Introduction
The 23rd Street Form-Based Code project area was clearly divided into two distinct planning areas: the Upper Corridor, which goes from approximately Nevin Avenue on the southern end to Costa Avenue on the northern end; and the Uptown, which goes from Barrett Avenue on the northern end to the BART rail line underpass on the southern end. Each of these areas presented different existing conditions, different levels of opportunity, and different needs for change.

The Upper Corridor: Think Small

Why should the City of Richmond “think small” along this corridor?

1. Reinforcing Small Businesses. This corridor has become a hub of locally-owned businesses, many of them Latino-oriented, that should continue to be supported as the corridor evolves and improves.

2. Regulating for an Appropriate Scale. Due to the small lot depth, the desire to maintain local businesses, and adjacent single-family residences, smaller mixed-use buildings of between one and four stories without structured parking are appropriate and more feasible along this corridor.

3. Encouraging Small Builders and Developers. Smaller builders, developers and property owners are more likely to build along this corridor. Regulations will be rewritten to incentivize the right projects for the builders.

4. Making Small Steps Toward Improvement, This area needs evolution: the adaptive reuse of existing buildings and the creation of small infill projects and public improvements.

5. Supporting the Choice for Smaller-Scale Living. The plan and regulations will be written to provide the widest variety of housing choices along the corridor, supporting those who want to live in a way that minimizes their ecological footprint.

The Uptown: Think Big

In contrast, the southern side of the project area is ripe with big development opportunity. Due to its location near BART, Amtrak, the newly renovated Civic Center, and several available large parcels, this is the area where the City of Richmond should think big. In particular, the area south of Macdonald Avenue provides one of the best opportunities in the entire Bay Area to establish a new and complete urban neighborhood within a less than 10-minute walk to BART and Amtrak. The scale of this opportunity would enable this area to rebrand itself and establish its own urban identity. Mid- to high-rise buildings that transition downwards in scale to the north and east are appropriate for this sub-area.

As part of the planning process, a 5-day public charrette was held to enable the community to direct the long-term vision and rezoning (Form-Based Code) that will reinforce the vision and ensure a predictable implementation.
A 5-day public charrette was held from June 15th through the 19th. The agenda above shows the variety of opportunities to participate that were provided during the charrette. The photos to the left show a few participants working with the Opticos team.
Upper Corridor: Think Small
Upper Corridor: Think Small

Reinforce Centers as Neighborhood Main Streets

Rheem Avenue
Due to its existing retail and commercial businesses, its location, and the fact that Rheem Avenue serves as one of the secondary east-west connections across the City, this intersection should be a neighborhood center, providing small-scale commercial amenities primarily targeted to nearby residents.

In addition, to reinforce this area as a gathering place for residents and visitors, opportunities should be explored to give property owners incentives to provide public spaces on their properties.

Between Grant and Roosevelt Avenues
Due to its existing retail and commercial businesses and its location at the geographic center of the corridor, this intersection should be a neighborhood center, providing small-scale commercial amenities primarily targeted to nearby residents.
After Rheem and 23rd Street reinforced as a neighborhood center/main street with new infill in underutilized lots. New public spaces bolster this identity.
Roosevelt Avenue and 23rd Street reinforced as a neighborhood center/main street. Note the new plaza and formalized food kiosks within.
Let the Middle be Flexible

The area between the two designated centers should be flexible in its use, but should be built in commercial form. Regulation in this area should require a form that could evolve over the long term from residential into commercial or retail uses, as the market demands. This is a perfect opportunity for live-work units with a ground floor flex space, as shown in the drawing on the page below.
Upper Corridor: Think Small

Provide Public Spaces Along Corridor

In order to make the corridor the focal point of the adjacent neighborhoods, a hierarchy of public spaces should be integrated along it. These public spaces should take the form of primarily hardscaped plazas (large and small) and paseos.
The prominence of locally-owned small businesses creates the identity of the 23rd Street corridor. Many of these businesses are Latino-owned, sustaining the corridor’s cultural identity as a major Latino commercial center in the Bay Area. Long-term evolution and improvements to the corridor should first and foremost reinforce the presence and competitive advantage for these and similar small, locally-owned businesses.
Upper Corridor: Think Small

Incentivize High-Quality Infill

The new Form-Based Code will be written to remove current obstacles to, and provide incentives for, high-quality urban infill development.

