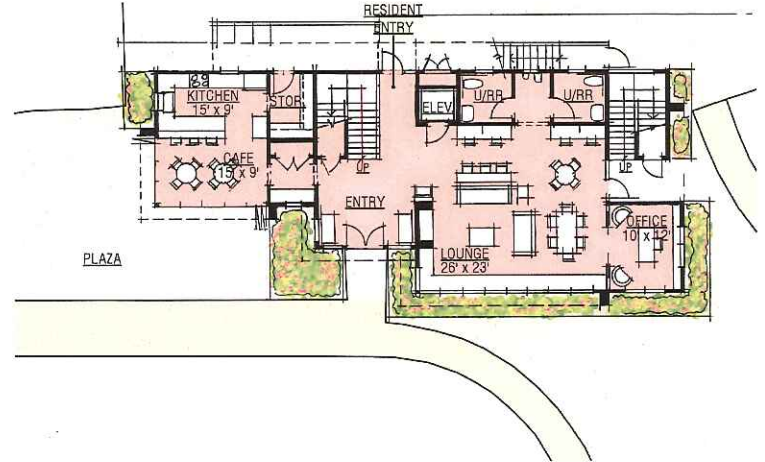
DUET PLAN 6LW
Live/Work



Third Floor
±591 S.F.



Second Floor
±1,683 S.F.



First Floor
±1,767 S.F.

COMMUNITY BUILDING

±4,040 S.F.





Left Elevation



Front Elevation

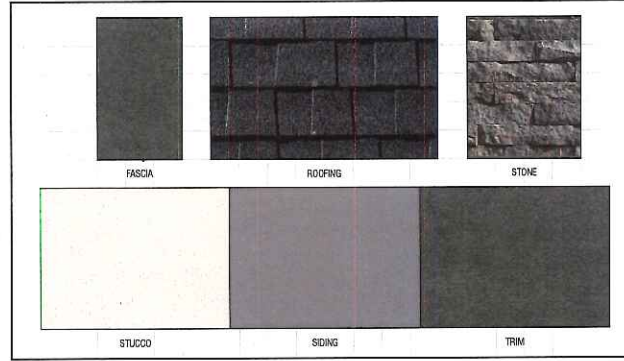
- Exterior Materials:**
Community Building
- 1 Stucco
 - 2 Horizontal Siding
 - 3 Insulated Metal Windows

COMMUNITY BUILDING

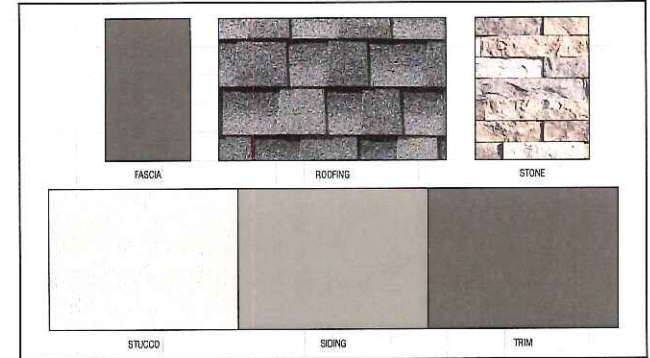
Color Scheme #1



Color Scheme #2



Color Scheme #3



Exterior Color & Materials

SCHEME 1 OF 9

ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Charcoal Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Whitecap Ledgcut33	Eldorado
*Manufactured Stone Cap	White Cloud Split Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color #1	'SW 7650 Elite Gray	Sherwin Williams
Stucco Color #2	'SW 7005 Pura White	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	'SW 2739 Charcoal Blue	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	'SW 7026 Griffin	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase. Contact Corie Rahn (925) 463-1700.

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Exterior Color & Materials

SCHEME 2 OF 9

ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Charcoal Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Sage Ledgcut33	Eldorado
*Manufactured Stone Cap	Grey Sky Split Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color	SW 7551 Greek Villa	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	SW 7067 Cityscape	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	SW 7674 Peppercorn	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

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Exterior Color & Materials

SCHEME 3 OF 9

ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Birchwood Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Whitecap Ledgcut33	Eldorado
*Manufactured Stone Cap	White Cloud Split Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color	SW 7005 Pure White	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	SW 6199 Rare Gray	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	SW 6201 Thunderous	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

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Exterior Color & Materials

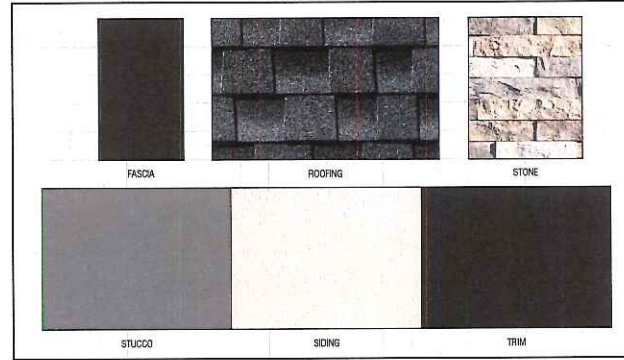
LATITUDE

CITY OF RICHMOND, CA

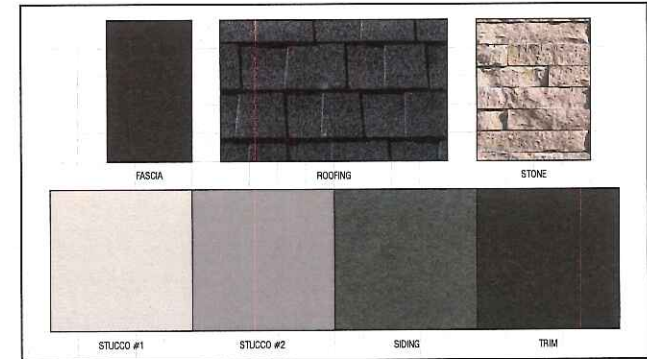
Color Scheme #4



Color Scheme #5



Color Scheme #6



Exterior Color & Materials

SCHEME 4 OF 9

ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Weathered Wood Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Iron Mill European Lodge	Eldorado
*Manufactured Stone Cap	Earth Chiseled Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color #1	'SW 9165 Gossamer Veil	Sherwin Williams
Stucco Color #2	'SW 9170 Acler	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	'SW 9090 Caribe	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	'SW 7068 Grizzle Gray	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

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Exterior Color & Materials

SCHEME 5 OF 9

ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Pewter Gray Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Whitecap Ledgesc33	Eldorado
*Manufactured Stone Cap	White Cloud Split Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color	'SW 7067 Clayscale	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	'SW 7005 Pure White	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	'SW 6991 Black Magic	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase. Contact Corie Rahn (925) 453-1700.

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Exterior Color & Materials

SCHEME 6 OF 9

ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Charcoal Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Birch Ledgesc33	Eldorado
*Manufactured Stone Cap	Grey Sky Split Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color #1	'SW 7648 Big Chill	Sherwin Williams
Stucco Color #2	'SW 7669 Summit Gray	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	'SW 7674 Peppercorn	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	'SW 6991 Black Magic	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase. Contact Corie Rahn (925) 453-1700.

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Exterior Color & Materials

LATITUDE

CITY OF RICHMOND, CA

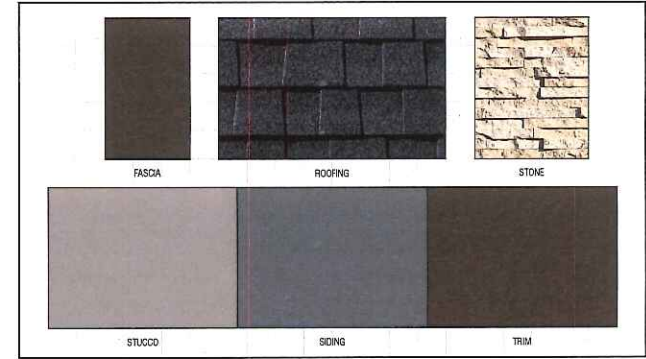
Color Scheme #7



Color Scheme #8



Color Scheme #9



Exterior Color & Materials

SCHEME 7 OF 9 ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Barkwood Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Whitecap Ledgecut33	Eldorado
*Manufactured Stone Cap	White Cloud Spill Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color #1	SW 7001 Marshmallow	Sherwin Williams
Stucco Color #2	SW 7016 Mindful Gray	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	SW 7019 Gauntlet Gray	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	SW 7020 Black Fox	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

NOTE: Verify NVA if any variation occurs between these schemes and the construction documents prior to purchase. Contact Corie Rath (955) 463-1700. © 2022 WILLIAM HEZMALHALCH ARCHITECTS, INC. DBA WHA.

Exterior Color & Materials

SCHEME 8 OF 9 ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Shakewood Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Linen European Ledge	Eldorado
*Manufactured Stone Cap	Coastal Sand Spill Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color	SW 7637 Oyster White	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	SW 7506 Loggia	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	SW 6013 Bitter Chocolate	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

NOTE: Verify NVA if any variation occurs between these schemes and the construction documents prior to purchase. Contact Corie Rath (955) 463-1700. © 2022 WILLIAM HEZMALHALCH ARCHITECTS, INC. DBA WHA.

Exterior Color & Materials

SCHEME 9 OF 9 ALL ELEVATIONS

Material	Color	Manufacturer
Roofing: Composition Shingles	Charcoal Timberline HDZ	GAF
Vinyl Windows (factory finish)	White	Milgard (or similar)
*Manufactured Stone (dry stacked joints)	Linen European Ledge	Eldorado
*Manufactured Stone Cap	Coastal Sand Spill Edge Cap	Eldorado
Gutters & Downspouts (factory finish)	Match Adjacent Color	Sherwin Williams
Stucco Color	'SW 7673 Pewter Cast	Sherwin Williams
Siding Color (applied to): Lap Siding Railing Trim @ Lap Siding	SW 7622 Homburg Gray	Sherwin Williams
Trim Color (applied to): Barge Boards Eaves Fascia Front Door Garage Doors Secondary Doors Trim	'SW 7675 Sealskin	Sherwin Williams
Garage Door Weatherstrip (factory finish)	Match Garage Door Color	TBD

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Exterior Color & Materials

LATITUDE

CITY OF RICHMOND, CA



PLANTING NOTES

1. THE PLANTING DESIGN FOR THE SITE IS BROUGHT TO BE TOLERANT AND CONSISTS OF A BALANCE OF EVERGREEN AND DECIDUOUS PLANTING AS WELL AS NATIVE AND ORNAMENTAL PLANTING.
2. PROPOSED TREE LOCATIONS ARE BASED ON STANDARD JOINT TRENCH LOCATIONS. FINAL TREE LOCATIONS TO BE DETERMINED WHEN FINAL UTILITY LOCATIONS ARE PROVIDED. TREE PLACEMENT MAY BE ADJUSTED AND FINAL TREE COUNT MAY CHANGE.
3. ALL SHRUBS AND GROUND COVER MATERIAL SELECTED HAVE A WOODS WATER USE RATING OF VERY LOW TO MODERATE.
4. PROPOSED TREE CANOPIES ARE SHOWN AT 85% MATURE GROWTH DIAMETER IN ORDER TO ENSURE THERE IS SUFFICIENT ROOM FOR TREE GROWTH AND HEALTH.

