

ORDINANCE NO. 22-20 N.S.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RICHMOND,
CALIFORNIA, REZONING TO PLANNED AREA (PA) FOR THE POINT MOLATE
MIXED-USE PROJECT SITE LOCATED AT 2100 STENMARK DRIVE (PLN20-57)**

WHEREAS, in 2020, Winehaven LLC (the Project Sponsor or Applicant) filed applications for a General Plan Amendment and Zoning Amendment to rezone the Project Site (2100 Stenmark Drive, APN: 561-100-008) to Planned Area (PA) District and –H, Historic District Overlay for Winehaven Historic District, Design Guidelines, including a Master Planned Area Plan and Historic Conservation Plan, a Vesting Tentative Map, a Conditional Use Permit, a major Design Review, and a Development Agreement with the City of Richmond (“City”) for the Point Molate Mixed Use Project (the Project), on an approximately 276-acre above-water site in the City of Richmond, Contra Costa County, California;

WHEREAS, the City filed a Notice of Preparation (“NOP”) of a Draft Environmental Impact Report (“Draft EIR”) the Project with the State Clearinghouse (“SCH”) Office of Planning and Research (“OPR”) on July 12, 2019 (SCH # 2019070447). The City thereafter caused to be prepared a Draft and Final Subsequent Environmental Impact Report (“SEIR”), including responses to all significant environmental issues raised in public comments, which addressed the potentially significant environmental impacts of developing the Project;

WHEREAS, on June 25 and July 14, 2020, the Historic Preservation Commission (HPC) held public hearings to consider a recommendation to the Planning Commission regarding the -H, Overlay and Historic Conservation Plan for the Project. On June 25, 2020, the HPC voted to recommend approval of the –H, Overlay to the City Council, based upon their recommended findings, and on July 14, 2020, the HPC voted to recommend approval of the Historic Conservation Plan (Section 4 of the Design Guidelines);

WHEREAS, on July 8 and July 22, 2020, the Design Review Board held public hearings to consider a recommendation to the Planning Commission regarding the Major Design Review and approval of the Zoning Amendment for the Project. On July 22, 2020, the DRB closed the public hearing and recommended approval of the Design Review Permit and Zoning Amendment, subject to conditions;

WHEREAS, on August 17, 2020, the City of Richmond Planning Commission opened a public hearing to consider a recommendation to the City Council regarding the certification of the Final EIR, adoption of the MMRP, and approval of the Rezoning and Vesting Tentative Map for the Project. On August 20, 2020, the Planning Commission voted 4 to 1 to recommend certification of the Final EIR, adopt a Mitigation Monitoring and Reporting Program, and that the City Council approve the General Plan Amendment, Zoning Amendment, Vesting Tentative Map, and Design Review (PLN20-57), subject to conditions;

WHEREAS, on September 8, 2020, the City Council held a public hearing to consider certification of the Final SEIR, adoption of the Mitigation Monitoring and Reporting Program (MMRP), CEQA Findings of Fact and Statement of Overriding Considerations; and approval of a General Plan Amendment, Zoning Amendment, Design Guidelines, including a Master Planned Area Plan and Historic Conservation Plan, Vesting Tentative Map, Conditional Use Permit, DDA, a development Agreement, and a Major Design Review for the Design Guidelines for the Project. On September 8, 2020, after reviewing all oral and written evidence in the public record, the City Council: (1) certified the Final EIR as complying with CEQA; (2) adopted the MMRP, CEQA Findings of Fact, and Statement of Overriding Considerations; and (3) approved the General Plan Amendment, Design Guidelines (including a Master Planned Area Plan and Historic Conservation Plan), Vesting Tentative Subdivision Map, Conditional Use Permit, Disposition and Development Agreement, and Major Design Review for the Design Guidelines for the Project, and (4) ordinances approving a Development Agreement and Zoning Amendments, all conditioned upon City Council a second reading and final approval of the Ordinances for the Development Agreement and Zoning Amendments for the Project; and

WHEREAS, the Project application includes a request to change the zoning of the Project Site from existing zoning (PR, Parks and Recreation, CG, Commercial General, IL, Industrial

Point Molate Interim Study Zone. L, Landmark Overlay (Winehaven Historic District) and -S, Shoreline Overlay) to Planned Area (PA) District, -H, Historic District Overlay and maintaining the existing -S, Shoreline Overlay, substantially in the form on file with the Planning & Building Services Department, on certain real property consisting of approximately 276-acres located in the City of Richmond, as more particularly described in the attached **Exhibits A and B** (“Zoning Amendment” and “Design Guidelines with PA Plan & Historic Conservation Plan”), incorporated herein and made part hereof.

NOW, THEREFORE, the City Council of the City of Richmond does ordain as follows:

SECTION I. The City Council finds and determines the following:

1. The following findings of fact support the approval of the Zoning Amendments, attached as **Exhibit A**, pursuant to RMC Section 15.04.814.050:

A. The proposed amendment is consistent with the General Plan.

Statement of Fact: *Criterion Conditionally Satisfied.* The Project proposes to amend the Project Site’s zoning districts from Open Space, Parks and Recreation, General Commercial, Light Industrial, Hillside Residential, and Medium-High Density Multi-Family Residential to maintaining a Shoreline (-S) Overlay along the shoreline, changing to Historic District (-H) Overlay in the Winehaven Historic District, and changing Interim (-I) Overlay Study Area designation to Point Molate Planned Area District (PAD).

The proposed zone change and text amendment is consistent with the amended vision articulated for the Project Site in the General Plan (San Pablo Peninsula Area (CA-13)). The Project Site is a change area, which is an area where the General Plan anticipates “new uses, development and redevelopment.” Consistent with the General Plan’s vision for CA-13, the proposed amendments would result in a mix of residential and commercial uses on the Project Site, including office and retail, the designation of the Project Site’s shoreline areas as Parks and Recreation, construction of an overlook park, and setting aside approximately 70 percent of the Project site as open space areas. The amendment would also allow for rehabilitation and reuse of all the contributing historic buildings in the Winehaven Historic District to establish a vibrant, mixed-use development and enhance public access through the District. The Project also allows for the completion of portions of the Bay Trail and addition of bicycle and pedestrian path. All of these elements for the Point Molate area are discussed in the General Plan.