Since quality of implementation has been a challenge in Richmond, specific options will be proposed to give developers incentive to improve the quality of their projects’ architecture without overburdening them financially. Some examples might be to further reduce off-street parking requirements, or to allow a certain percentage of a building to be half a story taller, thus providing greater development potential in exchange for higher quality.
A potential build-out of the sites according to the new vision and Form-Based Code, showing a consistent street wall, varied massing, and a Mediterranean character.

Charrette Summary: 23rd Street Corridor Vision and Form-Based Code | Richmond, CA
Opticos Design, Inc.
Upper Corridor: Think Small

Create a Strong Identity

Participants felt it was important to establish a strong identity for the corridor - similar to what was done in the City of San Pablo, but with a different look and feel. In addition, several residents suggested tying the architecture back to the strongly represented Latino community, but in a way that is appropriate for California as well. Participants mentioned studying cities and towns in Mexico for an architectural vocabulary to reinforce in the corridor.

Solid masonry structures with simple massing, monotone colors with terra cotta tiles, and elements such as covered balconies, simple punched openings, and decorative chimneys, all oriented around plazas and paseos, can begin to establish this identity for the corridor.
Infill building with simple massing, corner elements, terra cotta roofs, and covered balcony engaging 23rd Street.
Upper Corridor: Think Small

Provide Strong East-West Crossings

The existing street configuration makes it unsafe and difficult for pedestrians to cross the 23rd Street corridor. In order to connect the existing schools and parks, as well as to provide safe crossing for pedestrians and bicyclists travelling east to west, a hierarchy of east-west streets should be established. Timed traffic lights should be provided at the Hellings Avenue, Lincoln Avenue, Garvin Avenue, and Grant Avenue intersections to facilitate safe pedestrian crossings.

Crossing 23rd Street is difficult and unsafe even in designated crosswalks.
Aerial perspective showing the important east-west connections along the 23rd Street corridor.

Charrette Summary: 23rd Street Corridor Vision and Form-Based Code | Richmond, CA
Opticos Design, Inc.
Upper Corridor: Think Small

Integrate Pocket Parking Areas

As commercial and retail uses continue to expand along the corridor, opportunities should be targeted to provide shared off-street parking areas that would supplement the on-street parking. There are plenty of underutilized parking areas along the corridor that can be used for shared parking, such as vacant auto dealerships and larger lots like the Veteran’s Memorial Building. This should be done carefully so as not to compromise the quality of the pedestrian experience. Therefore, lots should be small to medium in size and should ideally be tucked behind buildings. A focus on smaller local businesses, the proximity of BART and bus transit, and the amount of on-street parking available will make an expensive and large parking structure that would be difficult to integrate into the neighborhood.
Reinforce Informal Food Venues

Informal food stands such as taco trucks reinforce the vibrant commercial economy along the corridor. Steps should be taken as the corridor evolves to encourage these vendors, possibly even designating specific locations for them to congregate, or providing a venue within new public spaces for stalls.

Right: Informal food venues along the 23rd Street corridor. One restaurant built an addition that imitates a taco truck, demonstrating the important presence of the vendors along the corridor.

Below: Food venues integrated into a new public plaza.
Upper Corridor: Think Small

Reuse Unique Buildings

As the corridor evolves, the adaptive reuse of unique buildings along the corridor will be an important element to this evolution, since buildings of similar character and quality will not be built new. As these buildings are evolving, the integration of public spaces should be considered, and the historic nature of these buildings acknowledged.

The adaptive reuse of buildings like this one is an important element of the plan.
After

Adaptive reuse of historic art deco building, with the former parking area transformed into a public plaza.

