1.1 Executive Summary

The Richmond Bay Specific Plan (RBSP) documents the community and stakeholder-driven long-term vision for a 500-acre portion of Richmond’s Bay. Once home to the Kaiser Shipyards and supporting industries, the area has declined as industrial uses have transitioned. Development of UC Berkeley’s Richmond Bay Campus creates an opportunity for the area to leverage much-needed economic investment and intensification.

This Specific Plan focuses on ways the City of Richmond can capitalize on planned development at the Richmond Bay Campus as well as future ferry service and other area assets to create a sustainable, waterfront community over time that will provide increased jobs and housing opportunities, improved transportation options, and access to entertainment and recreation for the city and region.

The Plan articulates a clear vision for the area as a series of distinct, walkable, mixed-use neighborhoods that can accommodate over 5.6 million square feet of research and development uses, 720,000 square feet of retail and services, over 4,000 housing units, and 145 acres of public and natural open space.

Figure 1.1: Bird’s eye view of Sub-Area 6 adjacent to the Richmond Bay Campus
1.3 Purpose and Intent of the Specific Plan

1.3.1 LOCATION AND OVERVIEW

The Plan Area is located south of Interstate 580 and is defined by two change areas in the Richmond 2030 General Plan and adjacent shoreline open space:

**The Regatta/Marina Bay Change Area (CA-15)** is bounded by Regatta Boulevard to the south, Interstate 580 to the north, Marina Way to the west and Sycamore Avenue to the east (see Figure 1.2). A mix of large-scale office, light industrial and some commercial development defines the character of the area.

**The Southern Gateway Change Area (CA-16)** is located to the south and west of Interstate 580 and east of 32nd Street (see Figure 1.2). The area is composed of several large parcels that house industrial and office uses including the Campus Bay Business Park and the Harbor Front Tract. The Campus Bay properties include 87-acres of vacant brownfield sites formerly occupied by a succession of chemical manufacturing companies, most recently Zeneca, Inc.

Immediately adjacent to the Campus Bay Business Park is the 143-acre site for the planned Richmond Bay Campus (RBC - see Section 1.3.3), which includes existing research facilities and undeveloped land supporting natural resource conservation.

1.3.2 SOUTH RICHMOND PDA DESIGNATION

General Plan 2030 Change Areas 15 and 16 also form part of the larger South Richmond Priority Development Area (SRPDA), a 1,350-acre portion of the south Richmond shoreline extending westward to the Port of Richmond and the future ferry terminal at the foot of the Ford Building (Craneway Pavilion) and northward across interstate 580 to incorporate portions of the South Richmond neighborhood between South Ohio Street, 23rd Street, and Harbour Street (see Figure 1.2). The SRPDA is one of over 100 locally-identified sites within the San Francisco Bay Area for infill development and intensification through the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments’ (ABAG) Plan Bay Area, which encourages growth of jobs and housing production in infill areas supported by existing or planned amenities and infrastructure. Designated as a Transit Neighborhood, the SRPDA envisions improvements that will promote mixed-use development and redevelopment, and enhance multi-modal connectivity and mobility.

1.3.3 RICHMOND BAY CAMPUS

The University of California (UC) owns properties at 1301 South 46th Street and 3300 Regatta Street (known as the Richmond Field Station and Regatta properties) within Change Area 16 totaling approximately 143 acres. In 2013 the Richmond Field Station was selected by the UC Regents to house a new joint research campus for UC Berkeley and the Lawrence Berkeley National Laboratory (LBNL), and in 2014 UC Berkeley and LBNL jointly prepared a “Long Range Development Plan” (LRDP) for the Richmond Bay Campus (RBC) to reflect their joint development goals for the site, which included over 5.4 million square feet of research and development facilities intended to accommodate a daytime population of over 10,000 people.

Later in 2014, the University announced their intentions to establish the Berkeley Global Campus at Richmond Bay (BGC) which reoriented the vision for the Richmond Bay Campus toward an international research hub that would be developed with the participation of research universities around the world. While in August 2016, the University indefinitely suspended plans for the BGC due to budgetary issues, it did affirm a commitment to continue to explore options for the site that reflect new priorities for the campus around enrollment growth and housing, including, potentially, finding an anchor tenant for the site. With this in mind, the Specific Plan seeks to provide a long-term, mixed-use vision for the Plan Area that can fully leverage the Campus’ economic potential.
This Plan was prepared in the context of several concurrent local and regional planning initiatives that assist in guiding development in the Plan Area, including the following plans discussed below.

1.5.1 RICHMOND BAY LONG RANGE DEVELOPMENT PLAN (LRDP)

In 2014 UC Berkeley and LBNL jointly prepared a Long Range Development Plan (LRDP) and Program Environmental Impact Report for the Richmond Bay Campus to reflect joint development goals for the Richmond Field Station and Regatta properties. Approved in May 2014, the LRDP initially provided guidance for the development of over 5.4 million square feet of research and development facilities at the Richmond Field Station that would establish a “second campus” for UC Berkeley and LBNL. Although the plan was reimagined in late 2014 as the Berkeley Global Campus (BGC), which intended to establish a global college in partnership with foreign research institutions and private companies, this vision was indefinitely suspended in 2016. The LRDP may be amended as the University continues to explore options for the site that reflect new priorities around enrollment growth and housing.

As entities of the State of California, UC Berkeley and LBNL are not subject to local land use and zoning controls. This Specific Plan provides guidance with regards to the physical interface between the Richmond Bay Campus and adjacent development and suggests ways in which the University and the City can collaborate to achieve the goals of both plans.

1.5.2 RICHMOND PLANS AND REGULATORY DOCUMENTS

South Richmond Transportation Connectivity Plan (SRTCP), Richmond Bicycle Master Plan, and Richmond Pedestrian Plan

These three related documents guide multimodal connectivity within and to the Plan Area. The Richmond Bicycle Master Plan, adopted in 2011, establishes a proposed bicycle network through the Richmond Bay area and guidelines for implementation of bicycle facilities. This Specific Plan implements these and other bicycle facilities in Chapter 3.

The Richmond Pedestrian Plan (adopted in 2011) and the SRTCP (developed concurrently with this Specific Plan) provide guidance for enhancing connections for pedestrians, bicyclists, and transit traveling to and from the Plan Area, and establish detailed, short- and long-term strategies to implement public infrastructure projects.

Parks Master Plan and Urban Greening Master Plan

The Richmond Parks Master Plan, adopted in 2010, provides guidance to implement General Plan 2030’s Parks and Recreation Element and related policies found in the Community Health and Wellness Element through descriptions, performance standards, and design guidelines for park classifications. Chapter 4 of this Specific Plan establishes a Civic Space Regulating Plan that identifies new opportunities for an interconnected network of approximately 145 acres of new parks and open space within the Plan Area and defines seven distinct park and civic space types to guide its implementation. The Parks Master Plan should be consulted as an important reference as new parks and recreational facilities are designed and developed in the future. Should any conflict exist between this Specific Plan and the Richmond Parks Master Plan, this Specific Plan shall govern.

Knox Freeway Cutting Boulevard Specific Plan

The Plan Area was initially studied as part of the Knox Freeway/Cutting Boulevard Specific Plan, which was adopted in 1991 to guide development across an 1,895-acre portion of South Richmond. Upon adoption of this Specific Plan the policies and standards for parcels included herein shall supersede those found in the Knox Freeway/Cutting Boulevard Specific Plan; if any conflicts exist between this Plan and the Knox Freeway/Cutting Boulevard Specific Plan, this Specific Plan shall govern.

Richmond Zoning Ordinance

Chapter 4 of this Specific Plan provides development standards for the Plan Area intended to supersede the zoning designations described in Chapter 15.04 of the Richmond Municipal Code, unless specifically referenced in Chapter 4. Should any conflict exist between standards found in this Specific Plan and those found in the Richmond Zoning Ordinance, this Specific Plan shall govern.

East Bay Regional Park District Master Plan and McLaughlin Eastshore State Park General Plan

Adopted in 2013, the East Bay Regional Park District Master Plan defines the vision, mission, priorities for future development and maintenance of the East Bay Regional Parks District (EBRPD) which includes the McLaughlin Eastshore State Park and portions of the San Francisco Bay Trail in the Plan Area. Development
of parks and open spaces within the East Bay Regional Parks District is governed by the existing policies of the EBRPD.

The McLaughlin Eastshore Park, part of the EBRPD, stretches 8.5 miles along the Bay’s eastern shoreline from the Bay Bridge in Oakland north to the Marina Bay neighborhood of Richmond in the Plan Area. The Eastshore park General Plan, adopted in 2002, aims to provide direction for the management and development of the park area in order to continue to protect the shoreline’s natural resources and provide citizens with a unique open space.

**Richmond Climate Action Plan**

The Richmond Climate Action Plan, adopted in 2016, establishes forty objectives and strategies to reduce Greenhouse Gas (GHG) emissions to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. The Climate Action Plan (CAP) seeks to support sustainable economic growth in keeping with the General Plan and the 2014 Health in All Policies (HiAP) Strategy. Where feasible, the Specific Plan and EIR provide performance measures to reduce GHG emissions and implement the CAP as it pertains to the Plan Area.

**1.5.3 RELATIONSHIP TO OTHER AGENCIES**

Development along Richmond’s Bay is governed by existing policies and provisions of the San Francisco Bay Conservation and Development Commission (BCDC). The BCDC worked cooperatively with the City of Richmond to establish the South Richmond Shoreline Special Area Plan (SRSSAP) in 1977 which aligned the BCDC’s San Francisco Bay Plan with the 1973 Richmond General Plan vision for the South Richmond Shoreline at that time. Last amended in 1987, the SRSSAP should be amended to realign with Richmond General Plan 2030 and this Plan.

Future development within the BCDC’s shoreline band jurisdiction must also be consistent with the McAteer-Petris Act and the current San Francisco Bay Plan, and policies dealing with expected impacts of climate change and sea level rise adopted in 2011.
adjacent to the Plan Area. Civic spaces shall be constructed to be compatible with cleanup plans and may require consultation with the DTSC.

The identified sites can be grouped into the following four general categories:

1. **Closed leaking underground fuel tank (LUFT) sites** that have received an NFA from a lead oversight regulatory agency (“Case Closed”), including those categorized by EDR as Spills, Leaks, Investigation, and Cleanup (SLIC) sites;

2. Sites that are currently in an active assessment and characterization process (“Open/Site Assessment & Remedial Action”);

3. Sites that have been assessed and certified by a lead oversight agency but have ongoing remedial efforts underway and land use restrictions in place (“Certified/O&M/LUC’s”); and

4. Sites that have not yet been assessed (“Has Not Been Assessed”).

**Case Closed** Leaking Underground Fuel Tank (LUFT) Sites

The Plan Area contains nine closed LUFT sites. Cleanup of these facilities was performed under the direction of the RWQCB, Region 2, or the DTSC. Case closure is typically granted by the oversight agency when soil or groundwater affected by a release of petroleum hydrocarbons (PHCs) and its constituents (such as benzene, toluene, ethylbenzene, xylenes and methyl tertiary butylether) have been substantially cleaned up and no longer pose a threat to the quality of groundwater beneath the site. It should be noted that residual contaminants may remain in soil or groundwater at closed sites. Excavation for project construction at closed LUFT sites, however, may encounter low levels of PHCs in soil or groundwater.

**Open Assessment / Characterization Sites**

There are currently six sites within the Plan Area that are listed as “open assessment” and currently performing active assessment and characterization. At these sites, there may be interim remedial measures that have been performed but no final remedy is yet in place, and sites may be subject to additional land use restrictions in the future. These sites include:

- Syngenta Crop Protection, Inc., Richmond Research Center, & Stege Marsh Cleanup (petroleum release sites located at the current Richmond Bay Campus/former Richmond Field Station);
- Bio Rad Laboratories along Regatta Boulevard;
- Blair Southern Pacific Landfill;
- Former Pistol Range, both south of Bayview Avenue;
- Zeneca Richmond AG Products; and
- Baywalk Site Mixed-Use project area.

**Certified Sites with Active Remedial Measures and Land Use Restrictions**

There are currently four sites within the Plan Area that have some form of remedy in place, operations and maintenance plans that are being followed, and have land use restrictions identified. There may also be minimal assessment and characterization efforts still being conducted at these sites in certain areas. These sites include:

- Summer Del Caribe and Off-Site Summer Del Caribe along Meeker Avenue;
- Regatta Industrial Park at Marina Way South and Meeker Avenue;
- Portions of Marina Bay at Marina Way South and Regatta Boulevard;
- Liquid Gold Oil Corporation south of Bayview Avenue.

**Sites Not Assessed or Unknown**

There are four sites within the Plan Area that are identified in an electronic database records search provided by Environmental Data Resources, Inc. (EDR). Those sites do not appear in the California Regional Water Quality Control Board (RWQCB) or the California Department of Toxic Substances Control (DTSC) databases. These sites include:

- 2157 Meeker Avenue;
- Richmond Plant along Marina Bay Parkway;
- PG&E Richmond Service Center; and
- 1320 South 51st Street in the Harborfront Tract.