PROPOSED TREE PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WIDTH X HEIGHT	SIZE	NATIVE / ADAPTIVE
STREET TREE					
	LOPHOSPERMUM CONFERTUS	BRISBANE BOX	18' X 20'	24" BOX	A
	LAURUS NOBILIS 'BARATOGA' ¹	BAY LAUREL	20' X 20'	24" BOX	A
ACCENT TREE					
	ARBUTUS MARINA - MULTI	ARBUTUS TREE - MULTI TRUNK	12' X 12'	15 GAL	A
	CERCIS OCCIDENTALIS ^{1,2}	WESTERN REDBUD	10' X 10'	15 GAL	H
	MELALEUCA QUINQUENERVIA ¹	CALEPIT TREE	12' X 20'	15 GAL	A
	METROSIDEROS EX-CELSA	NEW ZEALAND CHRISTMAS TREE	10' X 20'	24" BOX	A
	PODOCARPUS GRACILIOR	FERN PINE	12' X 20'	24" BOX	A
	RHUS LANCEA	AFRICAN SUMAC	10' X 10'	15 GAL	A
SCREENING TREE					
	ARBUTUS MARINA	ARBUTUS TREE	12' X 12'	24" BOX	A
	ARCTOSTAPHYLOS CALIFORNICA	CALIFORNIA BUCKEYE	15' X 15'	24" BOX	H
	QUERCUS ELLIPTICA ¹	COAST SLAUGHTERBEE	15' X 15'	24" BOX	H
	CUPRESSUS MACROCARPA	MONTEREY CYPRESS	20' X 20'	24" BOX	H
	QUERCUS AGRIFOLIA ^{1,2}	COAST LIVE OAK	20' X 20'	36" BOX 24" BOX	H

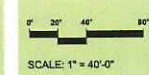
¹ PLANTS RECOMMENDED BY BAY-FRIENDLY LANDSCAPES
² PLANTS RECOMMENDED FOR SHORELINE BY BCDC

LACONIA DEVELOPMENT, LLC
 1981 NORTH BROADWAY
 WALNUT CREEK, CALIFORNIA 94596

LATITUDE
 Richmond, California

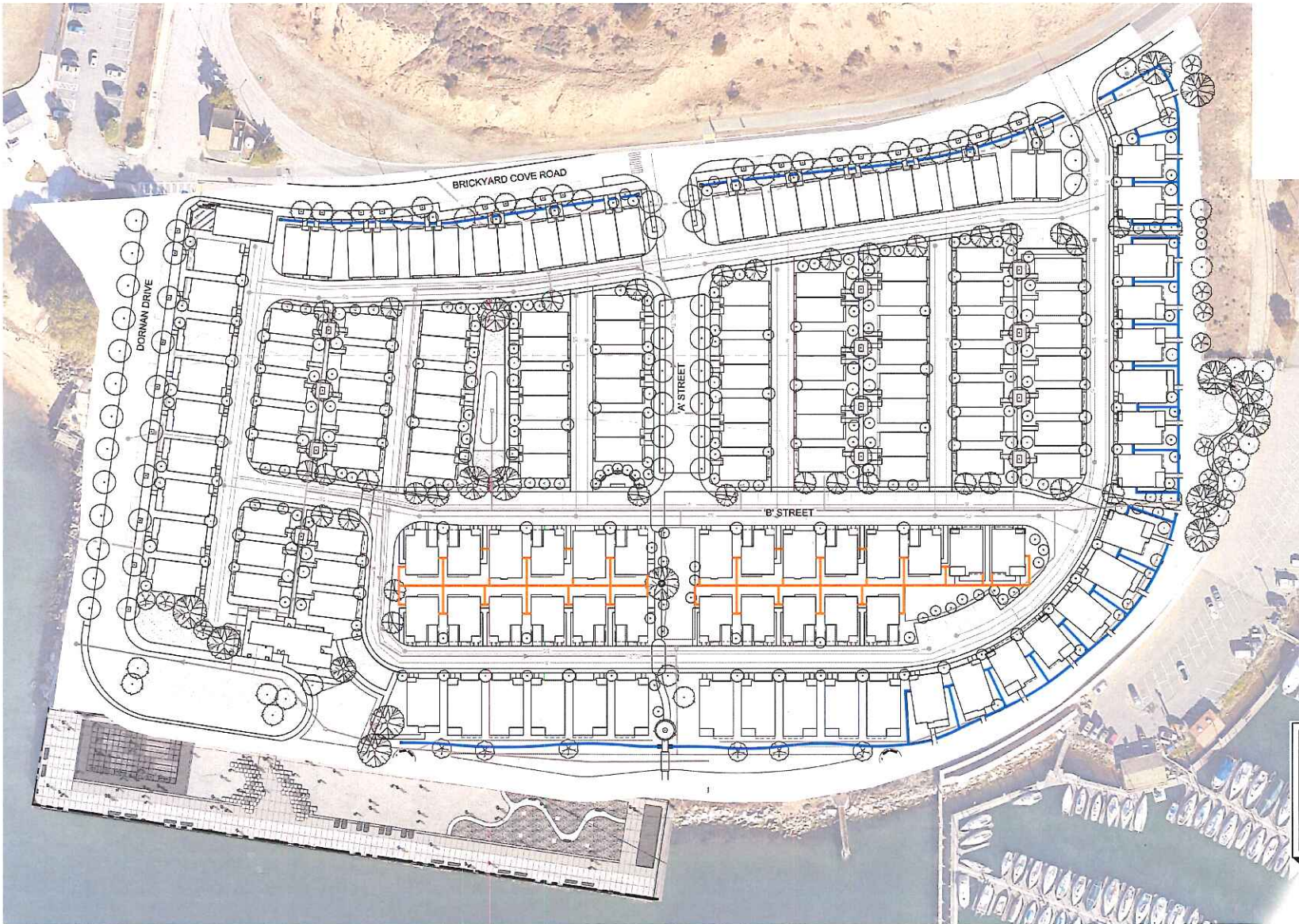
SITE PLAN
 CONCEPTUAL PHASE
 AUGUST 24, 2022

vanderTooten Associates
 700 Ygnacio Valley Rd.
 Suite 100
 Walnut Creek, CA 94596
 tel: 925.274.1305
 www.vandertooten.com



L-1
 Project No. 02522

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FENCE LEGEND

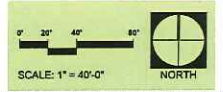
- GOOD NEIGHBOR FENCE
6" HIGH TYPICAL
SEE DETAIL E, SHEET L-5 FOR IMAGERY
- LOW WALL
48" HIGH TYPICAL
SEE DETAIL F, SHEET L-5 FOR IMAGERY

LACONIA 
DEVELOPMENT LLC
1981 NORTH BROADWAY
WALNUT CREEK, CALIFORNIA 94596

LATITUDE
Richmond, California

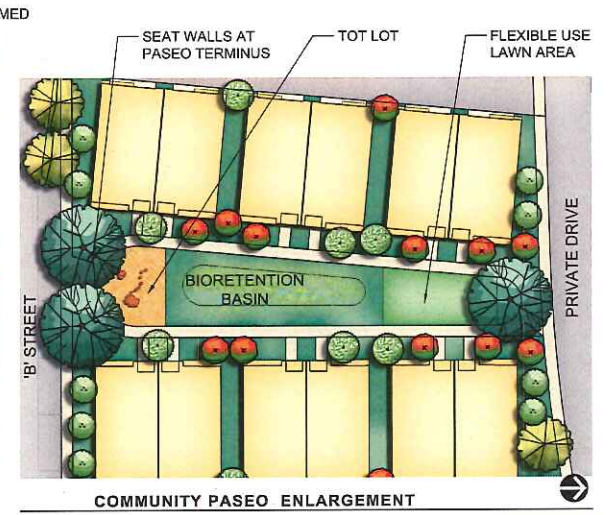
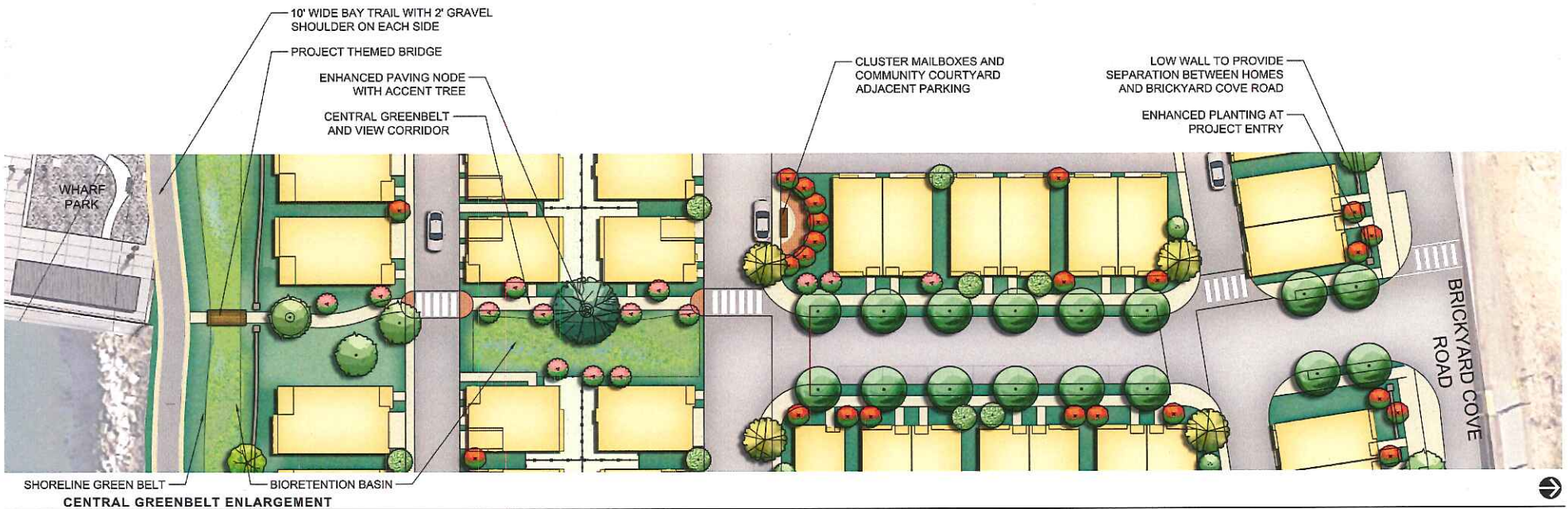
FENCE PLAN
CONCEPTUAL PHASE
AUGUST 24, 2022

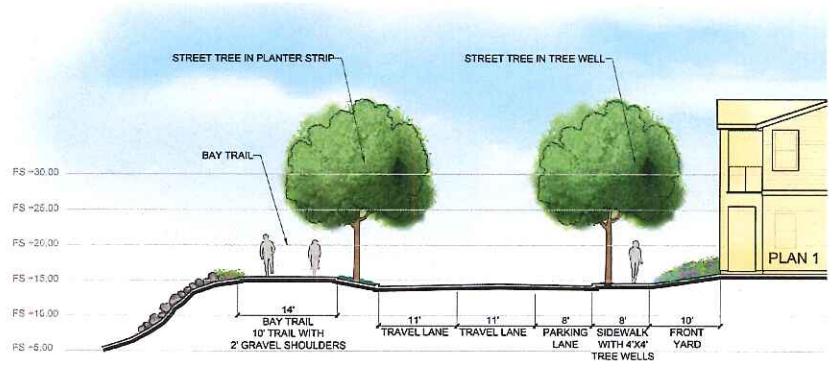
vanderToolen Associates
700 Ygnacio Valley Rd.
Walnut Creek, CA 94598
tel: 925.274.1305
www.vandertoolen.com



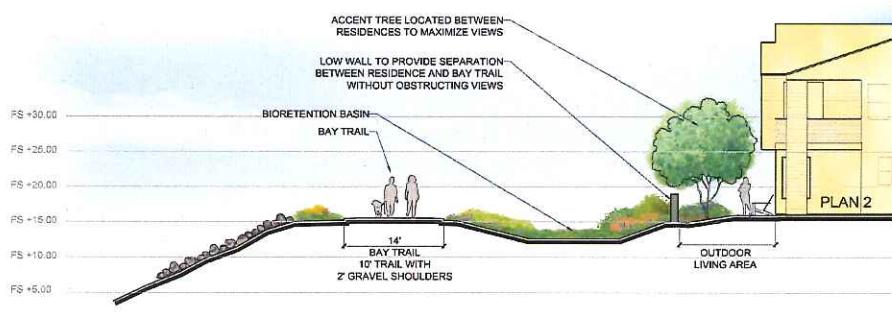
L-2
Project No. 02522

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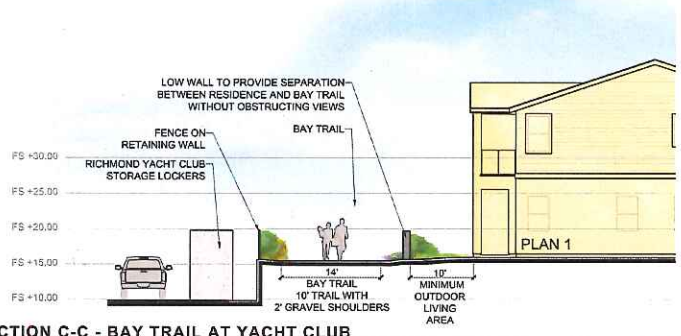




SECTION A-A - DORNAN DRIVE
SCALE: 1/8"=1'-0"



SECTION B-B - SHORELINE GREEN BELT
SCALE: 1/8"=1'-0"



SECTION C-C - BAY TRAIL AT YACHT CLUB
SCALE: 1/8"=1'-0"

PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	NATIVE / ADAPTIVE	SPACING
TREES			
ARBUTUS MARINA	ARBUTUS TREE	A	NA
CUPRESSUS MACROCARPA	MONTREY CYPRESS	N	NA
CERCIS OCCIDENTALIS ^{1,2}	WESTERN REDBUD	N	NA
QARRYA ELIPTICA	COAST SILKTABER	N	NA
LAURUS NOBILIS 'NARAYOGA' ¹	SWEET BAY	A	NA
LOPHOSTEMON CONFERTUS	BRISBANE BOX	A	NA
MELALEUCA QUINQUENARIA ¹	CA-SPIT TREE	A	NA
METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	A	NA
PLATANUS RACEMOSA ^{1,2}	CALIFORNIA NYGROVE	A	NA
PODOCARPUS GRACILIS	FERN PINE	N	NA
QUERCUS AGRIFOLIA ^{1,2}	COAST LIVE OAK	N	NA
RHUS LANCEA	AFRICAN SUMAC	A	NA
LARGE SHRUBS			
ARBUTUS UNEDO 'COMPACTA' ^{1,2}	STRAWBERRY TREE	A	6" O.C.
ARCTOSTAPHYLOS D. 'HOWARD MANZANITA' ^{1,2}	WINE HILL MANZANITA	N	5" O.C.
BACCHARIS PILULARIS 'TWIN PEAKS' ^{1,2}	DWARF COYOTE BUSH	N	5" O.C.
CEANOTHUS D. 'JULIA HILL' ^{1,2}	CEANOTHUS	N	5" O.C.
CEANOTHUS R. 'SNOWBALL' ¹	WHITE CEANOTHUS	N	5" O.C.
COLEONEMA PULCHRUM	PINK BREATH OF HEAVEN	A	5" O.C.
CORONIA 'CANNING BELLS' ¹	AUSTRALIAN BUDERA	A	5" O.C.
DODDNEA VISCOSA ¹	PURPLE HOP BUSH	A	5" O.C.
ECURUM CAMBOGANG	PRIDE OF MADIRA	A	5" O.C.
FELICIA SELLOWIANA ^{1,2}	PINEAPPLE GUAVA	A	5" O.C.
HETEROMELES ARBUTIFOLIA ^{1,2}	TOYON	A	5" O.C.
LEPTOSPERMUM SCOPARIUM ¹	NEW ZEALAND TEA TREE	A	5" O.C.
LEUCOPETALUM C. 'NAZARET BERRY' ¹	CHINESE FRIBRO FLOWER	N	5" O.C.
MINIULUS AURANTICUS ^{1,2}	STICKY MONKEY FLOWER	N	5" O.C.
MYRTICA CALIFORNICA ^{1,2}	PACIFIC WAX MYRTLE	N	5" O.C.
PHILAELEPHUS LEWISII	WILD MOOR ORANGE	N	5" O.C.
RIBES SANGUINEUM ¹	FLOWERING CURRANT	N	5" O.C.
RHAMNUS CALIFORNICA 'EVE CASE' ^{1,2}	COFFEEBERRY	N	5" O.C.
RHAMNUS L. 'SPRINGTIME' ¹	HOAN NANTHORNANT	N	5" O.C.
SALIX LASIOLEPS ^{1,2}	ARROYO WILLOW	N	5" O.C.
WESTRINGIA FRUTICOSA ^{1,2}	COAST ROSEMARY	A	5" O.C.
MEDIUM SHRUBS			
ARTEMISIA CALIFORNICA ^{1,2}	CALIFORNIA SAGEBRUSH	N	3" O.C.
AMMOZANTHUS HYBRIDUS	KANGAROO PAW	A	3" O.C.
CAMPANTHA CALIFORNICA ^{1,2}	BUSH ANEMONE	N	3" O.C.
CEANOTHUS D. 'YANKEE POINT' ^{1,2}	WILD LILAC	N	3" O.C.
CALYX SPP. ¹	REDROSE	A	3" O.C.
ERIODONUM ARBORESCENS ^{1,2}	ISLAND BUCKWHEAT	N	3" O.C.
ERIODONUM FABRICIUM ^{1,2}	CALIFORNIA BUCKWHEAT	N	3" O.C.
ESCALONIA 'COMPACTA' ¹	COMPACT ESCALONIA	N	3" O.C.
HEBE SPP.	HEBE	A	3" O.C.
KORONORA HYBRIDUS	RED HOT POKER	A	3" O.C.
LAVANDULA A SPP. ¹	LAVENDER	A	3" O.C.
LIMONIUM PERSEI ¹	SEA LAVENDER	A	3" O.C.
PELLARONIUM X HORTORUM	COMMON GERANIUM	A	3" O.C.
PENSTEMON HYBRIDUS ¹	BORDER PENSTEMON	N	3" O.C.
PENSTEMON HETEROPHYLLUS ¹	PENSTEMON	N	3" O.C.
PHLOMIS FRUTICOSA ^{1,2}	JERUSALEM SAGE	A	3" O.C.
PRODRUM SPP.	NEW ZEALAND FLAX	A	3" O.C.
POLYSTICHUM MUNITUM ^{1,2}	WESTERN SHIELD FERN	N	4" O.C.
ROSA SPP.	CAHSET ROSE	N	4" O.C.
SALVIA LEUCOPHYLLA ^{1,2}	COAST PURPLE SAGE	N	4" O.C.
SMALL SHRUBS			
ACHILLEA MILLEFOLIUM ^{1,2}	YARROW	N	2" O.C.
ADONIS MARTINA ^{1,2}	COMMON THRIFT	A	1" O.C.
ERIGONUM KARVINIENSIS	SANTA BARBARA DAISY	A	2" O.C.
ERIGONUM CLAUDEI ¹	SEASIDE DAISY	N	1" O.C.
HEUCHERA MAXIMA	ISLAND ALUM ROOT	N	2" O.C.
HEUCHERA MICRANTHIA	CORAL BELLS	A	2" O.C.
LANTANA SPP.	LANTANA	A	3" O.C.
SALVIA CLEVELANDII ¹	CALIFORNIA BLUE SAGE	A	2" O.C.
SALVIA GREGGII ¹	AUTUMN SAGE	A	2" O.C.
SALVIA SPINAZZA ¹	HUMMINGBIRD SAGE	N	2" O.C.
GROUND COVERS			
ARCTOSTAPHYLOS 'EMERALD CARPET' ¹	EMERALD CARPET MANZANITA	N	5" O.C.
ARCTOSTAPHYLOS UVA-URSI ^{1,2}	KNIERBINKNICH	N	5" O.C.
CEANOTHUS D. 'PT. REYES' ^{1,2}	POINT REYES CEANOTHUS	N	5" O.C.
CEANOTHUS MARITIMUS ¹	BLUFF WILD LILAC	N	3" O.C.
FRAGARIA CHILDOENSIS	BEACH STRAWBERRY	N	12" O.C.
GALVEZIA SPECIOSA	ISLAND SNAP DRAGON	N	3" O.C.
GAZANIA HYBRIDUS	GAZANIA	A	2" O.C.
JUNIPERUS SPP.	JUNIPER	A	4" O.C.
ZAUSCHNERIA SPP.	CALIFORNIA FUCHSIA	N	4" O.C.
GRASSES			
CALAMAGROSTIS FOLISA	LEAFY REED GRASS	N	18" O.C.
CALAMAGROSTIS HUTCHENSII ¹	PACIFIC REED GRASS	N	2" O.C.
CAREX PANSA ^{1,2}	BERNOLLY BEDE	N	2" O.C.
CAREX PANSA ¹	HEADOW BEDE	N	2" O.C.
CHOROPETALUM TECTORIUM	SMALL OAT RUSH	A	3" O.C.
DIETES IRIDIODES	FORTNIGHT LILY	A	3" O.C.
FESTUCA IDAHOENSIS ¹	DANDE PERUCE	N	18" O.C.
FESTUCA RUBRA 'T.I. MOLATE' ^{1,2}	RED FESCUE	N	12" O.C.
HELICTOTRICHON SEMPERVIRENS ^{1,2}	BLUE OAT GRASS	A	2" O.C.
JUNCUS PATENS ¹	COMMON RUSH	N	3" O.C.
LEYMUS C. 'CANYON PRINCE' ^{1,2}	QUART RYE GRASS	N	3" O.C.
LOMANIA SPP.	LOMANIA	A	3" O.C.
MULLENBERGIA CAPILLARIS	PINK HUSLY GRASS	A	4" O.C.
MULLENBERGIA RIGENS ^{1,2}	DEER GRASS	N	4" O.C.
HASELIA PULCHRA ¹	PURPLE NEEDLE GRASS	N	2" O.C.
SUCCULENTS			
ADAVE AMERICANA	ADAVE	A	5" O.C.
CALANOPSIS SPECTABILIS	ROCK PURSLANE	A	2" O.C.
ECHVERIA HYBRIDUS	ECHVERIA	A	18" O.C.
SEDUM SPATHULIFOLIUM ¹	COMMON STONECROP	N	2" O.C.
SENECIO MANDRALISACE	SENECIO	A	2" O.C.
VINES			
DESTICTIS BUCCHATORIA	BLOOD-RED TRUMPET VINE	A	18" O.C.
JASMINUM POLYANTHUM ¹	JASMINE	A	18" O.C.
TURF			
NATIVE MOW FREESTURF	DELTA BLUEGRASS - NATIVE MOW FREE	N	
BIOSWALE			
BIO FILTRATION 500	DELTA BLUEGRASS - BIO FILTRATION 500	N	

¹ PLANTS RECOMMENDED BY BAY-FRIENDLY LANDSCAPES
² PLANTS RECOMMENDED FOR SHORELINE BY BCDC

RESIDENTIAL & STREETScape



MELALEUCA QUINQUENARIA



LOPHOSTEMON CONFERTUS



ARBUTUS UNEDO



LANTANA SPP.



ACHILLEA SPP.



LANTANA SPP.



METROSIDEROS EXCELSA



CERCIS OCCIDENTALIS



DODDNEA VISCOSA



CISTUS X PURPUREA



PENSTEMON HYBRIDUS



ARCTOSTAPHYLOS UVA-URSI

BAY FRONT



HETEROMELES ARBUTIFOLIA



CAREX PRAEGRACILIS



MULLENBERGIA RIGENS



JUNCUS PATENS



CEANOTHUS MARITIMUS



GALVEZIA SPECIOSA



RIBES SANGUINEUM



CAREX PANSA



LEYMUS C. 'CANYON PRINCE'



PENSTEMON HETEROPHYLLUS



ZAUSCHNERIA SPP.



FRAGARIA CHILDOENSIS

OPEN SPACE



QUERCUS AGRIFOLIA



AESCULUS CALIFORNICA



ERIOGONUM ARBORESCENS



POLYSTICHUM MUNITUM



SALVIA CLEVELANDII



BACCHARIS PILULARIS



ARBUTUS MARINA



ARCTOSTAPHYLOS DENSIFLORA



CAREX DIVULSA



FESTUCA IDAHOENSIS



ACHILLEA SPP.



CEANOTHUS 'YANKEE POINT'



A ACCENT PAVING



B MAILBOXES



C SITE FURNISHINGS



D DOG PICKUP STATION



E LOW WALL



F NATURE INSPIRED TOT LOT



G FITNESS EQUIPMENT



H GOOD NEIGHBOR WOOD FENCE



I COMMUNITY SIGNAGE

GENERAL NOTES

1. THE DRAWING MAP IS A TENTATIVE MAP AND IS SUBJECT TO THE APPROVAL AND ACT OF THE BOARD OF SUPERVISORS.
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ENGINEER'S STATEMENT

THE DRAWING MAP SUBMITTED HAS BEEN PREPARED BY ME OR UNDER MY SUPERVISION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

DATE: 07/22/22
 ENGINEER: [Signature]

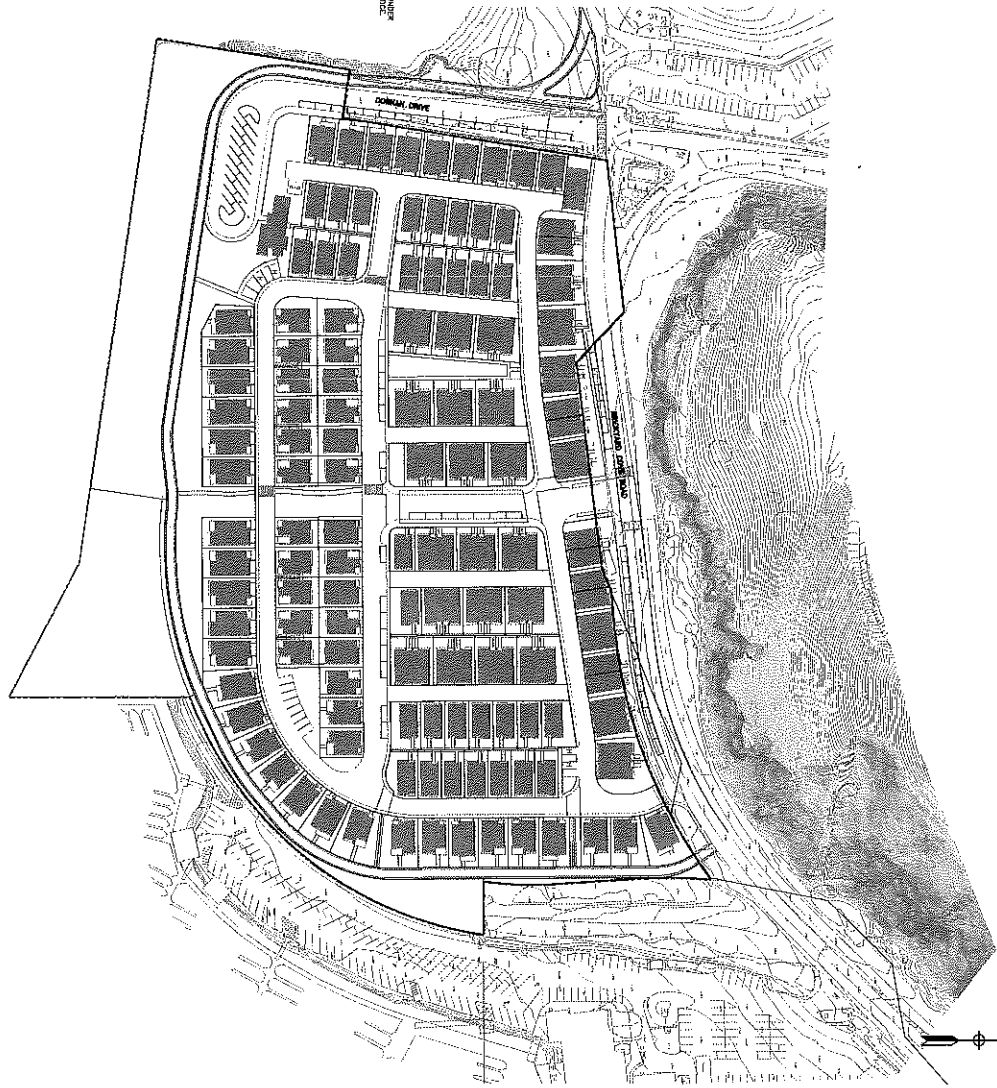
BASIS OF BEARINGS

THE BEARINGS OF THE LINES SHOWN ON THIS DRAWING ARE BASED ON THE NATIONAL GRID SYSTEM. THE BEARINGS OF THE LINES SHOWN ON THIS DRAWING ARE BASED ON THE NATIONAL GRID SYSTEM.