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Opticos Design, Inc.
The removal of the one-way couplet system on 22nd and 23rd Streets is a step in the right direction to making the 23rd Street corridor a destination rather than a route through town. When the one-way system is removed, the public right-of-way that currently provides the connection between Grant and Roosevelt Avenues can be utilized to reinforce the area as one of the neighborhood centers/main streets as well as to provide a prominent public space.

This removal of this cut-over is also important because it is currently an obstacle to pedestrians walking along the corridor and causes a mental disconnect between the upper and lower corridor. The City should consider further studies to test the feasibility of an exchange of land and access with property owners, in which additional land within the right-of-way could be traded for use of lots as public areas. Such an exchange could help to create a plaza which would serve as a catalyst project for the corridor.
Option I: Small Attached Plaza with New Mixed-Use Buildings

Option II: Large, Detached East-West Plaza with New Community Pavilion

Option III: Large, Attached Corner Plaza with New Mixed-Use Buildings and Community Hall
Uptown: Think Big
Reinforce Nevin as East-West Pedestrian Corridor

Nevin Avenue should be the primary east-west corridor for pedestrians and bicyclists travelling to and from BART, the Civic Center, and the Uptown area in general. This corridor should be primarily residential so as not to compete with 23rd Street and Macdonald Avenue as commercial corridors, except at the 23rd Street intersection. Lighting and landscape features should be improved along Nevin Avenue, incentives should be put in place to replace or improve the boarded-up housing, and the proposed new Civic Center parking structure should be lined so that it does not compromise the safety and comfort of this important walking corridor.

Existing conditions: the walk between BART and the Civic Center is currently unattractive and unsafe, discouraging the use of BART, especially after dark.
Reinforce Macdonald as "Main and Main" Intersection

As one of the City’s primary crossroads, the corner of 23rd Street and Macdonald Avenue should have a prominent, vibrant urban presence. The evolution of this area will include the long-term transition from current auto-oriented uses to mixed-use buildings with the same or similar retail and commercial uses in the ground floors.

**Encourage Mixed-Use Infill to Replace Auto-Oriented Uses**

The image to the right illustrates the important evolution of the built environment along the corridor. This is likely a long-term vision, but it is important to put the framework in place to encourage this to happen.
The long-term transition of auto-dependent uses to mixed-use buildings could accommodate current businesses in the ground floors with commercial or residential uses above.
Create a Public Plaza at 23rd Street and Macdonald Avenue

One of the short-term opportunities at this intersection is to work with the property owner to transform the existing parking lot in the Metropolitan Square building into a vibrant corner plaza. Small moves like this begin to reinforce this corner as an important location within the City and hint at the potential of both the 23rd Street and Macdonald Avenue corridors to be vibrant retail destinations. This corner plaza could be permanent, or could be designed to quickly transform from a parking court into a plaza space.
Illustration showing the transition of the parking area into a public plaza. This could be done permanently or only on special occasions.
Provide a Prominent Gateway from South 23rd Street

This vision plan provides a much-needed gateway into the Uptown area from the south when arriving on 23rd Street. After you pass under the BART and railroad tracks you will approach a roundabout with a civic element such as a statue, fountain, or obelisk within it. This roundabout will provide not only an entry feature, but also an efficient way for traffic to pass between 22nd and 23rd Streets. This roundabout will be at the edge of a prominent new public square that establishes an address for this newly created urban neighborhood. As you enter this area, your view across the square will be terminated by a prominent building on the current Kragen Auto site - an ideal place for a civic or public building, though a simple mixed-use residential building could also be located there.
This area provides one of biggest opportunities in the entire Bay Area to create a complete urban neighborhood within a 5-minute walk to BART and Amtrak. This is a very long-term, big-picture vision; it puts a framework in place to rebrand this area and replace the zoning to incentivize the right kind of development.

