

Richmond Bay Specific Plan  
Errata Sheet

| 7 November 2016

## P. 1-2

*Figure 1.1: Bird's eye view of Sub-Area 4 adjacent to the Richmond Bay Campus*

## P. 1-4

### 1.3.1 LOCATION AND OVERVIEW

Immediately adjacent to the Campus Bay Business Park is the ~~136~~143-acre site for the planned Berkeley Global Campus (BGC) at Richmond Bay (see Section 1.3.3), which includes existing research facilities and undeveloped land supporting natural resource conservation.

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)~~ ~~Berkeley Global Campus (BGC) at Richmond Bay (See Section 1.3.3)~~ which includes existing research facilities and undeveloped land supporting natural resource conservation.

## P. 1-16

### 1.5.2 RICHMOND PLANS AND REGULATORY DOCUMENTS

#### **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 ~~156~~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.

#### **Richmond Zoning Ordinance**

Chapter ~~45~~ 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 ~~54~~. Should any conflict exist between standards found in this Specific Plan and those found in the Richmond Zoning Ordinance, this Specific Plan shall govern.

## P.1-17

#### **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.

## P.2-11

<sup>2</sup> *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.*

## P.3-4

Bridging Interstate 580 to provide direct access for pedestrians and bicycles between ~~the Zeneca/Seaport Neighborhood~~ Sub-Area 4 and the El Cerrito Del Norte BART Station.

## P.3-6

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.

Large block with surface parking on the interior; 1-2 story buildings; limited industrial or R&D land uses.

Two blocks created by the addition of a secondary street; 2 story buildings hold the street edge, surface parking on the interior; limited industrial, R&D or business land uses.

Two blocks divided by an alley; central shared parking lot; 1-2 story buildings; limited industrial, R&D, or office land uses.

## P.3-10

### 3.3.1 OVERVIEW

This section of the Specific Plan provides illustrative descriptions of the vision illustrations to describe 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. response and is reflective of market, housing, and infrastructure needs and conditions.

## P.3-14

**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.

## P.3-24

*Figure 3.14: Aerial view of ~~the Zeneca/Seaport Neighborhood~~ Sub-Area 4 from the south*

## P.3-25

Future development in Sub-Area 4 ~~and the Harbor Front Tract in particular~~ 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.

## P. 3-26

*Figure 3.15: Illustrative plan detail for the shoreline of Sub-Area 4 east of 49th Street. All or portions of the existing drainage lagoons are preserved and restored, and the Shoreline Promenade (see Section 4.5.7) provides shoreline access between the Bayview interchange and the RBC. The existing ~~levy~~ levee south of the drainage ponds could be improved to provide the Shoreline Promenade connection. The Shoreline Street is shown extending west of 49th Street to the RBC.*

### Sub-Area 4 Special Planning Area

South of the Bayview interchange, approximately ~~15-15~~ 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, ~~and the land uses and height limits can generally conform to the R&D Special District,~~ 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.

**P. 3-26**

**Special Planning Area.** The area south of the Bay View Interchange between I-580 and the Bay has been designated as a Special Planning Area. The conceptual proposal illustrates a ~~bed & breakfast~~/hotel/motel, restaurant, and winery facility.

**P. 3-50**

**Flexibility with Existing Non-Conforming Uses**

Section 4.7.2-3 provides standards and policies for nonconforming uses and structures which allow nonconforming activities to continue, although with certain restrictions designed to ensure that they do not impede development of the Plan Area consistent with the Specific Plan vision. The Plan Area has been in transition since the closure of the shipyards after the second World War. The phasing strategy assumes that existing non-conforming uses will continue to transition when market forces direct them to do so.