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2 In September 2016 Phase II cleanup on the Zeneca Richmond AG Products’ site was underway under the direction of the DTSC, with existing land use restrictions in place.
PRINCIPLE 2: STRENGTHEN NORTH-SOUTH AND EAST-WEST CONNECTIONS FOR IMPROVED AND ENHANCED CONNECTIVITY

North/South Connectivity

Existing connections between Central Richmond and the Plan Area are very limited. Only two streets traverse both Interstate 580 and the rail lines that cross the Plan Area. Of those, only Marina Bay Parkway provides a grade-separated crossing with the completion of the Bradley Moody Underpass. Establishing stronger connections, particularly for pedestrians and bicyclists, will be essential to opportunities for additional north-south connections include:

- Reinforcing Marina Way South as an important north-south connector through improvements to the Regatta Way intersection;
- Establishing a new north-south connector across the rail line between Sub-Areas 2 and 3; and
- Bridging Interstate 580 to provide direct access for pedestrians and bicycles between the Zeneca/Seaport Neighborhood and the El Cerrito Del Norte BART Station.

While the existing railroad facilities are important in serving existing industrial users, they serve as a significant barrier to connectivity that will impede land utilization and the transformation of the Plan Area in the long term. The City should continue to explore future opportunities to consolidate and/or relocate existing rail switching yards in order to enhance north-south connectivity in the area.

East/West Connectivity

Better east-west connections will also be important to connect neighborhoods and the RBC to the Ferry Terminal as well as north-south access points. Currently, only Regatta Boulevard traverses the site in this direction. Opportunities for additional east/west connections include:

- Extending Meeker Avenue across the site between Marina Way South and Regatta Boulevard;
- Connecting Lark Drive between the Bayview on/off ramp and Regatta Boulevard and the Bay Trail.

Figure 3.2: North/South Connectivity Framework Developed at Workshop #2

Figure 3.3: East/West Connectivity Framework Developed at Workshop #2
PRINCIPLE 4: ENCOURAGE FLEXIBILITY THAT ACCOMMODATES INCREMENTAL DEVELOPMENT PATTERNS

New development in the Plan Area will happen incrementally over time. In the short term, development is likely to be more simply organized, with low-rise, single-use structures and surface parking. In the long term, development patterns can integrate mid-rise, mixed-use structures with parking structures as land values increase.

This Specific Plan utilizes a street grid of large, 550-foot by 450-foot blocks that provides a flexible framework for new development.

This framework is intended to provide development flexibility in response to changes in market conditions as the Plan Area transforms over a 40 year period while maintaining an urban environment with buildings oriented to streets and public spaces. Within each block, there is adequate space for limited industrial or R&D building footprints, or for the block to be divided into smaller blocks for mixed-use or residential uses.

Figure 3.5: Block Type Prototypes
3.3 Plan Area Vision

3.3.1 OVERVIEW

This section of the Specific Plan provides illustrative descriptions of the vision for the Plan Area. The vision provides a synthesis of iterative community feedback and is reflective of both existing conditions within the Plan Area as well as the market potential for housing and mixed-use development to occur over time and the infrastructure that will be required to accommodate new development.
Figure 3.6: Illustrative Plan
3.3.2 SUB-AREA 1

Sub-Area 1 is defined by Marina Way South on the western edge, Marina Bay Parkway on the east, with Interstate 580 and Regatta Boulevard setting the northern and southern boundaries. The Specific Plan seeks to improve connectivity in both the north-south and east-west directions, in order to overcome current constraints to development.

In the short-term, Regatta Boulevard will be rerouted to allow for transit to run between the ferry terminal and the RBC without crossing any rail tracks. The improved intersection of Regatta with Marina Way South offers an opportunity to create a gateway to the Plan Area from downtown.

Development in the short-term should focus efforts on mixed-use development (ground floor retail with office or residential above) along Marina Way South. Existing and new R&D / Business / Service uses located along Wright Avenue can help to establish a buffer between future residential uses and Interstate 580.

The long-term vision for this sub-area assumes that the switching yards have been relocated and at least two north-south connections (at S. 17th Street and between S. 19th Street and Marina Bay Parkway) across the Siberia Lead can be achieved. Because creation of this residential address is dependent upon the relocation of the switching yards, a large percentage of the residential units located in this sub-area should be thought of as a long-term goal that may not be implemented in the initial phases of the Specific Plan. A Goods Movement Plan (see pp 3-48-49) can help to identify the feasibility and timing of the switching yards’ relocation.

Regatta Boulevard to the south of the Plan Area should develop as this neighborhood’s main street, with residential uses over ground-floor retail. Amenities located along Regatta could be accessed by new residents and the existing Marina Bay residents. As development continues, the current commercial node at the corner of Marina Bay Parkway and Meeker Avenue will intensify, while remaining an activity node for the Plan Area. At its highest use, it can develop as a residential mixed-use block.

**Sub-Area 1**

**Development Program**
- R&D/Business/Service up to 1,870,000 sf
- Retail (ground floor) up to 270,000 sf
- Residential up to 1160 units
- Open Space up to 12.8 acres

**General Characteristics**
- Buildings At or Near Sidewalk
  - Up to 5 stories

General uses include ground floor retail with office or residential above; R&D uses would be located along I-580.

**Improved street connectivity to allow for easy passage from the RBC to the WETA ferry terminal.**
Illustrative Plan Detail: Sub-Area 1

A Meeker Avenue. To increase east-west connectivity across the Plan Area, bike and pedestrian facilities should connect Meeker Avenue through to Marina Way South.

B Marina Way South. Marina Way South is an important thoroughfare that connects the Plan Area to other Richmond neighborhoods, including the downtown; in future years, it will be the main connection to the ferry terminal. If the intersection of Marina Way South and Regatta Blvd. is improved, transit can run between the RBC and the ferry terminal without having to cross the existing rail lines. This intersection will be a western gateway into the Plan Area, providing a sense of arrival to residents and visitors.

C Neighborhood Park. In the long-term, if the 23rd Street rail switching yards are voluntarily relocated, it would enable the surrounding land to be used for residential development, consistent with the SRPDA’s goals of providing housing in proximity to the ferry terminal.

D R&D Buildings. The land adjacent to Interstate 580 is reserved for R&D uses in order to help buffer adjacent residential uses from air and noise pollution emanating from the highway, while accommodating existing artisan and limited industrial occupancies.

E Grade-separated Railway. In the long-term vision, the railway line could be shifted to a below ground trench or above ground viaduct, greatly increasing connectivity in Sub Area 1.

F Regatta Boulevard. As a major thoroughfare in the Plan Area, Regatta Boulevard will become a neighborhood-serving main street with residential uses over retail. Amenities provided could be accessed by residents in Sub-Area 1 and the Marina Bay neighborhoods to the south.

G Commercial Node at Marina Bay Parkway. In the long-term vision, existing commercial uses along Meeker can intensify into a mixed-use development oriented to Meeker and Marina Bay Parkway.

H Alleys. Alleys will provide access to parking, both public and private, and service for ground floor commercial and residential uses.

I Parking. Parking will be provided on the interior of the block behind buildings oriented to the perimeter streets. In the short-term, parking can be provided in temporary surface lots that over time can be replaced by structured parking allowing for more intense development.

J Full Trash Capture Device. Flow-thru screen or CDS unit placed in the main stormline to intercept trash prior to entering Meeker Slough.
3.3.3 SUB-AREA 2

Sub-Area 2 is bound by Marina Bay Parkway on the west, the Richmond Bay Campus on the east, the BNSF Railroad to the north, and Meeker Slough to the south. While the smallest of the sub-areas, it has the potential to develop first, and is in the prime position geographically to play an important role in the ‘town-gown’ relationship with campus and current residents and become the heart of the Plan Area.

The proposed development for this sub-area centers around the transformation of Regatta Boulevard/Lark Drive into a neighborhood main street, offering retail and service amenities to both the RBC and Marina Bay neighborhood. This sub-area also provides a great location for a much needed grocery store.

Mixed-use blocks on the south side of Lark can provide a secondary frontage oriented to Meeker Slough. This could be realized in a variety of ways, including restaurant terraces, or recreational extensions to the Bay Trail.

North of Lark Dr./Regatta Blvd., mixed-use with a residential emphasis borders a proposed greenway along Marina Bay Parkway. This greenway provides an opportunity to create a natural swale that drains into Meeker Slough. The greenway can be an appropriate address for building frontage, increased open space and room for natural stormwater capture, as well as a more visible connection to the Bay Trail.

Low-lying portions of this Sub-Area will need to consider flooding issues in the short term (see Figure 5.1) and the impacts of sea level rise in the long term.

Figure 3.10: Diagram showing the desired relationship of retail along a main street and a ‘daylighted’ creek

The Transect Translated

Sub-Area 2

Development Program
- R&D/Service up to 140,000 sf
- Retail (ground floor) up to 130,000 sf
- Residential up to 1330 units
- Open Space up to 12.4 acres

General Characteristics
- Buildings At or Near Sidewalk
- Between 3-5 stories
- General uses include ground-floor retail along Lark Ave. and the Meeker Slough, with residential above; R&D would be adjacent to the RBC.

San Luis Obispo: Higuera Street Frontage

San Luis Obispo: Creek Frontage
Sub-Area 4

Figure 3.14: Aerial view of Sub-Area 4 from the south
3.3.5 SUB-AREA 4

Sub-Area 4 is defined by Interstate 580 to the north, the RBC to the west, and the Hoffman Marsh to the east; it extends south all the way to the Bay. It is the largest sub-area and has substantial potential due to its proximity to the RBC, proximity to and views of the Bay, direct access from Interstate 580 via the Bayview interchange, and approximately 87 acres of vacant property under single ownership.

The neighborhood is reorganized into a grid of streets oriented parallel to the existing Harbor Front Tract grid and terminating at a new Shoreline drive and open space. Seaport Avenue is extended westward across the vacant Zeneca property to connect the Bayview interchange with the Lark Drive extension at the RBC. A north-south, linear green crosses Seaport, connecting the shoreline open space to a neighborhood square that provides a location for retail and services adjacent to the RBC.

The Specific Plan framework seeks to encourage a phased approach to establishing a vibrant, mixed-use neighborhood in this location.

In the short-term, nonresidential development and campus-serving retail and service may occur adjacent to the western edge of the RBC while industrial uses in the Harbor Front Tract continue to transition. When existing properties are ready to redevelop, mixed-uses can extend eastward toward the Bayview interchange adding additional retail and residential opportunities. The land adjacent to Interstate 580 will be reserved for R&D and complimentary uses.

Future development in Sub-Area 4 and the Harbor Front Tract in particular will need to consider flooding issues in the area in the short term (see Figure 5.1) and the impacts of sea level rise in the long term.

Future sea level rise may also impact the shoreline area, including the current Bay Trail alignment and the existing wetland lagoons south of the planned shoreline road. The Plan illustrates a Shoreline Promenade (see Section 4.5.7) that can provide secondary shoreline access should portions of the Bay Trail be eventually subject to inundation. The lagoons could be protected from future inundation through additional flood protection measures, or they could be remediated and reconfigured as part of a larger open space strategy for the shoreline.

These improvements, together with the potential reconstruction of the Bayview interchange configuration to a more urban condition, and the transition and subsequent environmental remediation of existing industrial uses, could create an appropriate location for high-density residential and mixed-use oriented to the Bay.

Additional study and analysis should be conducted to determine a range of alternatives for this portion of the site that balance economic development and shoreline access with shoreline protection and restoration. Due to the current conceptual nature of the long-term proposal, the Plan illustrates and regulates the shoreline road east of 49th Street as a potential future condition.1

1 By September of 2015 studies were underway to remediate and restore the wetland lagoons as part of Campus Bay Habitat Area 2, and a Remedial Action Plan was prepared in July 2016. In at least one alternative analyzed, the configuration of the wetland lagoons may be able to accommodate increased east-west access through Sub-Area 4 via the Shoreline Road and/or the Shoreline Promenade as illustrated.
The neighborhood can also provide a direct connection across Interstate 580 and the Union Pacific Rail line between the Bay Trail and the Eastshore and Park View neighborhoods (and El Cerrito Del Norte BART beyond) via a multi-modal bridge connecting Meade Street to S. 47th Street and Booker T. Anderson Park. In the long term this bridge could serve a future BART station along the Eastshore Corridor (see Section 3.3.7).

Sub-Area 4 Special Planning Area

South of the Bayview interchange, approximately 15 upland acres of a parcel (APN#560010043) along Harbor Boulevard have been designated as a Special Planning Area. While the Sub-Area 4 development program includes this Special Planning Area, the ecologically sensitive nature of this site, as well as view opportunities and site lines to the shoreline that should be considered, suggests that the selection of appropriate land uses, as well as the placement of all roads, buildings, and parking areas be subject to discretionary review, and buildings should be limited to four stories in height. Portions of this area lie within the BCDC’s shoreline jurisdiction and may require permit approval, and the low-lying portions of the site will be susceptible to sea-level rise and may require flood protection. The City of Richmond’s Planned Area District floating zone (Section 15.04.810) should be considered in tandem with this Plan’s policy guidance in reviewing future development applications for the site.