The proposed amendment would result in additional housing in the City, which addresses General Plan policies that support housing, including Policy H-1.4 (promote a variety of housing types) and Policy H-2.1 (promote high-quality living environments), and would reuse a brownfield site, consistent with Policy H-2.6 (promote the clean-up and reuse of contaminated sites). Please see above, General Plan Finding (A) for additional discussion regarding the Project’s consistency with the General Plan goals and policies. With the approval of the proposed General Plan amendments for the Project, the Project’s zoning amendments will be consistent with the General Plan.

B. The proposed amendment is necessary for public health, safety, and general welfare or will be of benefit to the public.

Statement of Fact: *Criterion Satisfied.* The proposed amendment will benefit the public. The zoning amendment will enable the development of the Project, which in turn will remediate the soil contamination caused by the Navy’s use of the Project Site in development areas, reduce the risk of wildfire within the Project Site by undertaking vegetation management and constructing a fire station, and provide public access to an expanded shoreline park and provide additional public open space areas. The Project will result in the completion of a portion of the Bay Trail. The amendment will also allow the City to rehabilitate and reuse all the contributing historic buildings in the Winehaven Historic District, which currently are in a state of disrepair, and will create a new, vibrant, mixed-use community within the City, on land that is now closed to the public.

C. The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act.

Statement of Fact: **Criterion Satisfied.** As required by the California Environmental Quality Act (CEQA) Guidelines, a Draft SEIR was prepared and, consistent with the CEQA Guidelines, a 70-day public review period was established for comments on the Draft SEIR. All comments, raising environmental issues, received on the Draft SEIR by the close of the comment period were responded to and addressed in the Response to Comment, which was released on July 24, 2020. The Final SEIR is accompanied by a Mitigation Monitoring and Reporting Program (MMRP). Thus, the zoning amendments proposed in the Project have been reviewed for CEQA compliance.

D. For a change to the Zoning Maps, that the subject property is suitable for the uses permitted in the proposed zone in terms of access, size of parcel, relationship to similar or related uses, and other relevant considerations, and that the proposed change of zoning district is not detrimental to the use of adjacent properties.

Statement of Fact: **Criterion Satisfied.** The proposed PM-PAD zoning amendment includes zoning sub-districts for the Project Site that retain much of the existing zoning restrictions. For example, the shoreline area would remain subject to the development regulations in the Parks and Recreation district and would still have a Shoreline Overlay. The hillside areas would remain subject to the development regulations in the Open Space district. The Winehaven Historic District would be given a -H, Historic District overlay rather than a Landmark Overlay to better protect it as a historic district. Further, the development areas of the Project Site still allow a mix of residential, commercial, and light industrial uses reflected in the current zoning and the conceptual land use plan of the 1997 Point Molate Reuse Plan, but in a different configuration than previously contemplated.

2. The following findings of fact support the approval of the Zoning Amendments within the Planned Area District and Planned Area Plan (Design Guidelines, which includes the Master Planned Area Plan and Historic Conservation Plan, is attached as **Exhibit B**), pursuant to RMC Section 15.04.810.040:

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

Statement of Fact: **Criterion Satisfied.** The General Plan identifies the Project Site as a change area (San Pablo Peninsula Area (CA-13), which is an area where the General Plan anticipates "new uses, development and redevelopment." The Project Site is designated as a combination of Business/Light Industrial, Medium-Density Residential, Low-Density Residential, Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan. Consistent with the General Plan's vision for the change area, the Project proposes to designate the Project Site's shoreline areas as Parks and Recreation, construction of an overlook park, and open space areas. The General Plan amendments also would permit the rehabilitation of the historic buildings in the Winehaven Historic District and the addition of bicycle and pedestrian paths, all of which are discussed in the General Plan. Thus, the development areas of the Project Site would still allow a mix of residential, commercial, and light industrial uses, but in a different configuration than permitted by the existing zoning, with increased opportunities for mixing of residential and commercial uses to create a more vibrant community than could be accomplished with the existing zoning.

The Project's proposed zoning and land use designation strives to retain much of the existing standards and restrictions as feasible. The modifications and exceptions to height, intensity and density as proposed under the General Plan amendments have been subject to the proposed PA Plan requirements, and further elaborated in the proposed Design Guidelines. Thus, redevelopment of the Project Site as permitted by the proposed zoning and General Plan amendment is suitable for the Project Site, and consistent with the City's vision of new development at the Project Site as articulated in the Base Reuse Plan and General Plan. Thus, with the approval of the General Plan Amendment for the Project, the proposed zoning amendment would be consistent with General Plan.

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

Statement of Fact: **Criterion Conditionally Satisfied.** The development would be restricted to no more than 30% of the above water project area and approximately 70% of the site would be

preserved as open space. The PA District proposes 1,260 residential units, rehabilitation and adaptive reuse of the existing 374,572 square feet of historic buildings and 250,000 square feet of new construction within the Winehaven Historic District to include a mix of commercial and/or residential uses. Further, the Project development is proposed to avoid sensitive biological resources, steepest slopes, and be pushed back from the shoreline. In addition, the Design Review Board or the Historic Preservation Commission will evaluate the future project applications within the PA District to ensure that they satisfy the Development Plan Review criteria in the Master PA Plan and conform to the General Plan as well as substantially conform to the Point Molate Design Guidelines.

The findings of this criterion are dependent on the approval of the General Plan and zoning amendments and the Point Molate Design Guidelines proposed as part of the Project, and this criterion will be satisfied upon the City Council's approval of these Project entitlements.

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

Statement of Fact: Criterion Satisfied. As described below in detail, the Project would include new roads to serve the development within the Project Site, including widening Stenmark Drive from the Project Site to the I-580 ramps and construction of utility and infrastructure needed to support the Project.