**P. 3-52**

<b>Short-Term Implementation Program by Sub-Area</b>					
	<b>Sub-Area 1</b>	<b>Sub-Area 2</b>	<b>Sub-Area 3</b>	<b>Sub-Area 4</b>	<b>Total</b>
R&D/Business/Service	680,000 sf	100,000 sf	0 sf	1,330,000 sf	2,110,000 sf
Retail (ground floor)	110,000 sf	130,000 sf	0 sf	170,000 sf	410,000 sf
<u>Residential</u> <sup>1</sup>	210 units	865 units	0 units	440 units	1,515 units <sup>1</sup>
<u>Open Space</u> <sup>2</sup>	0 acres	<u>2.5 acres</u>	0 acres	<u>31 acres</u>	<u>107.5 acres</u> <sup>2</sup>

<sup>1</sup> 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.

<sup>2</sup> Total Open Space includes areas of the Meeker Slough Wetlands, Stege Marsh, and Hoffman Marsh within the Plan Area (~~112.374~~ acres).

**P. 3-53**

<b>Mid-Term Implementation Program by Sub-Area</b>					
	<b>Sub-Area 1</b>	<b>Sub-Area 2</b>	<b>Sub-Area 3</b>	<b>Sub-Area 4</b>	<b>Total</b>

R&D/Business/Service	1,030,000 sf	100,000 sf	1,130,000 sf	1,330,000 sf	3,590,000 sf
Retail (ground floor)	110,000 sf	130,000 sf	0 sf	170,000 sf	410,000 sf
Residential <sup>1</sup>	210 units	1,330 units	0 units	560 units	1,900 units <sup>1</sup>
Open Space <sup>2</sup>	0 acres	10.7 acres	1.4 acres	<u>34.6 acres</u>	<u>120.7 acres<sup>2</sup></u>

<sup>1</sup> 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.

<sup>2</sup> Total Open Space includes areas of the Meeker Slough Wetlands, Stege Marsh, and Hoffman Marsh within the Plan Area (~~112.374~~ acres).

## P. 3-54

Long-Term Implementation Program by Sub-Area					
	Sub-Area 1	Sub-Area 2	Sub-Area 3	Sub-Area 4	Total
R&D/Business/Service	1,870,000 sf	140,000 sf	1,560,000 sf	2,120,000 sf	5,690,000 sf
Retail (ground floor)	270,000 sf	130,000 sf	0 sf	320,000 sf	720,000 sf
Residential <sup>1</sup>	1,160 units	1,330 units	0 units	1,590	4,080 units
Open Space <sup>2</sup>	12.8 acres	10.7 acres	1.4 acres	<u>48.6 acres</u>	<u>147.5 acres<sup>2</sup></u>

<sup>1</sup> 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.

<sup>2</sup> Total Open Space includes areas of the Meeker Slough Wetlands, Stege Marsh, and Hoffman Marsh in and around the Plan Area (~~112.374~~ acres).

## P. 4-4

<sup>1</sup> Where 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.

## P. 4-6

### T5 Neighborhood T5N(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.

### T5 Main Street T5MS(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.

### Special District R&D SD:R&D

### Intent

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 light-limited industrial uses within the project area.

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.

### Desired 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

5-8 Story Buildings (4 within the SPA)

## P. 4-8

Accessory Uses <sup>Z</sup>	P	P	P	P	P
<b>Retail, Commercial, and Office</b>					
Animal Sales and Services:					
Boarding Kennel	–	AUP	AUP/P <sup>3</sup>	AUP	<u>AUP/CUP<sup>6</sup></u>
Clinic/Hospital	–	AUP	AUP/P <sup>3</sup>	P	<u>P/CUP<sup>6</sup></u>
Grooming	–	AUP	P	P	<u>P/ CUP<sup>6</sup></u>
Retail Sales (Pet Shops)	–	AUP	P	P	<u>P/ CUP<sup>6</sup></u>
Veterinary Services	–	AUP	AUP/P <sup>3</sup>	P	<u>P/ CUP<sup>6</sup></u>

### End Notes

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

<sup>1</sup> See Richmond Zoning Ordinance for use type definitions.

<sup>2</sup> If use is on upper floor(s) or behind an allowed ground-floor use

<sup>3</sup> ~~Permit requirements for use-Use classification efor useuse~~ on ground-floor / ~~Permit requirements for use-Use classification efor useuse~~ on upper floor(s) or behind an allowed ground-floor use.