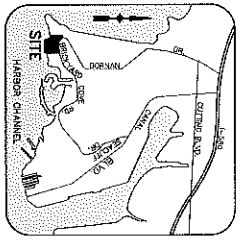
BENCHMARK & VERTICAL DATUM

VERTICAL DATUM: MEAN SEA LEVEL
 BENCHMARK: [Location]

THIS TENTATIVE MAP IS A TENTATIVE MAP AND IS SUBJECT TO THE APPROVAL AND ACT OF THE BOARD OF SUPERVISORS. THE DRAWING MAP IS A TENTATIVE MAP AND IS SUBJECT TO THE APPROVAL AND ACT OF THE BOARD OF SUPERVISORS.



KEY MAP



SHEET INDEX

SHEET NO.	DESCRIPTION
C1.0	COVER SHEET
C2.0	LOTTING AND SITE PLAN
C3.0	PRELIMINARY GRADING PLAN AND DRAINAGE
C4.0	PRELIMINARY STORMWATER CONTROL PLAN
C5.0	

PROJECT DATA

OWNER/DEVELOPER: [Name]
ADDRESS: [Address]
DATE OF RECORD: [Date]
PROJECT NO.: [Number]

REGISTERED PROFESSIONAL ENGINEER: [Name]
ADDRESS: [Address]
PHONE: [Number]
EXPIRES: [Date]

APPROVED: [Name]
ASSISTANT ENGINEER: [Name]

EXPIRES: [Date]

PLANNED AREA: [Area]

APPROVED: [Name]

EXPIRES: [Date]

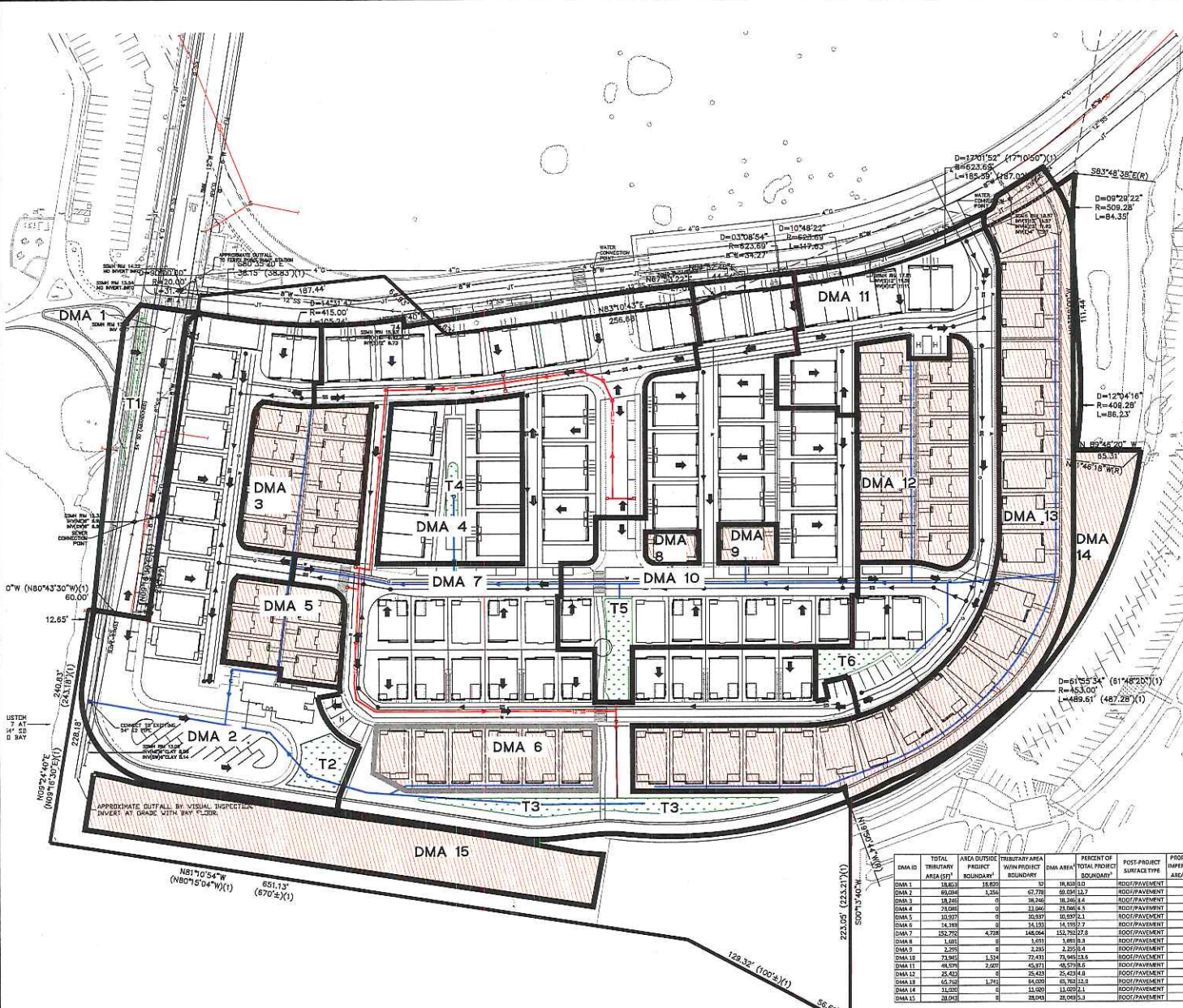
APPROVED: [Name]

EXPIRES: [Date]

APPROVED: [Name]

EXPIRES: [Date]

<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> <th>APP'D.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	DESCRIPTION	BY	DATE	APP'D.						<p>City of Richmond</p>
NO.	DESCRIPTION	BY	DATE	APP'D.								
<p>VESTING TENTATIVE SUBDIVISION MAP TERMINAL ONE (PLANNED AREA) DISTRICT COVER SHEET</p>		<p>CONTRA COSTA COUNTY</p>										
<p>CITY OF RICHMOND</p>		<p>CALIFORNIA</p>										
<p>DATE: 2/1/2022</p>	<p>BY: [Name]</p>	<p>SCALE: 1" = 100'</p>										
<p>NO. 1</p>	<p>OF 08</p>	<p>C1.0</p>										



LEGEND

- PROPERTY LINE
- BDC LINE
- DRAINAGE MANAGEMENT AREA
- BIORETENTION FACILITY
- SELF-TREATING AREAS
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN LINE (UNTREATED)

ABBREVIATIONS

- DMA DRAINAGE MANAGEMENT AREA
- O OUTFALL
- T TREATMENT FACILITY
- SCP SELF-TREATED HILLSIDE STORMWATER COLLECTION POINT

GENERAL NOTES

- THE PURPOSE OF THIS PRELIMINARY STORMWATER PLAN IS TO SHOW CONCEPTUALLY THE STORM DRAINAGE PATTERN AND THE TREATMENT AREAS DETERMINED BASED ON THE ANTICIPATED DRAINAGE BASINS. ACTUAL TREATMENT LOCATIONS AND OPTIONS WILL BE DETERMINED DURING THE PREPARATION OF CONSTRUCTION DOCUMENTS.
- PROPOSED GRADING, STORM DRAIN LINE, AND RETAINING WALLS ASSOCIATED WITH THE TREATMENT FACILITIES WILL BE SHOWN IN THE CONSTRUCTION DOCUMENTS.

REVISIONS

NO.	DATE	BY	CHKD	APPROV

PROJECT TEAM

OWNER: CITY OF RICHMOND
 4500 CALIFORNIA BLVD
 RICHMOND, CA 94801
 (916) 331-3001

DESIGNER: BKF ENGINEERS
 1500 CALIFORNIA BLVD, SUITE 411
 RICHMOND, CA 94801
 (916) 331-3001

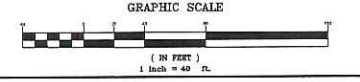
PROJECT TITLE
 VESTING TENTATIVE SUBDIVISION MAP
 TERMINAL ONE PLANNED AREA DISTRICT
 PRELIMINARY STORMWATER CONTROL PLAN

CITY OF RICHMOND
 CONTRA COSTA COUNTY
 CALIFORNIA

DMA ID	TOTAL THIRTIARY AREA (SQ FT)	AREA OUTSIDE PROJECT BOUNDARY (SQ FT)	THIRTIARY AREA BOUNDARY (SQ FT)	PERCENT OF TOTAL PROJECT AREA (%)	POST-PROJECT SURFACE TYPE	PROPOSED IMPERVIOUS AREA (SQ FT)	PROPOSED SELF-RETAINING PERVIOUS AREA (SQ FT)	PERVIOUS AREA (SQ FT)	REQUIRED SWP SIZE (SQ FT)	PROPOSED SWP SIZE (SQ FT)	DESIGNATED TREATMENT AREA
DMA 1	18,823	18,823	0	100.00	ROOF/PAVEMENT	15794	0	3029	748	805	T1
DMA 2	69,024	1,254	67,770	89.59	ROOF/PAVEMENT	49302	0	18472	2377	2,463	T2
DMA 3	18,245	0	18,245	100.00	ROOF/PAVEMENT	13313	5072	0	5918	5,036	Self-treating
DMA 4	28,046	0	28,046	100.00	ROOF/PAVEMENT	13443	0	8654	701	748	T4
DMA 5	10,971	0	10,971	100.00	ROOF/PAVEMENT	8051	0	2920	0	3,050	Self-treating
DMA 6	14,391	0	14,391	100.00	ROOF/PAVEMENT	7902	0	6489	0	3,901	Self-treating
DMA 7	152,702	4,728	148,004	97.57	ROOF/PAVEMENT	95168	0	52734	4612	4,814	T3
DMA 8	1,681	0	1,681	100.00	ROOF/PAVEMENT	762	0	920	0	455	Self-treating
DMA 9	2,251	0	2,251	100.00	ROOF/PAVEMENT	1262	0	1000	0	631	Self-treating
DMA 10	73,247	1,574	71,673	97.84	ROOF/PAVEMENT	52787	0	20890	2544	2,564	T5
DMA 11	48,076	2,007	46,069	95.82	ROOF/PAVEMENT	37242	0	9041	1771	1,007	T6
DMA 12	28,442	0	28,442	100.00	ROOF/PAVEMENT	13363	0	8991	0	6,991	Self-treating
DMA 13	65,731	1,761	63,970	97.34	ROOF/PAVEMENT	46199	0	17872	0	18,300	Self-treating
DMA 14	12,092	0	12,092	100.00	ROOF/PAVEMENT	1102	0	551	0	551	Self-treating
DMA 15	28,043	0	28,043	100.00	ROOF/PAVEMENT	15424	0	7722	0	7,722	Self-treating

NOTES:

- TOTAL THIRTIARY AREA INCLUDES ALL DRAINAGE THAT IS DIRECTED TO A SINGLE OUTFALL. THIS WILL INCLUDE AREAS OUTSIDE OF THE OVERALL PROJECT BOUNDARY AND THE SHORELINE AREA.
- DRAINAGE MANAGEMENT AREA (DMA) REFERS TO THE AREA THAT WILL RECEIVE TREATMENT OR IMPERVIOUS AREAS. THIS AREA INCLUDES THROUGH THE AREA AND ANY AREA THAT IS SUBJECT OF THE ORIGINAL PROJECT BOUNDARY.
- FOR SIMPLICITY, PROPOSED DEVELOPED AREAS WITHIN DMA IS ASSUMED TO BE IMPERVIOUS. FINAL DESIGN TO BE DETERMINED.
- TO USE THE BIORETENTION FACILITIES, AN ASSUMED BIORETENTION SOAKING FACTOR OF 4.5% IS APPLIED TO PERVIOUS AREAS AND 2% IS APPLIED TO PERVIOUS AREAS.
- TOTAL PROJECT BOUNDARY INCLUDES 10' TOTAL BUFFERZONES AND WITHIN THE PROJECT BOUNDARY APPROXIMATELY 12.24 ACRES.
- MAIN BIORETENTION AREAS HAVE BEEN DIVIDED INTO SMALLER SUBTREATMENT AREAS TO ACCOMMODATE FOR LANDSCAPING FEATURES. THESE SUBTREATMENT AREAS WILL BE CONNECTED HYDRAULICALLY AND ARE TO BE CONSIDERED AS ONE BIORETENTION.