All designated open space lands under the same ownership could be transferred to the East Bay Regional Park District or California State Parks to become part of McLaughlin Eastshore State Park and ensure appropriate long-term management of these sensitive natural lands. This may be achieved through a development agreement or other entitlement vehicle to ensure the provision of community benefits.
Rail Viaduct
Grade separation is typically promoted to minimize conflicts between railway activities and other forms of transit. The 40 million-dollar Bradley Moody Memorial Underpass, for example, when completed will provide a grade-separated connection along Marina Bay Parkway. As the Plan Area transforms into a series of mixed-use neighborhoods that can greatly benefit from increased connectivity, additional roadway underpasses will become increasingly impractical and expensive. Below-grade underpasses may also become increasingly infeasible and expensive to implement as sea level rises.

Elevated railway viaducts have been used successfully in urban areas seeking to balance freight and passenger movement with mixed-use environments for hundreds of years. A railway viaduct between Meade Street and Cutting Boulevard could greatly improve the efficiency of a single rail corridor, eliminate conflicts with vehicles, and improve connectivity. The viaduct would allow streets and pedestrian paths to cross beneath the rail, elevating it above potential future flood levels. Commercial and community uses can be integrated into spaces below the viaduct.

The GMP should consider alternatives for elevated or sunken rail lines that can be reviewed by the railroads and other stakeholders.
3.4.2 SHORT-TERM VISION

The short-term vision of the Plan assumes that the switching yards have not yet been relocated, and that short-term development is most viable at the west and east edges of the RBC (Sub-Areas 2 and 4) where large, vacant or underutilized opportunity sites exist.

To the east of the RBC, the development is focused on the undeveloped portions of the Zeneca site. It is assumed that the existing Seaport business area will remain and that R&D / Business / Service uses can provide a buffer between the existing uses and mixed-use development to the west.

In Sub-Area 1, an improved intersection of Marina Way South and Regatta Boulevard can be implemented. The improved intersection will allow for transit to run between the RBC and the Ferry Terminal without having to cross the existing rail lines.

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### Short-Term Implementation Program by Sub-Area

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<th>Sub-Area 3</th>
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<td>31 acres</td>
<td>107.5 acres <strong>2</strong></td>
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1 Residential buildout assumes a mix of mixed-use buildings incorporating residential uses on upper floors as well as residential buildings with residential on the ground floor.

2 Total Open Space includes areas of the Meeker Slough Wetlands, Stege Marsh, and Hoffman Marsh within the Plan Area (74 acres).
Phase II: Mid-Term Vision

3.4.3 MID-TERM VISION

In the second phase of development, Sub-Area 2 will near completion as the heart of the Plan Area.

The current Zeneca site will see full build-out in Sub-Area 4. Industrial activities in Seaport may begin to transition.

Phase II assumes that the Safeway switching yard, currently located between Sub-Area 2 and Sub-Area 3, can be relocated and an additional access point created into Sub-Area 3. With the growth of the RBC, it is likely that a single-user R&D campus could be built.

In Sub-Area 1, the vacant land near Interstate 580 will develop with R&D/Business/Service uses, and mixed-use development might begin to find an address near the Ferry Terminal and the reconstructed Marina Way South intersection.

### Mid-Term Implementation Program by Sub-Area

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</tr>
<tr>
<td>Open Space ²</td>
<td>0 acres</td>
<td>10.7 acres</td>
<td>1.4 acres</td>
<td>34.6 acres</td>
<td>120.7 acres²</td>
</tr>
</tbody>
</table>

¹ Residential buildout assumes a mix of mixed-use buildings incorporating residential uses on upper floors as well as residential buildings with residential on the ground floor.

² Total Open Space includes areas of the Meeker Slough Wetlands, Stege Marsh, and Hoffman Marsh within the Plan Area (74 acres).
3.4.4 LONG-TERM VISION (2045)

In the long-term vision, the existing 23rd Street railyards may be voluntarily removed, with a single rail line maintained through the Plan Area. This improved connectivity increases the viability of and opens up lands for mixed-use redevelopment between Marina Way South and Marina Bay Parkway (Sub-Area 1) and west of the RBC (Sub-Area 2).

To the east of the RBC (Sub-Area 4), the existing industrial land uses on the eastern edge are assumed to transition to residentially-focused mixed-use, R&D, and higher-density residential along the Bay.

This Specific Plan considers that the major freeway interchanges could be reconstructed over the life of the project to improve access to the Plan Area and increase development potential on neighboring parcels.

---

**Long-Term Implementation Program by Sub-Area**

<table>
<thead>
<tr>
<th></th>
<th>Sub-Area 1</th>
<th>Sub-Area 2</th>
<th>Sub-Area 3</th>
<th>Sub-Area 4</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>R&amp;D/Business/Service</td>
<td>1,870,000 sf</td>
<td>140,000 sf</td>
<td>1,560,000 sf</td>
<td>2,120,000 sf</td>
<td>5,690,000 sf</td>
</tr>
<tr>
<td>Retail (ground floor)</td>
<td>270,000 sf</td>
<td>130,000 sf</td>
<td>0 sf</td>
<td>320,000 sf</td>
<td>720,000 sf</td>
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<tr>
<td>Residential 1</td>
<td>1,160 units</td>
<td>1,330 units</td>
<td>0 units</td>
<td>1,590</td>
<td>4,080 units</td>
</tr>
<tr>
<td>Open Space 2</td>
<td>12.8 acres</td>
<td>10.7 acres</td>
<td>1.4 acres</td>
<td>48.6 acres</td>
<td>147.5 acres</td>
</tr>
</tbody>
</table>

1 Residential buildout assumes a mix of mixed-use buildings incorporating residential uses on upper floors as well as residential buildings with residential on the ground floor.

2 Total Open Space includes areas of the Meeker Slough Wetlands, Stege Marsh, and Hoffman Marsh in and around the Plan Area (74 acres).
Chapter 4: Development Standards

Quick Code Guide: Building-Scale Projects

<table>
<thead>
<tr>
<th>Step</th>
<th>Instructions</th>
<th>Section</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Locate your parcel and determine your transect zone</td>
<td>4.2.1</td>
<td>Regulating Plan</td>
</tr>
<tr>
<td>2</td>
<td>Comply with the standards specific to your transect zone</td>
<td>4.2.2-4.2.4</td>
<td>Transect Zones</td>
</tr>
<tr>
<td>3</td>
<td>Select your building type(s) and comply with the standards specific to building types</td>
<td>4.3</td>
<td>Building Types</td>
</tr>
<tr>
<td>4</td>
<td>Select your frontage type(s) and comply with the standards specific to frontage types</td>
<td>4.4</td>
<td>Frontage Types</td>
</tr>
<tr>
<td>5</td>
<td>Comply with any applicable standards specific to uses, including performance, parking, TDM, and green building</td>
<td>4.7-4.9</td>
<td>Specific Supplemental Standards</td>
</tr>
<tr>
<td>6</td>
<td>Follow the applicable procedures and comply with the requirements for permits and approvals</td>
<td>4.10</td>
<td>Administration &amp; Procedures</td>
</tr>
</tbody>
</table>

1Where a transect zone district boundary divides a parcel, projects should reflect the attributes of the particular transect zone in which they are located. The Zoning Administrator shall determine the location of boundaries in the event of any uncertainty in accordance with Zoning Ordinance 15.04.101.070.B.4.

2See Section 4.7.2 of this Plan and Zoning Ordinance 15.04.606 (Non Conforming Uses, Structures, and Lots) for guidance regarding existing non conforming uses, structures, and parcels.

3Includes guidance for optional procedures including Development Agreements (4.10.6).
4.2 Transect Zone Standards

4.2.1 PLAN AREA TRANSECT ZONES

Within the Plan Area, the following transect zones have been established and are mapped on the Transect Zone Regulating Plan.

### Table 4.2.A: Richmond Bay Transect Zones

<table>
<thead>
<tr>
<th>Zone Symbol</th>
<th>Name of Zone</th>
<th>Intent</th>
<th>Desired Form</th>
</tr>
</thead>
</table>
| T5N(RB)     | Richmond Bay T5 Neighborhood          | To provide medium- to high-density housing in building types such as townhomes, apartment houses, courtyard buildings, and mid-rise buildings that transition from the surrounding lower-density neighborhoods to the higher-density mixed-use neighborhoods. | Small-to-Large Footprint  
Buildings at or close to ROW  
Small-to-No Side Setback  
5-8 Story Buildings |
| T5MS(RB)    | Richmond Bay T5 Main Street           | To provide a vibrant, walkable urban main street commercial area that provides locally- and regionally-serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices. | Small-to-Large Footprint  
Buildings at or close to ROW  
No Side Setback  
5-8 Story Buildings |
| SD:R&D      | Research and Development Special District | To provide opportunities for research and development and complementary facilities that can build upon a synergistic relationship with the Richmond Bay Campus and the existing limited industrial uses within the project area. | Medium-to-Large Footprint  
(small within the SPA)  
Buildings at or close to ROW  
(N/A within the SPA)  
Medium-to-No Side Setback  
5-8 Story Buildings (4 within the SPA) |
The Special Planning Area shall have the same Land Use and Height Standards as the SD:R&D Zone. Building Placement and Parking Placement to be determined through application of the Planned Area District (Zoning Ord. Section 15.04.810).
## Transect Zone Land Use Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>T5N</th>
<th>T5N-O</th>
<th>T5MS</th>
<th>T5MS-O</th>
<th>SD:R+D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Production and Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Gardens</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
</tr>
<tr>
<td>Agriculture: Indoor, Outdoor, or Urban</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
</tr>
<tr>
<td>Animal Husbandry</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Unit Dwelling, Attached</td>
<td>P</td>
<td>P</td>
<td>P²</td>
<td>P²</td>
<td>–</td>
</tr>
<tr>
<td>Second Dwelling Unit</td>
<td>P</td>
<td>P</td>
<td>P²</td>
<td>P²</td>
<td>–</td>
</tr>
<tr>
<td>Multiple-Unit Dwelling</td>
<td>P</td>
<td>P</td>
<td>P²</td>
<td>AUP/P³</td>
<td>CUP</td>
</tr>
<tr>
<td>Accessory Uses</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Accessory Short-Term Rentals</td>
<td>P</td>
<td>P</td>
<td>P²</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Group Residential:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congregate Housing</td>
<td>AUP</td>
<td>AUP</td>
<td>P²</td>
<td>AUP/P³</td>
<td>CUP</td>
</tr>
<tr>
<td>Senior Group Residential</td>
<td>AUP</td>
<td>AUP</td>
<td>P²</td>
<td>AUP/P³</td>
<td>CUP</td>
</tr>
<tr>
<td>Elderly and Long-Term Care</td>
<td>AUP</td>
<td>AUP</td>
<td>P²</td>
<td>AUP/P³</td>
<td>CUP</td>
</tr>
<tr>
<td>Home Occupations</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Family Day Care:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small</td>
<td>P</td>
<td>P</td>
<td>P²</td>
<td>P²</td>
<td>CUP</td>
</tr>
<tr>
<td>Large</td>
<td>CUP</td>
<td>AUP</td>
<td>AUP²</td>
<td>AUP</td>
<td>CUP</td>
</tr>
</tbody>
</table>

### Key

- **P**: Permitted Use
- **AUP**: Administrative Use Permit Required
- **–**: Prohibited Use
- **CUP**: Conditional Use Permit Required

### End Notes

- Uses not listed are specifically prohibited unless the Zoning Administrator interprets that a use is consistent pursuant to this Specific Plan.
- **¹** See Richmond Zoning Ordinance for use type definitions.
- **²** If use is on upper floor(s) or behind an allowed ground-floor use
- **³** Use classification for use on ground-floor / Use classification for use on upper floor(s) or behind an allowed ground-floor use
- **⁴** Allowed only as an accessory to a primary use.
- **⁵** May be a stand-alone use or a component of a mixed-use project.
- **⁶** Use classification for use in SD:R+D zone / Use classification for use in SD:R+D SPA.
- **⁷** See Zoning Ordinance Section 15.04.601.010 for standards for Accessory Uses and Structures.
- **⁸** See Zoning Ordinance Section 15.04.610.030 for standards for Accessory Short-Term Rentals ("Home-shares”).
### Transect Zone Land Use Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>T5N</th>
<th>T5N-O</th>
<th>T5MS</th>
<th>T5MS-O</th>
<th>SD:R+D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail, Commercial, and Office (continued)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto Vehicle Sales and Services:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative Fuels and Recharging Facility</td>
<td>–</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP/–</td>
</tr>
<tr>
<td>Automobile Rentals</td>
<td>–</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP/–</td>
</tr>
<tr>
<td>Automobile/Vehicle Repair, Minor</td>
<td>–</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP/–</td>
</tr>
<tr>
<td>Automobile/Vehicle Repair, Major</td>
<td>–</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP/–</td>
</tr>
<tr>
<td>Automobile/Vehicle Washing</td>
<td>–</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP/–</td>
</tr>
<tr>
<td>Service Stations</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>CUP</td>
<td>CUP/–</td>
</tr>
<tr>
<td>Banks and Financial Institutions:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bank and Savings and Loan</td>
<td>–</td>
<td>AUP</td>
<td>P</td>
<td>P</td>
<td>P/–</td>
</tr>
<tr>
<td>Nontraditional Financial</td>
<td>–</td>
<td>CUP</td>
<td>CUP</td>
<td>AUP</td>
<td>AUP/–</td>
</tr>
<tr>
<td>Business Services</td>
<td>–</td>
<td>AUP</td>
<td>P</td>
<td>P</td>
<td>P/CUP</td>
</tr>
<tr>
<td>Catering Service</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>P/CUP</td>
</tr>
<tr>
<td>Commercial/Recreation and Entertainment:</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Cinema, Theatre</td>
<td>–</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP/–</td>
</tr>
<tr>
<td>Small-scale Facility ≤5,000 sf</td>
<td>–</td>
<td>CUP</td>
<td>AUP/P</td>
<td>AUP</td>
<td>AUP/CUP</td>
</tr>
<tr>
<td>Large-scale Facility &gt;5,000 sf</td>
<td>–</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP/–</td>
</tr>
</tbody>
</table>