<sup>4</sup> Allowed only as an accessory to a primary use.

<sup>5</sup> May be a stand-alone use or a component of a mixed-use project.

<sup>6</sup> Use classification for use in SD:R+D zone / Use classification for use in SD:R+D SPA.

<sup>7</sup> See Zoning Ordinance Section 15.04.601.010 for standards for Accessory Uses and Structures.

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<b>Retail, Commercial, and Office (continued)</b>					
Auto Vehicle Sales and Services:					
Alternative Fuels and Recharging Facility	-	-	AUP	AUP	<u>AUP/-<sup>5</sup></u>
Automobile Rentals	-	-	AUP	AUP	<u>AUP/-<sup>5</sup></u>
Automobile/Vehicle Repair, Minor	-	AUP	AUP	AUP	<u>AUP/-<sup>5</sup></u>
Automobile/Vehicle Repair, Major	-	CUP	CUP	CUP	<u>CUP/-<sup>5</sup></u>
Automobile/Vehicle Washing	-	-	AUP	AUP	<u>AUP/-<sup>5</sup></u>
Service Stations	-	-	-	CUP	<u>CUP/-<sup>5</sup></u>
Banks and Financial Institutions:					
Bank and Savings and Loan	-	AUP	P	P	<u>P/-<sup>5</sup></u>
Nontraditional Financial	-	CUP	CUP	AUP	<u>AUP/-<sup>5</sup></u>
Business Services	-	AUP	P	P	<u>P/CUP<sup>5</sup></u>
Catering Service	-	AUP	AUP	AUP	<u>P/CUP<sup>5</sup></u>
Commercial/ Recreation and Entertainment:					
Cinema, Theatre	-	<u>CUP</u>	<u>CUP</u>	<u>CUP</u>	<u>CUP/-<sup>5</sup></u>
Small-scale Facility ≤5,000 sf	-	<u>CUP</u>	<u>AUP/P<sup>3</sup></u>	<u>AUP</u>	<u>AUP/CUP<sup>5</sup></u>
Large-scale Facility >5,000 sf	-	<u>CUP</u>	<u>CUP</u>	<u>CUP</u>	<u>CUP/-<sup>5</sup></u>
<b>Retail, Commercial, and Office (continued)</b>					



Eating and Drinking Establishments:					
Bars/Night Clubs/Lounges	-	CUP	AUP	AUP	<u>AUP/CUP<sup>5</sup></u>
Restaurants, Limited or Full Service	-	AUP	P	AUP	<u>AUP/CUP<sup>5</sup></u>
Outdoor Dining and Seating	-	P	P	P	<u>P/CUP<sup>5</sup></u>
Finance, Insurance and Real Estate Services	-	AUP	P	P	<u>P/CUP<sup>5</sup></u>
Food and Beverage Sales: <sup>4</sup>					
Convenience Markets <u>≤5,000 sf</u>	-	CUP	<u>P</u>	<u>P</u>	<u>P/CUP<sup>5</sup></u>
<u>Convenience Markets &gt;5,000 sf</u>	=	<u>CUP</u>	<u>CUP</u>	<u>CUP</u>	<u>P/-<sup>5</sup></u>
Farmer's Markets	P	P	P	P	AUP
General Markets	-	CUP	P	P	<u>P/-<sup>5</sup></u>
Liquor Stores	-	CUP	CUP	CUP	<u>CUP/-<sup>5</sup></u>
Outdoor Vendors	-	-	AUP	AUP	CUP
Funeral and Interment Services	-	CUP	AUP	AUP	<u>AUP/CUP<sup>5</sup></u>
Live/Work	-	P	AUP	P	<u>AUP/CUP<sup>5</sup></u>
Instructional Services	-	P	P <sup>2</sup>	AUP/P <sup>3</sup>	<u>P/CUP<sup>5</sup></u>
Maintenance and Repair Services	-	-	-	AUP	<u>AUP/CUP<sup>5</sup></u>
Media Production	AUP	P	AUP <sup>2</sup>	P	<u>P/CUP<sup>5</sup></u>

**End Notes**

Uses not listed are specifically prohibited unless the Zoning Administrator interprets that a

use is consistent pursuant to this Specific Plan.