DRAWN BY: J. L. ...
 CHECKED BY: ...
 DATE: 20150224

PARKING STANDARDS-Municipal Code Section 15.04.607

Table 15.04.607.040: Estimate Parking Demand by Use Type

Use Type	Number of Spaces	Per
Single Family Detached Unit	2	dwelling unit
Duplex (Unit)	1.5	dwelling unit
Junior Accessory Dwelling Unit (max. 500 sq. ft of floor space)	none	n/a
Tandem Parking	Required parking may be arranged as tandem spaces; provided, that pairs of spaces in tandem are assigned to the same residential unit or to employee of nonresidential establishments. The required stall width (8'-6"), stall length (18'), and aisle width shall apply to tandem spaces, except that the stall length shall be doubled for each pair of tandem spaces.	

Table 15.04.607.060: Electric Vehicle Parking Requirements by Project Type

Project Type	EV Parking Required
Single Family New Construction	Comply with CALGreen Measure A4.106.8.1
Commercial New Construction	For 2-10 required spaces, 2 shall be EV Ready and remaining spaces shall be EV Capable.
	For greater than 10 required spaces, either 2 spaces or 10% of the spaces shall be EV Ready, whichever is greater, and the balance of spaces shall be EV Capable.

Table 15.04.607.080: Bicycle Parking

Land Use	Short-Term Parking: Class 2 Space	Long-Term Parking: Class 1 Space	Showers	Personal Lockers
Retail Sales; Business Service				
Eating and Drinking Establishments				
Residential Multi-Unit Dwellings; Live-Exemptions	No bicycle parking is required for Single Family Detached Unit or duplex dwelling units.			

PARKING ANALYSIS per s. Table 15.04.607.040: Maximum/ Estimate Parking Demand By Use Type

Use Type	Number of Units	Parking Ratio /Unit	Total Required	Total Provided	Excess Parking
Residential Use:					
Single Unit	93	2	186	186	
Duplex or 2 or more attached units	62	1.5	93	124	31
Homes with Tandem Space (Driveway)	18	0	0	18	18
Junior Accessory Dwelling Units (less than 500 sq. ft.)	29	none	0	0	
Retail Commercial					
Neighborhood Retail [1]	2000 sq. ft.	none	0	0	
Guest Parking on-site [2]					
On-Street Parking			n/a	21	21
Parking Stalls [4]			n/a	16	16
Total On-Site Parking [4][5]			279	365	[3]
Average Parking Ratio / Unit				2.35	

Public Parking Spaces (Off-Site)		
Dornan Road	17	
Brickyard Cove Road	18	
Wharf Parking Lot [4]	19	
Sub-Total	54	
Grand Total	419	140
<p>Note:</p> <p>[1] per s. 15.04.607.020-Applicability (H) Exceptions: Neighborhood Retail, Commercial uses having a gross floor area of 5,000 sq.ft or less are exempt from the off-</p> <p>[2] Guest Parking ratio of 0.2 apply to Multi-Unit Dwelling and Senior Housing projects. None are required for Single Family Detached Units or Duplexes.</p> <p>[3] Total parking provided within the Latitude Residential Neighborhood results in an overall parking ratio of 2.35 spaces per dwelling unit. The previously approved 316 Unit Multi-Family condominium project had an overall parking ratio of 1.86 spaces per dwelling unit.</p> <p>[4] Parking for Disabled Persons. Parking spaces intended for the exclusive use of Disabled Person permitted vehicles and provision of access for disabled persons shall be provided as required by the California Building Code, Division 11, Site Accessibility. Such spaces will be counted towards the parking requirements of this Article.</p> <p>[5] Maximum Private Parking requirements. Except as otherwise provided in Section 15.04.607.040 (H), no more than the maximum number of private, off-street parking spaces, as specified in this subsection, shall be provided for each use or site. The maximum number of private parking spaces allowed equal to the estimate peak period parking demand as indicated in Table 15.04.607.040.</p>		

PLANNED AREA PLAN ADDENDUM
FOR THE
TERMINAL ONE PROJECT

I. INTRODUCTION

A. The Terminal One Planned Area Plan

In July of 2016, the City Council of the City of Richmond adopted Resolution No. 63-16 and Ordinance No. 13-16 N.S. approving the Terminal One Project (the “**Original Project Approvals**”). The Original Project Approvals included the rezoning of the Terminal One Property located at 1500 Dornan Drive, Richmond, CA -- APNs 580-420-007, 580-420-008, and 580-420-010 -- (the “**Project Site**”, or “**Site**”) to Planned Area (PA) District and the approval of the Planned Area (PA) Plan for the Terminal One Project (the “**PA Plan**”). The Terminal One Project has been named Latitude and will also be referred to as such in this PA Plan Addendum.

The PA Plan makes provision for development on the Terminal One Property of a master-planned mix of land uses with two principal components:

1. “a residential neighborhood with 323 residential dwelling units and associated common area amenities” (PA Plan at p. 1); and
2. “a public waterfront park with parkland-related amenities” (PA Plan at p. 1).

The 323-unit residential neighborhood contemplated by the PA Plan includes 302 condominium flats, 21 townhouses, and two podium garages (the “**Original Project**”). Following approval of the PA Plan, the total unit count for the Original Project was reduced to 316 total units, including 295 condominium flats. The condominium flats would range in size from one bedroom to three bedrooms and would be constructed in five multi-family buildings to be built over two partially sub-grade single-story podium garages, with building heights extending four- and five-stories above the podium garages. The 21 townhomes would range in size from three to four bedrooms, would be two- and three-stories in height, and would be configured as single-family residences to be constructed at grade along the southern edge of the Original Project’s two podium garages, with the second floor at the rear of the townhome units extending over and sitting on top of the podium structures.

The waterfront park contemplated by the PA Plan would extend the length of the Terminal One shoreline and would include the following principal elements:

1. the existing and significantly blighted Terminal One Wharf repurposed as a public park amenity and the centerpiece of the waterfront park;
2. a shoreline extension of the San Francisco Bay Trail;
3. a new ring road at the perimeter of the residential neighborhood;
4. a north/south promenade through the center of the residential neighborhood which would provide a pedestrian and bicycle connection and view corridor between the Original Project's Brickyard Cove Road frontage and the Terminal One waterfront park and shoreline; and
5. an entry plaza at the northwest corner of the Project Site that would provide a gateway to the waterfront park and include a small 2,000± square foot node of visitor-serving retail space.

B. Changed Circumstances Occurring During and Following Completion of the Entitlement Process

Although the Terminal One PA Plan was approved in July of 2016, the process of securing the additional regulatory entitlements required to develop the land use program for which provision is made in the PA Plan was not completed until roughly 3½ years later when the San Francisco Bay Conservation and Development Commission ("BCDC") finally approved a Major Permit for the Original Project on March 5, 2020.

By the time the Original Project was fully entitled, almost seven years had passed since the Project Applicant had submitted its original redevelopment proposal for the Terminal One Site. During this extended entitlement period, the economic factors and market forces which collectively determine the feasibility of financing and constructing new developments such as the Terminal One Project, underwent significant changes. As a result of these changed circumstances, by the time the Original Project was approved in 2020, the total costs of developing the Original Project and bringing to market the Original Project's 316 condominium units exceeded the total revenues that would have been generated by the sale of the condominium units. And, of course, when the cost of a project exceeds the market value that is created, the project is no longer economically feasible to develop.

In the 2½ year period following BCDC's March 2020 approval of the Project, the prospect of financing and constructing the Original Project contemplated by the PA Plan has become even more challenging as the COVID-19 pandemic has adversely impacted

demand for multi-family condominiums at the same time that the costs of constructing this type of housing have risen dramatically. To address the widening discrepancy between project costs and market value that has made the approved Original Project economically infeasible, the Project Applicant has redesigned the residential component of the Project as a 155± unit single-family residential (“SFR”) subdivision. This SFR redesign restores the economic viability of the Terminal One Project by combining the significantly lower costs involved in constructing single family homes with the higher market values these homes generate.

C. The Purpose of this Addendum -- To Provide the Project Applicant with an Economically Viable Development Option

The purpose of this Addendum to the PA Plan is to provide the Project Applicant with the option of developing this 155± home single-family residential project on the Terminal One Site (the “SFR Project”) as an alternative to proceeding with the development of the Original Project in the approved PA Plan. Although the SFR Project would substitute a single-family residential subdivision for the approved multi-family condominium project, it would retain the principal features of the Terminal One Waterfront Park as described above, with the single exception of the ring road. The SFR Project would replace the ring road with an extension of Dornan Drive from the Brickyard Cove Road intersection to a new parking lot adjacent to the west end of the Wharf.

Should the Project Applicant desire to proceed with development of the SFR Project, as further described herein, this PA Plan Addendum will provide the zoning framework which will govern project implementation. In the event, however, the Project Applicant determines that further changes in circumstances have restored the economic viability of the already entitled 316-unit multi-family condominium development and desires instead to proceed with the Original Project, the previously approved PA Plan will provide the zoning framework which will govern project implementation.

II. OVERVIEW OF SFR PROJECT

A. The Land Use Program for the SFR Project

The Terminal One SFR Project contemplates the redevelopment of a 13+ acre shoreline site that previously served as a port terminal and tank farm. The Terminal One

redevelopment program proposes to replace these abandoned, heavy industrial land uses with the following two new interrelated master-planned developments:

- A 4± acre waterfront park (the “**Terminal One Waterfront Park**”) -- consisting of Municipal Wharf No. 1 repurposed as a public park facility, public access improvements, and public open space features -- that is designed:
 - a. to create a compelling “sense of place” that will celebrate the Terminal One Site’s dramatic shoreline setting, with its panoramic Bay-views and tideland ecology;
 - b. to provide the greater Richmond community with multi-modal access to the Site’s extraordinary waterfront attributes;
 - c. to complement and connect to the 307-acre Miller-Knox Regional Shoreline Park that abuts the Site’s western and northern edges; and
 - d. to enable the public to engage both physically and visually with the marine environment and parkland resources that give this Bay-front Site its special character.

- A 9± acre residential neighborhood (the “**Latitude Residential Neighborhood**”) - - consisting of 155± single-family homes and 29± Junior Accessory Dwelling Units (“**ADUs**”) -- that is designed:
 - a. to expand the range of housing opportunity in Richmond and to contribute to the City’s effort to provide for its State-mandated fair share allocation of regional housing need;
 - b. to reflect a design that is inspired by and pays tribute to the Site’s unique shoreline/parkland setting;
 - c. to embrace a new urbanist approach to planning, sustainable design concepts, and smart growth principles that emphasize compact development, efficient use of infrastructure, reservation of public parkland and open space, and preservation of ecological values; and
 - d. to create a complementary interface between the public open space of the Waterfront Park and the private habitable space of the Latitude residences that celebrates social engagement, inter-personal connectivity, and community.

B. The Terminal One Waterfront Park

The Terminal One Waterfront Park is designed to provide the public with an opportunity to connect to, experience, and enjoy the Terminal One shoreline's ecological attributes and visual character, which are at the heart of the sense of place the Terminal One Project is intended to create.

This signature element of the Terminal One Project:

- will encompass the entire Terminal One shoreline;
- will feature a robust public access program, including a shoreline extension of the San Francisco Bay Trail;
- will function as a community resource in concert with the adjacent 307-acre Miller-Knox Regional Shoreline Park;
- will serve as both a way-station and destination of choice on the Bay Trail; and
- will provide a refuge where the Richmond community can experience and enjoy the special beauty and captivating allure of the San Francisco Bay shoreline and can connect with the natural order of the waterfront environment on an intimate level.

Principal Features of the Waterfront Park

The land use plan for the Waterfront Park incorporates the following principal elements:

1. **Terminal One Wharf Park--** The existing blighted and seismically unstable 49,950± SF Municipal Wharf No. 1 will be structurally retrofitted and reprogrammed for public use as a park amenity and a special public moment along the new shoreline leg of the Bay Trail. The Wharf Park will serve as the centerpiece of the Terminal One Waterfront Park and will be designed to recall the history of the Wharf while, at the same time, bringing to life this tired and hazardous structure that was once the port terminal's reason for being – investing it with a new public purpose, and transforming it into a vital community attribute that will complement the diversity of open space experiences and recreational opportunities already afforded by the adjacent Miller-Knox Regional Shoreline Park. The primary goal of the reuse plan for the Wharf is to provide public access to the panoramic Bay-views and the extraordinary Bay-front resources that the Wharf affords. To achieve this goal, the reuse plans contemplate the creation of a pedestrian promenade along the Wharf's waterfront reach, the length of which will be lined by a series of interconnected program areas, including a family picnic

pavilion, an informal play theater, a flexible lawn area, a coastal garden, and a raised viewing deck.