A high-rise building in this location could take advantage of views across the Bay to Mt. Tamalpais to the west and the Hills to the east.
A complete urban neighborhood is possible south of Macdonald Avenue. This is one of the few opportunities in the entire Bay Area to do this near BART and Amtrak.

Charrette Summary: 23rd Street Corridor Vision and Form-Based Code | Richmond, CA
Opticos Design, Inc.
In order to make this new urban neighborhood attractive to prospective buyers and to help create the strong identity that would be necessary to attract developers and residents, high-quality public spaces must be integrated into the plan.
After

A new urban park engaged by stoops and shopfronts from mid- and high-rise buildings
The intensity that is allowed south of Macdonald Avenue should carefully transition to the existing context to the north and east. To the east, as soon as development crosses 23rd Street, heights should quickly transition down to be compatible with the existing smaller buildings and residential neighborhood. To the north, the stepping-down should reinforce the scale of the building that the City is proposing for phase 2 of the BART Transit Village and the residential uses that exist north of Barrett Avenue.
The Regulating Plan: the lower the transect, the smaller the scale of development.
Provide a Hinge Between North and South

Even though the two planning areas will have unique characteristics and different ultimate scales, there will be a strong and carefully considered connection between them.
Adaptive reuse of an existing heritage building and the integration of new mixed use infill at Nevin Avenue and 23rd Street provides a hinge between the two planning areas.
Utilize Opportunity Site at 23rd and Nevin

The parking lot site of the former EDD building at Nevin Avenue and 23rd Street provide an opportunity for a catalyst project. This is a very important site and any future development on it should be carefully considered. A prominent use that can provide a catalyst for future corridor development should be a priority. One such use that should be studied is a small movie theater.
A prominent use that can provide a catalyst for future corridor development, such as a small theater as shown above, should be a priority in the long term planning for this area.
Reinforce Existing Businesses

Efforts to improve and transform this Uptown area should enable current businesses to prosper and help catalyze the transformation. For example, the Pizza Man property owner participated in the charrette and mentioned a strong interest in transforming his current pizza business, which is near the Civic Center, into a colorful urban cafe. These sketches show how, with simple facade improvements, a business like this can begin to create a vibrant streetscape.
After

The Pizza Man owner participated in the charrette and discussed the transformation of his business into a vibrant urban cafe as shown above.
Lot Studies

Studies of typical lot sizes from 25’ to 100’ wide by 100’ deep were done to highlight constraints within the current zoning for the right kind of development, and to define a recommended form and build-out for the corridor. Once we get to the desired form of the buildings, we back into the regulations that are required to ensure predictable implementation of those forms. The impact of different parking requirements were tested as well.

**Program Summary**

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Program Summary

Use
Ground Floor Commercial 1,250 sf
Commercial FAR .5
Residential 2,000 sf
Residential Density (units/acre) 18-36

Parking
On-Street Spaces 1
Off-Street Spaces 0

Height
Stories 2-3
Lot Studies

50' x 100'

Program Summary

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Existing Zoning
Maximum Build-Out: 2 Stories

Charrette Summary: 23rd Street Corridor Vision and Form-Based Code | Richmond, CA
Opticos Design, Inc.
**Program Summary**

**Use**
- Ground Floor Commercial: 1,750 sf
- Commercial FAR: 0.35
- Residential: 3,500 sf
- Residential Density (units/acre): 27-36

**Parking**
- On-Street Spaces: 1.5
- Off-Street Spaces: 4

**Height**
- Stories: 3

---

**Program Summary**

**Use**
- Ground Floor Commercial: 2,500 sf
- Commercial FAR: 0.5
- Residential: 2000 sf
- Residential Density (units/acre): 18-27

**Parking**
- On-Street Spaces: 2
- Off-Street Spaces: 0

**Height**
- Stories: 1-2
Lot Studies

100' x 100'

Program Summary

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Program Summary

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<tr>
<td>Residential Density (units/acre)</td>
<td>30-50</td>
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Parking

| On-Street Spaces | 7 |
| Off-Street Spaces | 10 |

Height

| Stories | 3-4 |

Charrette Summary: 23rd Street Corridor Vision and Form-Based Code | Richmond, CA
Opticos Design, Inc.
**Form-Based Code Elements**

### Chapter 4: Form-Based Code

#### Town Core (TC) Standards

- **Primary Street Façade built to BTL**: 80% min.
- **Side Street Façade built to BTL**: 30% min.
- **Lot Width**: 125' max.
- **Lot Depth**: 100' max.