<sup>1</sup> See Richmond Zoning Ordinance for use type definitions.

<sup>2</sup> ~~If use is~~ Use classification for use on upper floor(s) or behind an allowed ground-floor use

<sup>3</sup> ~~Permit requirements~~ Use classification for use on ground-floor / ~~Permit requirements~~ Use classification for use on upper floor(s) or behind an allowed ground-floor use.

<sup>4</sup> Retail establishments selling alcoholic beverages are subject to Richmond Zoning Code 15.04.610.050.

<sup>5</sup> Use classification for use in SD:R+D zone / Use classification for use ~~for use~~ in SD:R+D SPA. Permit requirement if ≤ 5,000 sf in area/Permit requirement if > 5,000 sf in area

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Retail, Commercial, and Office (continued)					
Mobile Vending Unit	–	AUP	AUP	AUP	<u>AUP/CUP<sup>4</sup></u>
Offices	–	AUP	P <sup>2</sup>	P	<u>P/CUP<sup>4</sup></u>
<del>Medical and Dental</del>					
<del>Walk-In Clientele</del>					
Parking Facility, Commercial	–	–	P <sup>2</sup>	P <sup>2</sup>	<u>AUP/–<sup>4</sup></u>
Personal Services, except	–	AUP	P	P	<u>P/CUP<sup>4</sup></u>
Health/Fitness Facility	–	AUP	P <sup>2</sup>	AUP/P <sup>3</sup>	<u>P/CUP<sup>4</sup></u>
Printing and Publishing	AUP	P	AUP <sup>2</sup>	P	<u>P/CUP<sup>4</sup></u>
Retail Sales:					
General Retail Sales, ≤25,000 sf	–	AUP	P	P	<u>P/CUP<sup>4</sup></u>

General Retail Sales, >25,000 sf	-	-	AUP	AUP	<u>AUP/-<sup>4</sup></u>
Secondhand Dealers	-	CUP	CUP	AUP	<u>AUP/-<sup>4</sup></u>
Transient Lodging:					
Bed and Breakfast Lodging	P	P	P <sup>2</sup>	P	CUP
Hotel and Motel	AUP	AUP	P <sup>2</sup>	P	<u>AUP/CUP<sup>4</sup></u>
Accessory Short-Term Rentals ("Home-shares")	P	P	P <sup>2</sup>	P	<del>PP</del>
<b>Institutional and Community Facilities</b>					
College and Trade School	CUP	CUP	CUP	CUP	CUP
Community Assembly	CUP	AUP	AUP <sup>2</sup>	AUP	<u>AUP/-<sup>4</sup></u>
Cultural Facility	CUP	AUP	AUP <sup>2</sup>	AUP	<u>AUP/CUP<sup>4</sup></u>
Day Care <sup>6</sup>	CUP	AUP	AUP <sup>2</sup>	AUP	CUP
Emergency Shelter	CUP	CUP	CUP <sup>2</sup>	CUP	<u>CUP/-<sup>4</sup></u>
Government Buildings	CUP	AUP	AUP	AUP	<u>P/CUP<sup>4</sup></u>
Hospitals and Clinics					
Hospital <sup>6</sup>	-	-	-	CUP	<u>CUP/-<sup>4</sup></u>
Clinic	-	AUP	AUP <sup>2</sup>	AUP	<u>AUP/CUP<sup>4</sup></u>
Skilled Nursing Facility	-	CUP	P <sup>2</sup>	P <sup>2</sup>	<u>P/CUP<sup>4</sup></u>
Park and Recreation Facility	-	CUP	AUP <sup>2</sup>	AUP	AUP
Public Safety Facility	CUP	CUP	AUP	AUP	<u>AUP/-<sup>4</sup></u>

School <sup>5,6</sup>	CUP	CUP	CUP	CUP	CUP
Social Service Center	CUP	CUP	CUP <sup>2</sup>	CUP	CUP

**End Notes**

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

<sup>1</sup> See Richmond Zoning Ordinance for use type definitions.