2. **Bay Trail Shoreline Loop** -- The Project will include a new segment of the Bay Trail that will ring the eastern, southern, and western perimeter of the Site extending from Brickyard Cove Road at the northeastern corner of the Site to the Dornan Drive intersection and the Miller-Knox Park at the northwestern corner of the Site. The Bay Trail Loop will consist of a 10-foot wide paved section with 2-foot wide DG shoulders and will provide direct bicycle and pedestrian access to the Terminal One Waterfront Park and shoreline from the existing Bay Trail. The raised elevation of the Bay Trail Loop will also function as a flood barrier, providing protection to the interior of the Site from both storm events and sea level rise.
3. **The Terminal One Gateway Plaza and Retail Node** -- The Project's Gateway Plaza will anchor the northwest corner of the Project Site, providing a public gathering place, a San Francisco Bay overlook, a gateway to the Waterfront Park, and a centering point of reference connecting the Project's residential neighborhood to the east, the Miller-Knox Park to the west and north, and the Terminal One Waterfront Park and San Francisco Bay frontage to the south. The Gateway Plaza will incorporate outdoor café seating and a small retail node that may be put to use as a coffee shop, a café, a deli, a kayak/bicycle rental, a small market, or other visitor/neighborhood-serving retail use.
4. **The Shoreline Greenbelt** -- The Terminal One Waterfront Park will also include a Shoreline Greenbelt that will occupy the open space corridor that lines the northern frontage of the Bay Trail Loop's shoreline reach. This Shoreline Greenbelt will incorporate a stormwater treatment bioswale and will serve as an organic buffer and transitional space between the Waterfront Park-related land uses to the south and the residential land uses to the north.
5. **Dornan Drive Shoreline Extension** -- A southern extension of Dornan Drive will connect the Dornan Drive/Brickyard Cove Road corridor to the Terminal One scenic shoreline, will provide the larger Richmond community with vehicular access to the Waterfront Park, and will include a public parking lot adjacent to the west end of the Wharf Park (the "**Wharf Parking Lot**") as well as on-street parking along the Dornan Drive frontage.
6. **The Central Promenade** -- The public will also have access to the Project's Central Promenade that will extend from the Brickyard Cove Road corridor at the Site's northern edge through the center of the residential neighborhood to the Waterfront Park and shoreline at the Site's southern edge. This pedestrian promenade is designed: (i) to open the site along a north/south axis; (ii) to tie

together the Project's park and residential land uses; (iii) to bring the public realm into the Project's core; (iv) to establish a visual and physical connection between the Miller-Knox Park headlands and the San Francisco Bay shoreline across the Project Site; and (v) to provide internal Project connectivity.

7. **Other Notable Features of the Waterfront Park** -- In addition to the principal features of the Waterfront Park described above, the Park will also include:

- **Bay Trail Way-Side Park** -- A pocket park will be developed adjacent to the eastern reach of the Bay Trail Shoreline Loop.
- **Bay Tidelands Preserve** -- A dedicated marine ecology preserve will be created east of the Wharf Park and protected from development in perpetuity.
- **Bay Trail Commuter Extension** – The Project will also extend the existing Bay Trail segment north of Brickyard Cove Road from its current terminus opposite the main Project entry to connect with the new Bay Trail Shoreline Loop at the Dornan Drive intersection.
- **Waterfront Park Visitor Parking** – The Project will provide approximately 60 parking spaces for use by visitors to the Waterfront Park, including on-street parking along the Brickyard Cove Road corridor in addition to the public parking that will be provided on Dornan Drive and in the Wharf Parking Lot, as referenced above.

C. The Latitude Residential Neighborhood

The creation of the Latitude Residential Neighborhood involves the transformation of a seismically unstable, brownfield site previously put to industrial use into a 9± acre residential neighborhood.

Principle Features of the Latitude Residential Neighborhood

The Latitude Residential Neighborhood, as illustrated in the Conceptual Site Plan appended to this Addendum as **Attachment #1**, will occupy the interior of the Terminal One site and will consist of a diverse mix of **155± single-family residential units** and **29± Junior Accessory Dwelling Units**. The single-family homes will range in size from approximately 1,800-2,700 square feet, will include both three- and four- bedroom units, and will be two- and three-stories in height. Each of the homes will have a two-car garage.

1. The Single-Family Home Plans.

The SFR Project's single-family residences will include a diverse mix of six different home plans, as summarized below and illustrated in detail in the Architectural Plan. Set appended to this Addendum as **Attachment #2**, each of which is designed to occupy a particular station within the Latitude subdivision and to take advantage of the opportunities afforded by that location on the Site:

- **Plan #1** – two-story, three-bedroom, single-family detached (“SFD”) homes. Most Plan #1 homes will occupy perimeter lots overlooking the Project's San Francisco Bay frontage. Plan #1 homes will have a hybrid orientation with the home's main entry and garage accessed off an interior street and with the principal living areas of the homes (including the first floor great room and covered porch and the second floor master bedroom and covered deck) fronting either on the Dornan Drive Extension, with unobstructed views of the Marin Range and Mt. Tamalpais to the west, or on the eastern/southeastern reach of the Bay Trail Loop, with views across the Yacht Club campus extending from the San Pablo Ridge Line to the Oakland hills and Bay Bridge to the east.
- **Plan #2** – two-story, four-bedroom, SFD homes. The Plan #2 homes will occupy the Project's prime lots overlooking the southern waterfront. These larger two-story homes will have a hybrid orientation with the home's main entry and garage fronting on an interior street and with a “beach” entry and the principal living areas of the homes (including the first-floor great room and covered porch and the second-floor master bedroom and covered deck) fronting on the Project's shoreline reach, with its Shoreline Greenbelt open space corridor, Bay Trail Shoreline Loop, Wharf Park, and panoramic views of the Bay Bridge and San Francisco skyline directly to the south; the rising sun and topography of the East Bay to the east; and Angel Island, the Marin headlands, and the setting sun to the west.
- **Plan #3** – three-story, four-bedroom, SFD homes, which will be constructed on two rows of lots located immediately to the north of and parallel to the row of two-story homes that will front on the Project's Shoreline Greenbelt and southern waterfront. The Plan #3 homes will have a more traditional street orientation with the home's main entry, garage, and principal living areas (including a large covered deck off the second floor great room and the third floor master bedroom) fronting on an interior street. These homes will have optional roof decks and ground-floor Junior ADUs. Most of these three-story homes will have filtered Bay-views to the south over and around the two-story homes that front on the Shoreline Greenbelt.

- **Plan #4** – three-story, four-bedroom, SFD homes, most of which will occupy perimeter lots overlooking the eastern and southeastern segments of the Bay Trail Loop. These Plan #4 homes will have a hybrid orientation with the home’s main entry and garage accessed off of an interior street and with the principal living areas of the homes (including the second-floor great room and covered deck and the third-floor master bedroom, also with a covered deck) fronting on the eastern/southeastern reach of the Bay Trail Loop, with views of the East Bay across the Yacht Club campus. The Plan #4 homes will have optional roof decks and ground-floor Junior ADUs with separate entries that will provide direct access to the Bay Trail.
- **Plan #5** – smaller three-story, four-bedroom, SFD homes which will occupy interior lots. The Plan #5 homes will have alley-loaded rear garages with the main entry and principal living areas of the homes (including the second-floor great room and the third-floor master bedroom) fronting on the Project’s Greenway Corridors. These homes will also have large second-floor covered decks overlooking the Greenway Corridors as well as optional roof decks.
- **Plan #6** – three-story, four-bedroom, single-family attached (SFA) duplex homes which will occupy both perimeter lots along the Project’s Brickyard Cove Road frontage and interior lots that front on the Project’s Greenway Corridors. These Plan #6 homes are designed to function as live/work units with ground-floor flex space that can be used as a home office or commercial workspace. The main entries to and principal living areas of these homes (including the second-floor great room and covered deck and the third-floor master bedroom) will front on Brickyard Cove Road or the Greenway Corridors within the Project, with rear-loaded garages. The floor plans for these live/work units will offer a ground-floor option that would provide a separate dedicated commercial entry to the home’s workspace off of either Brickyard Cove Road or the Greenway Corridors.

2. The Junior Accessory Dwelling Units.

As noted above, the SFR Project’s larger three-story SFD homes (i.e., the Plan #3 and Plan #4 units) will include Junior ADUs. These accessory units will be roughly 400 SF in size, will be located on the ground-floor of the larger three-story SFD Homes, and will have a kitchenette, a bathroom, a living/sleeping area, and a separate entrance. They will function as a studio or one-bedroom unit within the single-family structure and are designed to provide housing opportunities:

- a) To address underserved demand profiles, including family members (such as grandparents and adult children), caregivers, guardians, custodians, and students;

- b) To address the needs of homeowners (particularly seniors who are living on fixed incomes) who want to generate supplemental rental income; and
- c) To provide affordable accommodations for renters.

The Junior ADUs are also designed to enable their use as an integrated component of the living space of the single-family homes of which they are a part. In this capacity, they can be used as an additional bedroom, a home office, or a flexible self-contained workspace.

3. The Greenway Corridors.

The main entries and principal living areas of most of the homes that occupy the interior of the residential neighborhood will front on landscaped Greenway Corridors, with garage access provided by alleys at the rear of the residences. These landscaped pedestrian paseos are designed to create a walkable context that ties the neighborhood together, provides access to the Waterfront Park and shoreline resources at the neighborhood perimeter, and enhances the opportunities for social contact and interaction.

4. The Common-Area Amenity Space.

The residential land use plan for the SFR Project also makes provision for common-area amenity space, including a Homeowners Association-operated Neighborhood Center located near the southwest corner of the Latitude Residential Neighborhood adjacent to the Wharf Parking Lot. This 3,500± square foot recreation center will be designed to serve the Latitude Residential Neighborhood and will include lounge, fitness, meeting/assembly, and common-room space.

5. Density and Coverage.

At build-out of the SFR Project, the development of the Project's residential neighborhood will result in:

- a. An overall density equal to approximately 15.4 units per net developable acre¹; and

¹ The Project's "gross developable area" is equal to the gross area of the dry land portion of the Project Site: 12.6± acres or approximately 548,856 SF. The Project's "net developable area" is calculated by applying a land use efficiency factor of 80% to the gross developable area: 12.6± acres x 0.8 efficiency factor = 10.08± net developable acres. The overall "project density" is calculated by dividing the total number of dwelling units to be developed on the Terminal One site (155 DUs) by the net developable acreage (10.08± acres): 155 DUs/10.08± net developable acres = 15.4± DUs per net developable acre.

- b. An overall coverage factor equal to approximately 31% of the gross developable area of the site.²

III. THE PLACE-MAKING OBJECTIVES DRIVING DESIGN OF THE SFR PROJECT

A. Principal Programmatic Objectives of the SFR Project

The character of the place the SFR Project is intended to create is driven by the following two principal programmatic objectives:

1. To celebrate the Site's dramatic waterfront setting – with its unobstructed panoramic Bay views, waterfront ecology, and parkland resources; and
2. To provide both visitors to the Waterfront Park and residents of the Latitude Neighborhood alike with an opportunity to connect not only to the Terminal One shoreline but also to each other in ways that will energize their common experience, activate shared space, and generally enrich the relationships that bind a community together.

B. Land Use Planning Strategies Employed to Realize Place-Making Objectives

In pursuit of these dual place-making objectives, the land use plan of the SFR Project employs a number of design strategies, including:

- **A Multi-Modal Public Access Program** -- including the Bay Trail Shoreline Loop, the Dornan Drive Shoreline Extension, and the Central Promenade -- designed to provide the greater Richmond community with opportunities to access the panoramic views afforded by the SFR Project's shoreline location and to connect physically as well as visually not only with the Terminal One Waterfront Park and shoreline resources but also with the extraordinary Bay-shore and parkland environment that adjoins the Terminal One Project on three of its four sides.
- **A Public Waterfront Park Program** -- incorporating a variety of features, including the Wharf Park facilities, that are designed to enhance the visitor experience by functioning in a programmatic capacity to provide opportunities for both active and passive engagement with the Terminal One waterfront and the Project's shoreline resources. These opportunities to connect with the natural order

² The Project's "coverage factor" is calculated by dividing the area of the total building footprint (170,250± SF) by the gross developable area (548,856± SF): $170,250 \pm \text{SF} / 548,864 \pm \text{SF} = 31\%$ coverage.

and its setting on an intimate and personal level, in turn, give the SFR Project its special sense of place and unique character.

