

APPENDIX L

***POINT MOLATE MIXED-USE DEVELOPMENT CONSISTENCY WITH
THE CITY OF RICHMOND GENERAL PLAN POLICIES***

POINT MOLATE MIXED-USE DEVELOPMENT CONSISTENCY WITH THE CITY OF RICHMOND GENERAL PLAN POLICIES

An SEIR must discuss "any inconsistencies between the Modified Project and the applicable general plans" (CEQA Guidelines § 15125(d)). For the Modified Project, the applicable plan is the City of Richmond General Plan 2030. The focus of this appendix is the identification of policies in the General Plan that apply to the proposed land uses of this particular project. This appendix does not discuss policies that apply to the City itself or policies that apply only to some other type of land use not included in the Modified Project. Policies that are not applicable to the Modified Project for either reason have not been included in the following discussion.

This appendix discusses consistencies as well as inconsistencies between the Modified Project and the relevant policies of the General Plan. If an inconsistency has been identified, the analysis in this SEIR focuses on whether that inconsistency may contribute to some direct or reasonably foreseeable indirect environmental impact. An inconsistency between the Modified Project and a policy in the General Plan or Bay Plan does not in itself mandate a finding of significance. Rather, like social and economic effects, a planning inconsistency is a factor to be considered in determining the significance of changes in the physical environment caused by the Modified Project. (*Lighthouse Field Beach Rescue v. City of Santa Cruz* (2005) 131 Cal.App.4th 1170, 1207 ["an inconsistency between a project and other land use controls does not in itself mandate a finding of significance. . . . It is merely a factor to be considered in determining whether a particular project may cause a significant environmental effect."]); see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717–718 [to be consistent, a project must "be 'compatible with the objectives, policies, general land uses, and programs specified in' the applicable plan."] While this SEIR analyzes the Modified Project's consistency with applicable policies, it is the Planning Commission and/or the City Council who will make the ultimate determination in regard to the proposed project's consistency with the General Plan.

TABLE 1
CITY OF RICHMOND GENERAL PLAN CONSISTENCY

General Plan Policy	Modified Project Consistent with General Plan Policy?	Discussion
Land Use Element		
<p>LU1.1 Higher-Density and Infill Mixed-Use Development Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City. Ensure efficient use of land and existing circulation infrastructure by:</p> <ul style="list-style-type: none"> • Promoting higher-density, transit-oriented and pedestrian-friendly development along key commercial corridors, at key intersections (community nodes and gateways); and • Supporting local-serving commercial activities in residential areas to provide needed services and amenities close to where people live and work. 	Yes	The Modified Project is an infill, mixed-use project. The Modified Project would include retail/restaurant space that would provide needed services and amenities close to residences. A portion of the housing provided by the Modified Project would be affordable housing per the Inclusionary Housing Ordinance. The Modified Project would be pedestrian friendly with trails throughout the site, providing access to the retail uses in the central development areas.
<p>LU1.4 Active Streets and Safe Public Spaces. Promote active use of public spaces in neighborhoods and commercial areas at all times of day to provide “eyes-on-the-street.” Provide an appropriate mix of uses, high-quality design, and appropriate programming of uses to facilitate natural surveillance in public spaces. Improve the sense of safety for potential users by providing and maintaining amenities and services such as restrooms, street furniture, bus shelters, street lighting, trees for shade, public art, and secure bicycle parking and by restricting or prohibiting uses that are incompatible with community needs and priorities including, but not limited to, liquor stores and smoke shops.</p>	Yes	The Modified Project would include a mix of uses, including retail, restaurant, and residential development. Additionally, street lighting and other safety measures would be incorporated as required by City Code. Moreover, new pedestrian and bicycle facilities would be constructed where none are currently provided. The Modified Project Site would include a newly constructed segment of the Bay Trail which would provide bicycle and pedestrian access from I-580 to Stenmark Drive and around San Pablo Point to the San Pablo Yacht Harbor which would facilitate natural surveillance from bicyclists and pedestrians. Furthermore, the Modified Project would support the established goals and policies of the Richmond Bicycle Master Plan and Richmond Pedestrian Plan by expanding and improving the City’s bicycle and pedestrian network, and would provide shade trees along Stenmark Drive and other public rights of ways. The Modified Project would provide a new police substation and fire station, as well as appropriate street lighting and secure bicycle parking to improve the sense of safety for potential users.
<p>LU2.1 Mixed-Income and Integrated Neighborhoods Promote mixed-income development and inclusion of affordable housing units in all neighborhoods. Encourage the integration of market rate housing with affordable units at the</p>	Yes	The Modified Project Site would include varying densities of housing which would lead to mixed-income housing. The Modified Project also would include affordable housing. Furthermore, the residential developments would be located close to the waterfront

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<p>project level as well as at the neighborhood level. Affordable housing units should be located close to community and retail amenities such as parks, full-service grocery stores, local public transit stops, retail, and public services.</p>		<p>park, Bay Trail, walking trails, and commercial (retail/restaurant) development, and would be served by public transit or a private shuttle that provides service to the Richmond BART station.</p>
<p>LU2.2 Compact Walkable Neighborhoods and Livable Streets Promote safe and walkable neighborhoods and inter-connected streets through the design of streetscapes, public gathering places and all types of physical development. Provide pedestrian amenities such as sidewalks and street trees, transit and bike improvements, lighting and landscaping and appropriate traffic calming measures to ensure a safe pedestrian environment. Support uses and public space improvements that generate street-level activity, create eyes-on-the-street, provide opportunities for community interaction and encourage a sense of collective ownership of common areas. Encourage mixed-use development that attracts people and facilitates activity throughout the day. Prohibit isolated or gated communities in order to improve physical connectivity throughout the City, and create incentives to remove barriers in existing gated areas. Maintain streets to ensure that neighborhoods and streets are safe and well used.</p>	<p>Yes</p>	<p>The Modified Project would improve the pedestrian or bicycle conditions in the area by providing new pedestrian and bicycle facilities where none are currently provided. The Modified Project would include a newly constructed segment of the Bay Trail. The Bay Trail will provide bicycle and pedestrian access from I-580 to Stenmark Drive and around San Pablo Point to the San Pablo Yacht Harbor. Additionally, implementation of the Modified Project would support the established goals and policies of the Richmond Bicycle Master Plan and Richmond Pedestrian Plan by expanding and improving the City's bicycle and pedestrian network.</p> <p>The Modified Project would be a mixed-use development that would include a plaza, street landscaping, walking trails, sidewalks, street trees, pedestrian crosswalks, street lights, commercial development, a waterfront park, and an onsite police and fire station. The Modified Project would not be a gated community.</p>
<p>LU2.4 Equitable Distribution and Access Continue to promote equitable distribution of community facilities and infrastructure. Community facilities should continue to be located near residents in order to serve as neighborhood centers and maximize use. As Richmond grows, facilities will be sited to accommodate current and future residents. Prioritize the development of new, upgraded or revitalized parks; community facilities such as libraries, medical centers and schools; circulation and safety improvements; and infrastructure in neighborhoods that are currently underserved, have a high proportion of low-income households, and are impacted due to high crime and physical blight. Tailor improvements to the specific needs of residents in these neighborhoods.</p>	<p>Yes</p>	<p>The Modified Project would include an improved waterfront park, new sections of the Bay Trail, and new hillside trails that are accessible to the community. The Modified Project also would include neighborhood parks that are open to the public. A portion of the housing provided by the Modified Project would be affordable housing per the Inclusionary Housing Ordinance. The Modified Project also would upgrade existing infrastructure and construct new infrastructure for its proposed neighborhoods.</p>
<p>LU3.3 Recreation and Tourism Industry</p>	<p>Yes</p>	<p>The Modified Project would allow for a segment of the Bay Trail to be located along the shoreline and at least 70 percent of the Project</p>

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<p>Support the emerging recreation and tourism economy by protecting, enhancing and showcasing the natural, cultural and historic resources and assets. Encourage the creation of tourist-serving amenities and infrastructure in key areas such as Southern Shoreline, Point Molate and Downtown, and enhance amenities in existing tourist destinations such as Point Richmond. Expand and complete the Bay Trail to enhance regional connections with Richmond’s shoreline. Support the development of the southern shoreline as the “Richmond cultural heritage shoreline” to promote economic development in the City while protecting historic and cultural resources and providing opportunities for interpretation, education and recreation.</p>		<p>Site would remain open space areas. The Modified Project would include the preservation and reuse of the historic Winehaven buildings and provide publicly accessible streets and walking paths/sidewalks to and through the historic district. Furthermore, the Modified Project would improve the existing public waterfront park with recreational amenities and expand the park. The Modified Project also would provide interpretative panels that discuss the site’s history.</p>
<p>LU3.4 Efficient and Productive Use of Land Promote the efficient and productive use of industrial and commercial land resources to maximize jobs and revenue. Encourage the reuse of underutilized vacant or blighted sites that may impact the viability of surrounding uses. Prioritize public investment in catalytic projects in major city centers such as Downtown, Hilltop and the Ford Peninsula in Marina Bay and the entire Southern Shoreline Area. Support the transformation of the Richmond Port into a 21st century business. Ensure that all planning and development efforts prioritize the needs of the local community and provide access and benefits for Richmond residents. This includes job creation and training, and access to recreation amenities and open space.</p>	<p>Yes</p>	<p>The Modified Project would remediate the Project Site, which was a former Naval Fuel Depot, and rehabilitate now vacant historic buildings for mixed use development. The Modified Project would add or improve recreational facilities, such as a waterfront park, and trails that would be open to the general public. During construction, the Modified Project would provide construction jobs and after construction, the Modified Project would include commercial space (at least retail and restaurant uses) that would lead to job creation.</p>
<p>LU4.1 Richmond Shoreline Minimize the impacts of development on the shoreline with special attention to intensity, density, and proximity to the water. Conserve, protect and enhance natural and cultural resources along the Richmond shoreline. Promote a balance of uses along the shoreline that supports multiple community needs such as economic development, job creation, renewable energy generation, recreation, historic preservation and natural resource protection.</p> <ul style="list-style-type: none"> ▪ Provide a mix of residential and recreation uses in the Southern Gateway change area; support an active industrial 	<p>Yes</p>	<p>The Modified Project’s buildings would be built back from the shoreline and would allow for the Bay Trail to be built along the shoreline within the proposed shoreline park. Additionally, the Modified Project would include open space and recreation areas that are open to the public. The historic Winehaven Complex buildings on site would be protected, rehabilitated and utilized. The Modified Project would preserve 70 percent of the Project Site as open space, with trails open to the public. No components of the Modified Project would be located in areas subject to reasonably foreseeable sea level rise. The Project Site is not in the Southern</p>