*Street façades must be built to BTL along the first 30' from each corner.*

### Notes

- All floors must have a primary ground-floor entrance that faces the primary or side street.
- Loading docks, overhead doors, and other service entries are prohibited on street-facing façades.
- Any building over 50' wide must be broken down to read as a series of buildings no wider than 50' each.

### Town Core (TC)

The primary intent of this zone is to enhance the pedes-

**How mixed use is defined within this zone**:

- Mixed use within this zone primarily refers to vertical mixed use where retail or commercial are on the ground floor and residential or commercial are above.

**How “primary street” is defined within this zone**:

- The primary street is always First Street.

### Town Core (TC) Standards

<table>
<thead>
<tr>
<th>Use</th>
<th>Ground Floor Service, Retail, or Recreation, Education &amp; Public Assembly*</th>
<th>Upper Floor(s) Residential or Service*</th>
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<tbody>
<tr>
<td>Height</td>
<td>Building Min. 22'</td>
<td>Building Max. 2.5 stories and 40'</td>
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<td></td>
<td>Max. to Eave/Top of Parapet 35'</td>
<td>Max. to Eave/Top of Parapet 35'</td>
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<tr>
<td></td>
<td>Ancillary Building Max. 2 stories and 25'</td>
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<td></td>
<td>Ground Floor Level 6&quot; max. above sidewalk</td>
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<td></td>
<td>First Floor Ceiling Height 12' min. clear</td>
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<tr>
<td></td>
<td>Upper Floor(s) Ceiling Height 8' min. clear</td>
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*See Table 4.1 for specific uses. Ground floors that face the waterfront shall be nonresidential and shall not include parking, garages, or similar uses.*

### Notes

- Mansard roof forms are not allowed.
- Any section along the BTL not defined by a building must be defined by a 2'6" to 4'6" high fence or stucco or masonry wall.

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Charrette Summary: 23rd Street Corridor Vision and Form-Based Code | Richmond, CA
Opticos Design, Inc.
The Transect as the Organizing Principle

In a Form-Based Code, the Organizing Principle or framework of the code is intended physical form or type of place rather than use. In this code, the urban-to-rural transect will provide the framework from which the form-based zones will be organized.

The Center for Applied Transect Studies website defines the transect as "a cut or path through part of the environment showing a range of different habitats. Biologists and ecologists use transects to study the many symbiotic elements that contribute to habitats where certain plants and animals thrive."

"Human beings also thrive in different habitats. Some people prefer urban centers and would suffer in a rural place, while others thrive in the rural or sub-urban zones. Before the automobile, American development patterns were walkable, and transects within towns and city neighborhoods revealed areas that were less urban and more urban in character. This urbanism could be analyzed as natural transects are analyzed."

source: www.transect.org

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**T3-Neighborhood General**

**Desired Form**

Residential

**General Use**

Residential

**Intent**

The primary intent of this zone is to protect the integrity and quality of the downtown neighborhoods.
Initial draft of transect zones proposed at the charrette. The T3 does not exist within the project area, but could be applied to adjacent heritage neighborhoods.
In a Form-Based Code, the Regulating Plan takes the place of the zoning map. The two may look similar on first glance, but the form-based zones that are represented on the Regulating Plan regulate a preferred physical form rather than a specific use.
Initial draft of the Regulating Plan from the charrette.
Building Form Standards regulate building placement, building form, use type, heights, frontages allowed, encroachments allowed, and parking placement and requirements. Note the simplified land use tables, which prevent the regulation of use from compromising the intended physical form.