- **A Four-Tiered Land Use Plan** -- consisting of:

- a) **Tier One** -- The First-Tier land uses consist of the principal public park/open space and public access features of the Project, including the Wharf Park, the Bay Trail Loop, and the Dornan Drive Extension, which will occupy the Project's prime acreage at the site perimeter where the unobstructed, panoramic Bay-views, the ecological values, and the recreational opportunities afforded by the Terminal One waterfront and the Miller-Knox Regional Shoreline are most immediately accessible.
- b) **Tier Two** -- The Second-Tier land uses consist of the 66± single-family homes located at the perimeter of the Latitude neighborhood -- including the two-story SFD homes that line the SFR Project's shoreline reach, the two-story SFD homes that front on the Dornan Drive Shoreline Extension, the three-story SFA duplex homes that front on Brickyard Cove Road, and the two- and three-story SFD homes that line the eastern/southeastern reach of the Bay Trail Loop opposite the Richmond Yacht Club. The main living space of all of these homes will front on the public access corridors that surround the residential development (i.e., the Dornan Drive Extension, the southern and eastern segments of the Bay Trail Shoreline Loop, and Brickyard Cove Road). These Second-Tier homes are designed to create the primary interface between the public space that encircles the SFR Project and the residential space that lies within. These homes:
 - (i) Are designed and oriented so as to capture the commanding visual prospects which the Site's southern exposure and projection into the Bay make possible.
 - (ii) Will make liberal use of window openings and glazing:
 - to frame the dramatic views,
 - to capture the natural light,
 - to open the indoor space to the more expansive reach of the outdoor environment and natural order, and
 - to enable a more intimate visual connection and sense of engagement with the waterfront setting.
 - (iii) Will feature home entries which front on the public access corridors which surround the site, with entry stoops, landscaped walkways, first-floor covered porches, and second- and third-floor covered decks to foster an integration of indoor and outdoor space and create a

welcoming presence that invites social interaction and provides an opportunity for the type of inter-personal engagement that plays a critical role in bringing communities to life.

The Second-Tier homes that occupy the prime view lots along the southern and western perimeter of the Site will all be two-story residences that will step up to the three-story homes occupying the interior of the site. The transition between the two- and three-story homes is designed not only to create a visually appealing shoreline aesthetic and graduated sense of scale, but also to provide the three-story homes at the Project's interior with view opportunities over the two-story homes at the residential perimeter.

The Second-Tier duplex homes that front on Brickyard Cove Road are designed to function as live/work units and will include a ground-floor workspace with the option for a dedicated entry off the Brickyard Cove Road corridor.

- c) **Tier Three** – The Third-Tier land uses consist primarily of three-story SFD homes which will be aligned inside and overlook the two-story First-Tier homes located at the southern perimeter of the residential development. The principal living space of the Third-Tier three-story SFD homes will be located on the second and third floors and these homes will have optional roof decks to optimize access to views and light. Most of these three-story homes will have partial views of the Bay over the two-story homes that line the residential neighborhood's southern perimeter.

- d) **Tier Four** – The Fourth-Tier land uses consist of smaller three-story SFD homes and SFA duplex homes which will occupy the interior of the site. Because these units will not have access to the views enjoyed by the Second- and Third-Tier units, the design of these homes will instead emphasize the second place-making objective of the Project – the creation of opportunities for the sort of social contact and engagement that enriches relationships and binds communities together. To this end, all of the Fourth-Tier homes will have alley- or rear-loaded garages, will front on Greenway Corridors, and will feature the use of front door stoops and landscaped common-area walkways to encourage the kind of incidental and improvisational social encounters that make neighborhoods interesting.

C. Comparing the Latitude Residential Neighborhood to a Suburban Subdivision

The Latitude Residential Neighborhood is designed to create a very different sense of place than the type of subdivision found in many suburban locations.

Suburban subdivisions often have a character that is both insular and inwardly focused -- with exterior edges designed to create a sense of enclosure; with homes designed to exclude external elements; with front doors opening onto auto-centric streetscapes that are dominated by driveways, garage doors, and recessed entries; with site plans that are largely devoid of significant public park and open space features; and with little integration of public and private space.

The Latitude Residential Neighborhood, on the other hand, is designed to create a very different sense of place with:

- an outward orientation and focus on the shoreline environment and parkland resources surrounding the site;
- exterior edges that are designed to create both:
 - (a) a sense of engagement with the external environment that celebrates the site's dramatic waterfront setting and
 - (b) an interface between the public space at the perimeter of the residential neighborhood and the habitable space within the neighborhood that provides an opportunity for the kind of social interaction between residents and visitors that bind a community together;
- homes that are designed to capture both views and natural light and open the indoor space to the more expansive reach of the outdoor environment;
- a pedestrian-oriented circulation plan that emphasizes walkable access to the waterfront and to the parkland and open space features that surround the site and give the site its special character, with the majority of homes fronting on the public access corridors at the neighborhood perimeter and on Greenway Corridors within the neighborhood; and
- A compact residential land use plan that reserves roughly 30% of the site for dedicated public park and public access uses, including the Project's prime acreage along the entire Terminal One shoreline where the panoramic Bay-views, ecological values, and recreational opportunities are most accessible.

IV. OTHER COMPONENTS OF THE SFR PROJECT'S LAND USE PROGRAM

A. Project Circulation

The Terminal One Project circulation plan will include the following principal components:

1. Regional Project Access -- Primary vehicular access to the Project from regional locations will be provided by U.S. Highway 580 ("I-580") by way of Dornan Drive and the Dornan Drive Tunnel. Secondary access to the site from I-580 will also be available via Canal Boulevard/West Cutting Boulevard, Seacliff Drive, and Brickyard Cove Road. The Richmond BART station located at 1700 Nevin Avenue provides access to regional transit service through the BART system as well as to statewide and national rail service through the Amtrak system. The BART/Amtrak stations can be accessed from the SFR Project by way of surface streets (Dornan Drive/South Gerrard Blvd/ to West Macdonald Avenue) at a distance of 3.1 miles.
2. Ferry Service to San Francisco -- In addition, ferry service between Richmond and San Francisco, operating out of the new terminal facility located at the Craneway Pavilion, can be accessed from the SFR Project by way of surface streets (Dornan Drive/Cutting Boulevard/Harbour Way) at a distance of approximately 3.5 miles.
3. Brickyard Cove Road -- The Terminal One circulation plan assumes the continued operation of Brickyard Cove Road as a two-lane collector roadway which will not only provide access to the Latitude Residential Neighborhood but will also provide commuter, commercial, and other through-traffic with a means of bypassing the Project. Access to the Latitude neighborhood will be by way of two street entrances off Brickyard Cove Road. The main entrance will be located at the center of the Project's Brickyard Cove Road frontage. This location will also serve as the entry point for the Central Promenade. A secondary entrance will be provided at the northeast corner of the Project Site. In addition, the existing segment of the Bay Trail that terminates at the midpoint of the Project's northern frontage will be extended along the north side of Brickyard Cove Road to the intersection with Dornan Drive,
4. The Dornan Drive Shoreline Extension -- The Project will include a southern extension of Dornan Drive from its current terminus at the northwest corner of the Project Site to a new parking lot located adjacent to the west end of the Wharf Park. The Dornan Drive Shoreline Extension will provide direct public access to the Terminal One Waterfront Park and to the Wharf Parking Lot. In addition, the extension of Dornan Drive will include 16± on-street parking spaces for park visitors.

5. The Central Promenade -- The SFR Project's pedestrian/bicycle circulation system will also include an internal promenade extending through the center of the residential neighborhood on a north/south axis. The Central Promenade is designed to function as one of the Project's principal connecting elements. In this regard, it will serve as a pedestrian and bicycle oriented paseo that will not only connect the Brickyard Cove Road corridor to the north with the SFR Project's Waterfront Park and shoreline to the south, but will also connect the Project's interior core and its exterior perimeter. In the process, the Central Promenade will provide an interactive interface between the Project's public realm and its more private residential countenance. This integrating feature of the Project's pedestrian circulation system will also provide a physical and visual link between the Miller-Knox Park headlands to the north of the Project Site and the San Francisco Bay shoreline to the south.
6. Pedestrian and Bicycle Circulation -- The Terminal One circulation system is designed to prioritize pedestrian and bicycle modes of travel. It features:
 - a shoreline extension of the Bay Trail (the Bay Trail Shoreline Loop) providing bicycle and pedestrian access to the SFR Project's Waterfront Park from off-site locations to the east, north, and west by way of connections to existing Bay Trail facilities;
 - a "commuter" extension of the Bay Trail (the Bay Trail Commuter Extension) which will run from the existing terminus of the Bay Trail located on the north side of Brickyard Cove Road opposite the midpoint of the SFR Project's northern frontage to the Dornan Drive/Brickyard Cove Road intersection, where it will connect with existing segments of the Bay Trail located in the Miller-Knox Park and with future on-street bike lanes planned for the Dornan Drive corridor; and
 - an interconnected network of Greenway Corridors, sidewalks, and the Central Promenade within the Latitude Residential Neighborhood designed to:
 - (i) provide connectivity within the residential neighborhood,
 - (ii) tie together the SFR Project's residential and park-related land uses, and
 - (iii) to provide residents, guests, and visitors alike with access to the shoreline and parkland resources at the perimeter of the Site.
7. Circulation Plan Elements Designed to Deemphasize the Automobile -- In recognition of the importance of (a) creating a sense of place which celebrates the natural order and ecological attributes of the shoreline, and (b) the priority assigned to pedestrian and bicycle circulation as a means of providing access to

these attributes at a more intimate level, the SFR Project's circulation plan is designed to deemphasize the automobile. To this end, the plan incorporates the following elements:

- As noted above and further discussed below, Brickyard Cove Road has been retained as a collector roadway which will provide commuter and commercial traffic with a means of bypassing the Project. Operating in this capacity, it will serve two functions. First, it will provide commuter and commercial traffic with a means of bypassing the Latitude Residential Neighborhood, reducing both (a) the volume of traffic using the streets within the subdivision and (b) the potential conflicts between commuter/commercial traffic (where the focus is on the through-put of this existing roadway and on minimizing travel time and distance) and residential/guest traffic (where the focus is on the neighborhood-serving character of the roadway network within the Latitude subdivision).
- By locating the two entrances to/exits from the Latitude Residential Neighborhood off Brickyard Cove Road, and by designing the single-family homes that front on the Dornan Drive Extension with rear-loaded garages, the Project's circulation plan allows residents of the Latitude neighborhood (and their guests) to access their homes without the need to make use of the Dornan Drive Extension. This shoreline roadway has, in effect, been reserved for use by those members of the public interested in accessing the Project's Waterfront Park and shoreline attributes.
- The design of the on-site vehicular circulation system also incorporates traffic calming features that function to prioritize pedestrian and bicycle modes of travel and reduce the threat posed by vehicular traffic to the safety of those walking and bicycling. These features include a roadway network within the residential neighborhood that makes widespread use of alleys and incorporates short, interconnected street sections with 10-foot travel lanes and other traffic calming measures such as raised crosswalks/speed tables, stop signs, on-street parking, and a "Safety Zone" designation with a posted speed limit of 20 mph.
- Almost all resident parking will be hidden from view within the two-car garages that are a part of each single-family home.

B. Parking

A total of approximately 426± parking spaces will be provided by the Project, consisting of 366± spaces for residents and guests within the Latitude subdivision (resulting in a parking ratio of 2.35± spaces per single-family home) and 60± public spaces along the

SFR Project's Dornan Drive and Brickyard Cove Road frontages and in the Wharf Parking Lot.

1. Resident and Guest Parking -- Parking for residents and guests of the Latitude Residential Neighborhood will be provided within the subdivision and will consist of 310± garage spaces, 18± tandem driveway spaces on covered parking pads, 21± on-street parallel parking spaces, and 17± parking stalls.
2. Visitor Parking -- Parking for visitors to the Terminal One Waterfront Park will consist of 19± spaces in the Wharf Parking Lot, 16± on-street spaces along the Project's Dornan Drive frontage, and 25± on-street spaces along the Brickyard Cove Road Frontage.

C. Utilities

1. Water and Wastewater -- The SFR Project will rely on existing and available water and wastewater treatment and off-site transmission/conveyance capacity. Additional on-site water and wastewater lines, laterals, connections, and other improvements will be constructed as needed to tie into the existing backbone infrastructure and adequately serve the Project.
2. Stormwater -- The SFR Project will employ a system of bioswales and other natural treatment measures to collect, retain, and treat stormwater run-off on-site. Following on-site treatment, stormwater run-off will be conveyed to an existing 54-inch storm drain line and outfall for off-site discharge.

D. Inclusionary Housing

Ten percent of the homes in the SFR Project will be made available to moderate-income households at affordable sales prices in accordance with the provisions of Richmond Municipal Code Section 15.04.603 – “Inclusionary Housing and Affordable Housing Linkage Fee” and Richmond Municipal Code Section 15.04.602 – “Affordable Housing Density Bonus.”