Transportation facilities. The Project proposes to improve and widen Stenmark Drive as per the City's standards to provide adequate vehicle access to and from the Project Site. Further, the Project will provide pier upgrades and a parking lot to accommodate a future ferry or water taxi service. The Project will provide a shuttle service to BART during commute hours as part of its Transportation Demand Management Plan. The Project also includes completion of a portion of the Bay Trail and addition of other new bike paths and pedestrian trails throughout the Project Site. The Project would add vehicles to streets that are already overtaxed, but the Project would pay transportation impact fees that can be used to fund transportation improvements needed to address existing service issues.

Fire Protection and Police Services. The Project would construct an onsite joint fire station and police substation to ensure that the construction of the Project development will not result in a reduction of the quality of existing fire or police services.

Other Public Services. East Bay Municipal Utility District (EBMUD) confirmed that it has sufficient water to supply the Project and meet its other water supply obligations. The Project would improve the water supply infrastructure to meet City and EBMUD standards. In addition, the Project would construct wastewater infrastructure that meet the City's requirements. The Project will pay the appropriate fees for solid waste service to the City's service provider, and the addition of the Project to the service area would not adversely impact trash collection in other areas of the City.

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

Statement of Fact: Criterion Satisfied. The Project proposes a mix of residential, commercial, and open space uses. Adding residential, commercial, and open spaces uses to the Project Site would not adversely affect the surrounding industrial uses because the Project Site is separated from those uses by the 480-foot tall Potrero Ridge and the designated hillside open space. The distances between the planned residences and the industrial facilities, and the buffer provided by the ridge and open space, ensures that the future Project residents are not adversely affected by existing industrial uses.

E. The development generally complies with applicable design guidelines.

Statement of Fact: *Criterion Conditionally Satisfied.* The Project is proposing a Master PA Plan for the Project Site to provide the goals and policies for redeveloping the Project Site. The Master PA Plan is found in Section 2.0 of the proposed Point Molate Design Guidelines and describes the character of the various neighborhoods that would be developed on the Project Site, including their circulation, parks and open spaces, land uses, locations of retail and active uses, streetscapes, block structure, and height map, among other details that shape neighborhood character. In addition, the proposed Point Molate Design Guidelines provide architectural guidelines (Section 3.0), the historic conservation plan for the Winehaven Historic District (Section 4.0), and landscape guidelines (Section 5.0). These Design Guidelines would guide future developers and builders and their architects and engineers in designing, rehabilitating and restoring buildings and environments at Point Molate. The Guidelines aim to create neighborhoods with variety, quality, and compatibility of buildings and building types, and to complement the existing Historic Structures in the Winehaven Historic District with sensitive, thoughtful renovations, additions, and new construction.

Further, the Richmond Municipal Code, Article XV, requires that individual projects proposed for a PA District with a Master PA Plan to return to the City for discretionary Development Plan review. The process for future Development Plan review is set forth in the PM-PAD zoning proposed for the Project. This future review for development of individual projects within the PA District would ensure that the development is in compliance with the proposed Design Guidelines.

Overall, with approval of the Point Molate Design Guidelines proposed as part of the Project, this criterion will be satisfied for the Project, and all future development on the Project Site will comply with the Point Molate Design Guidelines.

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

- 1. Appropriateness of the use(s) at the proposed location.**
- 2. The mix of uses, housing types, and housing price levels.**
- 3. Provision of units affordable to persons and families of low and moderate income or to lower income households.**
- 4. Provision of infrastructure improvements.**
- 5. Provision of open space.**
- 6. Compatibility of uses within the development area.**
- 7. Creativity in design and use of land.**
- 8. Quality of design, and adequacy of light and air to the interior spaces of the buildings.**
- 9. Overall contribution to the enhancement of neighborhood character and the environment of Richmond in the long term.**

Statement of Fact: *Criterion Conditionally Satisfied.* The Project Site has unique topographic, biological, and cultural resources that necessitate site-specific zoning and design guidelines. The zoning standards will result in development that respects the Project Site's topography and cultural resources, and is therefore superior to the strict application of existing development standards for base zoning districts to the Project Site.

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

As discussed above, the Project's uses are appropriate to the locations in which they would be permitted under the proposed General Plan amendments, zoning and the Design Guidelines. These uses are also generally consistent with the 1997 Point Molate Reuse Plan.

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

The Project proposes a mix of housing types and densities, including single-family homes, townhomes, and multi-family housing. In addition, the Project would provide on-site affordable units, as well as contribute to the City's affordable housing fund through payment of the in-lieu affordable housing fee.

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

See above regarding on-site affordable units and payment of the in-lieu affordable into the City's affordable housing fund.

Provision of infrastructure improvements.

The Project includes improvement of the Project Site's infrastructure to ensure it can adequately support the Project. Infrastructure improvements include widening Stenmark Drive, a new Bay Trail segment, adding bicycle and pedestrian pathways, updating and adding water and wastewater infrastructure, and undergrounding the electrical infrastructure.

Provision of open space.

The Project sets aside approximately seventy percent (70%) of the above-water Project Site as open space and recreational areas. The open space and park system is designed to connect and buffer neighborhoods providing trails and access from shoreline areas to hillside overlooks. The open spaces proposed within the Project include: (1) conservation areas consisting of mostly upland hills and valleys; (2) a significant shoreline park integrating the Bay Trail; (3) active public plazas at key nodes within the Historic District; and (4) public parks serving residents and visitors and may serve as key access points to the hillside and conservation area.

Compatibility of uses within the development area.

The PA Plan strives to create a vibrant mixed-use community through a mix of residential and commercial uses. Residential housing on the Project Site would help support proposed retail and restaurant uses, which likely could not be sustained by visitors alone. The Project's proposed zoning regulations and Design Guidelines avoids development near sensitive cultural resources, within 100- feet of shoreline areas, and near ridgelines. The —H, Historic District Overlay for the Winehaven Historic District provides that all new construction and rehabilitation of existing historic buildings within the district will be reviewed by the Historic Preservation Committee consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Creativity in design and use of land.