**Form-Based Code Elements**

**Chapter 4: Form-Based Code**

**Town Core (TC) Standards**

**Use**
- Ground Floor: Service, Retail or Recreation, Education & Public Assembly
- Upper Floor(s): Residential or Service

**Height**
- Building Max: 10'
- Max. to Eave/Top of Parapet: 35'
- Max. Story Height: 10' min. (includes attic)

**Notes**
- Mansard roof forms are not allowed.
- Any section along the BTL not defined by a building must be defined by a 2'6" to 4'6" high fence or stucco or masonry wall.

**Building Form Standards**

- **Property Line**
- **Build-to Line (BTL)**
- **Building Area**

- **Use**
  - Ground Floor: Service, Retail or Recreation, Education & Public Assembly
  - Upper Floor(s): Residential or Service

- **Height**
  - Building Max: 10'
  - Max. to Eave/Top of Parapet: 35'
  - Max. Story Height: 10' min. (includes attic)

- **Notes**
  - Mansard roof forms are not allowed.
  - Any section along the BTL not defined by a building must be defined by a 2'6" to 4'6" high fence or stucco or masonry wall.
Chapter 4: Form-Based Code

Town Core (TC) Standards

Table 4.1: Town Core (TC) Zone Allowed Land Uses and Permit Requirements

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<th>Land Use Type</th>
<th>Base Use</th>
<th>Specific Use</th>
<th>Requirement</th>
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<tr>
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<tr>
<td>&lt; 1500 sf</td>
<td>MUP</td>
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</tr>
<tr>
<td>&gt; 1500 sf</td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health/fitness facility</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>&lt; 1500 sf</td>
<td>MUP</td>
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<tr>
<td>&gt; 1500 sf</td>
<td>UP</td>
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<tr>
<td>Library, museum</td>
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<tr>
<td>Meeting facility, public or private</td>
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<td></td>
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<tr>
<td></td>
<td>MUP</td>
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<tr>
<td>Park, playground</td>
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<td>School, public or private</td>
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<td>MUP</td>
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<tr>
<td>Studio arts, dance, martial arts, music, etc.</td>
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<tr>
<td></td>
<td>MUP</td>
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Key:
- P Permitted Use
- MUP Minor Use Permit Required - staff review only
- UP Use Permit Required
- NA Not allowed use

End Notes:
- A definition of each listed use type is in the Glossary.
- Allowed only on upper floors or behind ground floor use.
- Body art and piercing requires use permit approval and is allowed only as an ancillary use.

Parking

Location (Distance from Property Line)
- Front Setback 20'
- Side Setback 5'
- Rear Setback 5'

Required Spaces
- Ground Floor
  - Use < 3,000 sf: No off-street parking required
  - Use > 3,000 sf: 1 space/500 sf
- Upper Floors
  - Residential use: 1 space/unit; 3 spaces/studio
  - Other uses: 1 space/1,000 sf

Notes
- Parking Drive Width: 15' max.
- On corner lots, parking drive shall not be located on primary street.
- Parking may be provided off-site within 1,500' or as shared parking.
- Bicycle parking must be provided and in a secure environment.
- Parking drives are highly discouraged along First Street and only permitted if there is no other option for access to parking areas.

Encroachments

Location
- Front: 12' max.
- Side Street: 8' max.
- Rear: 4' max.

Notes
- Canopies, Awnings, and Balconies may encroach over the BTL on the street sides, as shown in the shaded areas. Balconies may encroach onto the setback on the rear, as shown in the shaded areas.
- Upper story galleries facing the street must not be used to meet primary circulation requirements.

Allowed Frontage Types (see page 4-26)
- Walkway: 1' min. back from curb line, 2.5' min. max.
- Awning: Depth 10' max.
- Forecourt: Width 20' min., 50% of lot width max.

Downtown Mixed Use Master Plan
Opticos Design, Inc.
Frontage Type Standards

Frontages regulate the appropriate transition from public to private realm. Below is a complete list of frontage types that can be included in a Form-Based Code as is appropriate to the application area or community.