**Key**

- **P** Permitted Use
- **AUP** Administrative Use Permit Required
- **CUP** Conditional Use Permit Required

### Land Use

| Eating and Drinking Establishments:     |     |       |      |        |        |
| Bars/Night Clubs/Lounges               | CUP | AUP   | AUP  | AUP    | AUP/CUP |
| Restaurants, Limited or Full Service   | –   | AUP   | P    | AUP    | AUP/CUP |
| Outdoor Dining and Seating             | –   | P     | P    | P      | P/CUP  |

| Finance, Insurance and Real Estate Services |     |       |      |        |        |
| Convenience Markets ≤5,000 sf           | –   | CUP   | P    | P      | P/CUP  |
| Convenience Markets >5,000 sf           | –   | CUP   | CUP  | CUP    | P/–    |
| Farmer’s Markets                        | P   | P     | P    | P      | AUP    |
| General Markets                         | –   | CUP   | P    | P      | P/CUP  |
| Liquor Stores                           | –   | CUP   | CUP  | CUP    | CUP/–  |
| Outdoor Vendors                         | –   | CUP   | AUP  | AUP    | CUP    |
| Funeral and Interment Services          | –   | CUP   | AUP  | AUP    | AUP/CUP |
| Live/Work                               | –   | P     | AUP  | P      | AUP/CUP |
| Instructional Services                  | –   | P     | P    | AUP/P  | P/CUP  |
| Maintenance and Repair Services         | –   | –     | –    | AUP    | AUP/CUP |
| Media Production                        | –   | P     | AUP  | P      | P/CUP  |

**End Notes**

Uses not listed are specifically prohibited unless the Zoning Administrator interprets that a use is consistent pursuant to this Specific Plan.

1 See Richmond Zoning Ordinance for use type definitions.
2 Use classification for use on upper floor(s) or behind an allowed ground-floor use.
3 Use classification for use on ground-floor / Use classification for use on upper floor(s) or behind an allowed ground-floor use.
4 Retail establishments selling alcoholic beverages are subject to Richmond Zoning Code 15.04.610.050.
5 Use classification for use in SD:R+D zone / Use classification for use in SD:R+D SPA.
**Transect Zone Land Use Table**

<table>
<thead>
<tr>
<th>Land Use1</th>
<th>T5N</th>
<th>T5N-O</th>
<th>T5MS</th>
<th>T5MS-O</th>
<th>SD:R+D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail, Commercial, and Office (continued)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile Vending Unit</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP/CUP4</td>
</tr>
<tr>
<td>Offices</td>
<td>–</td>
<td>AUP</td>
<td>P²</td>
<td>P</td>
<td>P/CUP4</td>
</tr>
<tr>
<td>Parking Facility, Commercial</td>
<td>–</td>
<td>–</td>
<td>P²</td>
<td>P²</td>
<td>AUP/–</td>
</tr>
<tr>
<td>Personal Services, except Health/Fitness Facility</td>
<td>–</td>
<td>AUP</td>
<td>P</td>
<td>P</td>
<td>P/CUP4</td>
</tr>
<tr>
<td>Printing and Publishing</td>
<td>AUP</td>
<td>P</td>
<td>AUP²</td>
<td>P</td>
<td>P/CUP4</td>
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<tr>
<td>Retail Sales:</td>
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<tr>
<td>General Retail Sales, ≤25,000 sf</td>
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<td>P</td>
<td>P</td>
<td>P/CUP4</td>
</tr>
<tr>
<td>General Retail Sales, &gt;25,000 sf</td>
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<td>AUP</td>
<td>AUP</td>
<td>AUP/–</td>
</tr>
<tr>
<td>Secondhand Dealers</td>
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<td>CUP</td>
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<td>AUP/–</td>
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<td>Transient Lodging:</td>
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<tr>
<td>Bed and Breakfast Lodging</td>
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<td>P</td>
<td>P²</td>
<td>P</td>
<td>CUP</td>
</tr>
<tr>
<td>Hotel and Motel</td>
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<td>AUP</td>
<td>P²</td>
<td>P</td>
<td>AUP/CUP4</td>
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<tr>
<td>Institutional and Community Facilities</td>
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<tr>
<td>College and Trade School</td>
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<tr>
<td>Community Assembly</td>
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<td>AUP</td>
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<td>Cultural Facility</td>
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<td>AUP</td>
<td>AUP²</td>
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<td>Day Care6</td>
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<tr>
<td>Emergency Shelter</td>
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<td>CUP</td>
<td>CUP²</td>
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<tr>
<td>Government Buildings</td>
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<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>P/CUP4</td>
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<tr>
<td>Hospitals and Clinics</td>
<td></td>
<td></td>
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<td>Hospital6</td>
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<td>–</td>
<td>–</td>
<td>CUP</td>
<td>CUP/–</td>
</tr>
<tr>
<td>Clinic</td>
<td>–</td>
<td>AUP</td>
<td>AUP²</td>
<td>AUP</td>
<td>AUP/CUP4</td>
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<tr>
<td>Skilled Nursing Facility</td>
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<td>P²</td>
<td>P²</td>
<td>P/CUP4</td>
</tr>
<tr>
<td>Park and Recreation Facility</td>
<td>–</td>
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<td>AUP²</td>
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<tr>
<td>Public Safety Facility</td>
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<td>School5,6</td>
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<td>Social Service Center</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP²</td>
<td>CUP</td>
<td>CUP</td>
</tr>
</tbody>
</table>

**Key**

- **P** Permitted Use
- **AUP** Administrative Use Permit Required
- **CUP** Conditional Use Permit Required
- **–** Prohibited Use

**End Notes**

Uses not listed are specifically prohibited unless the Zoning Administrator interprets that a use is consistent pursuant to this Specific Plan.

1. See Richmond Zoning Ordinance for use definitions.
2. Use classification for use on upper floor(s) or behind an allowed ground-floor use.
3. Use classification for use on ground-floor / Use classification for use on upper floor(s) or behind an allowed ground-floor use.
4. Use classification for use in SD:R+D zone / Use classification for use in SD:R+D SPA.
5. Use not allowed on Lot 3 of Zeneca site in Sub-Area 4.
6. Use not allowed on Zeneca site in Sub-Area 4 until all remedy goals are met or five years from FS/RAP approval, whichever comes first. Restriction applies to stand-alone day cares only, not day care facilities adjunct to another use such as an office use.
### Transect Zone Land Use Table

**Land Use**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>T5N</th>
<th>T5N-O</th>
<th>T5MS</th>
<th>T5MS-O</th>
<th>SD:R+D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial</strong>&lt;sup&gt;4&lt;/sup&gt;</td>
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<tr>
<td>Artisan/Small-scale Manufacturing</td>
<td>–</td>
<td>P</td>
<td>–</td>
<td>AUP/P&lt;sup&gt;3&lt;/sup&gt;</td>
<td>P/CUP&lt;sup&gt;6&lt;/sup&gt;</td>
</tr>
<tr>
<td>Artist’s Studio</td>
<td>AUP</td>
<td>P</td>
<td>AUP</td>
<td>P</td>
<td>P/CUP&lt;sup&gt;6&lt;/sup&gt;</td>
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<tr>
<td>Studio-Light</td>
<td>AUP</td>
<td>P</td>
<td>AUP</td>
<td>P</td>
<td>AUP/P&lt;sup&gt;3&lt;/sup&gt;</td>
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<tr>
<td>Studio-Heavy</td>
<td>–</td>
<td>P</td>
<td>AUP</td>
<td>P</td>
<td>AUP/P&lt;sup&gt;3&lt;/sup&gt;</td>
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<tr>
<td>Commercial Kitchen</td>
<td>–</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP/CUP&lt;sup&gt;6&lt;/sup&gt;</td>
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<tr>
<td><strong>Industrial</strong></td>
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<tr>
<td>Limited</td>
<td>–</td>
<td>AUP</td>
<td>–</td>
<td>AUP/P&lt;sup&gt;3&lt;/sup&gt;</td>
<td>P&lt;sup&gt;/&gt;6&lt;/sup&gt;</td>
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<td>General</td>
<td>–</td>
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<tr>
<td><strong>Recycling Facilities</strong></td>
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<tr>
<td>Collection Facilities</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>P/CUP&lt;sup&gt;6&lt;/sup&gt;</td>
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<tr>
<td>Reverse Vending Machines</td>
<td>–</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP</td>
<td>AUP/CUP&lt;sup&gt;6&lt;/sup&gt;</td>
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<tr>
<td>Research and Development</td>
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<td>AUP</td>
<td>–</td>
<td>AUP/P&lt;sup&gt;3&lt;/sup&gt;</td>
<td>P/CUP&lt;sup&gt;6&lt;/sup&gt;</td>
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<tr>
<td><strong>Warehousing, Storage, and Distribution</strong></td>
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<tr>
<td>Indoor Warehousing and Storage</td>
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<td>CUP</td>
<td>–</td>
<td>CUP</td>
<td>AUP/P&lt;sup&gt;/&gt;6&lt;/sup&gt;</td>
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<tr>
<td>Outdoor Storage&lt;sup&gt;5&lt;/sup&gt;</td>
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<td>–</td>
<td>–</td>
<td>AUP/P&lt;sup&gt;/&gt;6&lt;/sup&gt;</td>
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<tr>
<td>Mini-Storage</td>
<td>–</td>
<td>CUP</td>
<td>–</td>
<td>CUP</td>
<td>CUP/P&lt;sup&gt;/&gt;6&lt;/sup&gt;</td>
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<tr>
<td><strong>Transportation, Communications and Utilities</strong></td>
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<tr>
<td><strong>Communication Facilities</strong></td>
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<tr>
<td>Antennas and Transmission Towers</td>
<td>CUP</td>
<td>CUP</td>
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</tr>
<tr>
<td>Equipment within Buildings</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
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<tr>
<td><strong>Transportation Facilities</strong></td>
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<tr>
<td>Transportation Passenger Terminal</td>
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<td>CUP</td>
<td>CUP</td>
<td>CUP/P&lt;sup&gt;/&gt;6&lt;/sup&gt;</td>
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<tr>
<td><strong>Utilities, Minor or Major</strong></td>
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<td>–</td>
<td>–</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
</tr>
</tbody>
</table>

**Key**

- **P** Permitted Use
- **AUP** Administrative Use Permit Required
- **CUP** Conditional Use Permit Required
- **–** Prohibited Use

**End Notes**

- Uses not listed are specifically prohibited unless the Zoning Administrator interprets that a use is consistent pursuant to this Specific Plan.
- See Richmond Zoning Ordinance for use type definitions.
- Use classification for use on upper floor(s) or behind an allowed ground-floor use.
- Use classification for use on ground-floor / Use classification for use on upper floor(s) or behind an allowed ground-floor use.
- See Section 4.7.1 (Performance Standards) for additional standards.
- Allowed only as an accessory use to a primary use.
- Use classification for use in SD:R+D zone / Use classification for use in SD:R+D SPA.
Transect Zone: Richmond Bay T5 Main Street – T5MS(RB)

4.2.3 RICHMOND BAY T5 MAIN STREET T5MS(RB)

Overview

Intent: To provide a vibrant, walkable urban main street commercial area that provides locally- and regionally-serving commercial, retail, entertainment uses, and civic and public uses, as well as a variety of urban housing choices.

Sub-Zone: T5MS-Open (RB): The open sub-zone provides the same building form but allows for a more diverse mix of uses including limited industrial and R&D uses.

General Form

- Small-to-Large Footprint
- Buildings at or close to ROW
- No Side Setback
- Building Height up to 55’ (85’ with bonuses)

ALLOWED BUILDING TYPES

- Live/Work Building (See page 4-25)
- Main Street Building (See page 4-27)
- Courtyard Building (See page 4-23)
- Mid-Rise Building (See page 4-29)
- R&D Building (See page 4-31)
4.2.4 RESEARCH AND DEVELOPMENT SPECIAL DISTRICT - SD:R&D

Overview

Intent: To provide opportunities for research and development facilities that can build upon a synergistic relationship with the Richmond Bay Campus and the existing limited industrial uses within the project area.