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<p>waterfront around the Port and along the Santa Fe Channel; and promote a cultural heritage shoreline west of the Port.</p> <ul style="list-style-type: none"> Protect and restore wetlands, native habitats and open space; develop shoreline parks and trails to increase public access; encourage industrial agriculture, recreation and tourism activities, all subject to standards to ensure land use compatibility; and enhance and showcase historic and cultural resources. Prepare, adopt, and implement plans that will to protect natural and built environments from adverse potential impacts of sea level rise due to climate change. 		<p>Gateway change area and is not around the Port of Richmond or along the Santa Fe channel, or west of the Port.</p>
<p>LU4.2 Open Space and Conservation Areas Preserve open space areas along the shoreline, creeks, and in the hills to protect natural habitat. Maintain the integrity of hillsides, creeks and wetlands. Protect existing open space, agricultural lands and parks.</p>	<p>Yes</p>	<p>The Modified Project would retain 70 percent of the Project Site as open space. Most of this open space would be in hillside areas. The Modified Project also would enhance and enlarge a shoreline park and construct a portion of the Bay Trail.</p>
<p>LU4.4 Toxic and Contaminated Sites Continue to work with the appropriate local, state, and federal agencies to promote the clean-up and reuse of contaminated sites to protect human and environmental health. Work with property owners and regional agencies to prevent, reduce or eliminate soil and water contamination from industrial operations, the Port and other activities that use, produce or dispose of hazardous or toxic substances. Implement appropriate mitigation measures and clean-up of sites that are known to contain toxic materials as a condition of reuse. Support the remediation and reuse of large, disturbed sites, such as the Winehaven complex at Point Molate and the Terminal 4 site at Point San Pablo, into mixed-use centers that provide the maximum benefit to the community without compromising the integrity of the surrounding natural areas.</p>	<p>Yes</p>	<p>The Modified Project would comply with the Regional Water Quality Control Board's Order No. R2-2011-0087 to remediate the existing environmental conditions at the Point Molate Site to residential and commercial standards. This includes the removal of contaminated materials, from debris to soil, from the Point Molate Site to be properly disposed offsite. As part of the rehabilitation process, the Winehaven complex would have its historical integrity preserved while being rehabilitated for various uses. The Modified Project also would retain 70 percent of the Project Site as open space to ensure the integrity of the surrounding natural areas.</p>
<p>LU5.1 A Balanced Mix of Land Uses Promote a balanced mix of uses in major activity centers, community nodes and gateways, in neighborhood nodes (corner commercial clusters), and along key corridors as well as in industrial areas. Uses may include diverse housing options, office, civic, commercial, retail and parks and open space. In residential areas, the re-establishment of</p>	<p>Yes</p>	<p>The Modified Project would include a variety of uses such as residential, retail, and restaurant. The residential development would offer diverse housing options such as multifamily and single family homes. Furthermore, the Modified Project includes a waterfront park that is within walking distance from the residential buildings and trails within the hillside open space. The Modified Project also would rehabilitate the historic buildings in the Winehaven Historic District, preventing their further deterioration,</p>

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<p>neighborhood nodes allow walkable access to neighborhood retail, services, public parks and other neighborhood amenities that support the daily needs of residents. A mix of uses such as business, residential, light industrial, waterfront commercial, and open space will enhance economic vitality and provide the flexibility needed to adapt to changing economic conditions. Along Richmond’s shoreline, diverse uses should balance community needs for recreation, interpretation, conservation, historic and cultural preservation with economic development opportunities.</p>		<p>and install interpretive panels near trail heads or along trails that address the site’s ecology and history.</p>
<p>LU5.2 A Mixed-Use Waterfront</p> <p>Continue to create a dynamic mixed-use waterfront that includes amenities and attractions for residents and visitors. There are a number of different uses, features and assets along Richmond’s shoreline that can be enhanced to create a series of distinct places along the waterfront.</p> <p>The San Pablo Peninsula is characterized by large natural open spaces, shoreline parks and beaches, sweeping views of the San Francisco Bay Area and historic structures. The City will support development on the Peninsula as a regional recreation destination that is well connected to rest of the City and accessible to the greater community. Disturbed sites such as the Winehaven complex at Point Molate and the Terminal 4 site at Point San Pablo will be remediated and redeveloped into mixed-use activity centers to serve a broad range of visitors and provide long-term revenue to the City.</p>	<p>Yes</p>	<p>The Modified Project would remediate and redevelop the Winehaven complex into a mixed-use development, with restaurant and retail uses that could serve residents and visitors. Furthermore, the Modified Project includes a waterfront park that is within walking distance from the residential buildings and trails within the hillside open space. Additionally, the Project Site would be served by public transit or a private shuttle that provides service to the Richmond BART station. This would create a mixed-use neighborhood and recreation area that would be available for the public to use while also serving a broad range of visitors. The new uses proposed for Point Molate also would provide long-term revenue for the City.</p>
<p>LU5.3 Land Use Compatibility</p> <p>Minimize conflicts between land uses to protect wetlands, marshlands, and creeks, human and environmental health and safety, preserve community character and retain job generating activities that have long-term viability. Types, intensities and ranges of use and development should be compatible with existing uses and should minimize or eliminate conflicts that adversely impact wetlands, marshlands, creeks, mudflats, public safety, human or environmental health or generate nuisances. All new development must avoid or mitigate to the greatest extent feasible potential negative impacts such as noise, odors, and pollution.</p>	<p>Yes</p>	<p>The new development included in the Modified Project would complement the existing historic structures on the site and the natural landscape. The new development is designed to minimize impacts to wetlands and other biologically sensitive site features. The Project would rehabilitate the historic Winehaven buildings and maintain 70 percent of the Project Site as open space. Development would take into account the visual appearance of and be in scale with existing structures. Furthermore, the Modified Project’s land uses would not conflict with surrounding land uses. Potrero Ridge would continue to buffer the Project Site’s non-industrial uses from the industrial activities at the Chevron-Richmond Refinery to the east.</p>

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<p>Consistent with the City's Industrial Buffer Zone Ordinance, prohibit the location of residential uses in the area between Harbour Way South and Marina Way South and between Interstate 580 and Hall Avenue.</p> <p>Encourage existing larger industries that have surplus land to develop modern industrial parks that could attract new and existing industries and facilitate a reduction of existing and future land use conflicts.</p> <p>New development should complement the character and scale of existing neighborhoods, cultural resources, historic structures and landscapes. In particular, existing industrial and residential uses can successfully coexist through well-conceived circulation and urban design strategies including buffers (which may be in the form of sound walls and/or enclosed buildings and appropriate transitional habitat zones between wetlands, marshlands, creeks, and mudflats) and transitional uses, rerouting of truck traffic and design components that mark transitions in land use. Similar to other cities that host mixed uses, consider requiring land use covenants for new development in areas where new uses may generate a perception of conflict with existing uses. Require sufficient visual open space and/or landscaped screening between industrial operations and adjacent residential or recreational activities in order to create adequate buffers.</p>		<p>With mitigation (see Section 4.2), emissions from construction and operation of the Modified Project would not significantly increase potential health risks to both existing off-site sensitive receptors and proposed on-site sensitive receptors.</p> <p>Noise generated from construction and operation of the Modified Project would not adversely affect residential and sensitive uses in the community. With the mitigation as described in this EIR, the future noise levels onsite at project sensitive receptors would not exceed the City of Richmond noise level limits (Appendix T). Additionally, the Modified Project will control operational stormwater pollution by incorporating low impact development features and centralized stormwater capture facilities to treat runoff prior to discharging to the Bay. The only odor-producing use associated with the Project is a potential waste-water treatment plant, which would be located away from existing residential and odor-sensitive uses and would be designed to prevent odor nuisance.</p> <p>The Project Site does not include the area between Harbour Way South and Marina Way south or the area between Interstate 580 and Hall Avenue.</p>
<p>LU6.2 Complete Streets. Promote mixed-use urban streets that balance public transit, walking, and bicycling with other modes of travel. Support pedestrian and bicycle connectivity by restoring and reinforcing Richmond's grid-based network of streets with landscaping and amenities for transit, bicycles, pedestrians, and people with disabilities. Establish a process for modifying streets to support various modes of travel. Prohibit future construction of projects with long block lengths, cul-de-sacs, and gated streets.</p>	Yes	<p>The Modified Project would expand and improve the City's bicycle and pedestrian network with dedicated bike lanes and a sidewalk along the widened Stenmark Drive. Furthermore, the Modified Project would include street landscaping, walking trails, sidewalks, pedestrian crosswalks, street lights, and secure bicycle parking. Improvements would comply with the Americans with Disabilities Act. The project does not include any gated streets.</p>

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<p>LU6.4 Long-Term Environmental Sustainability. Promote development standards and land use patterns that encourage long-term sustainability. Support the restoration of natural features such as creeks and wetlands in urban areas and existing neighborhoods as a means of connecting residents with nature and reversing damage to natural systems. Promote landscaping that incorporates native, drought-tolerant plants and sustainable maintenance practices and standards. Provide trees on residential and mixed-use streets and green infrastructure to reduce stormwater runoff. Encourage compact development close to amenities and green buildings to reduce energy use.</p>	Yes	<p>The Modified Project would preserve 70 percent of the Project Site as open space, leaving natural features in their current state and would provide trails open to the public to connect with nature. The Modified Project would provide shade trees along Stenmark Drive and other public rights of ways.</p> <p>The Modified Project proposes landscaping consisting of native and drought-tolerant plants to reduce irrigation demands, encouraging long-term sustainability. The Modified Project includes stormwater detention basins and storm drains throughout the Project Site to encourage water infiltration, reducing runoff.</p> <p>The Modified Project would include a mix of uses located close to the waterfront park, Bay Trail, walking trails, and retail development. The Modified Project would reduce energy use by including solar photovoltaic systems on all new homes and efficient lighting and appliances throughout the Modified Project.</p>
Economic Development Element		
<p>ED1.1 Safe, Well-Maintained Neighborhoods and Public Spaces Reduce crime and violence and maintain safe and clean neighborhoods and public spaces. Poorly maintained and underutilized streets and property can detract from Richmond's image as a viable place to live and do business. Assertive code enforcement by the City will help ensure that Richmond's neighborhoods are safe and retain their value.</p>	Yes	<p>The Modified Project would include an adequately equipped and staffed on-site joint fire and police station that would serve the law enforcement requirements of the project in order to keep the Point Molate development areas safe and clean. Additionally, street lighting and other safety measures would be incorporated as required by City Code.</p>
<p>ED1.2 High Quality Infrastructure and Public Services Provide a range of high quality infrastructure and public services for residents and visitors. Adequate and well-maintained infrastructure such as streets, freeways and utilities are essential for improving the quality of life for residents and attracting businesses to locate in Richmond. Public amenities such as schools, libraries, parks, emergency and public safety services and public transit add to the attractiveness of a community.</p>	Yes	<p>The Modified Project would contract with the public utilities as necessary in order to provide adequate utility services to the Point Molate Site. Furthermore, the Modified Project would also remove existing infrastructure and install new infrastructure in order to provide high quality utility services. The Modified Project would contribute a proportionate share toward necessary roadway improvements in order to provide well-maintained transportation infrastructure within the region. The Modified Project would add additional open space/parks to the City, along with a joint fire and police station for additional protection and emergency services. Finally, the Modified Project would be served by public transit or a private shuttle that provides commuter service to the Richmond BART station.</p>