<sup>2</sup> ~~If use is~~ Use classification of use for use on upper floor(s) or behind an allowed ground-floor use

<sup>3</sup> ~~Permit requirements~~ Use classification for use on ground-floor / ~~Permit requirements~~ Use classification for use on upper floor(s) or behind an allowed ground-floor use.

<sup>4</sup> Use classification for use for use in SD:R+D zone / Use classification for use for use in SD:R+D SPA.

<sup>5</sup> Use not allowed on Lot 3 of Zeneca site in Sub-Area 4.

<sup>6</sup> 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.

**P. 4-11**

Artisan/Small-scale Manufacturing	-	P	-	AUP/P <sup>3</sup>	<u>P/CUP<sup>6</sup></u>
Artist's Studio					
Studio-Light	AUP	P	AUP	P	<u>P/CUP<sup>6</sup></u>
Studio-Heavy	-	P	AUP	P	<u>AUP/-<sup>6</sup></u>
Commercial Kitchen	-	-	AUP	AUP	<u>AUP/CUP<sup>6</sup></u>
Industrial					

Limited	-	<u>AUP</u>	-	AUP/P <sup>3</sup>	<u>P/-<sup>6</sup></u>
General	-	-	-	-	-
Recycling Facilities					
Collection Facilities	AUP	AUP	AUP	AUP	<u>P/CUP<sup>6</sup></u>
Reverse Vending Machines	-	AUP	AUP	AUP	<u>AUP/CUP<sup>6</sup></u>
Research and Development	-	AUP	-	AUP/P <sup>3</sup>	<u>P/CUP<sup>6</sup></u>
Warehousing, Storage, and Distribution					
Indoor Warehousing and Storage	-	CUP	-	CUP	<u>AUP/-<sup>6</sup></u>
Outdoor Storage <sup>5</sup>	-	-	-	-	<u>AUP/-<sup>6</sup></u>
Mini-Storage	-	CUP	-	CUP	<u>CUP/-<sup>6</sup></u>
<b>Transportation, Communications and Utilities</b>					
Transportation Facilities					
Transportation Passenger Terminal	-	-	CUP	CUP	<u>CUP/-<sup>6</sup></u>
Utilities, Minor or Major	CUP	CUP	CUP	CUP	CUP

**End Notes**

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

<sup>1</sup> See Richmond Zoning Ordinance for use type definitions.

<sup>2</sup> ~~If use is~~ Use classification of use for use on upper floor(s) or behind an allowed ground-floor use

<sup>3</sup> ~~Permit requirements-Use classification~~ for use on ground-floor / ~~Permit requirements-Use classification~~ for use on upper floor(s) or behind an allowed ground-floor use.

<sup>4</sup> See Section 4.7.1 (Performance Standards) for additional standards.

<sup>5</sup> ~~Allowed only as an accessory- use to a primary use.~~

<sup>6</sup> Use classification for use ~~for use in SD:R+D zone~~ / Use classification for use ~~for use in SD:R+D SPA.~~

## P. 4-14

**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.

## P. 4-16

### 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.

~~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: T5N-Open (RB):** The open sub-zone provides the same building form but allows for a more diverse mix of uses.~~

#### General Form

Medium-to-Large Footprint (small within the SPA)

~~Small to Large Footprint~~

Buildings at or close to ROW (N/A within the SPA)

~~Medium~~Small to-No Side Setback

Building Height up to 55' (85' with bonuses; 45' within the SPA)

## P. 4-50

### 4.5.2 APPROACH

Altogether, the Plan designates approximately ~~106-145~~ 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.

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 ~~10-614.4~~ acres of total open space per 1,000 population, and ~~3-63.2~~ acres of developed parkland per 1,000 population.