Sub-Zone: SD:R&D Special Planning Area (SPA): The Special Planning Area (SPA) allows a limited set of land uses, limits building heights to 4 stories, and requires application of the Planned Area District.

General Form

• Medium-to-Large Footprint (small within the SPA)
• Buildings at or close to ROW (N/A within the SPA)
• Medium-to-No Side Setback
• Building Height up to 55’ (85’ with bonuses; 45’ within the SPA)

ALLOWED BUILDING TYPES

- R&D Building (See page 4-31)
- Industrial Building (See page 4-33)
- Live/Work Building (See page 4-25)
- Apartment House (See page 4-21)
- Courtyard Building (See page 4-23)
- Mid-Rise Building (See page 4-29)
4.5 Civic Space Standards

4.5.1 INTRODUCTION

This section establishes the Civic Space and Open Space Regulations for the Plan Area. It includes a Regulating Plan that designates Civic Space Types within the district as well as Civic Space Standards for each type. These standards include:

- General Character
- Typical Size
- Typical Uses

4.5.2 APPROACH

Altogether, the Plan designates approximately 148 acres of parks and open space to be created, improved or protected within the Richmond Bay Specific Plan Area, not including the parks and open space planned as part of the Richmond Bay Campus. Additional semi-public space, such as courtyards and roof-top open space may also be provided throughout the Plan Area.

An extensive network of parks and open spaces is planned that protects and enhances the natural qualities of the Plan Area while providing a series of new parks to accommodate both passive and active recreation. Proposed parks range from large community and neighborhood-scaled parks to small pocket parks located near neighborhood centers. The open space network will be serviced by an interconnected network of trails, paths, and multi-modal streets, providing open space amenities for future residents, employees and visitors to Richmond Bay, the city, and region.

This section is not intended as a detailed plan, but rather presents a framework for the planning, design and implementation of Plan Area parks and open space. This framework seeks to ensure that new parks and open space reflect not only the cultural and recreational opportunities and resources available along Richmond Bay, but also the natural resources that need to be preserved, maintained, and restored in order for Richmond Bay to thrive as a complete and resilient neighborhood. In addition to this Plan, the Richmond Parks Master Plan, adopted in 2010, provides design guidelines and implementation priorities for City parks and open spaces that should be consulted as an important reference as new parks and recreational facilities are designed and developed in the future.

The location and disposition of civic spaces shown herein will often be dependent upon the buildout of the thoroughfare network described in Section 4.6 and is subject to interpretation at the discretion of the Zoning Administrator. New parks and open spaces would be constructed to be compatible with existing cleanup plans and may require consultations with the Department of Toxic Substance Control (DTSC).

This plan is in compliance with Policy PR1.3 (Equitable Distribution of Park and Recreation Facilities) of the Richmond General Plan that calls for the expansion of parks and recreation facilities within comfortable walking distance of homes, schools, and businesses to maintain the standard of 3.0 acres of open space per 1,000 population. With an estimated residential population of 10,200 at full buildout, the Plan exceeds this threshold with 14.4 acres of total open space per 1,000 population, and 3.2 acres of developed parkland per 1,000 population.

The Plan also acknowledges the importance of local creeks, which are an important component of Richmond Bay’s natural ecosystem. Restoration strategies are envisioned to improve the role of existing creeks as wildlife habitat and as district amenities. Section 15.04.302 (Creek Protection Overlay District) of the Zoning Ordinance provides additional standards establishing creek setbacks and best management practices on any parcels that include creeks.
4.6.3 SECONDARY THOROUGHFARE ASSEMBLIES

This Section provides the standards for the Secondary Thoroughfare Assemblies that may be provided in addition to those mapped on the Thoroughfare Regulating Plan. These Secondary Thoroughfares may be used to break the larger blocks created by the Primary Thoroughfares into a series of smaller blocks to respond to the planned uses and building types, and to provide access to parking lots and structures located at the interior of blocks.

The images provided to the right and on the following page are intended to provide illustrative examples of how Secondary Thoroughfares can be used to break down larger blocks.

Secondary Thoroughfare Location Standards

1. Secondary Thoroughfares shall be located so that all resulting parcels are developable. The location of a Secondary Thoroughfare may not create an undevelopable remnant of land.

2. Secondary Thoroughfares shall be located to provide additional circulation and access within a block created by a Primary Thoroughfare. A Secondary Thoroughfare may not be used to replace a Primary Thoroughfare.

Secondary Thoroughfare Examples

<table>
<thead>
<tr>
<th>Block Type B</th>
<th>Block Type E</th>
<th>Block Type F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large block subdivided by one secondary thoroughfare with surface parking on the interior; 1-2 story buildings; limited industrial or R&amp;D land uses.</td>
<td>Three blocks created by two secondary thoroughfares; surface parking hidden from the primary streets; three-story buildings; residential, mixed use-commercial or mixed use-residential land uses.</td>
<td>Five blocks divided by four secondary thoroughfares; central podium parking; 3-5 story buildings; office, residential, mixed use-commercial or mixed use-residential land uses.</td>
</tr>
</tbody>
</table>
4.6.5 OUTDOOR LIGHTING

Public realm lighting contributes to a safe nighttime environment for pedestrians, bicyclists, and drivers and can be an important urban design element helping to define overall community character. The Richmond Bay has a wide variety of planned public spaces that will require nighttime illumination including streets and alleys, sidewalks, plazas, parks, trails, and surface parking lots. A palette of lighting fixture designs that may be considered for installation during detailed design development is provided on the following page. These fixtures are intended as illustrative examples, but were chosen to be reflective of the Richmond Bay’s industrial and maritime history and help establish a unique sense of place for the district. Varying fixture designs may be appropriate depending on the neighborhood.

In selecting fixtures for installation, consideration should be given to their longevity in a waterfront environment, cost/ease of maintenance, and preservation of the night sky.

All lighting installations shall be designed and installed to be compliant with the standards found in Article 15.04.604 (Lighting and Illumination) of the Richmond Zoning Ordinance. The figure above illustrates the Zoning Ordinance’s Lighting Zones applied to the Plan Area.

**Key**
- LZ1: Low ambient lighting
- LZ2: Medium ambient lighting
- LZ3: High ambient lighting
- TBD through Planned Development District (PDD) process, not to exceed LZ2

Recommended Lighting Zones for Plan Area.
4.7 Standards for Specific Uses

4.7.1 PERFORMANCE STANDARDS

**Intent**
The Specific Plan provides for mixed-use neighborhoods where residential, commercial, and limited industrial uses may occur in close proximity to one another. The intent of the RBSP is to allow the range of existing and anticipated uses in the Plan Area to coexist and to ensure that the design and operation of some uses do not create negative impacts on others. Performance standards are provided to:

1. Establish standards to objectively assess and mitigate potential impacts; and
2. Provide a framework in which appropriate conditions may be applied to development projects through different use permits.

**Noise Limits**
Section 15.04.605 (Noise) of the Zoning Ordinance establishes noise limits for different land use groups when measured at exterior and interior property locations and for different time periods. Land use groups are organized into four Noise Zones which when applied to mixed-use environments in the Plan Area allow for noise limits to be established on a lot-by-lot basis. When noise sources and affected properties fall within different noise zones, the noise standards of the affected property shall apply.

**Hazardous Materials**
All activity shall comply with Section 15.04.820.020 (Hazardous Materials).

**Fire Hazards**
All activity shall comply with Section 15.04.608.050 (Fire Hazards).

**Liquid or Solid Waste Standards**
All activity shall comply with Section 15.04.608.060 (Liquid or Solid Waste).

**Air Quality**
Industrial activity within the Specific Plan shall comply with all applicable California Air Pollution Control Laws and regulations regarding air quality set forth by the Bay Area Air Quality Management District (BAAQMD). All industrial uses and projects that include stationary sources shall obtain necessary permits from BAAQMD for their operations prior to issuance of a zoning permit. Once the BAAQMD has determined that Authority to Construct (A/C) and Permit to Operate (P/O) applications as applicable are complete, the project applicant shall provide to the City a copy of the BAAQMD permit application(s) and supporting materials.

Performance standards regarding Odor, Particulate Matter and Air Contaminants set forth in Section 15.04.608.040 of the Zoning Ordinance shall apply.

**Vibration**
All activity shall comply with Section 15.04.608.080 (Vibration).

**Screening of Mechanical Equipment**
All new developments shall comply with Section 15.04.601.110 (Screening of Equipment).

In addition to the standards referenced above, the following standards shall apply:

**Electrical Disturbance**
No use shall be permitted where electric or electromagnetic interference results and adversely affects the operation of any equipment other than that belonging to the creator of such interference, or that does not conform to the regulations of the Federal Communications Commission. (Ord. 6966 §1, 2007).

**Radioactivity**
No activity, including storage or dumping, shall result in the emission of radioactivity in dangerous amounts. The use, handling, storage, and transportation of radioactive materials shall comply with the provisions of the California Radiation Control Regulations (California Administrative Code, Title 17). (Ord. 6966 §1, 2007).

**Other Standards**
If the Specific Plan does not directly include a performance standard, all applicable standards of the Zoning Ordinance shall apply.

4.7.2 ADDITIONAL STANDARDS FOR SPECIFIC USES

**Low VOC Coatings**
New residential projects in the Plan Area shall be required to use low VOC coatings, which exceed the VOC limits in the BAAQMD rules and regulations and meet “super-compliant” standards of VOC content (generally, but not exclusively, VOC content of less than 10 grams per liter), for maintenance of future interior spaces.
through CC&Rs and ground leases, in accordance with the EIR MMRP.

**Green Consumer Products Promotion**

Property managers of residential and commercial projects shall provide electronic correspondence annually to tenants to encourage the purchase of commercial products that generate lower than typical VOC emissions, in accordance with the EIR MMRP.

**Backup Generators**

Development projects that propose or require backup diesel generators (BUGs), are encouraged to use fuel cell-based BUGS. If diesel BUGs are used, they shall be required to meet the lowest commercially available emission standards in addition to permitting requirements by the Air District.

**Toxic Air Contaminant and Particulate Matter Exposure for Sensitive Land Uses**

For development that includes sensitive land uses, project applicants shall prepare a project-specific Health Risk Assessment, in accordance with the EIR MMRP. If the HRA demonstrates that the cancer risk exposures for on-site receptors will be greater than BAAQMD project-level thresholds, then the applicants shall prepare or include a mitigation plan to reduce risk below project-level thresholds.

### 4.7.3 NONCONFORMING USES AND STRUCTURES

**Purpose**

This Section establishes regulations for nonconforming uses and structures that were legal prior to the adoption of this Plan but are no longer in compliance with its standards and requirements.

**Intent**

In accordance with Article 15.04.606 of the Richmond Zoning Ordinance, it is the intent of this Plan to distinguish between incompatible nonconformities that are detrimental to public health, safety, and general welfare and nonconformities that are economically productive and compatible with surrounding development despite being inconsistent with the long-term future of an area, as expressed in this Plan. Generally, any use or structure as defined below shall be permitted to remain in existence, although with certain restrictions designed to ensure that they do not significantly impede the orderly development of the RBSP vision.

**Nonconforming Uses and Structures Defined**

Section 15.04.606.020 defines nonconforming uses and structures.

**Exemptions, Repairs, and Maintenance**

The provisions included in Section 15.04.606.030 (Exemptions) shall apply.

**Nonconforming Uses**

Nonconforming uses in the Plan Area can be changed to different uses included in the Transect Zone Use Table in the future in accordance with 15.04.606.040.A (Changes of Use). Uses that are nonconforming solely by reason of the absence of a Use Permit may become a conforming use by obtaining a Use Permit in accordance with 15.04.606.040.B (Absence of a Use Permit).

Expansion of nonconforming uses that expand the floor area of the use by more than 10% in the Plan Area requires an Administrative Use Permit in accordance with 15.05.606.040.C (Expansion of Nonconforming Uses) and 15.04.606.050 (Limited Exception for Nonconforming Industrial Uses in Specific Plan Areas). Such expansion of existing nonconforming industrial uses may typically be granted if such expansion can be tolerated by existing uses in the surrounding area and such expansion would not impede orderly development over the long term of the RBSP vision.

**Nonconforming Structures**

Nonconforming buildings or structures have the right to continue as provided by Section 15.04.606.070.A (Right to Continue) and the right to repair or restore as provided by Section 15.04.606.070.B (Right to Repair or Restore).

Nonconforming structures may be enlarged, extended, structurally altered, or repaired only under the following circumstances:

1. Alterations and enlargements that are consistent with the current requirements of the Transect Zone in which the structure is located only require Zoning Administrator approval in accordance with Section 15.04.606.070.C.