As discussed above, the Project development protects the most sensitive areas and open spaces of the Project Site, and uses open space to connect neighborhoods and key open space features within the Project. The Project would creatively reuse the Winehaven Historic District and surrounding development areas to create a new, vibrant community through rehabilitation and adaptive reuse of existing buildings, which is further supported by new development. The Project also improves Stenmark Drive to provide roadway access to the larger Richmond community to the new public amenities, including hiking trails in the hillside open spaces and recreation areas in the park along the shoreline.

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

The proposed Point Molate Design Guidelines would ensure that the Project would have design quality, including using durable materials and incorporating light and air into interior building spaces. All construction would meet the building code standards in place when building permit applications are submitted. In addition, the development within the Winehaven Historic District would be reviewed by the Historic Preservation Commission to ensure it meets the Secretary of the Interior's Standards for the Treatment of Historic Properties.

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

The Project would encourage brownfield redevelopment by remediating contamination left by the Navy in areas proposed for development, constructing the Bay Trail along the property

frontage, adding open space and trails, and rehabilitating and adaptively reusing historic buildings in the Winehaven Historic District. By providing infrastructure improvements such as widening of Stenmark Drive, the Project would provide better access to the larger Richmond community to the new public amenities and recreational opportunities proposed as part of the Project.

Overall, as the findings of this criterion are dependent on the approval of the General Plan and zoning amendments and the Point Molate Design Guidelines proposed as part of the Project, this criterion will be satisfied upon the City Council's approval of these Project entitlements.

3. The following findings of fact support the approval of the Zoning Amendments for an –H Overlay over the Winehaven Historic District pursuant to RMC Section 15.04.814.050:

A. Findings for Rezoning the District within Project Site to a -H, Historic District, Overlay.

Supporting Statement of Facts: ***Criterion Conditionally Satisfied.*** See Zoning Amendment Findings above.

B. Findings that the Proposed –H District “has a significant architectural historical or cultural character that can be preserved and enhanced through appropriate controls on new development and alterations to existing buildings, structures, objects.”

Supporting Statement of Facts: ***Criterion Satisfied.*** The Winehaven Historic District is already listed as a historic resource on National Register of Historic Places (NRHP) and has an –L Overlay, the findings required under RMC Section 15.04.303.060 to nominate the District for –H Overlay are not required to be made. But even if those findings were required, the District also meets criteria 1 and 4 of RMC section 15.04.303.060(A) required for placement of an –H Overlay. Specifically, the District:

- Exemplifies or reflects valued elements of the City's cultural, social, economic, political, aesthetic, engineering, archaeological, or architectural history; and
- Embodies distinguishing characteristics of an architectural style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship.

The applicant has prepared Design Guidelines for the Modified Project, and Chapter 4 of the Design Guidelines provide detailed design guidelines for the rehabilitation, reuse, and future development projects within the District.

The Winehaven Historic District Design Guidelines in Chapter 4 of the Project's Design Guidelines are based on the Secretary of the Interior's Standards for the Treatment of Historic Properties, particularly the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Thus, Chapter 4 of the Modified Project's Design Guidelines will serve as the Historic Conservation Plan for the portions of the Point Molate Mixed-Use Development Project proposed within the District as per RMC Section 15.04.303.070 (D) (7) requirements. Any structures located onsite that are not considered contributing elements of the Historic District will likely be demolished.

Further, the identified Winehaven historic resources will undergo future and individual Historic Resource Evaluations (HREs) to include written and graphic documentation detailing historic resource significance and character-defining features; historic architectural, structural and material conditions assessments; and treatments for proposed retention, repair, rehabilitation, alterations and additions. These individual HREs will be part of the Modified Project's implementation within the District and aid in the applicant obtaining the requisite Certificate of Appropriateness, which will provide for the review of projects directly associated with Richmond's designated historic resources by the City's Historic Preservation Commission (HPC) per RMC Section 15.04.303.120.

Thus, adherence to the Winehaven Historic District Design Guidelines and the Certificate of Appropriateness process will ensure that the future development within the District will preserve all the contributing historic buildings and retain their character-defining features and any new

additions and related new construction will be sensitively designed to not compromise the integrity of the Winehaven Historic District.

SECTION II. By this ordinance, the City Council approves the Zoning Amendment to rezone the Project Site to Open Space, OS and Planned Area, PA districts as set forth in Exhibit A (“Zoning Amendments”) and adopts the Master Planned Area Plan as set forth in Exhibit B (“Design Guidelines with Master PA Plan & Historic Conservation Plan”), incorporated herein and made part hereof.

SECTION III. Any provisions of the RMC, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION IV. If any section, subsection, paragraph, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid, the remaining portions of this Ordinance shall remain in full force and effect. The City Council hereby declares that it would have passed each section, subsection, paragraph, sentence, clause or phrase of this Ordinance irrespective of the unconstitutionality or invalidity of any section, subsection, paragraph, sentence, clause or phrase.

SECTION V. This Ordinance becomes effective thirty (30) days after its final passage and adoption. In accordance with RMC Section 15.04.810.060(A)(1), the Planned Area Plan for the Project shall be effective on the date of adoption of this Ordinance.

Exhibit A: Zoning Amendment

Exhibit B: Design Guidelines with Master PA Plan & Historic Conservation Plan

First introduced at a regular meeting of the City Council of the City of Richmond held on September 8, 2020, and finally passed and adopted at a regular meeting held on September 15, 2020, by the following vote:

AYES: Councilmembers Choi, Johnson III, Vice Mayor Bates, and Mayor Butt.
NOES: Councilmember Martinez and Willis.
ABSTENTIONS: None.
ABSENT: Councilmember Myrick.

PAMELA CHRISTIAN
CLERK OF THE CITY OF RICHMOND
(SEAL)

Approved:
TOM BUTT
Mayor

Approved as to form:
RACHEL SOMMOVILLA
City Attorney(Interim)

State of California }
County of Contra Costa } : ss.
City of Richmond }

I certify that the foregoing is a true copy of Ordinance No. 22-20 N.S., passed and adopted by the City Council of the City of Richmond at a regular meeting held on September 15, 2020.