## P. 4-85

### Block Type B

Large block subdivided by one secondary thoroughfare with surface parking on the interior; 1-2 story buildings; limited industrial or R&D land uses.

## P. 4-97

LZ1: Low ambient lighting

LZ2: Medium ambient lighting

LZ3: High ambient lighting

TBD through Planned Development District (PDD) process, not to exceed LZ2

## P. 4-99

### 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 RBSF 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:

#### Air Quality

##### 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 is-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.

### 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

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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.

## **4.7.32 NONCONFORMING USES AND —STRUCTURES**

### **~~FOR INDUSTRY, MANUFACTURING, AND PROCESSING USES~~**

#### **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. ~~Alterations and enlargements that decrease the nonconforming nature of the structure with regards to building siting, building type, and frontage and are consistent with the current requirements of the Transect Zone in which the structure are located only require approval of the Zoning Administrator.~~
2. Alterations and enlargements that decrease the nonconforming nature of the structure with regards

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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.

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, 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 or Reconstruction When Damage is 75 Percent or Less of Replacement Cost. Replacement of the damaged portion of the building is allowed by right in accordance with 15.04.606.080.A.~~
- ~~2. 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. Alterations and enlargements that do not decrease the nonconformity of the structure in a manner that impedes the orderly development of the RBSP vision (such as alterations or extensions on top of existing nonconforming structural elements or features, or additions to rear or side yards) may also be allowed with Planning Commission approval provided that such alterations and enlargements are compliant with the standards and requirements of this Chapter.~~

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### **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.~~

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### **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:**

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

~~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.~~

~~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:~~

~~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.~~

~~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. Developments that provide shared and/or commercial parking shall provide designated parking for zero emission vehicles with EV recharging capability and carpool/vanpool vehicles, with at least four percent of the total number of shared parking spaces provided reserved for use by zero-emission electric vehicles and at least six percent reserved for use by carpool/vanpool vehicles.~~

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### **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; and
- 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.
- 1. ~~The TMA shall actively engage 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.~~

## 4.8.7 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

### **Applicability**

~~All projects with new construction, or that include additions to existing buildings in excess of 5,000 square feet shall be required to do the following: 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~~

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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

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to determine its efficacy in achieving the mode share requirement.

### **TDM Requirements-Application of TDM Requirements - Exceptions**

~~All new retail/commercial development projects greater than 5,000 square feet shall be required to develop a TDM plan that includes all of the baseline office building requirements.~~

~~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.

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### **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 ~~certification ratings of Silver or higher, including 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, ~~access to and contact with the subsurface for the purposes of redevelopment shall be managed and limited to the extent necessary to protect human health and the environment, as follows:~~

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.~~

~~Construction or subsurface utility maintenance activities involving disturbance of the subsurface shall be guided by a soil management plan that addresses identification, handling, and appropriate reuse, onsite management, or disposal of contaminated soils and groundwater and protects construction workers from any environmental hazards associated with those subsurface activities;~~

~~Post-construction contact with the subsurface in outdoor areas shall be addressed through regulatory agency approved institutional and/or engineering controls, such as hardscaping (where appropriate) or softscaping over clean fill that has been imported and placed over existing soils in a manner that prevents exposure to impacted soils, or as otherwise provided in a document approved by a regulatory oversight agency; and~~

~~Agriculture and community garden uses, as well as landscaping with plants and trees producing edible materials (i.e., vegetables, fruits, nuts) shall only occur in raised beds or containers with bottoms, or directly in the ground where clean fill has been imported and placed over existing soils in a manner that prevents exposure to impacted soils, or as otherwise provided in a document approved by a regulatory oversight agency.~~

## 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, of 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.

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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.	<input type="checkbox"/>
A3.2	<u>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.</u>	<input type="checkbox"/>
A3.3	Work with the RBC to design welcoming interfaces between the campus and community at campus entrances, including those serving pedestrians and cyclists	<input type="checkbox"/>

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.	<input type="checkbox"/>
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.	<input type="checkbox"/>
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.	<input type="checkbox"/>

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Tier 1-3 Engine. A diesel engine that meets Tier 1-3 Emission standards for applicable nonroad diesel engines as established by US EPA emission standards phased-in from 1996-2008.