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<p>ED1.3 Toxic and Contaminated Sites.</p> <p>Continue to work with the appropriate local, state, and federal agencies to promote the clean-up and reuse of contaminated sites to protect human and environmental health. Work with property owners and regional agencies to prevent, reduce or eliminate soil and water contamination from industrial operations, the Port and other activities that use, produce or dispose of hazardous or toxic substances. Implement appropriate mitigation measures and clean-up of sites that are known to contain toxic materials as a condition of reuse. Support the remediation and reuse of large, disturbed sites, such as the Winehaven complex at Point Molate and the Terminal 4 site at Point San Pablo, into mixed-use centers that provide the maximum benefit to the community without compromising the integrity of the surrounding natural areas.</p>	Yes	Same as Policy LU4.4
<p>ED1.5 A Range of Housing Types.</p> <p>Continue to require developers to provide a range of housing types and residential densities to meet the needs of all age groups, income levels, and household sizes. In the Bay Area's high-priced housing market, employers often look to relatively affordable housing as factors in location decisions. The local housing stock should continue to include condominiums, single-family homes, apartments, townhouses, lofts and other products to provide a range of options.</p>		The Modified Project would include a range of housing options to bring a diverse population to the community, including single family homes, townhomes, condominiums, and affordable housing.
<p>ED1.7 Richmond's Waterfront as a Community Amenity</p> <p>Continue to redevelop Richmond's waterfront as a publicly accessible amenity to attract new residential and commercial development and provide expanded recreational activities and open space. Waterfront sites with quality views can be leveraged for residential, commercial and recreational uses. The City's parks should also be maintained and enhanced to maximize their benefit to the community and as an attraction for new businesses.</p>	Yes	The Modified Project includes a mix of uses, in addition to an improved waterfront park, with approximately 1.5 miles of the Bay Trail running along the park and accessible to the community. Furthermore, the waterfront park will include public recreational facilities as part of the development, such as picnic areas, play areas, and restrooms facilities. The Project Site has views of the waterfront, and the Modified Project would develop a mix of uses and recreational uses to leverage those views, including a proposed vista point park. In addition, the Modified Project would provide trails in natural hillside areas that would offer additional public views of the Bay.
<p>ED7.3 Open Space, Natural Habitat and Recreation</p>	Yes	The Modified Project includes a public shoreline park that will include recreational facilities and approximately 1.5 miles of the

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<p>Encourage open space, natural habitat and recreational opportunities along the shoreline. Work with the East Bay Regional Park District to improve facilities, highlight the shoreline's presence and develop complementary businesses to serve visitors and protect the natural habitat along the shoreline. Open space along the Richmond Parkway, particularly Point Pinole Regional Shoreline, represents an underutilized resource for the community.</p>		<p>San Francisco Bay Area Trail. Recreational facilities could include a vista overlook, a designated paddle sport launch area, an interpretive center, public art and cultural exhibits, picnic areas, play areas, and restroom facilities. Furthermore, the project will preserve the hillside areas in open space, with trails that will provide additional recreational opportunities to local residents and visitors.</p> <p>The City has been in coordination with the East Bay Regional Park District over construction of the Bay Trail and improvement of the shoreline area, as well as on adjacent open space areas.</p>
<p>ED8.4 Public Access to the Shoreline</p> <p>Improve public access to the shoreline. Support the expansion of trails, viewpoints and supporting infrastructure to fully capitalize on the shoreline's prime access to the Bay, while protecting natural resource areas such as marshlands and wetlands. Promote recreational activities, such as hiking, biking, kayaking, bird watching, and fishing, that respect the Bay and enhance the shoreline as a valuable resource for the community.</p>	Yes	<p>The Modified Project will enhance the value of and improve public access to the shoreline by improving the pier, road infrastructure, and shoreline park. The improved shoreline park will include recreational facilities for hiking and biking and could include equipment rentals. The Modified Project will expand the San Francisco Bay Area Trail with a newly constructed segment of the trail along the shoreline, including a vista overlook. To protect natural resources, the Modified Project would install interpretive panels near trail heads or along trails that address the site's ecology.</p> <p>However, the Project could impact certain wetlands on the site. The impacted wetlands mainly consist of manmade and channelized drainages. Mitigation Measures 4.3-16 and 4.3-19 are included in this SEIR to ensure impacts would be less than significant.</p>
<p>ED8.7 Visual Appearance</p> <p>Support efforts to enhance the appearance of all industrial, commercial, multi-unit residential, institutional, and public properties in the City. The City supports property owners in their efforts to implement improvements such as landscaping, signage, lighting, and other urban design elements. These steps will help promote these areas as models for mixed-use development and attract the co-location of residential and industrial uses in areas where they do not currently exist. Develop urban design guidelines and require these to be incorporated into new development and encourage their application by existing uses.</p>	Yes	<p>The Modified Project would incorporate design guidelines to guide future development of the Project Site and ensure new development is compatible with existing, historic buildings. The Modified Project would enhance the appearance of the historic Winehaven complex by rehabilitating and reusing it as a mixed-use area. Not only will this improve the appearance of the property, but it will also serve as a model for mixed-use development in a historic area. The Modified Project also would add landscaping, signage, lighting, and other urban design elements to create a new mixed-use community.</p>

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<p>ED9.1 A Mix of Land Uses.</p> <p>Promote a mix of uses to create a complete community in the San Pablo Peninsula area. Develop lodging and visitor-serving concessions (such as cafes, bike and kayak rental kiosks) to elevate the San Pablo Peninsula as a local and regional destination and complement its potential development as a resort and entertainment center. Residential uses should also be explored for the area to add to its 24-hour vitality and to capitalize on Bay views.</p>		<p>The Modified Project includes a mix of uses and open spaces to create a complete community. The recreational uses developed by the Modified Project will ensure that it is a local destination. The Modified Project would include a shoreline park and segment of the Bay Trail, with recreational opportunities for hiking and biking that could include equipment rentals, as well as trails in the hillside open space area. Coupled with visitor-serving amenities, these recreation amenities would ensure that the Modified Project would be a regional destination as well.</p>
<p>ED9.2 Public Access to the Shoreline.</p> <p>Improve public access to the Bay. Expand trails, viewpoints, parking, interpretive signs, restrooms, and other supporting infrastructure to allow visitors easy access to green space, the shoreline, and Winehaven. The San Pablo Peninsula should also offer indoor/outdoor recreation opportunities including active and passive open space (such as sports fields, trails, picnic areas, and campsites) as well as family-oriented museums and interactive visitor centers. Fully improved, this area has the potential to become a valuable amenity for the community as well as a regional destination.</p>	Yes	<p>The Modified Project will improve public access to the Bay, with an improved, public shoreline park along the entire shoreline of the Project Site and a newly constructed 1.5-mile segment of the Bay Trail. The shoreline park could include large vegetated areas for walking and enjoying the shoreline, vista overlook, public art and cultural exhibits, picnic areas (both open and reserved), play areas, equipment rentals, a designated paddle sport launch area, interpretive center, and restrooms facilities. Additionally, the Winehaven historic district would be rehabilitated with mixed-use development, bringing more visitors to the Project Site and creating a regional destination spot.</p>
Energy and Climate Change (EC) Element		
<p>EC2.4 Safe and Convenient Walking and Bicycling</p> <p>Promote walking and bicycling as a safe and convenient mode of transportation. Improve pedestrian and bicycle amenities to serve the recreation and travel needs of residents and visitors in all parts of Richmond. Where feasible, the City will: connect major destinations such as parks, open spaces, civic facilities, employment centers, retail and recreation areas with pedestrian and bicycle infrastructure; promote shared roadways in residential streets; require new development and redevelopment projects to provide pedestrian and bicycle amenities, streetscape improvements and linkages to planned and completed City and regional multi-use trails; and develop safe routes to schools and out-of-school programs that allow access by bicycle and pedestrian paths or reliable and safe transit.</p>	Yes	<p>The Modified Project will promote walking and bicycling as safe and convenient modes of transportation by providing street lighting and secure long and short-term bicycle parking. The Modified Project would improve the pedestrian or bicycle conditions in the area by providing new pedestrian and bicycle facilities where none currently exist, which will connect the project's development with its parks and open spaces. The Modified Project would include a newly constructed segment of the Bay Trail and dedicated bike lanes along the widened Stenmark Drive. The Bay Trail will provide bicycle and pedestrian access from I-580 to Stenmark Drive and around San Pablo Point to the San Pablo Yacht Harbor, while connecting the Project Site with the rest of the planned 500-mile regional trail. Additionally, expanding and improving the City's bicycle and pedestrian network would support the established goals and policies of the Richmond Bicycle Master Plan and Richmond</p>

General Plan Policy	Modified Project Consistent with General Plan Policy?	Discussion
<p>Explore innovative solutions such as bicycle-sharing programs and encourage businesses, schools and residential developments to provide secure bicycle parking to ensure that these ecologically-friendly, low-impact transportation modes are available to all community members, thereby reducing emissions from vehicles within the City, improving environmental quality and enhancing mobility and connectivity.</p>		<p>Pedestrian Plan, as well as reduce emissions from vehicles within the City and improve environmental quality.</p>
<p>EC2.6 Private Automobile Use Work toward creation of an urban landscape that will reduce reliance on private automobiles through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling.</p>	<p>Yes</p>	<p>In addition to the improvements to pedestrian and bicycle amenities and infrastructure discussed above, the Modified Project would reduce reliance on private automobiles by increasing access to transit. The Modified Project will provide shuttle service from the Project Site to local transit centers, as described under the TDM. Additionally, the reuse of the pier would allow for the addition of passenger ferry service to the Project Site. Ferry service would have a beneficial impact by reducing the load on local vehicular traffic from private automobile use, and would be accessible to visitors and residents of the Modified Project area by trails and bike paths.</p>
<p>EC3.1 Renewable Energy Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.</p>	<p>Yes</p>	<p>The Modified Project would generate a portion of its energy needs through renewable sources by providing solar photovoltaic systems on all new residential building types, in compliance with the latest Title 24 building standards.</p>
<p>EC3.2 Energy Efficiency and Conservation Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment. Collaborate with partner agencies, utilities and businesses to support a range of energy efficiency, conservation and waste reduction measures including: development and retrofitting of green buildings and infrastructure; installation of energy-efficient appliances and equipment in homes and offices; and heightened awareness of energy and conservation issues. Collaborate with local</p>	<p>Yes</p>	<p>In addition to providing solar photovoltaic systems on all new residential building types, as discussed above, the Modified Project would comply with the latest Title 24 building standards to reduce energy consumption in homes and businesses. These include installing energy-efficient window features, insulation, lighting, and ventilation systems.</p>

General Plan Policy	Modified Project Consistent with General Plan Policy?	Discussion
workforce development programs to train and employ Richmond residents in these other green jobs sectors.		
<p>EC3.4 Water Conservation and Reuse.</p> <p>Promote water conservation and recycled water use. Reduce energy consumed for treatment and transportation of water and discharge of wastewater by: encouraging installation of low-flow fixtures; using native planting for landscaping in all City-owned and operated facilities; promoting best practices and technologies for water conservation; considering water use in evaluating and approving development projects; supporting the use of graywater and water catchment systems in residential, commercial and industrial uses; and encouraging new development and redevelopment projects to meet a portion of their water needs through the use of recycled water.</p>	Yes	<p>The Modified Project will use water conservation and water recycling measures. The Modified Project will employ a number of water conservation measures into development and operation of the Modified Project, including the development of a landscape documentation package, the use of native and drought-tolerant plants to reduce irrigation demands, and compliance with relevant water conservation regulations. The Project would comply with CalGreen's mandatory measures, including use of low-flow fixtures. The Project also would use rainwater catchment and recycled water for landscaping where appropriate and feasible.</p>
<p>EC4.1 Mixed Use and Infill Development</p> <p>Promote mixed-use infill development on vacant and underutilized parcels along commercial corridors, in the Downtown area, at the planned ferry terminal and in the Hilltop area. Support local-serving mixed-use in residential areas to provide needed services and amenities close to where people live and work. Protect existing affordable housing and develop strategies to prevent the displacement of renters and low-income residents. Require property owners to comply with and pay for state and federal requirements for site remediation as a condition for approving development on contaminated sites.</p>		<p>The Project Site is not along a commercial corridor, in the Downtown area, at Richmond's ferry terminal, or in the Hilltop area. The Project Site also is not an existing residential area and does not have any existing residences. The Project includes remediation of the Project Site to make it safe for its proposed mixed-use development. The Modified Project would comply with the Regional Water Quality Control Board's Order No. R2-2011-0087 to remediate the existing environmental conditions at the Point Molate Site. This includes the removal of contaminated materials, from debris to soil, from the Point Molate Site to be properly disposed offsite.</p>
<p>EC4.2 Compact Walkable Neighborhoods and Livable Streets</p> <p>Promote safe and walkable neighborhoods and inter-connected streets through the design of streetscapes, public gathering places and all types of physical development. Provide pedestrian amenities such as sidewalks and street trees, transit and bike improvements, lighting and landscaping and appropriate traffic calming measures to ensure a safe pedestrian environment.</p> <p>Support uses and public space improvements that generate street-level activity, create eyes-on-the-street, provide</p>	Yes	<p><i>Same as Policy LU2.2</i></p>