Pamela Christian, City Clerk of the City of Richmond

Existing Zoning Map & Proposed Changes

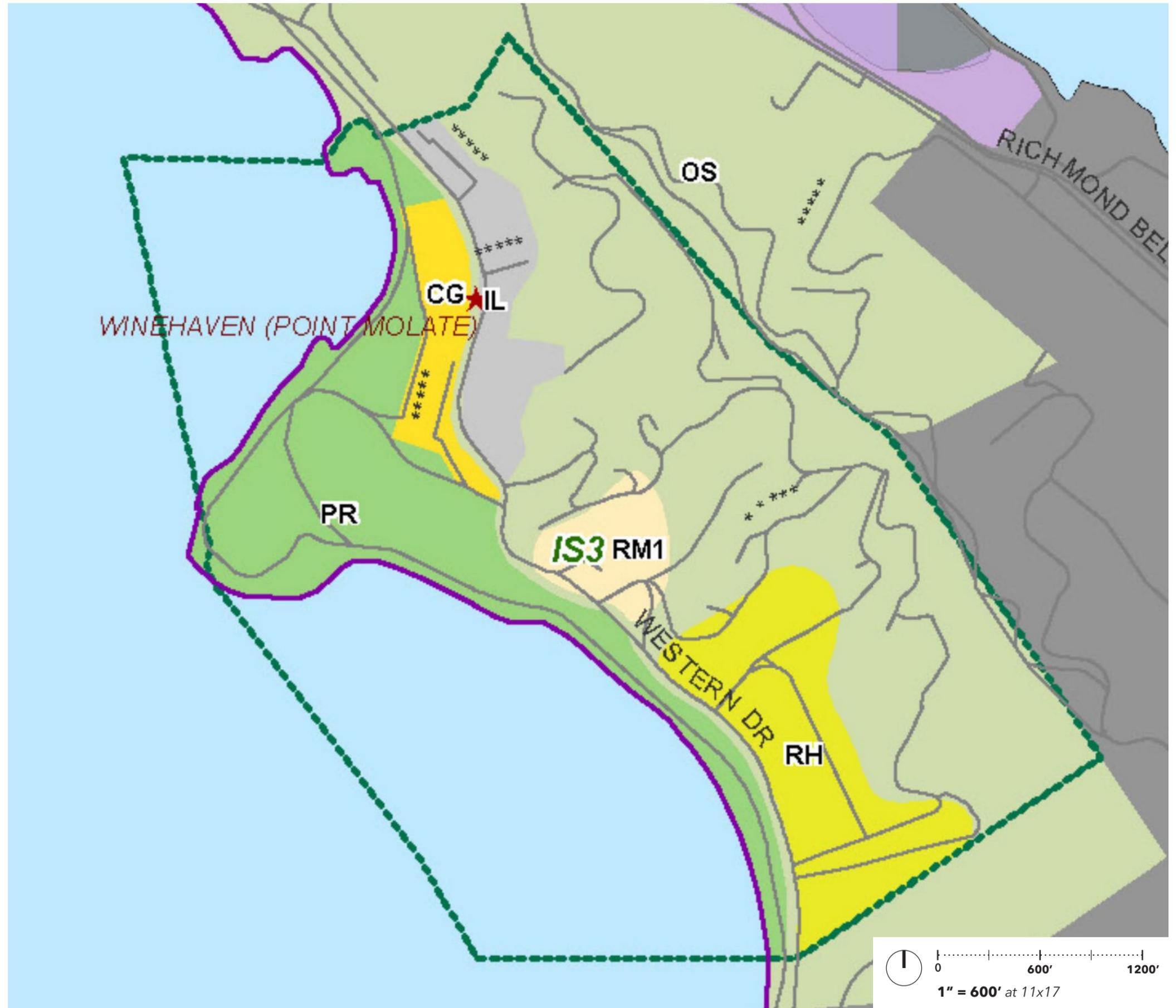
City of Richmond Map Gallery
<http://www.ci.richmond.ca.us/290/Map-Gallery>