2. Alterations and enlargements that decrease the nonconforming nature of the structure with regards
to building siting, building type, and frontage and are generally consistent with the current requirements of the Transect Zone in which the structure is located may also only require Zoning Administrator approval provided that such alterations and enlargements would not impede orderly development over the long term of the RBSP vision.

3. Alterations and enlargements that do not decrease the nonconformity of the structure (such as alterations or extensions on top of existing nonconforming structural elements or features, or additions to rear, side, or front yards that do not bring the building closer to compliance with minimum required setbacks and/or build-to-lines) may be allowed with Planning Commission approval of a conditional use permit provided that such alterations and enlargements are compliant with the standards and requirements of this Chapter and such alterations or extensions would not impede orderly development over the long term of the RBSP vision.

**Restoration of Damaged Uses or Structures**

Nonconforming uses and structures damaged or destroyed by fire, explosion, earthquake, or natural disaster may be restored or rebuilt subject to the provisions in Section 15.04.606.080 (Restoration of Damaged Uses or Structures), except that:

1. Restoration when Damage Exceeds 75 Percent of Replacement Cost. The Planning Commission may approve a Conditional Use Permit for a structure to be rebuilt to the same size, extent, and configuration as previously existed, provided a finding that such rebuilding does not impede the orderly development over the long term of the RBSP vision can be made.
4.8 Parking And Transportation Demand Management Standards

4.8.1 OVERVIEW

This section includes standards applicable to all projects within the Plan area for automobile and bicycle parking, as well as participation in trip reduction strategies. The automobile parking standards begin with requirements for non-residential uses, followed by residential uses and then by regulations that are generally applicable and not based on land use. This is followed by bicycle parking and loading standards for all uses. The last sub-section institutes requirements related to establishment and participation in Transportation Demand Management (TDM) measures and the Transportation Management Association (TMA).

4.8.2 AUTOMOBILE PARKING REQUIREMENTS

Given the location of the Richmond Bay Specific Plan Area, it is unlikely that existing employers and potential new employers would be interested in developing facilities without on-site parking. Thus, given current market conditions, there is no need for the City to apply minimum off-street parking requirements.

To ensure that mode shift targets are met, maximum parking allowances are established for all uses. Parking maximums are one of the best insurance policies against excessive traffic.

Requirements for the maximum number of off-street parking spaces for projects have been developed for commercial and residential uses in the Richmond Bay Specific Plan Area with the long-term goal of developing an average parking supply rate of no more than 1.5 spaces per 1,000 square feet at full build-out. This ratio is consistent with long-term goal of reducing the drive-alone mode share for commute trips to the Plan Area to 50% or less.

Shared Parking

Where parking is referred to as “shared,” the intention is that it is designed and operated in a way that allows its use by those living or working on the property where the parking is provided, by those living nearby or employed in other area businesses, and by visitors to the area who are not there on a regular basis. The City will actively work with project developers to encourage and implement shared parking where feasible.

Change in Parking Ratios Over Time

It is assumed that parking demand will be higher in the early years of district development than in later years, based on aggressive area-wide implementation of TDM and achievement of vehicle trip reduction targets through stronger transit, bicycle and pedestrian facilities. Also, it is assumed that early projects will provide more parking to allow for sharing with adjacent uses. Over the long run, the total non-residential parking ratio should not be more than 1.5 spaces per 1,000 square feet. In the short run, individual projects may supply more off-street parking, up to 3.0 spaces per 1,000 square feet.

Where reserved parking is necessary, parking a limited number of spaces (as shown in Table 4.8A) may be reserved for residential tenants of a building or for off-site users at the property owner’s discretion. In shared parking spaces, signage designating specific users shall not be allowed.

Personal Electric Vehicle Infrastructure

Shared parking infrastructure should be built to be Electric Vehicle (EV) plug-in station-ready. At least four percent of the total number of parking spaces provided should be designated for Personal Electric Vehicles (PEVs), and parking areas should be planned with adequate space and infrastructure to accommodate additional future EV plug-in stations in order to match PEV proliferation goals set by the City of 17 percent of total spaces.
4.8.4 RESIDENTIAL PARKING STANDARDS

All residential uses are assumed to consist of multi-family units of various size and number of bedrooms. By having no minimum off-street parking requirement and a maximum number of allowable spaces, developers can build the right amount of parking to serve each development and take advantage of opportunities for shared parking where feasible.

For both residential rental and for-sale projects, no more than 2.0 spaces per unit shall be built, of which only 1.0 space may be reserved.

Charging for Parking Required:

1. Cost to be Unbundled: Payment for residential parking spaces shall be unbundled from the cost of rent or purchase.

2. Parking Pricing: All parking spaces shall be priced at an hourly, daily, or monthly rate as necessary to cover the cost to build, operate and maintain such parking.

3. Parking for Deed-Restricted Affordable Units: For deed-restricted affordable units, the payment for residential parking spaces shall be unbundled from the cost of rent or purchase of the residential unit. However the price charged to tenants of deed restricted affordable housing units for each parking space shall not exceed the cost of building, operating and maintaining such parking.

Carshare Parking

Once a carshare provider is present in the Richmond Bay Specific Plan area, the following shall apply:

1. One out of every 200 residential parking spaces provided shall be reserved for use by carsharing vehicles. For non-residential uses, one out of every 100 parking spaces provided shall be reserved for use by carsharing vehicles.

2. A limited number of on-street parking spaces may be restricted for use by shared vehicles owned by one or more carsharing services operating within the Plan Area.

On-street and off-street carsharing spaces may be redesignated as shared public parking if there is no longer a carsharing service provider present in the Specific Plan Area.

Technology for Shared Parking

Pay station technologies that accept credit cards, debit cards and pay-by-phone shall be installed in all shared parking facilities. Parking facilities shall have auditable payment and utilization technologies, including automated utilization counting and the ability to distinguish between different parking users, with utilization data updated and transmitted in real time for use by third parties. Parking facilities shall be designed and constructed to accommodate necessary current or future access controls.

Designated Parking Spaces

In addition to PEV spaces at least six percent of parking spaces provided shall be reserved for use by carpool/ vanpool vehicles.
4.8.6 TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

Establishment of TMA

The establishment and continuing maintenance of the Transportation Management Association (TMA) is a high implementation priority for the success of this plan. Projects that meet certain thresholds detailed in this chapter (4.8.7 – Transportation Demand Management Plan) would be required to join the TMA, while other property owners and tenants are encouraged to join and participate based on incentives and benefits that the TMA will offer.

The City shall work with private employers and property-owners, including the University of California/RBC, to establish a TMA with authority to implement the Richmond Bay Specific Plan requirements pertaining to trip reduction through transportation demand management (TDM). The City should be an ex-officio/non-voting member of the TMA given its monitoring and enforcement role identified in Section 4.8.8. Responsibilities and activities of the TMA shall include, but are not limited to:

- Operation of all shared parking subject to the TMA program, including active engagement to existing and future parking lot and garage owners to lease, sell, or make spaces publicly-accessible in order to be added to the district’s pool of shared parking;
- Providing signage, real-time information and other wayfinding mechanisms;
- Coordinating and offering programs to promote biking, walking and other trip reduction strategies;
- Data collection;
- Coordination of pricing for parking;
- Identification of one or more carshare providers, and locations in the Plan Area to be reserved for use by carshare vehicles;
- Establishment of bike share stations within the Plan Area as identified in Figure 3.19 (Existing and Proposed Bicycle Facility Network); and
- Administration of a carpool/vanpool ridematching service for affiliate employees;
- Working with AC Transit to reduce headways by at least 10 percent in the short term (3 to 5 years) and at least 30 percent in the long term (longer than 5 years);
- Working with AC Transit to establish Bus Rapid Transit (BRT) service to the Plan Area;
- Working towards a goal of providing half of the citywide goal of 400 daily commute trips through ferry service from residents and workers located within the Plan Area and the South Richmond PDA;
- Working to ensure that 75 percent of residents and employees within the Plan Area are within half a mile of a carshare location; and
- Working to establish a Neighborhood Electric Vehicle (NEV) network.

TMA Management and Oversight

The City should oversee the effectiveness of TMA programs, including TDM programs and services. The City’s role will be to set measurable goals, and then to monitor and evaluate TMA performance, and enforce TMA/TDM program requirements. If the TMA is failing to meet its goals (or those spelled out in the RBSP or other applicable plan), the City could choose to take on a greater role in TDM activities, possibly including implementation of new regulations or requirements.

TMA Membership Requirements

1. Prior to issuance of building permits, the applicant shall join the Transportation Management Association (TMA) and record a deed restriction agreeing to require all building tenants to become members of the TMA for not less than 25 years;

2. Prior to issuance of building permits, the applicant shall remit an additional payment to the TMA for the operation and maintenance of any shared parking facilities and implementation of vehicle trip reduction measures in an amount to be determined by resolution of the City Council in compliance with applicable law; and;

3. Required TMA membership shall be included as a separate line item in all applicable leases.

4.8.7 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

Applicability

All residential and nonresidential projects as described in Zoning Ordinance 15.04.612.020 (Transportation Demand Management - Applicability) shall be required to do the following:

1. The applicant and/or property owner shall join the TMA and shall ensure that all tenants are TMA
members for the first 25 years from the date of final inspection or certificate of occupancy.

2. The applicant shall submit for the approval of the Zoning Administrator of Planning and Community Development or his/her designee a Transportation Demand Management (TDM) Plan. The TDM Plan will be designed so the proposed package of measures will achieve the SOV mode split goal of 50% over time.

Based on the proposed employee density per 1,000 square feet for their site, a total daily vehicle trip cap will be established assuming a 50% SOV mode share and 10% carpool mode share, unless the applicant can demonstrate their proposed TDM program will likely result in a different mix of carpool and non-auto mode shares. In any case, the number of daily vehicle trips generated by the applicant land use, shall not exceed 55% of the total number of full time employees (FTE).

Required Baseline TDM Measures

A set of baseline TDM measures all applicants will need to implement has been established. However, each applicant will be given the flexibility to work with the City to combine required TDM measures with additional TDM measures best suited to their tenants/employees and location to meet the mode split goal. In limited circumstances, the City could consider allowing employer/property owners to provide funding for district-wide programs as part of their TDM Plan if it is not possible to achieve the 50% SOV reduction through a site specific TDM Plan.

Baseline TDM measures required for all new projects, include but are not limited to:

- Provide travel choice information to new employees: Provide a packet of information about alternatives to driving alone to the worksite, parking prices and policies, ridesharing and other non-auto options.
- Parking cashout: Encourage or require employers to provide employees with the option to receive a cash payment in lieu of an employer paid parking space (Note that employers may be exempt from parking cashout if they charge their employees the full cost of parking).
- Multimodal Wayfinding: Within the site, provide wayfinding signage facilitating internal circulation and access to nearby transit stops/stations, private and shared vehicle parking, bicycle parking, showers, lockers.
- AC Transit Eco-Pass: Through the TMA, all employers with more than 10 employees shall be required to purchase and distribute bulk-discounted transit passes for all full time employees primarily working at sites located within the Specific Plan area.
- Pre-tax Transit Pass Sales: For any employees choosing to commute regularly by BART, WETA Ferry, Caltrain, or Capitol Corridor rail transit, employers shall offer the option to pay for transit/ferry passes with pre-tax income (e.g. through the Commuter Checks program).
- Carpool/Vanpool Parking: Applicants shall provide priority parking locations (closest to the main entrance of buildings) for carpools and vanpool parking spaces provided as a share of all parking spaces, per 4.8.4.
- Shared bicycles: If a bikeshare service is not present in Richmond Bay Specific Plan Area, the applicant shall be encouraged to provide all tenants with access to a set of shared bicycles available for short-term use by employees. As an alternative, the TMA may establish and operate a limited employer bikeshare program, providing access to shared bikes for employees at establishments with 100 or more employees within the Plan Area.
- Telework/flexible work schedule program: To the extent feasible, employers shall permit employees to telecommute or work a flexible schedule to reduce the number of days per month that they must commute to and from the work place. Businesses shall also be encouraged to provide or utilize technology to facilitate video-conferencing with the purpose of facilitating telecommuting by employees and reducing business related vehicle travel to and from the Plan Area.
- Guaranteed ride home program: Enroll employees in program managed by the TMA, providing access to a guaranteed ride home by taxi or other means for employees who do not bring a motor vehicle to work in the event of an emergency or the need to work unscheduled overtime.
- Carpool matching services: The employee transportation coordinator shall facilitate carpool/vanpool ridematching, and/or provide information to the TMA to facilitate ridematching with employees of other affiliates.

Approval of TDM Plan

The applicant shall submit their TDM plan to the City for approval. The City may request additional program measures to ensure the proposed plan will achieve the 50% SOV employee mode share. The City may request an applicant hire a third party to review the TDM plan.
to determine its efficacy in achieving the mode share requirement.

**Application of TDM Requirements - Exceptions**

Because retail and other non-office commercial uses generate most of their traffic in off-peak times or the reverse peak direction, they shall not be subject to a specific mode split requirement.