General Plan Policy	Modified Project Consistent with General Plan Policy?	Discussion
<p>opportunities for community interaction and encourage a sense of collective ownership of common areas. Encourage mixed-use development that attracts people and facilitates activity throughout the day. Prohibit isolated or gated communities in order to improve physical connectivity throughout the City, and create incentives to remove barriers in existing gated areas. Maintain streets to ensure that neighborhoods and streets are safe and well used.</p>		
<p>EC4.3 Green Buildings and Landscaping. Require energy and resource efficient buildings and landscaping in all public and private development projects. Encourage the use of green and sustainable development standards and practices in planning, design, construction and renovation of facilities; promote the use of green streets that incorporate extensive landscaping, pervious surfaces and native planting; encourage new development and redevelopment projects to be LEED-certified green buildings; and promote ecologically-sensitive approaches to landscaping. Adopting green standards and practices will improve the quality of the built environment, reduce environmental impacts and support economic development goals for creating a green economy.</p>	Yes	<p>The new development proposed by the Modified Project would comply with the Title 24 building standards in effect at the time of building permit. Title 24 already requires energy-efficient windows, insulation, lighting, and ventilation systems, and typically become more stringent every three years. The Project also would comply with the City's Commercial and Residential Green Building Standards, under which all residential buildings must achieve the relevant rating according to the GreenPoint Rated checklist and all commercial buildings must meet the relevant LEED requirements. The Modified Project also would rehabilitate existing historic buildings rather than using additional raw materials to construct new buildings.</p> <p>To conserve water throughout development and operation, the Modified Project includes a landscape documentation package that requires uses of native and drought-tolerant plants to reduce irrigation demands. The Modified Project includes stormwater detention basins and storm drains throughout the Project Site to encourage water infiltration, reducing runoff. The Modified Project includes low-impact development (LID) features and centralized stormwater capture facilities to treat runoff prior to discharging to the Bay.</p>
<p>EC6.2 Low-Lying Areas in Richmond Protect and manage low-lying areas that are likely to be affected by sea level rise and storm surges. Encourage development patterns, infrastructure and flood management practices that can adapt to potential climate change impacts in these low-lying areas.</p>	Yes	<p>No components of the Modified Project would be located in low-lying areas likely to be affected by sea level rise.</p>
<p>EC6.3 Adapting to Climate Change.</p>	Yes	<p>No components of the Modified Project would be located in areas likely to be affected by sea level rise.</p>

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<p>Prepare for and adapt to future impacts of changing weather patterns and sea level fluctuations. Protect neighborhoods, infrastructure and facilities, the shoreline and natural resources from the impacts of climate change. Require new developments to include an evaluation of climate change impacts in the project review process. Shoreline and public access improvements shall be designed to allow future increases in elevation along the shoreline edge to keep up with higher sea level values, when they occur. Design elements shall include providing adequate setbacks to allow for future elevation increases of at least three feet from the existing elevation along the shoreline.</p>		<p>As part of the project review process, this EIR includes an evaluation of climate change impacts related to the Modified Project.</p>
Housing Element		
<p>H-1.3 Supply of Affordable Housing. Promote the development of homes that are affordable to extremely low, very low, low, and moderate-income households in all new residential developments as well as in existing single-family neighborhoods.</p>	Yes	<p>The Modified Project would contain affordable housing and would comply with the Inclusionary Housing Ordinance.</p>
<p>H-1.4 Variety of Housing Choices. Promote a variety of housing types that meet the different lifestyle and life cycle needs of residents including young adults, young couples and single professionals, small and large families, empty-nesters, and older couples.</p>	Yes	<p>The Modified Project would provide a range of housing types including condominiums, townhouses, and apartments. Additionally, a portion of the Modified Project's housing would be affordable housing. The combination of housing types would lead to a variety of housing choices meant to bring a diverse population to the community, from young adults to older residents.</p>
<p>H-2.1 High-Quality Living Environments. Promote high-quality living environments by requiring exceptional architectural, urban, landscape, and green building design and by focusing residential development in areas that are within walking and biking distance of jobs, shopping, schools, recreation, entertainment, public transportation, and other community amenities.</p>	Yes	<p>The Modified Project would include high-quality designs, including rehabilitating the historic Winehaven buildings and implementing green building design under the latest Title 24 building standards and the City's Commercial and Residential Green Building Standards. Additionally, due to the mixed-use nature of the Modified Project, residential buildings would be walking and biking distance away from the commercial development, such as shopping, and other community amenities.</p>
<p>H-2.6 Toxic and Contaminated Sites. Continue to work with the appropriate local, state, and federal agencies to promote the clean-up and reuse of contaminated sites to protect human and environmental health.</p>	Yes	<p>The Modified Project would comply with the Regional Water Quality Control Board's Order No. R2-2011-0087 to remediate the existing environmental conditions at the Point Molate Site to residential and commercial standards to protect human and environmental health.</p>

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		This includes the removal of contaminated materials, from debris to soil, from the Point Molate Site to be properly disposed offsite.
Community Facilities and Infrastructure		
<p>CF1.2 Equitable Distribution and Access</p> <p>Continue to promote equitable distribution of community facilities and infrastructure. Community facilities should continue to be located near residents in order to serve as neighborhood centers and maximize use. As Richmond grows, facilities will be sited to accommodate current and future residents. Prioritize the development of new, upgraded or revitalized parks; community facilities such as libraries, medical centers and schools; circulation and safety improvements; and infrastructure in neighborhoods that are currently underserved, have a high proportion of low-income households, and are impacted due to high crime and physical blight. Tailor improvements to the specific needs of residents in these neighborhoods.</p>	Yes	Same as <i>Policy LU2.4</i>
<p>Policy CF1.3 Impacts on Neighborhoods</p> <p>Protect the quality of life for residents, businesses and visitors. Consider health, safety and aesthetic impacts of siting new or existing infrastructure and utilities and ensure that impacts and benefits are not disproportionately distributed to any parts of the City</p>	Yes	If Wastewater Treatment Variant A is implemented, the Modified Project would screen the new infrastructure associated with the wastewater treatment plant as described in Section 4.14 .
<p>CF1.4: Concurrent Infrastructure Development</p> <p>Require new development to provide proportionate facilities and infrastructure improvements as it occurs. New developments must mitigate impacts or contribute adequate infrastructure to meet additional demand for roads, parks, schools and utilities.</p>	Yes	The Modified Project would contract with the public utilities as necessary in order to provide adequate utility services to the Point Molate Site. Furthermore, the Modified Project would also improve existing infrastructure and install new infrastructure in order to provide high quality utility services. The Modified Project would contribute a proportionate share toward necessary roadway improvements in order to provide well-maintained transportation infrastructure within the region. The local school district will receive adequate compensation from the fees levied on the Modified Project in order to accommodate the additional school-aged children that will enroll in the area. The Modified Project also would construct additional parks and trails.

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<p>CF3.2 Green Infrastructure and Landscape.</p> <p>Promote ecologically-sensitive approaches in landscaping, stormwater drainage, groundwater recharge and flood control. Work with EBMUD and local nurseries to promote “waterwise” landscaping. Continue to gather and distribute new information that will assist residents and businesses to establish planted areas that require fewer chemicals or pesticides and help to filter stormwater and recharge groundwater aquifers.</p>	Yes	<p>The Modified Project includes the use of native and drought-tolerant plants, stormwater detention basins and storm drains throughout the Project Site to encourage water infiltration, reducing runoff. The Modified Project includes LID features and centralized stormwater capture facilities to treat runoff prior to discharging to the Bay.</p>
Parks and Recreation		
<p>PR1.1 Diverse Range of Park Types and Functions</p> <p>Continue to provide a diverse range of park types, functions and recreational opportunities to meet the physical and social needs of the community. Regularly review the design and programming of all City parks to expand and diversify uses.</p>		<p>The Modified Project includes a public shoreline park area that will include a diverse range of recreational facilities to meet community needs, such as a vista overlook, a designated paddle sport launch area, an interpretive center, public art and cultural exhibits, picnic areas, play areas, and restroom facilities. Furthermore, a newly constructed 1.5-mile segment of the San Francisco Bay Area Trail will run along the park. Besides the shoreline park and Bay Trail, the hillside areas will be additional open space that will provide recreational opportunities to local residents and visitors.</p>
<p>PR1.3 Equitable Distribution of Park and Recreation Facilities</p> <p>Expand park and recreation opportunities in all neighborhoods and ensure that they are offered within comfortable walking distance of homes, schools and businesses in order to encourage more physically and socially active lifestyles. Continue to implement the parkland development standard of three acres of community or neighborhood parkland per 1,000 population in each neighborhood planning area. This represents a minimum provision which should be exceeded whenever possible. In established neighborhoods where land availability for new large parks is limited, prioritize improvement and maintenance of compact parks, play lots and plazas to increase access to recreation opportunities for residents. Encourage developers to meet the City’s park development standard within their proposed development projects.</p>		<p>The Modified Project includes an improved and expanded public shoreline park, featuring a newly constructed 1.5-mile segment of the San Francisco Bay Area Trail, that is within walking distance from the mixed-use development. Furthermore, the hillside areas will be mainly preserved as open space with trails that will be easily accessible and provide recreational opportunities to local residents and visitors. All told, the parks and recreation opportunities on the Project Site will exceed the 3 acres per 1,000 residents for the new residential developments planed under the Modified Project.</p>