Zoning Map

Legend

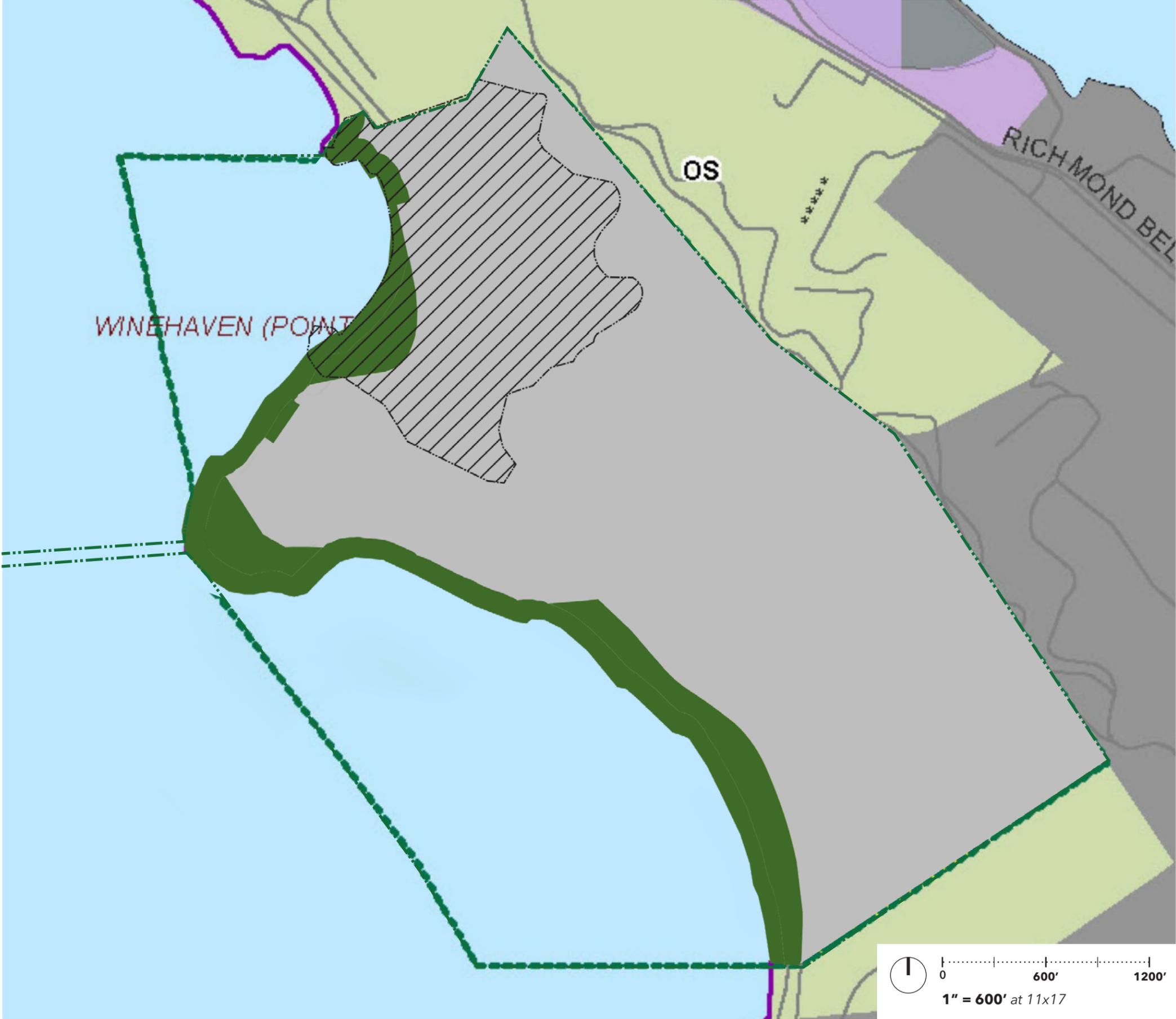
Zoning District

- RH Single-Family Hillside Residential
- RL1 Single-Family Very Low Density Residential
- RL2 Single-Family Low Density Residential
- RM1 Multifamily Residential
- RM2 Multifamily High Density Residential
- CM-1 Commercial Mixed-Use, Residential
- CM-2 Commercial Mixed-Use, Neighborhood
- CM-3 Commercial Mixed-Use, Commercial Emphasis
- CM-4 Commercial Mixed-Use, Gateway/Node
- CM-5 Commercial Mixed-Use, Activity Center
- LW Live/Work
- CG Commercial, General
- CR Commercial, Regional
- CC Commercial, Coastal
- IB Industrial, Business
- ILL Industrial, Limited Light
- IL Industrial, Light
- IG Industrial, General
- IW Industrial, Water-Related
- PCI Public, Cultural, and Institutional
- PR Parks and Recreation
- OS Open Space
- AG Agricultural
- SP-1 Tiscornia Estates Specific Plan
- SP-2 Richmond Bay Specific Plan
- PA Planned Area



Proposed Zoning Map

- Planned Area District
- H- Overlay
- S- Overlay



Note: The proposed zoning map illustrates an enlargement of proposed amendments within the Point Molate site; the City will update its zoning map if it approves the proposed amendments.

Exhibit B

Point Molate

DESIGN GUIDELINES

JULY 17, 2020

PRELIMINARY



PRELIMINARY - 7/17/2020

1.0 INTRODUCTION

Special Thank You to:

CITY OF RICHMOND

City Council

Mayor Tom Butt

Ben Choi

Vice Mayor Nathaniel Bates

Demnlus Johnson, III

Eduardo Martinez

Jael Myrick

Melvin Willis

Planning Commission

Nancy Baer

Andrew Butt, Vice-Chair

Brandon Evans

Yu-Hsiang (Michael) Huang

Jen Loy

David Tucker, Chair

Historic Preservation Commission

Robin Cawelti, Chair

M. Fatema Crane

Jonathan Haeber

Caitlin (Harvey) Hibma

Michael Hibma

Joann Pavlinec, Vice-Chair

Gretchen Stromberg

Design Review Board

Kimberly Butt

Brian Carter

Jessica Fine

Michael Hannah, Vice-Chair

Macy Leung

Jonathan Livingston, Chair

Karlyn Neel

Planning Department

Lina Velasco

Emily Carroll

Roberta Feliciano

City Attorney's Office

Rachel Sommovilla, Interim City Attorney

James Atencio, Senior Assistant City Attorney

PROJECT APPLICANTS

Winehaven LLC

Marc Magstadt

David Soyka

Derek Hicks

Keith Fitchner

Orton Development

James Madsen

Chris Gillette

PROJECT CONSULTANTS

Master Planner and Landscape Architecture

Hart Howerton

Planning and Architecture

Skidmore, Owings & Merrill

Historic Architecture

Preservation Architecture

Attorneys for the City of Richmond

Downey Brand LLP

Land Use Attorneys

Cox Castle Nicolson

Environmental Consulting & CEQA Documentation

Analytical Environmental Services

Surveyor and Civil Engineer

BKF Engineers

Sustainability Consultants

Ramboll

Transportation Consultants

Kimley-Horn and Associates

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1.1 THE VISION FOR POINT MOLATE

The Point Molate Mixed-Use Development Project (Project) represents a unique opportunity to create a completely new California coastal community that integrates the site's coastal location, rich history and cultural resources, robust environmental character, and the desire of Richmond residents to create something that is shared and enjoyed by all Richmond residents and visitors. The Project foundation is based in the community of Richmond's vision for Point Molate as expressed in the Point Molate Base Re-Use Plan (1997), the General Plan 2030 and Vision Plan (2018) as discussed in Section 1.6.

This document, used in tandem with the Point Molate Planned Area District (PM-PAD) plan and appropriate City of Richmond codes and regulations, provides a blueprint for creating great new neighborhoods, one that provides both important housing and commercial development, and open space and recreational opportunities.