Tier 4 Engine. A diesel engine that meets Tier 4 Emission standards for applicable nonroad diesel engines as established by US EPA emission standards phased-in from 2008-2015.

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

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.

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**7.2.1 EXISTING LAND USE DESIGNATIONS**

The Plan Area incorporates two Change Areas described in General Plan 2030. Change Area 15 measures ~~72~~<sup>72</sup>~~83~~<sup>83</sup> 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 ~~305~~<sup>305</sup>~~276~~<sup>276</sup> acres and were designated Business/Light Industrial. The Plan Area also includes ~~85~~<sup>85</sup>~~68~~<sup>68</sup> 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.

The University of California (UC) owns properties at 1301 South 46th Street and 3300 Regatta Street within Change Area 16 totaling approximately ~~136~~<sup>136</sup>~~143~~<sup>143</sup> 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 ~~36~~<sup>36</sup>~~15~~<sup>15</sup>-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.

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<b>Richmond General Plan 2030 Land Use</b>
<b>Medium Intensity Mixed-Use (Commercial Emphasis)</b>

Richmond Bay Specific Plan Area	83 acres
Density (dwelling units per acre)	50 max.
Intensity (floor area ratio)	0.25 to 2.0
Building height	15' to 55'
<b>High Intensity Mixed-Use (Major Activity Center)</b>	
Richmond Bay Specific Plan Area	<u>9.5 acres</u>
Density (dwelling units per acre)	125 max.
Intensity (floor area ratio)	1.0 to 5.0
Building height	15' to 135'
<b>Business / Light Industrial</b>	
Richmond Bay Specific Plan Area	<u>207.2 acres</u>
Density (dwelling units per acre)	N/A
Intensity (floor area ratio)	0.25 to 3.0
Building height	55' max.
<b>Open Space</b>	
Richmond Bay Specific Plan Area	<u>68.3 acres</u>
Density (dwelling units per acre)	N/A
Intensity (floor area ratio)	0.5 max.
Building height	35' max.



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RBSP Land Use	
Richmond Bay Specific Plan	
Richmond Bay Specific Plan Area	358 acres
Density (dwelling units per acre)	25-150
Intensity (floor area ratio)	1.0-5.0 <sup>1,2,3</sup>
Building height	15' to 85'
<sup>1</sup> FAR for Civic Spaces shall not exceed .5	
<sup>2</sup> Density and Intensity may be further specified in a Development Agreement	
<sup>3</sup> Floor Area Ratio (FAR) denotes building intensity for non-residential uses and mixed-use buildings	

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### Goal A3 - Increased Public Open Space

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	Engineer Caltrans
A3.2	<a href="#">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.</a>	<a href="#">Short Term</a>	<a href="#">Planning/</a>
<a href="#">A3.3</a>	Work with the RBC to design welcoming interfaces between the campus and community at campus entrances, including those serving pedestrians and cyclists	Ongoing	Engineer Caltrans
<a href="#">A3.4</a>	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	Plannin Engineer
<a href="#">A3.5</a>	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	Engineer RBC

<a href="#">A3.6</a>	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 / Engineer / EBRF
<a href="#">A3.7</a>	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 / Engineer ABAG / F
<a href="#">A3.8</a>	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	Engineer
<a href="#">A3.9</a>	Construct a pedestrian/bicycle bridge over Marina Bay Parkway parallel to the south side of the Moody Underpass.	Medium - Long Term	Engineer
<a href="#">A3.10</a>	Coordinate park improvements with new development to ensure adequate open space is available for residents and employees upon occupancy of new development.	Medium & Long Term	Engineer Caltrans

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### Energy and Climate Change

#### Goal EC 3: Sustainable and Efficient Energy Systems

##### EC 3.1: Renewable Energy

The Plan requires new development to install solar panels and to purchase renewable energy where feasible.

## P. 7-29

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