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<p>PR1.4 Joint-Use Opportunities</p> <p>Promote access to non-City operated parks and recreational facilities. Existing resources operated by the East Bay Regional Parks District, school district, community groups or others may support residents' interim needs for convenient access to parks and community centers. Joint-use opportunities serve to more efficiently utilize existing facilities and amenities, host programs in convenient neighborhood locations, better activate community areas so that they are in use during the day and in the evenings and enable the City and partners to share the cost of maintenance, upgrades and improvements for the benefit of the entire community.</p>	Yes	It remains to be determined whether the parks included in the Modified Project will be managed by the City or the East Bay Regional Park District. Regardless, for the benefit of the entire community, access to all the parks and trails in the Project Site will be open to the public.
<p>PR2.1 High-Quality, Distinctive Parks</p> <p>Provide safe, high-quality, and distinctive community gathering places with broad appeal. Designing parks with attention to placemaking will foster social interaction, community identity, beauty, and livability. Each park in the City should try to draw on the unique cultural, historic, or environmental qualities of an area to create high-quality, distinctive parks where people of all ages and abilities can share experiences.</p>	Yes	The Modified Project includes a high-quality shoreline park, featuring a newly constructed segment of the Bay Trail, which would function as a public gathering space that people of all ages and abilities can enjoy. The shoreline park could include viewpoints to highlight the unique physical characteristics and identity of the Project Site, as well as interpretative panels that discuss the site's unique history.
<p>PR2.2 Safe Public Spaces and Facilities</p> <p>Protect visitors of parks and recreational facilities from exposure to structural and safety hazards, wildland fires, crime and other natural or human-induced incidents and promote park and facility design that discourages vandalism, deters crime, provides natural surveillance and creates a safe and comfortable environment. Improving public safety can be accomplished by appropriately designing parks, trails and recreation facilities, and by providing safe outdoor play structures and equipment in City-owned and operated facilities. Ensure fire safety in areas adjacent to open spaces prone to wild fires.</p>	Yes	The Modified Project will include an on-site joint fire and police station to ensure public safety in the new parkland and open space on the Project Site. This joint station will also be responsible for offering emergency and fire protection services. The Project would meet the City's requirements for emergency access vehicles and all on-site structures and infrastructure will meet California Building Code standard for safety, including for hazards.
<p>PR4.1 Access to Large-Scale Natural Areas</p> <p>Improve access to large-scale natural areas located in the City including regional parks along the shoreline and in the hills. These areas should be open for controlled access to improve public enjoyment and interpretation. Access should be limited</p>	Yes	At least 70 percent of the Project Site will be dedicated open space, parks, or other public-access nature areas. Trails and access locations are designed to minimize impacts to sensitive habitats while maximizing public access to outdoor recreational opportunities. The Modified Project includes a public shoreline park

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where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Richmond neighborhoods.		area that will include recreational facilities and approximately 1.5 miles of the planned 500 miles San Francisco Bay Area Trail. The combination of these project elements will provide public access and public recreational opportunities at the shoreline and in the hills.
<p>PR4.2 Shoreline Access and Development Enhance public access to and encourage development of water-dependent sports and recreation activities, such as kayaking, sailing, sail and kite boarding, swimming and fishing along the Richmond’s shoreline to encourage environmental awareness and improve public health and fitness.</p>	Yes	The Modified Project includes an improved and expanded public shoreline park that will provide public access to recreational activities along the shoreline, such as kayaking and swimming, to encourage environmental awareness and improve public health and fitness.
Health and Wellness Element		
<p>HW1.2 Diverse Range of Park Types and Functions Continue to provide a diverse range of park types, functions and recreational opportunities to meet the physical and social needs of the community. Regularly review the design and programming of all City parks to expand and diversify uses.</p>	Yes	<i>Same as Policy PR1.1</i>
<p>HW1.5 Joint-Use Opportunities Promote access to non-City operated parks and recreational facilities. Existing resources operated by the East Bay Regional Parks District, school district, community groups or others may support residents’ interim needs for convenient access to parks and community centers. Joint-use opportunities serve to more efficiently utilize existing facilities and amenities, host programs in convenient neighborhood locations, better activate community areas so that they are in use during the day and in the evenings and enable the City and partners to share the cost of maintenance, upgrades and improvements for the benefit of the entire community.</p>	Yes	<i>Same as Policy PR1.4.</i>
<p>HW1.6 Safe Public Spaces and Facilities Protect visitors of parks and recreational facilities from exposure to structural and safety hazards, wildland fires, crime and other natural or human-induced incidents and promote park and facility design that discourages vandalism, deters crime, provides natural surveillance and creates a safe and</p>	Yes	<i>Same as Policy PR2.2</i>

General Plan Policy	Modified Project Consistent with General Plan Policy?	Discussion
comfortable environment. Improving public safety can be accomplished by appropriately designing parks, trails and recreation facilities, and by providing safe outdoor play structures and equipment in City-owned and operated facilities. Ensure fire safety in areas adjacent to open spaces prone to wild fires.		
<p>HW1.7 Access to Large-Scale Natural Areas</p> <p>Improve access to large-scale natural areas located in the City including regional parks along the shoreline and in the hills. These areas should be open for controlled access to improve public enjoyment and interpretation. Access should be limited where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Richmond neighborhoods.</p>	Yes	<i>Same as Policy PR4.1</i>
<p>HW1.8 Shoreline Access and Development</p> <p>Enhance public access to and encourage development of water-dependent sports and recreation activities, such as kayaking, sailing, sail and kite boarding, swimming and fishing along the Richmond’s shoreline to encourage environmental awareness and improve public health and fitness.</p>	Yes	<i>Same as Policy PR4.2</i>
<p>HW1.9 Equitable Distribution of Park and Recreation Facilities</p> <p>Expand park and recreation opportunities in all neighborhoods and ensure that they are offered within comfortable walking distance of homes, schools and businesses in order to encourage more physically and socially active lifestyles. Continue to implement the parkland development standard of three acres of community or neighborhood parkland per 1,000 population in each neighborhood planning area. This represents a minimum provision which should be exceeded whenever possible. In established neighborhoods where land availability for new large parks is limited, prioritize improvement and maintenance of compact parks, play lots and plazas to increase access to recreation opportunities for residents. Encourage developers to meet the City’s park development standard within their proposed development projects.</p>	Yes	<i>Same as Policy PR1.3</i>

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<p>HW3.3 Emergency and Disaster Preparedness</p> <p>Maintain staff and facilities that will continue to support a coordinated and effective response to emergencies and natural disasters throughout the City. Coordinate with neighboring jurisdictions, local employers and industries to make sure that emergency preparedness and disaster response programs equitably serve all parts of the City. Continue to maintain adequate police and fire staffing, facilities, equipment and maintenance in order to protect the community.</p>	Yes	<p>The Modified Project will include a joint on-site fire and police station to serve the required law enforcement, fire protection, and emergency services of the Project Site and ensure the safety and well-being of residents, employees, and visitors. Furthermore, Mitigation Measure 4.7-1 would require the Modified Project to prepare an emergency response plan that includes “shelter-in-place” areas for the Project Site in case of a natural disaster.</p>
<p>HW7.1 Higher Density and Mixed-Use Infill Development</p> <p>Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City. Ensure efficient use of land and existing circulation infrastructure by:</p> <ul style="list-style-type: none"> • Promoting higher-density, transit-oriented and pedestrian-friendly development along key commercial corridors, at key intersections (community nodes and gateways); and • Supporting local-serving commercial activities in residential areas to provide needed services and amenities close to where people live and work. 	Yes	<p><i>Same as Policy LU1.1</i></p>
<p>HW7.2 Neighborhood-Serving Retail</p> <p>Promote local-serving retail and public amenities at key locations within residential neighborhoods. Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities and services to residents within walking distance of their homes. Revitalizing Richmond’s neighborhoods can reduce dependence on cars, improve access to daily goods and services, promote small business development and increase opportunities for social interaction and reduce crime by increasing street use and natural surveillance.</p>	Yes	<p>The Modified Project would include a variety of retail uses, including at neighborhood nodes, with connections throughout the Project Site via roads, trails, and/or bike paths. This Project is not an existing neighborhood, but rather creates new, mixed-use neighborhood in a previously developed area of the City.</p>
<p>HW9.1 Air Quality</p> <p>Support regional policies and efforts that improve air quality to protect human and environmental health and minimize disproportionate impacts on sensitive population groups. Work with businesses and industry, residents and regulatory</p>	Yes	<p>The Modified Project will include mitigation measures to reduce air quality impacts. Emissions from construction and operation of the Modified Project would not significantly increase potential health risks to existing off-site sensitive receptors. (Appendix M). The</p>

General Plan Policy	Modified Project Consistent with General Plan Policy?	Discussion
<p>agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, the Port, railroads, diesel trucks and busy roadways. Fully utilize Richmond's police power to regulate industrial and commercial emissions. Ensure that sensitive uses such as schools, childcare centers, parks and playgrounds, housing and community gathering places are protected from adverse impacts of emissions. Continue to work with stakeholders to reduce impacts associated with air quality on disadvantaged neighborhoods and continue to participate in regional planning efforts with nearby jurisdictions and the Bay Area Air Quality Management District to meet or exceed air quality standards. Support regional, state and federal efforts to enforce existing pollution control laws and strengthen regulations.</p>		<p>Modified Project does not propose new industrial uses that would be large stationary sources of pollution.</p>
<p>HW9.2 Toxic and Contaminated Sites</p> <p>Continue to work with the appropriate local, state, and federal agencies to promote the clean-up and reuse of contaminated sites to protect human and environmental health. Work with property owners and regional agencies to prevent, reduce or eliminate soil and water contamination from industrial operations, the Port and other activities that use, produce or dispose of hazardous or toxic substances. Implement appropriate mitigation measures and clean-up of sites that are known to contain toxic materials as a condition of reuse. Support the remediation and reuse of large, disturbed sites, such as the Winehaven complex at Point Molate and the Terminal 4 site at Point San Pablo, into mixed-use centers that provide the maximum benefit to the community without compromising the integrity of the surrounding natural areas.</p>	<p>Yes</p>	<p><i>Same as Policy LU4.4</i></p>
<p>Conservation, Natural Resources and Open Space Element</p>		
<p>CN1.1 Habitat and Biological Resources Protection and Restoration</p> <p>Natural habitat is essential to ensuring biodiversity and protecting sensitive biological resources. Protect these areas and work with the California Department of Fish and Game, the San Francisco Bay Regional Water Quality Control Board,</p>	<p>Yes</p>	<p>Development plans are concentrated around those habitats identified as invasive, non-sensitive, or previously developed. Impacts to sensitive habitats are minimized through avoidance and intentional design. Quality or sensitive habitat has been included in the protected open space area, where natural habitat will be left in its current state, or other public-access and park space. The</p>

<p>the East Bay Regional Park District and other regional agencies to identify areas for special protection and establish appropriate protection measures for these areas. Protect resources to maximize the efficacy of natural systems and encourage sustainable development practices and conservation measures to ensure a healthy natural environment. Protect wetlands from direct and indirect impacts of new and existing development and infrastructure. Ensure that direct and indirect impacts to wetland habitats are minimized by environmentally sensitive project siting and design. Protect marshlands and baylands to ensure they are not polluted or damaged from bay filling and dredging. Protect and restore creek corridors and riparian areas to ensure they function as healthy wildlife habitat and biological areas. Protect and restore creek corridors and riparian areas by restoring riparian habitat with appropriate vegetation and channel design; removing culverts and hardened channels where appropriate; improving creek access; avoiding future culverting or channelization of creeks; and ensuring appropriate and ongoing maintenance. At a minimum, require mitigation of impacts to sensitive species ensuring that a project does not contribute to the decline of the affected species populations in the region. Identify mitigations in coordination with the U.S. Fish and Wildlife service, the California Department of Fish and Game and other regulatory agencies.</p>		<p>Project preserves the eelgrass in place and includes mitigation measures to ensure eelgrass would not be harmed by indirect impacts.</p> <p>Furthermore, the Modified Project would incorporate sustainable development under the latest Title 24 green building standards and Water Efficient Landscape Ordinance.</p> <p>The only wetlands impacted by development are manmade and channelized drainages. Wetlands are avoided through the design to the extent feasible. Mitigation Measures 4.3-16 and 4.3-19 are included in this SEIR related to wetland impacts that would reduce impacts to less-than-significant levels.</p> <p>Habitat restoration, invasive species management, and stabilizing upgrades to existing drainage will occur, consistent with the General Plan. Furthermore, Mitigation Measures 4.3-1 through 4.3-21 have been identified to minimize and/or would be utilized to address impacts to biological resources (Section 4.3).</p>
<p>CN1.2 Local Native Plant Species Promote the use of locally propagated native plant and tree species and remove and control the spread of invasive exotic plant species. Promote and protect native plant species in natural areas as well as in public landscaping of parks, schools, medians and planter strips. Work closely with landowners, landscapers and nurseries to remove and prevent the spread of invasive exotic plant species.</p>	<p>Yes</p>	<p>The palette of the landscape design promotes native plants and those plants that are culturally significant. Identified special-status plants are protected from development with a 50' buffer via mitigation (see Mitigation Measures 4.3-1 and 4.3-2). Mitigation Measures 4.3-12 and 4.3-13 would include a Vegetation Management Plan and Open Space Plan that would address the importance of preserving native vegetation. Mitigation Measure 4.3-20 requires the use of native tree species and planting specifications included within the Urban Greening Master Plan. As such, the mitigation measures would assist to manage and control the spread of invasive species and promote native plants (see Section 4.3).</p>
<p>CN1.3 Urban Creek Restoration Encourage the restoration of urban creeks and coordinate with property owners and local interest groups in the restoration efforts. Daylighting of creeks that are currently in culverts or hardened channels shall be pursued where feasible in new and redevelopment projects.</p>	<p>Yes</p>	<p>All aquatic features on site are channelized and manmade drainage structures; there are no culverted creeks or creeks in hardened channels on the Project Site.</p>