These Design Guidelines include criteria relating to:

- Volumetric and height controls for buildings: to ensure that the spatial character of places where people walk (the Public Realm) is well-proportioned, that sidewalks and streets are activated, and that there is variety in height relative to the neighborhood context and site features and assets.
- Circulation: to minimize the impact of vehicles on the public realm and to create a hierarchy of street frontages; to create a pedestrian network connecting regional trails (Bay Trail) to trails and parks and open space.
- Architecture: to maximize the opportunity to create neighborhoods with variety, quality, and compatibility of buildings and building types; to complement the existing Historic Structures in the Winehaven Historic District with sensitive renovations, additions, and new construction.
- Landscape: to ensure the quality and character of the public realm is rich, varied, accessible to the greater Richmond community, and ecologically important resources have been conserved.



Illustrative View from Richmond San Rafael Bridge

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1.2 COMMUNITY DESIGN PRINCIPLES

A set of high level community design principles guide new development and parks and open space at Point Molate. The principles presented below represent years of both City and community input and are expressed in the PM-PAD, related approvals, and these Design Guidelines.

- Create a place for all by integrating the public and private realms.
- Protect and interpret the site’s cultural and environmental heritage.
- Scale each neighborhood for walkability, convenience, and diverse housing choices.
- Connect each neighborhood with open space, the Bay Trail and new waterfront trails and parks.
- Provide proximity to transportation and transportation choices including walking, biking, ferry, shuttles, ride-sharing and private vehicles.
- Preserve 70% of the site as open space including conservation areas, waterfront and neighborhood parks, compact parks, urban plazas, streetscapes, trails, and utility easements.
- Enact a sustainable planning approach using best practices to mitigate impacts on the environment, protect sensitive natural areas, and reduce energy usage and greenhouse gas emissions.
- Protect native species by protecting and enhancing critical habitats

1.3 SITE LOCATION AND CHARACTER

The 413-acre site is located on the San Pablo Peninsula within the City of Richmond. The site is bounded by San Francisco Bay to the west, open space parcels to the north and south, and the Chevron-Texaco refinery to the east, with Potrero Ridge’s 430-foot hillside ridgeline separating these two sites. Approximately 142 acres of the 413-acre site are submerged in the San Francisco Bay leaving approximately 271-acres of land above mean high tide.



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The Site is approximately 1.5 miles north of Interstate 580 (I-580) and the Richmond-San Rafael Bridge toll plaza, and has direct freeway access through Stenmark Drive, a public roadway. Stenmark Drive provides access to and through the site and terminates at the Point San Pablo Yacht Harbor via Western Drive.

The site is heavily impacted by its history and uses, yet retains a great deal of open space resources, both along the shoreline and particularly in the upland areas. The 1.5-mile shoreline captures two large crescent coves separated by the Point Molate promontory. The “South Cove” includes the existing Point Molate Beach park. The “North Cove” abuts the Winehaven Historic District, which contains a number of historically significant buildings and rail lines. Connecting these two coves is the Point Molate promontory, heavily graded during the Navy years into a large flat concrete pad which was used for shipping and storage.

The upland areas are largely vegetated with native and non-native plants including Eucalyptus forest, chaparral and grasses, and Oak woodlands in some drainages areas. There are some limited existing wetlands in several drainages and shoreline areas.

More extensive information on existing site conditions, natural resources, and historic and cultural resources can be found in the Point Molate Mixed-Use Development Final Supplemental Environmental Impact Report (SEIR).



Bay Views from Point Molate Site

1.0 INTRODUCTION

1.4 HOW TO USE THESE GUIDELINES

This document presents Design Guidelines to guide developers and builders and their architects and engineers in designing, rehabilitating and restoring buildings and environments at Point Molate. The guidelines herein, in conjunction with standards and conditions specified in project approvals noted below, form the basis of evaluation for review and approval of future development applications at Point Molate. The prior approvals include:

- Point Molate Planned Area District (PM-PAD)
- Point Molate General Plan Amendment
- Point Molate Zoning
- Point Molate Development Agreement
- Mitigation measures from the Point Molate Mixed-Use Development Final Supplemental Environmental Impact Report (SEIR)

These Design Guidelines do not duplicate but instead build upon what has already been approved in the PM-PAD and Point Molate Zoning (see Appendix C). The zoning represents standards and uses the terms “must”, “shall”, and “prohibited”. The Design Guidelines also contain additional standards but are predominantly guidelines. Standards again use the words “must”, “shall”, and “prohibited” while the guidelines express desired design intent using the words “should”, “encouraged”, “recommended” and “as appropriate”. The approving body must determine that the proposed design is consistent with the standards

of the PAD, Zoning, and is in substantial conformance with these Design Guidelines.

All development in the PM-PAD area that would be subject to Design Review pursuant to Article 15.04.805 must obtain Development Plan Review, pursuant to Section 15.04.810.080 and PM-PAD section 1.040.

These Guidelines should not be used to prevent individual buildings from incorporating sustainability elements such as green roofs or energy generating roofing materials.

Diagrams contained in these Design Guidelines may or may not contain specific dimensions. If specific dimensions are shown, then conformance with the specified dimension is mandatory. However, if specific dimensions are not shown on a diagram, then placement is flexible and voluntary. A proposed project may not be denied due to failure to comply with a non-specific or voluntary dimension, such as an “encouraged” massing break or a “recommended” area for a neighborhood park. The drawings and diagrams in this document are not to scale and shall not be scaled.

Photographs, diagrams, and illustrations including plans and sections contained in these Design Guidelines are intended to demonstrate one of many ways that a requirement can be fulfilled. They are qualitative in character and do not create precise mandates unless a standard is presented. Images may be subject to copyright and are not for commercial reuse.

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Street names are for ease of reference. Official street names will be approved by the City at a later date. Words and phrases not defined herein have the meaning as defined in the City of Richmond Zoning Ordinance.

These Guidelines contain four major sections with related appendices as follows:

Section 2.0 Community Design Guidelines reviews the overall master plan, organization of neighborhood districts, circulation, and the open space and parks framework. The Design Guidelines address the public realm focusing on streetscapes and mobility and the diverse array of open spaces from the Bay Trail and proposed Shoreline Park through neighborhood parks and paseos and conservation areas. Community Design Guidelines address neighborhood block structure, building placement, and allowable heights. Building access and the relationship of retail uses to the public realm is also addressed.