- **Creekfront**: The main facade of the building has a large setback from the frontage line. The resulting front yard is typically very small and is defined by a fence or hedge. Walks may have a boardwalk-like character as they will cross the adjacent creekside trail and connect to the creekside trail system. The creekside trail will provide the public frontage for these units. A front porch is optional, but if it is used, it can be one or two stories.

- **Forecourt**: A portion of the main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area for ground floor commercial or retail uses. A small wall, hedge, or fence is placed along BTL, where it is not defined by a building. The proportions and orientation of these spaces should be carefully considered for scale, orientation and user comfort. This frontage type should be used sparingly and should not be repeated along a frontage.

- **Stoop**: The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop should be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side loaded. The minimum width and depth of the stoop should be 4'. The entry door must be covered or recessed to provide shelter from the elements. This type is appropriate for residential uses with small setbacks.

- **Porch**: The main facade of the building has a small setback from the frontage line. The resulting front yard is typically very small and is defined by a fence or hedge to spatially maintain the edge of the street. The porch may encroach into the setback to the point that the porch extends to the frontage line. The porch can be one or two stories. A minimum depth is required within the development standards to ensure usability.

- **Shopfront**: The main facade of the building is at or near the frontage line and a canopy or awning element overlaps the sidewalk along the majority of the frontage. The canopy is a structural, cantilevered, shed roof and the awning is canvas or similar material and is often retractable. The coverings should extend far enough from the building to provide adequate protection for pedestrians. This type is only appropriate for spaces that are, or are designed to accommodate, retail and commercial uses because of the lack of a redefined ground story.

- **Gallery**: The main facade of the building is at the frontage line and the gallery element overlaps the sidewalk. This frontage type is intended for buildings with ground floor commercial or retail uses and may be one or two stories. The gallery must extend close enough to the curb so that a pedestrian cannot bypass it. Due to the overlap of the right-of-way, an easement is usually required. A minimum depth is required within the development standards to ensure usability.

- **Arcade**: The main facade of the building at sidewalk level is at or behind the frontage line and a colonnade that supports habitable space above overlaps the sidewalk. This frontage type is intended for buildings with ground floor commercial or retail uses and may be one or two stories. The arcade must extend close enough to the curb so that a pedestrian cannot bypass it. Due to the overlap of the right-of-way, an easement is usually required. A minimum depth is required within the development standards to ensure usability. This type is appropriate for ground floor commercial uses.

- **Loading Dock**: The main facade of the building is at or near the frontage line and an elevated platform overlaps the sidewalk. The loading dock may extend over the entire sidewalk up to the parking along streets with diagonal parking. If the loading dock does not extend to the parking an adequate sidewalk must remain below. Stairs may be inset or extend down at the end of the loading dock. This type is intended for residential, live/work, work/live, and retail uses and may be used as additional restaurant seating. A minimum depth is required within the development standards to ensure usability.

Charrette Summary: 23rd Street Corridor Vision and Form-Based Code | Richmond, CA
Opticos Design, Inc.
Frontage Standards

3.03.020 Shopfront

Description:
The main facade of the building is at or near the frontage line and a canopy or awning element overlaps the sidewalk along the majority of the frontage. The canopy is a structural, cantilevered, shed roof and the awning is canvas or similar material and is often retractable.

Size:
Max. dist between openings 2'
Min. % transparency 75%
Max. door recess 3'

Awnings

Awnings

Min. % transparency 75%
Max. door recess 3'

Miscellaneous

Residential windows shall not be used
Doors allowed to recess as long as main facade is at BTL
Operable awnings are encouraged
Metal, rounded, and hooped awnings are discouraged
Encourage shopfronts with accordion style doors/ windows or other operable windows that allow the space to open to the street

3.03.020 Stoop

Description:
The main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop should be elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may lead directly to the sidewalk or may be side loaded.