**4.8.8 TRANSPORTATION IMPACT FEE (TIF)**

A Transportation Impact Fee (TIF) nexus study shall be completed for the RBSP Area, the South Richmond Transportation Connectivity Plan Area (bounded by the San Francisco Bay, Harbour Way, Ohio Street, San Pablo Avenue, and Central Avenue), or the City as a whole. All projects in the Richmond Bay Specific Plan Area shall provide payment of 100% of the fee amount recommended in the Transportation Impact Fee (TIF) fee nexus study.

TIF revenue collected from the Richmond Bay Specific Plan Area shall be dedicated to a list of multimodal transportation projects and programs that provide for access to and circulation within the Plan Area, directly supporting achievement of the goal that no more than 50% of commute trips to/from the Specific Plan Area be made by driving alone. Eligible expenditures include funding or additional public transit, ferry, and/or shuttle service to the area, TMA formation and operations, TMA monitoring and enforcement, bikesharing services, and other Transportation Demand Management program development and operations.
4.9 Supplemental Standards

4.9.1 GREEN BUILDING STANDARDS

All new buildings within the Plan Area shall, at a minimum, comply with the 2013 California Green Building Standards Code of Regulations, Title 24, Part 11 (CALGreen).

Residential Green Building Standards

If feasible, all new residential development shall be required to be Zero Net Energy (ZNE) by 2020, in order to meet the projected CALGreen requirements described in the state’s New Residential Zero Net Energy Action Plan 2015-2020.

Commercial Green Building Standards

If feasible, all new commercial buildings shall be ZNE by 2030. Prior to 2030, all new commercial development with structures over 10,000 square feet in size shall meet LEED certification standards for building design and construction (BD+C).

Individual projects should be encouraged to comply with a higher level of Green Building Standards as part of Development Agreements. This may include, but not be limited to, LEED ratings of Silver or higher, and compliance with LEED Pilot Credit 55: Bird Collision Deterrence, to reduce bird injury and mortality from in-flight collisions with buildings.

4.9.2 ENVIRONMENTAL CONDITIONS STANDARDS

At locations in the Plan Area where there has been environmental contamination from historical uses, residual contamination may remain in place in the subsurface, including under a cap, pursuant to regulatory oversight agency approval of a remediation plan and/or case closure that is consistent with and allows for the land uses in this Plan. In such locations:

1. Regulatory oversight agency-approved remedies, soil management plans, site management plans, engineering controls and institutional controls (“Regulatory Requirements”) must be complied with;
2. All applicable regulatory oversight agencies shall be contacted prior to work, as required under applicable Regulatory Requirements; and
3. At locations where residual contamination exceeds applicable screening levels, access to and contact with the subsurface shall be managed and limited to the extent necessary to protect human health and the environment, as follows:
   - Construction or subsurface utility maintenance activities involving disturbance of the subsurface shall be guided by applicable Regulatory Requirements, such as a site management plan or soil management plan that (i) addresses identification, handling, and appropriate reuse, onsite management, or disposal of contaminated soils and groundwater, and (ii) protects construction workers from any environmental hazards associated with residual contamination managed in place;
   - Post-construction contact with the subsurface shall be addressed through institutional and/or engineering controls specified in Regulatory Requirements. Examples of such controls include hardscaping and softscaping over clean fill that has been imported and placed over existing soils in a manner that prevents infiltration (as appropriate) or exposure to impacted soils; and,
   - All landscaping and the Agriculture uses specified in the Specific Plan (i.e., Community Gardens; Agriculture – Indoor, Outdoor, or Urban; Animal Husbandry) shall conform to Regulatory Requirements, including through institutional and/or engineering controls that prevent water infiltration (as appropriate) and/or exposure to impacted soils. Examples of such controls include the use of raised beds, the use of containers with bottoms, and planting directly in the ground only in imported clean fill material.

4.9.3 CONSTRUCTION STANDARDS

Future construction projects in the Plan area are subject to the following standards:

- All construction projects shall incorporate the most recent BMPs to reduce GHG emissions as indicated by the Air District. Construction projects shall also discourage the use of diesel-powered generators and give preference to the use of grid power;
- All construction projects shall incorporate the most recent BMPs to reduce particulate matter emissions as indicated by the Air District;
- Consistent with the Richmond 2030 General Plan EIR, construction and demolition activities that take place within the Plan area shall reduce energy use and air

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quality-related impacts, with the goal of reducing such impacts by 75 percent;

- All construction equipment shall operate on Tier 4 engines, or Tier 2 or Tier 3 engines with verified diesel emissions control strategies (VDECS), for the duration of construction activities;

- All construction equipment shall operate on renewable diesel for the duration of construction activities, to the extent commercially available. Renewable diesel is currently commercially available in Berkeley and Oakland; and

- Projects developed within the Plan Area shall work to divert 90 percent of construction and demolition waste originating from the Plan Area from landfills by 2030.

### 4.9.4 RENEWABLE ENERGY GENERATION

All new commercial development with structures over 10,000 square feet in size and new residential development with 10 or more dwelling units shall include installation of at least 1.5 kW of solar PV for each residence, or each 5,000 square feet of commercial structure. These requirements shall be waived or reduced, by the minimum extent necessary, where production of electric energy from solar panels is technically infeasible, for example due to lack of available and feasible unshaded areas, and/or for cases in which the City’s Design Review Board determines that an unacceptable aesthetic impact (an impact related to design or public views) would occur. The analysis and conclusions regarding the feasibility of project solar PV installations and the City’s review of these conclusions will ensure the projects are consistent with General Plan Policy EC-3.1.

For utility-provided electricity (e.g. not generated on-site via solar PV), commercial and residential buildings shall receive the maximum amount available from renewable sources through participation in Marin Clean Energy’s “Deep Green” program, or equivalent.

### 4.9.5 ADDITIONAL STANDARDS

#### Anti-idling Policy

Signage shall be posted along truck routes stating the State idling laws enforced by BAAQMD.

#### Electrification of Loading Docks

All new loading docks for retail, light industrial or warehouse uses shall be electrified, and all delivery trucks with Transportation Refrigeration Units shall be required to use electrification hook-ups. Signage shall be posted adjacent to loading docks stating this requirement.

#### Bird-Safe Buildings and Construction

Standards for Bird-Safe Buildings and Construction Management found in Article 15.04.608 (Performance Standards) of the Richmond Zoning Ordinance apply to the Plan Area.

#### Waste Reduction/Zero Waste

Projects developed within the Plan Area shall work to achieve a 75 percent solid waste diversion rate by 2020 and a 90 percent diversion rate by 2030 for all non-construction waste streams.

#### Mitigation Monitoring & Reporting Program

The Environmental Impact Report establishes additional standards as part of the Mitigation Monitoring & Reporting Program (MMRP), incorporated by reference in the Appendix.
Goal 3: Access to Open Space.

Encourage a system of connected neighborhood parks and open spaces, from small neighborhood-scaled parks and squares, to large open spaces that protect and provide access to the Bay Shoreline. Pursue opportunities for preservation and restoration of ecologically sensitive areas and support the ongoing cleanup of contaminated sites.

Expected Outcomes

• Increased open space that protects and provides access to the Bay shoreline.
• Clean up of underutilized and contaminated land for public open space and restored marshlands.
• Restoration, realignment and daylighting of Meeker Slough.
• Restoration of Baxter Creek.
• Development setbacks and regrading where appropriate to accommodate sea-level rise.

Priority Implementing Actions

| A3.1 | Work with the Union Pacific Railroad to facilitate a transfer of ownership for lands designated for open space (e.g., Hoffman Marsh, Stege Marsh) to the State Parks or East Bay Regional Park District as a condition of approval for development of the UP Parcel adjacent to I-580 and south of the Bayview Interchange. | ST |
| A3.2 | Initiate a discussion with the Bay Conservation and Development Commission (BCDC) to update the South Richmond Shoreline Special Area Plan to ensure that it is relevant and reflects the interests of both the City of Richmond and the BCDC. | ST |
| A3.3 | Work with the RBC to design welcoming interfaces between the campus and community at campus entrances, including those serving pedestrians and cyclists | O |
| A3.4 | Study the potential to restore and daylight additional portions of Meeker Slough to create the Creekside Greenway as a central green corridor through the Plan Area. | ST |
| A3.5 | Construct a pedestrian/bicycle bridge at the confluence of the Meeker and Regatta Sloughs to connect the Meeker Slough portion of the Bay Trail and the RBC. | ST |
| A3.6 | Monitor bicycle and pedestrian traffic on the Class I portions of the Bay Trail to ensure that there is adequate capacity to accommodate new residents and employees commuting to and from the South Shoreline area. | ST |

Key: I Immediately after Plan Adoption; ST Short Term, approximately up to/within seven years of Plan Adoption; O Ongoing
Public Private Projects. Public Private projects include those projects receiving financial aid, assistance, or funding from the City, including any public financing or contribution, such as loans, loan guarantees, tax credits, or infrastructure construction, valued at more than $100,000; Projects for which the City is transferring ownership of or leasing right to occupy any real property, including rights-of-way or street vacation, whether at or below market rate; and projects for which the City is entering into a development agreement.

Q. Definitions.
No specialized terms beginning with the letter Q are defined at this time.

R. Definitions.
Research and Development (R&D) Building. A building type. See Section 4.3 (Building Type Standards) for a description of and regulations for this building type.

Residential. Enclosed space with a minimum 400 gross square feet used primarily for human habitation.

S. Definitions.
Setback. The area between a property line and a building or structure which must be kept clear or open.

Shared Parking. Any parking spaces assigned to more than one use, where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Shopfront. A frontage type. See Section 4.4 (Frontage Type Standards) for a description of and regulations for this private frontage.

Shoreline Promenade. A civic space type. See Section 4.5 (Civic Space Standards) for a description of and regulations for this civic space type.

Stoop. A frontage type. See Section 4.4 (Frontage Type Standards) for a description of and regulations for this private frontage.

Storefront. The portion of a frontage that is composed of the display window and/or entrance and its components including windows, doors, transoms and sill pane that is inserted into various frontage types, such as a shopfront or gallery, to accommodate retail.

Story. A habitable floor level within a building, typically 8 feet to 14 feet high from floor to ceiling. The number of stories is measured from the sidewalk of the primary street.

Story, Half. A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows and occupying about half the area of the floor or floors below.

Structure. Anything constructed or erected, which requires a fixed location on the ground, or is attached to something having a fixed location on the ground. For the purposes of this Specific Plan, the term “structure” includes buildings, and tents, but does not include swimming pools.


Substantial Conformance. Substantial conformance shall mean physical improvements to the existing development site which constitute the greatest degree of compliance with this Specific Plan that can be attained without causing or creating any of the following conditions:

- The demolition or reconstruction of existing buildings or other significant structures (except signs); or
- The cessation of the existing conforming use, or the preclusion of any other lawful, permitted use;
- The creation of new nonconforming conditions.

T. Definitions.


Terrace. A frontage type. See Section 4.4 (Frontage Type Standards) for a description of and regulations for this private frontage.

Temporary Parking Lots. Parking lots that are not permanent and are only intended to fulfill a short-term need and will ultimately be replaced by a permanent building or structure.
**Town/Gown.** A mutually beneficial physical relationship between the non-academic population of a city (“town”) and the community and activities of a university (“gown”).

**Townhome.** A building type. See Section 4.3 (Building Type Standards) for a description of and regulations for this building type.

**Transect.** A geographical cross-section of a region used to reveal a sequence of environments. For human environments, this cross section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. Transects form the basis for organizing the components of the built world, including building, lot, land use, street, and all of the other physical elements of the human habitat.

**Transect Zone.** Transect zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the transect scale.

**Transit Station.** A lot, or structure used for the purpose of parking, loading, unloading of passengers from light-rail, train, or bus transportation. May include parking facilities and other commercial amenities to service transit.

**Transit Stop.** Locations designated by the applicable transit authority in which patrons may access or exit from regularly scheduled BART, bus, ferry, or other service.

**Transparency, Ground-floor.** See measurements.

**U. Definitions.**
No specialized terms beginning with the letter V are defined at this time.

**V. Definitions.**
VDEC. Verified diesel emissions control strategies are diesel exhaust retrofits installed and maintained on diesel engines to comply with applicable emissions regulations.

**W. Definitions.**
Walkshed. A defined area within which one can access a variety of amenities on foot with ease within a limited period of time (five minutes) and distance (1/4 mile).

**X. Definitions.**
No specialized terms beginning with the letter X are defined at this time.

**Y. Definitions.**
No specialized terms beginning with the letter Y are defined at this time.

**Z. Definitions.**
Zero Net Energy (ZNE). A building with zero net energy consumption, meaning the total amount of energy used by the building on an annual basis is roughly equal to the amount of renewable energy created on the site.
7.2 2030 General Plan Land Use Map Amendment

### 7.2.1 EXISTING LAND USE DESIGNATIONS

The Plan Area incorporates two Change Areas described in General Plan 2030. Change Area 15 measures 83 acres and was designated Medium Intensity Mixed-Use (Commercial Emphasis) west of Marina Bay Parkway. The eastern portions of Change Area 15 and Change Area 16, measure 276 acres and were designated Business/Light Industrial. The Plan Area also includes 68 acres of Open Space land use south of Baxter Creek along the Bay shoreline, as well as the northern parcels of the High Intensity Mixed-Use (major Activity Center) along Marina Way and Regatta Boulevard. General Plan 2030 articulated the following with regards to the land use classifications, described below and shown in Figure 7.1.