<p>CN2.1 Open Space and Conservation Areas Preserve open space areas along the shoreline, creeks, and in the hills to protect natural habitat and maintain the integrity of hillsides, creeks and wetlands. Protect existing open space, agricultural lands and parks.</p>	Yes	<i>Same as Policy LU4.2</i>
<p>CN2.2 Richmond Shoreline Minimize the impacts of development on the shoreline with special attention to intensity, density, and proximity to the water. Conserve, protect and enhance natural and cultural resources along the Richmond shoreline. Promote a balance of uses along the shoreline that supports multiple community needs such as economic development, recreation, historic preservation and natural resource protection.</p> <ul style="list-style-type: none"> • Provide a mix of residential and recreation uses in the Southern Gateway change area; support an active industrial waterfront around the Port and along the Santa Fe Channel; and promote a cultural heritage shoreline west of the Port. • Protect and restore wetlands, native habitats and open space; develop shoreline parks and trails to increase public access; encourage recreation and tourism activities; and enhance and showcase historic and cultural resources. Prepare, adopt, and implement plans that will to protect natural and built environments from adverse potential impacts of sea level rise due to climate change. 	Yes	<i>Same as Policy LU4.1</i>
<p>CN2.3 Natural Topography and Hillside Protection Protect natural topography to preserve and enhance Richmond's natural beauty and require developers to concentrate residential development below the 400 foot elevation. The natural characteristics of the Berkeley Hills, San Pablo Ridge, El Sobrante Ridge, Point Potrero and San Pablo Peninsula should be protected and enhanced by regulating allowable methods of site preparation, grading, soils repair, foundation design and topographic alteration, as well as the height, color, material and siting of structures and roadways, quantities of cut and fill, placement of utility crossings and removal of vegetation.</p>	Yes	The ridgeline is the only portion of the Project Site exceeding 400 feet in elevation, and is within the proposed designated open space. No development is planned on the ridgeline. Development is centralized on those areas where slope allows for stability of construction. To preserve the natural topography of the area, Project development is concentrated between the area outside of the shoreline band, but below previously undeveloped steep slopes.
<p>CN2.5 Access to Large-Scale Natural Areas Improve access to large-scale natural areas located in the City including regional parks along the shoreline and in the hills.</p>	Yes	<i>Same as Policy PR4.1</i>

<p>These areas should be open for controlled access to improve public enjoyment and interpretation. Access should be limited where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Richmond neighborhoods.</p>		
<p>CN2.6 Protect Soil and Reduce Erosion Minimize soil depletion and erosion. Prevent erosion caused by construction activities. Retain natural vegetation and topography and minimize grading of hillsides.</p>	<p>Yes</p>	<p>The Modified Project would be required to comply with the NPDES General Construction Permit, the Project's Stormwater Pollution Prevention Plan (SWPPP), and the City's Excavation, Grading, and Earthwork Construction Ordinance and associated permit. These permits would ensure that erosion and soil depletion are minimized by requirements to hydroseed, use silt fences, and other similar measures during construction, and provide landscaping in disturbed areas after construction. Furthermore, the Modified Project would preserve 70 percent of the Project Site as open space, most of which is in hillside areas, thus retaining its natural vegetation and topography.</p>
<p>CN2.8 Mineral Resources Preserve mineral resources in undeveloped areas that have been classified by the State Mining and Geology Board as having statewide or regional significance for possible future extraction. Avoid nuisances, hazards or adverse environmental, public health and safety impacts associated with mineral extraction by employing methods such as development setbacks, buffers, screening and other appropriate measures. In locations where mineral extraction is no longer a viable practice, provide environmentally sensitive remediation and reuse.</p>	<p>Yes</p>	<p>There are no identified mineral resources on the Project Site, nor will there be any future mineral extraction on the site.</p>
<p>CN3.1 Stormwater Management. Develop strategies to promote stormwater management techniques that minimize surface water runoff in public and private developments. Utilize low-impact development techniques to best manage stormwater through conservation, on-site filtration and water recycling.</p>	<p>Yes</p>	<p>The Modified Project will employ a number of water conservation measures, including the development of a landscape documentation package, the use of native and drought-tolerant plants to reduce irrigation demands, and compliance with relevant water conservation regulations. The Modified Project includes stormwater detention basins and storm drains throughout the Project Site to encourage water infiltration and reduce runoff. Additionally, the Modified Project includes other LID features and centralized stormwater capture facilities to treat runoff prior to discharging to the Bay.</p>
<p>CN3.2 Water Quality. Work with public and private property owners to reduce stormwater runoff in urban areas to protect water quality in creeks, marshlands and water bodies and the bays. Promote the use of sustainable and green infrastructure design,</p>	<p>Yes</p>	<p>The Modified Project would be subject to a NPDES General Permit, which requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes best management practices to address stormwater runoff rates and protect surface and groundwater quality. The Applicant will employ a number of water conservation measures into</p>

<p>construction and maintenance techniques on public and private lands to protect natural resources. Incorporate integrated watershed management techniques and to improve surface water and groundwater quality, protect habitat and improve public health by coordinating infrastructure and neighborhood planning and establishing best practices for reducing non-point runoff. (See also: HW9.3)</p>		<p>development and operation of the Modified Project, including the development of a landscape documentation package, the use of native and drought-tolerant plants to reduce irrigation demands, and compliance with relevant water conservation regulations. The Modified Project includes LID features and centralized stormwater capture facilities to treat runoff prior to discharging to the Bay.</p>
<p>CN3.3 Flood Management. Minimize the flood hazard risks to people, property and the environment. Address potential damage from a 100-year flood, tsunami, sea level rise and seiche, and implement and maintain flood management measures in all creeks and in all watersheds. See also: SN1.2</p>	<p>Yes</p>	<p>All areas designated for development are located outside of the 100- and 500-year floodplains. The Project Site is not located within a mapped tsunami inundation area or on low-lying areas likely to be affected by sea level rise. Seiche risk at areas along Richmond's shoreline, including the Project Site, is minimal because there are no large confined bodies of water with depths that would cause this hazard.</p>
<p>CN3.4 Water Conservation. Promote water conservation. Encourage residents, public facilities, businesses and industry to conserve water especially during drought years. Work with East Bay Municipal Utility District to advance water recycling programs including using treated wastewater to irrigate parks, golf courses and roadway landscaping and by encouraging rainwater catchment and graywater usage techniques in buildings.</p>	<p>Yes</p>	<p>The Modified Project will employ a number of water conservation measures, including the development of a landscape documentation package, the use of native and drought-tolerant plants to reduce irrigation demands, and compliance with relevant water conservation regulations. Furthermore, the Modified Project includes water conservation measures outlined in a Water Supply Assessment provided by EMBUD (Appendix F). Under wastewater treatment Variant A wastewater would be treated to a tertiary level and then subsequently recycled onsite or conveyed to the adjacent Chevron®-Richmond Refinery for reuse.</p>
<p>CN3.5 Municipal Sewer System. Continue to modernize wastewater treatment facilities to avoid overflows of untreated sewage.</p>	<p>Yes</p>	<p>Wastewater treatment Variant A and Variant B would be designed pursuant to the RWQCB's Sewer System Master Plan Guidelines and Statewide Water Discharge Requirements, which provide provisions to prevent overflows of untreated sewage. Additionally, under wastewater treatment Variant B, the Applicant would pay fair share contributions for improvements to the Richmond Municipal Sewer District's existing sewer system.</p>
<p>CN6.1 Toxic and Contaminated Sites Continue to work with the appropriate local, state, and federal agencies to promote the clean-up and reuse of contaminated sites to protect human and environmental health. Work with property owners and regional agencies to prevent, reduce or eliminate soil and water contamination from industrial operations, the Port and other activities that use, produce or dispose of hazardous or toxic substances. Implement appropriate mitigation measures and clean-up of sites that are known to contain toxic materials as a condition of reuse. Support the remediation and reuse of large, disturbed sites, such as the Winehaven complex at Point Molate and the</p>	<p>Yes</p>	<p><i>Same as Policy LU4.4</i></p>

<p>Terminal 4 site at Point San Pablo, into mixed-use centers that provide the maximum benefit to the community without compromising the integrity of the surrounding natural areas.</p>		
<p>CN6.2 Protection and Expansion of Tree Resources Protect and expand tree resources within Richmond. Protect native trees, heritage trees and oak woodlands; expand and maintain street tree planning; use zoning and building requirements to ensure that trees are included in new developments; and engage the community to undertake planting campaigns. Furthermore, promote trees as economic and environmental resources for the use, education and enjoyment of current and future generations.</p>		<p>The Project Site does not include oak woodlands or heritage trees. Native trees would be preserved to the extent feasible. A Vegetation Management Plan and Open Space Plan will be created as part of the identified mitigation for the Modified Project (see Mitigation Measure 4.3-12). Both of these plans address the importance of preserving native vegetation, including tree resources. Mitigation Measure 4.3-20 requires the use of native tree species and planting specifications included within the Urban Greening Master Plan. In accordance with the Urban Greening Master Plan, use of trees along streetscapes will be maximized. The mitigation measure also includes recommendations on tree species removal and replacement. Removal of invasive tree species and minimized removal of native tree species will be generally addressed through the rezoning application. Additionally, the Modified Project would provide street trees as well as shade trees along Stenmark Drive and other public rights of ways.</p>
<p>Public Safety and Noise Element</p>		
<p>SN1.1 Geologic and Seismic Safety Minimize risk of injury, loss of life and property damage from seismically induced and other known geologic hazards. Regulate land use and apply development standards and construction practices to reduce the risk to humans and property in the event of an earthquake or other geological activity.</p>	<p>Yes</p>	<p>The Modified Project would comply with the California Building Standards Code and obtain a final geotechnical evaluation, both of which are intended to minimize risks from seismic and geologic hazards. The Modified Project would comply with the recommendations within the final geotechnical evaluation.</p>
<p>SN1.3 Hazardous Materials Operations Require safe production, transportation, handling, use and disposal of hazardous materials that may cause air, water or soil contamination. Encourage best practices in hazardous waste management and ensure consistency with City, West Contra Costa County and OSHA guidelines, standards and requirements. Protect Richmond's shoreline and other natural resources from accidental occurrences by controlling the location of new hazardous waste facilities and by limiting the expansion of existing hazardous waste facilities adjacent to the shoreline and along streams or creeks. Coordinate with federal, state and local agencies and law enforcement to prevent the illegal transportation and disposal of hazardous waste.</p>	<p>Yes</p>	<p>The Modified Project will safely transport, handle, use and dispose of hazardous materials that may cause environmental contamination, in accordance with State, federal and local regulations and guidelines, including the Regional Water Quality Control Board's Order No. R2-2011-0087. The Modified Project does not include any new or expanding hazardous waste facilities along the shoreline or streams or creeks. The Modified Project may include an on-site wastewater treatment plant to serve the project's wastewater needs. If included, this facility would need to comply with numerous state laws, as described in Section 4.8 and Section 4.13, to ensure that it is safely operated.</p>