Size:
Width, clear 5' min., 8' max.
Depth, clear 5' min., 8' max.
Height, clear 8' min.
Finish level above sidewalk 18' min.

Miscellaneous:
Stairs may be perpendicular or parallel to the building facade.
Ramps shall be parallel to facade.
The entry door shall be covered or recessed to provide shelter from the elements.
Recessed entries

Depth 4' max.

Gates are not permitted on stoops
All doors must face the street
Stoops may only be 1 Story in height.

Key
... ROW / Property Line
Build-to Line (BTL)

An example of standards for the shopfront and stoop frontage types.
Building Types

Regulating by building type ensures that buildings of appropriate scale are built within a designated area. It also recognizes that zoning residential areas by density has not produced good results, and provides an alternative method.

List of building types to be regulated include:

1. Single Family Dwelling
2. Carriage House
3. Bungalow Court
4. Duplex
5. Fourplex
6. Sixplex
7. Mansion Apartment
8. Townhouse
9. Live/Work
10. Stacked Flats
11. Courtyard Apartments
12. Commercial Block

Chapter 5.XX: Commercial Block

General Note: The drawings and photos below are illustrative.

- Typical large commercial block type with simple massing, regular spacing of windows and doors, tall ground floor, and ground floor gallery covering the walk.
- Historic Livermore commercial block type with gabled roof form and gallery.
- Newly constructed small commercial block type on a neighborhood main street.

The Commercial Block building type is a vertical mixed-use building with ground floor commercial or retail uses and upper floor commercial or residential uses. Larger versions of these building types are located in town centers and smaller versions in neighborhood main streets. Commercial blocks may be owned by one individual or entity, or divided into several individually-owned commercial and residential condominums.
Chapter 5.XX: Live/Work

Description

The Live/Work building type consists of one residential unit above a ground floor flexible space that can be used for residential or commercial uses. Both the ground floor flexible space and the unit above are owned by one person. Each mixed-use unit has its own individual entries. This building type is typically located in transitional areas between mixed-use commercial centers and residential areas. Live/Work units are especially appropriate for incubating neighborhood-serving commercial uses and allowing neighborhood main streets to expand as the market demands.

Exercise

Three-story corner townhome unit stepping down to two and a half stories as it transitions to single-family homes. These units provide incubator space for small, locally-owned, neighborhood-serving commercial businesses.

The ground floor space with two-story townhouse above. The townhouse entry is to the far right and the ground floor commercial space entry is on the corner.
Form-Based Code Elements

Other Form-Based Code Elements

Thoroughfare Standards

The design of streets plays an important part in defining the character of a place, so it is important to address this in detail in the Form-Based Code, down to the exact dimensional parameters of travel lanes, sidewalks, safe pedestrian crossings, and tree placement. Since the 23rd Street corridor streetscape project has already been completed, this Form-Based Code will not address thoroughfare standards.

Civic Space Standards

The intent of this chapter is to introduce a complete list of types and sizes of civic spaces that are appropriate in each of the form-based zones, as well as general design parameters for each of them.

Block and Lot Subdivision Standards

This is an important element to ensure that larger lots are broken down into a network of streets and blocks to further encourage connectivity. This will likely only be applicable to a few lots within this planning area, but is important to include.

Landscape Standards

Landscape Standards can be included in a Form-Based Code to establish a defined approach to landscaping for a planning area or city, and to provide an appropriate list of plants that can be chosen from.

Architectural Standards

Architectural Standards can range from simple, basic guidelines to control quality to comprehensive pattern books that define certain styles and elements that are allowed in each of the form-based zones. Green building standards can be tied into this section as well as community desires.

Signage Standards

Signage plays an important part in defining the character of places, especially more urban areas, and therefore should be regulated. Signage should be regulated differently depending on its location.

For further information on Form-Based Codes, see the Form-based Codes Institute’s web site at formbasedcodes.org or Form-Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers, available at amazon.com or Builders’ Booksource in Berkeley, CA.