**Medium-Intensity Mixed-Use (Commercial Emphasis)** includes mixed use development with commercial or office/light industrial uses encouraged at street-level along corridors. This classification is distinguished from the Medium-Density Mixed-Use (Residential Emphasis) land use classification in that it allows residential-only or commercial-only development. Residential uses may include condominiums, townhouses, or apartments and commercial uses may include small to large-scale retail or office. New development must have a pedestrian-oriented building design with minimal setbacks and parking located to the sides or rear of buildings preferred.

**Business/Light Industrial** includes commercial and institutional uses such as large-scale research and development campus, light industrial, industrially-related storage and distribution, and office uses.

**High-Intensity Mixed Use (Major Activity Center)** includes mid and high-rise mixed-use development at major activity centers to serve the community and region. Office, retail, entertainment and residential uses are allowed. Areas with this designation are characterized by streets with minimal setbacks, wide sidewalks and public spaces that cater to pedestrians and transit riders.

**Open Space** includes wetlands, mudflats, creek corridors and other natural preservation areas, as well as private lands deed-restricted for open space preservation. Public access should be allowed where appropriate. Except in delineated wetlands and other resource preservation areas, uses permitted in the Parks and Recreation designation (small-scale recreation-supporting uses such as rental shops, bike repair facilities, small restaurants, interpretation centers and museums) are allowed.

### 7.2.2 PROPOSED LAND USE DESIGNATION

The RBSP process established a more detailed land use strategy for the Plan Area through an iterative community process. The proposed land use classification is described below and shown in Figure 7.2.

**Richmond Bay Specific Plan (RBSP).** Includes a series of pedestrian-oriented, mixed-use neighborhoods that integrate a mixture of research and development and commercial activities with medium to high density residential uses consistent with the RBSP.

The University of California (UC) owns properties at 1301 South 46th Street and 3300 Regatta Street within Change Area 16 totaling approximately 143 acres. In 2014 UC Berkeley and the Lawrence Berkeley National Laboratory (LBNL) jointly prepared a "Long Range Development Plan" (LRDP) to develop the Richmond Bay Campus (RBC), which is anticipated to include over 5.4 million square feet of research and development facilities. As a state entity, UC is not subject to local land use controls; this area is excluded from the RBSP land use designation.

The RBSP land use designation also includes an approximately 15-acre upland parcel (APN#560010043) along Harbor Boulevard and adjacent to Change Area 16 that was designated Open Space in General Plan 2030. This change is intended to align the land use and zoning designations for this area. Section 3.3.5 of the RBSP establishes this site as a Special Planning Area subject to further discretionary action.

The Transect Zone standards described in Section 4.2 implement the RBSP land use designation.
Richmond General Plan 2030 Land Use

Figure 7.1: Richmond General Plan 2030 Land Use for the RBSP project area

<table>
<thead>
<tr>
<th>Richmond General Plan 2030 Land Use</th>
<th>Medium Intensity Mixed-Use (Commercial Emphasis)</th>
<th>High Intensity Mixed-Use (Major Activity Center)</th>
<th>Business / Light Industrial</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond Bay Specific Plan Area</td>
<td>Richmond Bay Specific Plan Area: 83 acres</td>
<td>Richmond Bay Specific Plan Area: 9.5 acres</td>
<td>Richmond Bay Specific Plan Area: 207.2 acres</td>
<td>Richmond Bay Specific Plan Area: 68.3 acres</td>
</tr>
<tr>
<td>Density (dwelling units per acre)</td>
<td>Density (dwelling units per acre): 50 max.</td>
<td>Density (dwelling units per acre): 125 max.</td>
<td>Density (dwelling units per acre): N/A</td>
<td>Density (dwelling units per acre): N/A</td>
</tr>
<tr>
<td>Intensity (floor area ratio)</td>
<td>Intensity (floor area ratio): 0.25 to 2.0</td>
<td>Intensity (floor area ratio): 1.0 to 5.0</td>
<td>Intensity (floor area ratio): 0.25 to 3.0</td>
<td>Intensity (floor area ratio): 0.5 max.</td>
</tr>
</tbody>
</table>
Figure 7.2: RBSP Land Use

Table 7.1: RBSP Specific Plan

<table>
<thead>
<tr>
<th>Richmond Bay Specific Plan Area</th>
<th>358 acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density (dwelling units per acre)</td>
<td>25-150</td>
</tr>
<tr>
<td>Intensity (floor area ratio)</td>
<td>1.0-5.0&lt;sup&gt;1,2,3&lt;/sup&gt;</td>
</tr>
<tr>
<td>Building height</td>
<td>15' to 85'</td>
</tr>
</tbody>
</table>

1 FAR for Civic Spaces shall not exceed .5
2 Density and Intensity may be further specified in a Development Agreement
3 Floor Area Ratio (FAR) denotes building intensity for non-residential uses and mixed-use buildings
## Goal A3 - Increased Public Open Space

<p>| A3.1 | Work with the Union Pacific Railroad to facilitate a transfer of ownership for lands designated for open space (e.g., Hoffman Marsh, Stege Marsh) to the State Parks or East Bay Regional Park District as a condition of approval for development of the UP Parcel adjacent to I-580 and south of the Bayview Interchange. | Short Term | Engineering / Caltrans |
| A3.2 | Initiate a discussion with the Bay Conservation and Development Commission (BCDC) to update the South Richmond Shoreline Special Area Plan to ensure that it is relevant and reflects the interests of both the City of Richmond and the BCDC. | Short Term | Planning/BCDC |
| A3.3 | Work with the RBC to design welcoming interfaces between the campus and community at campus entrances, including those serving pedestrians and cyclists | Ongoing | Engineering / Caltrans |
| A3.4 | Study the potential to restore and daylight additional portions of Meeker Slough to create the Creekside Greenway as a central green corridor through the Plan Area. | Short Term | Planning / Engineering |
| A3.5 | Construct a pedestrian/bicycle bridge at the confluence of the Meeker and Regatta Sloughs to connect the Meeker Slough portion of the Bay Trail and the RBC. | Short Term | Engineering / RBC |
| A3.6 | Monitor bicycle and pedestrian traffic on the Class I portions of the Bay Trail to ensure that there is adequate capacity to accommodate new residents and employees commuting to and from the South Shoreline area. | Short Term | Planning / Engineering / ABAG / EBRPD |
| A3.7 | Ensure ease of access for pedestrians and bicyclists between public streets and trails (including the Bay Trail) and the circulation network on the Richmond Bay Campus. | Short Term | Planning / Engineering / ABAG / RBC |
| A3.8 | Study the need and potential for a flood protection embankment along Meeker Slough in Sub-Area 2 to prevent inundation from sea level rise. | Medium Term | Engineering |
| A3.9 | Construct a pedestrian/bicycle bridge over Marina Bay Parkway parallel to the south side of the Moody Underpass. | Medium - Long Term | Engineering |
| A3.10 | Coordinate park improvements with new development to ensure adequate open space is available for residents and employees upon occupancy of new development. | Medium &amp; Long Term | Engineering / Caltrans |</p>
<table>
<thead>
<tr>
<th>GP Goals and Policy</th>
<th>How is it addressed</th>
<th>Specific Plan Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal CF 2: Efficient Use and Adequate Maintenance of Facilities and Infrastructure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CF 2.1: Joint-Use and Co-Location</td>
<td>The Plan encourages joint use or co-location of civic spaces that are both public and private facilities to maximize educational, cultural and recreational opportunities.</td>
<td></td>
</tr>
<tr>
<td><strong>Goal CF 3: Green and Sustainable Standards and Practices</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CF 3.1: Green Facilities</td>
<td>The Plan incentivizes sustainable practices and approaches in planning, design, construction, renovation and maintenance of public facilities, including LEED certified building, stormwater managements, compact, walkable urban environment, Transportation demand management programs.</td>
<td>Section 4.9.1 Green Building Standards</td>
</tr>
<tr>
<td>CF 3.2: Green Infrastructure and Landscape</td>
<td>The Plan requires ecologically-sensitive approaches in landscaping, stormwater drainage, groundwater recharge and flood control where appropriate.</td>
<td></td>
</tr>
<tr>
<td><strong>Energy and Climate Change</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Goal EC 3: Sustainable and Efficient Energy Systems</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EC 3.1: Renewable Energy</td>
<td>The Plan requires new development to install solar panels and to purchase renewable energy where feasible.</td>
<td>Section 4.9.4 Renewable Energy Generation</td>
</tr>
</tbody>
</table>
7.5 Levee Construction and Feasibility

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Select Fill</td>
<td>28,630</td>
<td>LCY</td>
<td>$34.30</td>
<td>$982,009</td>
</tr>
<tr>
<td>Hauling (30 mph, Cycle 8 mi)</td>
<td>28,630</td>
<td>LCY</td>
<td>$10.05</td>
<td>$287,588</td>
</tr>
<tr>
<td>Rip Rap (18” min thickness)</td>
<td>6,698</td>
<td>SY</td>
<td>$127</td>
<td>$853,297</td>
</tr>
</tbody>
</table>

Subtotal Levee Costs: $2,122,894
25% Contingency: $530,724
Total Levee Costs: $2,654,000

7.5.1 CONSTRUCTION ASSUMPTIONS

Crest Elevation = 18.5 ft
Ground Elevation = 14.0 ft
Inboard Side Slope = 4:1
Outboard Side Slope = 6:1
Top Width = 40.0 ft
Length = 2,200 ft

Figure 7.3: Illustrative levee location alternatives. See following pages for detailed sections.
Levee Option A: Levee Exists Partially within ROW (Shoreline Road)

<table>
<thead>
<tr>
<th>Application</th>
<th>Public Frontage Assembly</th>
<th>Levee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement Type</td>
<td>Frontage Type</td>
<td>Commercial street</td>
</tr>
<tr>
<td>Design Speed</td>
<td>Drainage Collection Type</td>
<td>Curb and gutter</td>
</tr>
<tr>
<td>Overall Widths</td>
<td>Planter Type</td>
<td>4’x4’ Tree well</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>Landscape Type</td>
<td>Trees @ 30’ o.c. avg.</td>
</tr>
<tr>
<td>Outside of ROW</td>
<td>Lighting Type</td>
<td>Post or column</td>
</tr>
<tr>
<td>Pavement</td>
<td>Walkway Type</td>
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</tr>
<tr>
<td>Traffic Lanes</td>
<td>Sidewalk</td>
<td>10-12’</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>Promenade</td>
<td>12’</td>
</tr>
<tr>
<td></td>
<td>Curb Type</td>
<td>Square</td>
</tr>
<tr>
<td></td>
<td>Levee length</td>
<td>2,200 ft</td>
</tr>
<tr>
<td></td>
<td>Inboard Side Slope at 4:1</td>
<td>18’</td>
</tr>
<tr>
<td></td>
<td>Outboard Side Slope at 6:1</td>
<td>27’</td>
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</table>

Levee Option A: Levee Exists Partially within ROW (Shoreline Road)
Levee Option B: Levee Exists Outside of ROW (Shoreline Road)

<table>
<thead>
<tr>
<th>Application</th>
<th>Levee</th>
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</thead>
<tbody>
<tr>
<td>Movement Type</td>
<td>Inboard Side Slope at 4:1</td>
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<tr>
<td>Design Speed</td>
<td>Outboard Side Slope at 6:1</td>
</tr>
<tr>
<td>Overall Widths</td>
<td>Levee length</td>
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<tr>
<td>Right-of-Way</td>
<td>80’</td>
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<td>Outside of ROW</td>
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<tr>
<td>Pavement</td>
<td>29’</td>
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<tr>
<td>Lane Assembly</td>
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</tr>
<tr>
<td>Traffic Lanes</td>
<td>2@10’</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>2@7’</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>2@6’ with 4’ buffer</td>
</tr>
<tr>
<td>Public Frontage Assembly</td>
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<td>Frontage Type</td>
<td>Commercial street</td>
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<tr>
<td>Drainage Collection Type</td>
<td>Curb and gutter</td>
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<tr>
<td>Planter Type</td>
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</tr>
<tr>
<td>Landscape Type</td>
<td>Trees @ 30’ o.c. avg.</td>
</tr>
<tr>
<td>Lighting Type</td>
<td>Post or column</td>
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<td>Walkway Type</td>
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<tr>
<td>Sidewalk</td>
<td>12-14’</td>
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<tr>
<td>Promenade</td>
<td>12’</td>
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<tr>
<td>Curb Type</td>
<td>Square</td>
</tr>
</tbody>
</table>

Chapter 7: Appendix
7.6 References

The following documents and resources were generally consulted and referenced in the creation of this plan:


University of California. RBC/BGC Long Range Development Plan (LRDP), May 2014. [http://bgc.berkeley.edu/archive.html]