<p>SN3.1 Emergency and Disaster Preparedness</p> <p>Maintain staff and facilities that will continue to support a coordinated and effective response to emergencies and natural disasters throughout the City. Coordinate with neighboring jurisdictions, local employers and industries to make sure that emergency preparedness and disaster response programs equitably serve all parts of the City. Continue to maintain adequate police and fire staffing, facilities, equipment and maintenance in order to protect the community.</p>	<p>Yes</p>	<p><i>Same as Policy HW3.3</i></p>
<p>SN4.1 Noise Levels</p> <p>Work with regulatory agencies to monitor and enforce noise standards in the community.</p> <p>Reduce or mitigate objectionable noise sources and require new noise sources to comply with noise standards. Regulate both indoor and outdoor noise levels to protect health and safety. Use a combination of noise standards and existing noise levels to determine impacts and mitigation measures.</p>	<p>Yes</p>	<p>Noise generated from construction and operation of the Modified Project would not conflict with any applicable noise standards. With mitigation identified in this EIR, the future noise levels onsite at project sensitive receptors would not exceed applicable noise standards (Appendix T).</p>
<p>SN4.2 Land Use Compatibility</p> <p>Minimize conflicts between land uses to protect wetlands, marshlands, and creeks, human and environmental health and safety, preserve community character, and retain job generating activities that have long-term viability. Types, intensities, and ranges of use and development should be compatible with existing uses and should minimize or eliminate conflicts that adversely impact wetlands, marshlands, creeks, mudflats, public safety, human or environmental health or generate nuisances. All new development must avoid or mitigate to the greatest extent feasible potential negative impacts such as noise, odors, and pollution.</p> <p>Consistent with the City's Industrial Buffer Zone Ordinance, prohibit the location of residential uses in the area between Harbour Way South and Marina Way South, and between I-580 and Hall Avenue.</p> <p>Encourage existing larger industries that have surplus land to develop modern industrial parks that could attract new and existing industries and facilitate a reduction of existing and future land use conflicts.</p>	<p>Yes</p>	<p><i>Same as Policy LU5.3</i></p>

<p>New development should complement the character and scale of existing neighborhoods, cultural resources, historic structures, and landscapes. In particular, existing industrial and residential uses can successfully coexist through well-conceived circulation and urban design strategies including buffers (which may be in the form of sound walls and/or enclosed buildings and appropriate transitional habitat zones between wetlands, marshlands, creeks, and mudflats) and transitional uses, rerouting of truck traffic, and design components that mark transitions in land use. Similar to other cities that host mixed uses, consider requiring land use covenants for new development in areas where new uses may generate a perception of conflict with existing uses. Require sufficient visual open space and/or landscaped screening between industrial operations and adjacent residential or recreational activities in order to create adequate buffers.</p>		
<p>SN4.3 Transportation-Related Noise Monitor changes in technology that will prevent and mitigate transportation-related noise impacts on residential and sensitive uses in the community.</p> <p>Support traffic and freeway improvements that will reduce noise impacts of vehicles. Alternatives to sound walls should be considered where possible.</p>	<p>Yes</p>	<p>Noise generated from construction and operation of the Modified Project would not adversely affect residential and sensitive uses in the community. With the mitigation as described in this EIR, the future noise levels onsite at project sensitive receptors would not exceed the City of Richmond noise level limits (Appendix T). The Modified Project does not propose any heavy industrial uses that include frequent truck noise.</p>
<p>Circulation Element</p>		
<p>CR1.1 Balanced Modes of Travel and Equitable Access Encourage multiple circulation options in the City and work with transit operators to ensure equitable access for all members of the community. Create streets and corridors that support a variety of travel modes including transit, pedestrians, bicycles and goods movement as well as automobiles. Provide affordable circulation options which meet the needs of low-income populations, seniors, youth and persons with disabilities to ensure equitable access.</p>	<p>Yes</p>	<p>The Modified Project encourages multiple circulation options in the Project Site. First, the Modified Project would be pedestrian and bicyclist friendly with trails, sidewalks, and complete streets (streets that accommodate cyclists and cars) throughout the site, providing access to the local-serving retail uses in the proposed development areas. New pedestrian and bicycle facilities would be constructed where none are currently provided. The Modified Project Site would include a newly constructed segment of the Bay Trail which would connect to other sections to provide bicycle and pedestrian access from I-580 to Stenmark Drive and around San Pablo Point to the San Pablo Yacht Harbor. Furthermore, the Modified Project would support the established goals and policies of the Richmond Bicycle Master Plan and Richmond Pedestrian Plan by expanding and improving the City's bicycle and pedestrian network.</p> <p>Second, the Modified Project would increase access to transit by working with AC Transit to provide transit service between the site</p>

		<p>and transit centers or providing commute-time shuttle service from the Project Site to a local transit center, as described under the TDM. Third, the repair of the pier would allow for the addition of passenger ferry service to the Project Site. Ferry service would have a beneficial impact by reducing the load on local vehicular traffic from private automobile use, and would be accessible to visitors and residents of the Modified Project area by trails and bike paths.</p> <p>Pedestrian and bicycle trails, public transit, and passenger ferry service would provide affordable circulation options for low-income populations, seniors, youth and persons with disabilities to ensure equitable access.</p>
<p>CR1.2 An Interconnected Street System</p> <p>Promote an interconnected system of streets that adequately serves current and future travel needs. By promoting an interconnected system for streets along with pedestrian, bicycle and transit facilities, the City can support streets that are compatible with surrounding land uses, street function and community character.</p>	Yes	<p>The Modified Project would provide infrastructure to adequately serve the travel needs in the Project Site. The Modified Project would widen and realign Stenmark Drive and install dedicated bike lanes and a sidewalk to ensure adequate site access for pedestrians, bicyclists, automobiles, and emergency service vehicles.</p>
<p>CR1.3 Local and Regional Transportation Linkages</p> <p>Enhance circulation linkages within the City and region. The City will work with regional transportation agencies such as AC Transit, BART, West Contra Costa Transit Agency, and Amtrak to provide or improve connections to Richmond's key transportation hubs such as the proposed ferry terminal in Marina Bay, the Downtown Intermodal Transit Station, Hilltop Mall, the shoreline and commercial and mixed-use streets. Collaborate with regional, state and federal transportation agencies and neighboring jurisdictions to support a high level of service for all users including pedestrians, bicyclists, and automobile drivers.</p>	Yes	<p>The Modified Project would provide connections to local transit by providing commute-time shuttle service from the Project Site to a local transit center or working with AC transit to provide bus service between the site and transit centers, as described in the TDM. Additionally, the repair of the pier would allow for the addition of passenger ferry service between the Project Site and San Francisco. Ferry service could reduce the load on local roads from private automobiles.</p>
<p>CR1.4 Expanded and Affordable Public Transit</p> <p>Coordinate with regional transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors. Public transit provides an environmentally-friendly, cost-effective and equitable mode of travel for residents and visitors. Encouraging transit-supportive development patterns can further maximize the efficiency of these systems and help reduce air pollution and greenhouse gas emissions within Richmond. Public transit service should connect major destinations in Richmond including education institutions, community facilities, regional open space areas and major commercial corridors to serve a greater number of</p>	Yes	<p>The Modified Project would increase access to transit by either working with AC transit to provide service to the Site or providing commute-time shuttle service from the Project Site to a local transit center, as required by the Project's TDM Plan. Additionally, the repair of the pier would allow for the addition of passenger ferry service between the Project Site and San Francisco. Ferry service would be an additional method to travel to San Francisco from Richmond. The Project would include a police substation that would help ensure that public transit connections on the Project Site (such as a ferry connection) would be safe.</p>

<p>riders and reduce commuter vehicle miles. All housing units and employment centers in Richmond should have access to a local and regional public transit stop. Ensure that all transit stations and routes to and from these stations are safe. As many residents and visitors rely on regional passenger rail and air travel, support efforts to create efficient public transit connections to train stations and regional airports. Support efforts to expand service at night and on weekends and to make transit affordable and accessible to people of all abilities, seniors, youth and low-income households.</p>		
<p>CR1.5 Safe and Convenient Walking and Bicycling Promote walking and bicycling as a safe and convenient mode of transportation. Improve pedestrian and bicycle amenities to serve the recreation and travel needs of residents and visitors in all parts of Richmond. Where feasible, the City will: connect major destinations such as parks, open spaces, civic facilities, employment centers, retail and recreation areas with pedestrian and bicycle infrastructure; promote shared roadways in residential streets; require new development and redevelopment projects to provide pedestrian and bicycle amenities, streetscape improvements and linkages to planned and completed City and regional multi-use trails; and develop safe routes to schools and out-of-school programs that allow access by bicycle and pedestrian paths or reliable and safe transit. Explore innovative solutions such as bicycle-sharing programs and encourage businesses, schools and residential developments to provide secure bicycle parking to ensure that these ecologically-friendly, low-impact transportation modes are available to all community members, thereby reducing emissions from vehicles within the City, improving environmental quality and enhancing mobility and connectivity.</p>	<p>Yes</p>	<p><i>Same as Policy EC2.4</i></p>
<p>CR1.6 Comprehensive Network of Multi-Use Trails Develop a comprehensive network of multi-use trails including to enhance bicycle and pedestrian connectivity throughout the City and the region. Completion of the Bay Trail will enhance access to the Richmond shoreline and adjacent open space. The proposed San Francisco Bay Water Trail will also provide enhanced access and recreational opportunities to the Bay. Connecting the Richmond Greenway with the Ohlone Greenway and the Bay Trail, and linking Richmond with Marin County with a bicycle trail across the Richmond-San Rafael</p>	<p>Yes</p>	<p>The Modified Project would provide a comprehensive network of multi-use trails, including pedestrian and bicycle trails to enhance connectivity throughout the Project Site. New pedestrian and bicycle facilities would be constructed where none are currently provided. Furthermore, the Modified Project would include a newly constructed segment of the Bay Trail along an improved and expanded shoreline park, to enhance access to the shoreline and to recreational opportunities at the shoreline park. The new Bay Trail segment will connect the Project Site to other areas along this regional trail.</p>