V. DESIGN REVIEW APPROVAL OF SFR PROJECT PLANS

In approving the PA Plan Addendum, the City Council has also approved Design Review, pursuant to Richmond Municipal Code Section 15.04.805.050, of the following plans for the SFR Project, which have been appended to this Addendum as **Attachments #1A through #1E** (collectively, the “**SFR Project Plans**”). The SFR Project Plans include the following:

- **Attachment #1A** -- Site Plan
- **Attachment #1B** -- Architectural Plan Set
- **Attachment #1C** -- Landscape Plan Set
- **Attachment #1D** -- Vesting Tentative Map Plan Set, including Lotting and Site Plan, Preliminary Grading and Drainage Plan, Preliminary Utility Plan and Preliminary Stormwater Control Plan
- **Attachment #1E** – Development Guideline Modules

The SFR Project Plans establish the basic planning concepts, design elements, architectural tenets, and development standards which define the essential underlying characteristics of the SFR Project’s built form and aesthetic composition. The SFR Project’s final land use program, including the site plan, lotting plan, architectural plans, landscape plans, final maps, grading plan, drainage plan, utility plan, and stormwater control plan, shall be substantially consistent with the approved SFR Project Plans and the basic planning concepts, design elements, architectural tenets, and development standards established by these plans, including the aspects of form and composition that are depicted therein.

VI. PERMITTED LAND USES APPLICABLE TO THE SFR PROJECT

The following uses shall be permitted and may be included in the SFR Project. Similar uses may be permitted by interpretation of the Planning Director or designee.

1. **Residential Uses.**
 - a. Multifamily Residential Dwelling
 - b. Single Family Residential Dwellings
 - c. Duplex Dwellings

2. **Civic, Public, and Semi-Public Uses.**

- a. Day Care Center
- b. Day Care Home, limited (6 or fewer) and general (7 to 12) - with business license and state license*

*Primary use of property remains residential

3. **Commercial Uses.** – Retail Sales and Services

- a. Home Occupations
- b. Visitor and Neighborhood Serving Retail Sales and Services – including appropriately sized convenience stores, food stores, eating establishments (with or without alcoholic beverage sales), personal services, specialty retail

4. **Open Space and Recreational Uses.**

- a. Parks, Open Space, and Trails

5. **Accessory Uses.** -- Accessory uses and buildings shall be limited to those uses that are clearly incidental to the primary use of the property, such as garages, swimming pools, shade structures, and trash enclosures.

6. **Temporary Uses.** -- The following temporary uses shall be allowed as permitted uses within the PA District provided each such temporary use, in order to qualify as a permitted use, must be issued a Special Event Permit by the City and must be conducted in accordance with the permit terms.

- a. Street Fairs
- b. Outdoor Exhibits
- c. Arts and Craft Shows, Outdoors
- d. General Assembly
- e. Live Entertainment and Events
- f. Recreational Events
- g. Retail Sales, Outdoors
- h. Trade Fairs

VII. LAND USE REGULATORY STANDARDS APPLICABLE TO THE SFR PROJECT

A. Development Standards

The residential design and development standards applicable to the Terminal One SFR Project shall be those standards for which provision is made, both explicitly and implicitly, in this PA Plan Addendum and in the SFR Project Plans (collectively, the “**SFR Project Development Standards**”).

All residential design and development standards, as applicable to the SFR Project, including but not limited to, standards regarding lot area, lot square footage per dwelling unit, lot width and frontage, lot depth, front/rear/side yard setbacks, building heights, number of stories, distances between residences, building length, building orientation, building setbacks, upper story massing and stepbacks, yard area, private and common open space, density, floor area ratios, lot coverage, landscaping, landscaped planting area, building additions, building entrances, architectural articulation, materials, paving, garage frontage, parking setbacks, driveways, alley access, and enclosed storage, shall be deemed satisfied where the final plans for the SFR Project (the “**Final Plans**”) and the residential development that is built pursuant to such Final Plans substantially comply with this PA Plan Addendum and the SFR Project Plans.

B. Performance Standards

Performance standards applicable to the SFR Project shall be the performance standards delineated in Richmond Municipal Code Section 15.04.608 – “Performance Standards.”

C. Parking and Loading Standards

All parking and loading areas within the Terminal One Planned Area District shall comply with the applicable provisions of Richmond Municipal Code Section 15.04.607 – “Parking and Loading Standards.”

D. Sign Standards

All signs within the Terminal One Planned Area District shall comply with the applicable provisions of Richmond Municipal Code Sections 15.04.609 – “Signs.”

VIII. IMPLEMENTATION OF PA PLAN ADDENDUM

A. Final Discretionary Approvals Required by SFR Project

City Council approval of this PA Plan Addendum and the attached SFR Project Plans shall constitute the final City of Richmond discretionary approvals required by the SFR Project. Any additional approvals required to proceed with the development of the SFR Project, including all final map and building permit approvals, shall be deemed ministerial in character.

B. Regulatory Effect of the PA Plan Addendum

The Final Plans for and the development of the SFR Project shall be governed by the provisions of this PA Plan Addendum and the attached SFR Project Plans and all such Final Plans and development shall substantially comply with this PA Plan Addendum and the attached SFR Project Plans.

C. Residential Construction

The SFR Project residential development shall be constructed in substantial compliance with the Final Architectural Plan Set approved by the City of Richmond Planning and Building Services Department as complying with all conditions of approval for the SFR Project.

D. Landscape and Fencing Installation

The SFR Project landscaping and fencing shall be installed in substantial compliance with the Final Landscape Plan Set approved by the City of Richmond Planning Department as complying with all conditions of approval for the SFR Project.

E. Amendments to the PA Plan Addendum

This PA Plan Addendum and the attached SFR Project Plans provide a planning and design framework and development standards which govern the development of the SFR Project. No amendment of this PA Plan Addendum will be required as long as the Final Plans for and development of the SFR Project are in substantial compliance with this PA Plan Addendum and the SFR Project Plans.

Developer may apply to amend this PA Plan Addendum in order to accommodate Final Plans or development that is not in substantial compliance with this PA Plan Addendum

or the SFR Project Plans. All amendments to the PA Plan Addendum shall be subject to the procedures set forth in Richmond Municipal Code Section 15.04.810.070 – “Amendments of Approved Plans.”

F. Modifications to the SFR Project Plans

Developer may also apply to modify the SFR Project Plans to accommodate Final Plans or development that is not otherwise in substantial compliance with such plans. Such modifications to the SFR Project Plans shall not require an amendment to the PA Plan Addendum as long as the following conditions are met:

1. The maximum number of dwelling units does not exceed 175 dwelling units.
2. The total gross residential floor area under roof does not exceed 400,000 GSF.
3. The building heights do not exceed 45 feet.

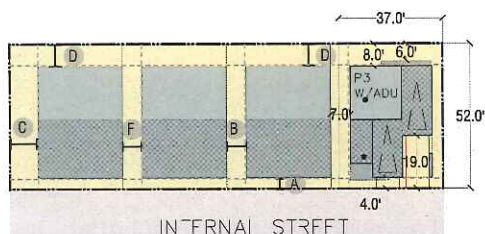
IX. ENFORCEMENT PROCEDURES

All activities, development and uses allowed in the Terminal One Planned Area District are subject to the enforcement procedures set forth in Richmond Municipal Code Section 15.04.815 -- “Enforcement Provisions.”

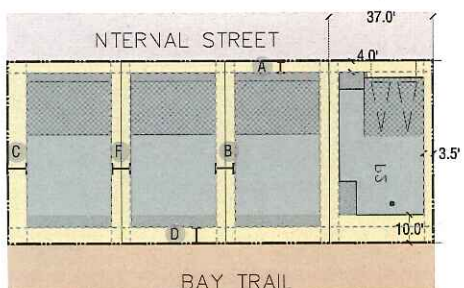
X. EFFECTIVE DATE

The effective date of this PA Plan Addendum shall be the date upon which the Resolution approving this PA Plan Addendum is adopted. This PA Plan Addendum shall remain in effect for a period of six years following its Effective Date, at which time it will expire unless a building permit has been issued and construction diligently pursued or the City Council has approved an extension.

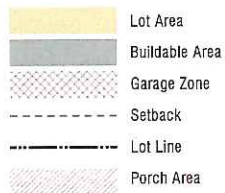
EXHIBIT #1



SINGLE FAMILY DETACHED HOME
 Small Lot (Front-Loaded Garage)
 37'W x 52'D Lot Size - 1,924 sq. ft.



SINGLE FAMILY DETACHED HOME
 Small Lot (Hybrid Front / Alley-Loaded Garage)
 37'W x 65'D Lot Size - 2,405 sq. ft.

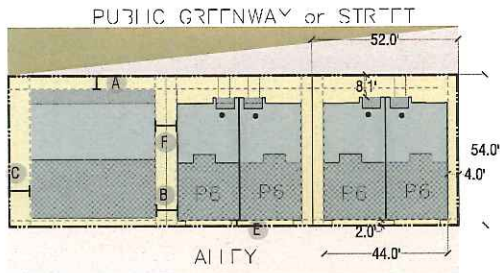


SINGLE FAMILY DETACHED HOME - Small Lot (Front-Loaded Garage)	
AREA, COVERAGE, and HEIGHT	
Minimum Lot Area	1750 sf
Minimum Lot Width	35'
Maximum Lot Coverage	70%
Maximum Building Height	40'
Maximum Number of Stories [1]	4
Maximum Building Length	na
MIN. BUILDING SETBACKS and BORDERS	
A Front Yard Setback: Porches & Structure	4'
B Side Yard Setback: Center / Reciprocal "Zero" Lot Line	3' / 0'
C Street Side Yard Setback (Corner)	8'
D Rear Yard Setback: Porch & Structure	6' & 8'
E Alley Setback	na
F Min. Building Separation between Homes	7'
PARKING, ACCESS, and STORAGE	
Maximum Garage Door Width	16'
Min. Garage Front Setback	3'
Min. Enclosed Personal Storage (sq. ft.)	80 sf
OPEN SPACE REQUIREMENTS	
Min. Private Open Space (sq. ft. per unit) [2]	100 sf
Notes	
[1] Include Roof Deck Level	
[2] Include Private Yard Area, Porch, Roof Decks / Balcony	

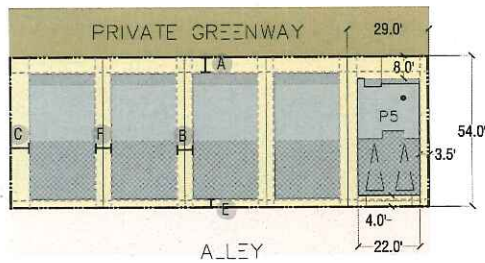
Development Guideline Module

LATITUDE

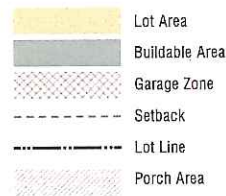
CITY OF RICHMOND, CA



SINGLE FAMILY ATTACHED HOME
 Duplex (Alley-Loaded Garage)
 52'W x 54'D Lot Size = 2,808 sq. ft.



SINGLE FAMILY DETACHED HOME
 Small Lot (Alley-Loaded Garage)
 29'W x 54'D Lot Size = 1,566 sq. ft.



SINGLE FAMILY ATTACHED DUPLEX or DETACHED HOME - Small Lot (Alley-Loaded Garage)	
AREA, COVERAGE, and HEIGHT	
Minimum Lot Area	1500 sf
Minimum Lot Width	29'
Maximum Lot Coverage	80%
Maximum Building Height	40'
Maximum Number of Stories [1]	4
Maximum Building Length	60'
MIN. BUILDING SETBACKS and BORDERS	
A Front Yard Setback: Porches & Structure	6' & 8'
B Side Yard Setback: Center / Reciprocal "Zero" Lot Line	3' / 0'
C Street Side Yard Setback (Corner)	8'
D Rear Yard Setback	na
E Alley Setback	2'
F Min. Building Separation between Homes	7'
PARKING, ACCESS, and STORAGE	
Maximum Garage Door Width	16'
Min. Garage Front Setback	3'
Min. Enclosed Personal Storage (sq. ft.)	80 sf
OPEN SPACE REQUIREMENTS	
Min. Private Open Space (sq. ft. per unit) [2]	80 sf
Notes	
[1] Include Roof Deck Level	
[2] Include Private Yard Area, Porch, Roof Decks / Balcony	

Development Guideline Module

LATITUDE

CITY OF RICHMOND, CA

Roberta Feliciano

From: Liebster, Jack <JLiebster@marincounty.org>
Sent: Sunday, September 4, 2022 1:48 PM
To: Roberta Feliciano
Subject: Terminal One Project

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from jliebster@marincounty.org. [Learn why this is important](#)

This email originated from outside of the City's email system. Do not open links or attachments from untrusted sources.

Hi Ms. Feliciano

As an owner at Brickyard Cove I am following the Terminal One situation, and would like to make a suggestion. In whatever waterfront public park/access, the City should require the developer to provide a small facility, rent free, for a bayfront café available to all. This would certainly make the public shorefront more lively, enjoyable and functional, and an amenity well appreciated by all users of the public shore.

Thank you,

Jack

Jack Liebster
(415) 342-9553
1400 Pinnacle #217
Richmond CA

Email Disclaimer: <https://www.marincounty.org/main/disclaimers>