<p>Bridge will help create a comprehensive network of multi-use trails.</p>		
<p>CR1.10 Vehicular Level of Service Standards for West County Routes of Regional Significance</p> <p>Maintain vehicular LOS standards for signalized intersections consistent with the CCTA West County Action Plan for Routes of Regional Significance. Require a traffic impact study for projects that would generate more than 100 net new peak-hour vehicular trips. Require traffic impact studies to be prepared by professional transportation consultants selected and hired by the City and require the studies to be fully paid for by the project applicant. Traffic impact studies shall be prepared according to CCTA’s travel demand model and technical procedures. Approve projects only if they are found to be consistent with the CCTA’s West County Action Plan for Routes of Regional Significance. Projects found to be inconsistent with the CCTA’s West County Action Plan for Routes of Regional Significance may be approved if findings of special circumstances, including appropriate mitigation measures, are adopted by the City.</p>	<p>Potentially</p>	<p>A traffic impact analysis (TIA) was performed for the Modified Project as part of this SEIR (Appendix D) that evaluated the Modified Project using the criteria in the CCTA’s West County Action Plan for Routes of Regional Significance.</p> <p>As a major project, the Modified Project was found to contribute significantly to unacceptable LOS at an intersection along CCTA Routes of Regional Significance including I-580, Richmond Parkway, and San Pablo Avenue. This SEIR identifies mitigation measures for these impacts (Mitigation Measures 4.13-1 and 4.13-2), however several of these impacts would remain significant and unavoidable as the intersections are not under the jurisdiction of the City and the City does not control the funding, prioritization, and/or construction of improvement projects. Therefore, the City will need to determine if there are findings of special circumstances.</p>
<p>CR2.2 Complete Streets</p> <p>Promote mixed-use urban streets that balance public transit, walking, and bicycling with other modes of travel. Support pedestrian and bicycle connectivity by restoring and reinforcing Richmond’s grid-based network of streets with landscaping and amenities for transit, bicycles, pedestrians, and people with disabilities. Establish a process for modifying streets to support various modes of travel.</p>	<p>Yes</p>	<p><i>Same as Policy LU6.2</i></p>
<p>CR2.3 Integrated Bicycle and Pedestrian System</p> <p>Plan, construct, and maintain a safe, comprehensive, and integrated bicycle and pedestrian system. Walking and bicycling to work, to schools and for recreation can be encouraged by providing amenities and facilities for pedestrians and bicycles, enhancing pedestrian and bicycle connectivity within neighborhoods, promoting multimodal trails and pathways accessible to all and addressing major barriers in the community such as freeways, railroads and steep terrain. Pedestrian improvements at parks, community centers, open space areas, schools, transit stops and commercial nodes will further enhance the bicycle and pedestrian system.</p>	<p>Yes</p>	<p>The Modified Project would enhance pedestrian and bicycle connectivity in the area by providing new pedestrian and bicycle facilities where none currently exist. The Modified Project would include a newly constructed segment of the Bay Trail along an improved and expanded shoreline park, as well as dedicated bike lanes and a sidewalk along the widened Stenmark Drive. Including the segment of trail constructed by the Project, the Bay Trail will provide bicycle and pedestrian access from I-580 to Stenmark Drive and around San Pablo Point to the San Pablo Yacht Harbor. Additionally, implementation of the Modified Project would support the established goals and policies of the Richmond Bicycle Master Plan and Richmond Pedestrian Plan by expanding and improving the City’s bicycle and pedestrian network.</p>

<p>CR3.1 Safety and Accessibility Enhance safety and accessibility for pedestrians, bicyclists, and transit riders. Promote walking, bicycling and transit use by improving key intersections and streets to reduce pedestrian and bicycle collisions. Support improvements at transit stations and stops to reduce crime and vandalism. Continue to work toward the elimination of at-grade railroad crossings to minimize traffic conflicts and increase connectivity and streetscape design to address traffic speeds and pollution.</p>	<p>Yes</p>	<p>The Modified Project would enhance accessibility for pedestrians and bicyclists in the area by providing new pedestrian and bicycle facilities where none currently exist, including a newly constructed segment of the Bay Trail as well as dedicated bike lanes and a sidewalk along the widened Stenmark Drive. Additionally, the Modified Project would enhance safety for pedestrians and bicyclists by remediating the Project Site, providing appropriate street lighting, secure bicycle parking, and other safety measures that would be incorporated as required by City Code. Furthermore, the Modified Project would include an on-site joint fire and police station that would serve the law enforcement requirements of the project in order to keep the Point Molate development areas safe.</p>
<p>CR3.3 Concurrent Infrastructure Development Require concurrent infrastructure development for new and redevelopment projects that may have a significant impact on the existing circulation system including streets, trails, sidewalks, bicycle paths, and public transit.</p>	<p>Yes</p>	<p>As part of the Modified Project, Stenmark Drive would be widened to accommodate the traffic generated by the Modified Project. Furthermore, The Modified Project would contribute a proportionate share toward necessary roadway improvements in order to provide well-maintained transportation infrastructure within the region.</p>
<p>CR5.1 Transportation Demand Management Promote TDM strategies among residents and businesses to reduce reliance on automobiles. Encouraging major employers to develop and implement transportation demand management (TDM) for employees will address peak commute traffic, congestion and air quality. Encourage and support development and transportation projects that emphasize design elements for bicycle and pedestrian access.</p>	<p>Yes</p>	<p>The Modified Project will include a TDM Plan, which would incorporate bus service or a private shuttle to the Richmond BART, installation of bike lanes and a sidewalk along Stenmark Drive, secure bicycle parking, carpool assistance and preferential parking, and other TDM strategies to reduce peak commute traffic congestion and air quality impacts.</p>
<p>CR5.2 Renewable Energy and Clean Technology Promote the use of renewable energy, including non-fossil fuels, and clean technology for transportation including public transit and goods movement.</p>	<p>Yes</p>	<p>The Modified Project would encourage the use of alternative fuel vehicles by providing electric car charging stations on the Project Site. Any shuttle operated by the Project would be an alternative-fuel vehicle.</p>
<p>CR5.3 Green Streets. Promote the development of street design elements that incorporate natural stormwater drainage and landscaping in new and retrofitted streets.</p>	<p>Yes</p>	<p>The Modified Project will incorporate storm drains and inlets within streets. The Modified Project includes stormwater detention basins and storm drains throughout the Project Site to encourage water infiltration, reducing runoff. The Modified Project includes LID features and centralized stormwater capture facilities to treat runoff prior to discharging to the Bay. The Modified Project will include street landscaping that uses native and drought-tolerant plants and City-permitted street trees.</p>

Growth Management		
<p>GM1.1 Pedestrian and Transit-Oriented Urban Environment Promote walkability and public transit by encouraging mixed-use, higher-density development close to community amenities. Promote multifamily and mixed-use infill and brownfield redevelopment close to the Richmond BART/Amtrak Station, Hilltop Area and Marina Bay. Support increased residential density, commercial intensity and reduced parking requirements in areas well served by transit while protecting and increasing land dedicated to parks and open space. Support complete and balanced streets and an expanded multimodal circulation system. Locate medium and high-density housing and mixed-use development along corridors where improvements to multimodal systems are planned. Require new development and improvements to include amenities for pedestrians, bicycles and transit users. Encourage location of new public facilities near primary user groups and existing public transit infrastructure. Encourage new residential uses near existing schools and community facilities.</p>	Yes	<p>The Modified Project would construct a pedestrian friendly mixed-use development, with walking paths/sidewalks throughout the site, on a brownfield site. The Modified Project would improve the pedestrian or bicycle conditions in the area by providing new pedestrian and bicycle facilities where none are currently provided. The Modified Project would include a newly constructed segment of the Bay Trail, that with other segments, would provide bicycle and pedestrian access from I-580 to Stenmark Drive and around San Pablo Point to the San Pablo Yacht Harbor. Additionally, implementation of the Modified Project would support the established goals and policies of the Richmond Bicycle Master Plan and Richmond Pedestrian Plan by expanding and improving the City's bicycle and pedestrian network. Additionally, 70 percent of the Project Site would be protected and dedicated as open space, featuring parks and trails accessible to the public. The Project would include amenities for transit users, including a 100-space parking lot for potential ferry service at the pier the Project would repair, and service to the Richmond BART station during commute hours.</p>
<p>GM2.2 Community Amenities for New Development Require new development to pay costs attributable to that development including impacts on: local streets; local and regional transportation systems; and public facilities such as parks and recreation, schools, and emergency services.</p>	Yes	<p>The Modified Project would contribute a proportionate share toward all necessary improvements to the regional circulation system.</p>
Historic Resources Element		
<p>HR1.1 Preservation of Diverse Resources Protect, preserve and enhance the diverse range of historic, cultural and archaeological sites and resources in the City for the benefit of current and future residents and visitors.</p>	Yes	<p>The Modified Project would protect and enhance the Historic Winehaven District by rehabilitating the existing historic buildings for new uses. Interpretive panels would make the Project Site's history available to visitors. The panels would include information about the Project Site's cultural, archaeological, and historic features.</p>
<p>HR1.2 Adaptive Reuse of Resources Promote adaptive reuse, rehabilitation and retrofitting of historic buildings that are no longer in their original use and explore approaches to integrate preservation with economic revitalization objectives.</p>	Yes	<p>The Modified Project would rehabilitate the historic buildings that form the Historic Winehaven District for new uses, which would preserve the historic character of the buildings while revitalizing the economy of the area.</p>
<p>HR1.3 Compatibility of New Development Promote context-sensitive design that respects and celebrates the history and historical character of sites and resources</p>	Yes	<p>The Modified Project's Design Guidelines would require that new construction in the Winehaven Historic District and adaptive reuse of the historic buildings within the Historic District comply with the Secretary of the Interior's Standards and Guidelines for the</p>

<p>while meeting contemporary needs of the community. Encourage compatibility between new development, adaptive reuse, retrofitting and rehabilitating of historic properties and areas in the City within the historical context of the resource. Maintain consistency with the National Trust for Historic Preservation’s “Main Street” principles and the Secretary of the Interior’s Standards for the Treatment of Historic Properties, which include guidance for buildings and cultural landscapes. Ensure that commercial facilities such as those in the Point Richmond Historic District are developed in a way that complements and preserves the historic, “village-like” appearance and character of the district.</p>		<p>Treatment of Historic Properties. The Design Guidelines also would incorporate the Preservation regulations of the City of Richmond to ensure new development on the Project Site is sensitive to the existing historic resources.</p>
<p>HR1.4 A Sustainable Approach Encourage the reuse and retrofitting of existing structures to support an environment-friendly approach to redevelopment and revitalization of existing areas of the City</p>	<p>Yes</p>	<p>The Modified Project would reuse and retrofit existing historic structures of the Historic Winehaven District for new uses.</p>
<p>HR2.1 Cultural Heritage Tourism Build on Richmond’s unique and nationally recognized historic resources to draw visitors to the City while supporting preservation and community development goals. Resources such as the Rose the Riveter/WW II Home Front National Historical Park, Point Molate and the San Pablo Peninsula and Point Richmond have the potential to draw visitors from the local area, the region and beyond. Integrate historic preservation with economic development objectives to generate additional revenue for the City while providing the investment needed to preserve resources.</p>	<p>Yes</p>	<p>The Modified Project would remediate the Project Site and rehabilitate the historic buildings that form the Winehaven Historic District, allowing visitors to safely visit this currently inaccessible historic resource. Proposed new development at the Project Site and future uses within the historic buildings would provide the economic revenue required for the site’s remediation and rehabilitation and maintenance of the historic buildings.</p>
<p>HR3.1 Education and Awareness Elevate community awareness about the value of historic preservation to build support for preservation, revitalization and adaptive reuse of historic and cultural structures and resources. Leverage the Richmond Museum of History (and its museum ship, the SS Red Oak Victory), the Point Richmond History Association and the National Historical Park to enhance public understanding of the City’s historic resources.</p>	<p>Yes</p>	<p>The Modified Project would elevate community awareness and public understanding about the value of preserving the Historic Winehaven District through community meetings prior to and after Project approval and with interpretive panels that would describe the site’s historic significance and would be included as part of the Modified Project.</p>