Section 3.0 Architectural Guidelines introduces the overall architectural character and style of Point Molate architecture as expressed by building type, massing, roofs, facades, and materials. Details on architectural elements such as fenestration, porches and stoops, and lighting and signage are also provided.

Section 4.0 Winehaven Historic Buildings Guidelines See Section 1.5.

Section 5.0 Landscape Guidelines presents the landscape elements of the plan through landscape “zones”, each with its own intent, character, and planting direction, but unified across the plan. Planting areas include streetscape planting, parks, plazas and paseos, trails and recreation areas, and other public landscapes. Components of both public and private landscape include walls and fences, paving, structures and furnishing, lighting and signage and site related topics.

Appendices include:

- Glossary/Definitions
- Appendix A - Approved Plant List
- Appendix B - Prohibited Plant List
- Appendix C - PM-PAD
- Appendices D-K - Reference materials as described in Section 4.0

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1.5 WINEHAVEN HISTORIC DISTRICT

The Winehaven Historic District is the historic and cultural center of the Point Molate site. Guidelines for rehabilitation, adaptive use, alterations, and additions to the existing 35 historic industrial buildings within the Winehaven Historic District, also known as the Winehaven Village, are located in Section 4.0.

Guidelines for new construction within Winehaven Historic District should follow the Point Molate Design Guidelines including specific guidelines for the Winehaven Historic District found in Section 4.0. Preparation of plans, documents and specifications for any proposed demolition, replacement, repair, alteration, or removal of historic materials or features within the District shall be by a licensed Historic Preservation Architect and/or technically appropriate and qualified professional meeting the Secretary of Interior's requirements.

As noted in Section 4.0 and in the applicable Secretary of Interior's Standards, new buildings constructed within the Winehaven Historic District boundary shall be consistent with the Standards, including Standard 9, which requires any new construction to be differentiated from but compatible with existing historic buildings and Standard 10, which addresses requisite reversibility.

Where the guidelines in the Winehaven Historic District section of this document conflict with guidelines elsewhere in this document, the guidelines in the Winehaven Historic District section will prevail (for Winehaven Historic District only).



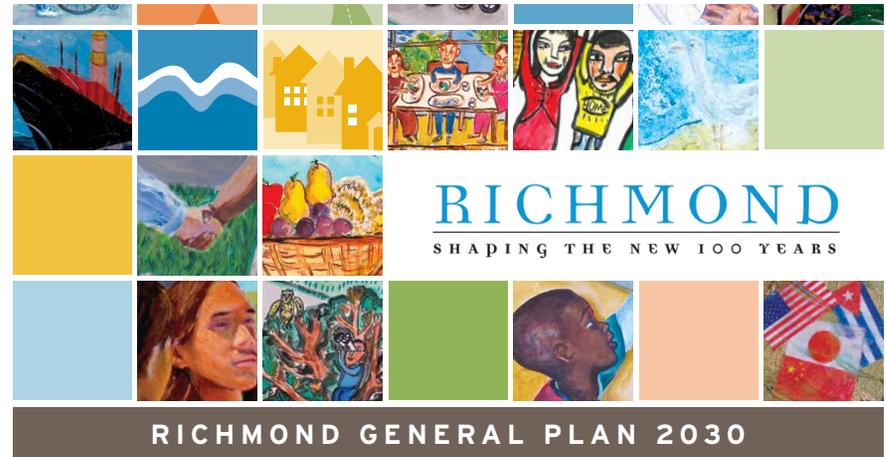
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1.6 PLANNING PRECEDENTS FOR POINT MOLATE

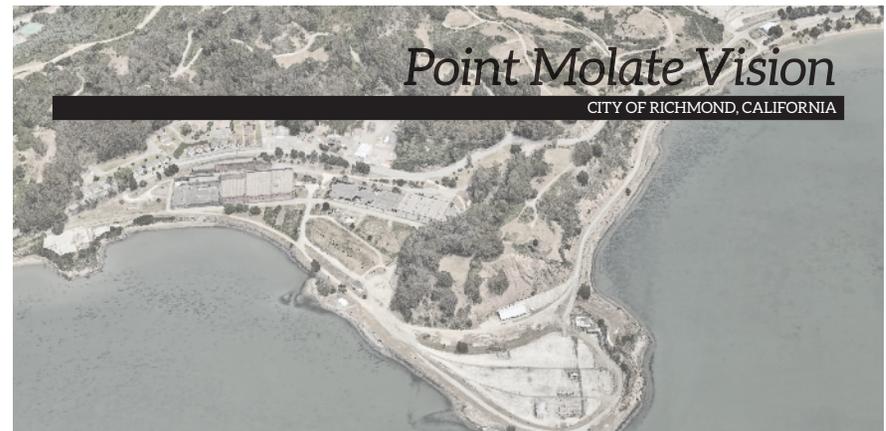
Beginning in 1942, Point Molate served as a U.S. Navy fuel storage and transfer facility. It closed on September 30, 1995 under the U.S. Department of Defense Base Realignment and Closure Act of 1990. A 45-member Blue Ribbon Advisory Committee developed the Point Molate Reuse Plan, which was approved by the Richmond City Council acting as the Local Reuse Authority, in 1997. This Plan serves as the guide for the reuse and development of the site. Due to the beautiful location and historical attributes of Point Molate, the City hopes the site can:

- Enhance the economic base and long-term economic viability of the City;
- Create and attract job and business opportunities;
- Improve the City's regional presence and attractiveness; and
- Expand open space and recreational opportunities.

The vision for Point Molate by the City and its residents was further articulated in the City's new General Plan which was adopted by the City Council on April 25, 2012. In the General Plan's Land Use and Urban Design Element, the Point Molate project site is part of the San Pablo Peninsula Area (CA-13). The General Plan designates future land uses in the Project area "as a combination of Business/Light Industrial, Medium-Density Residential, Low Density Residential, Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan."



Richmond General Plan 2030. Published 2012. City of Richmond.

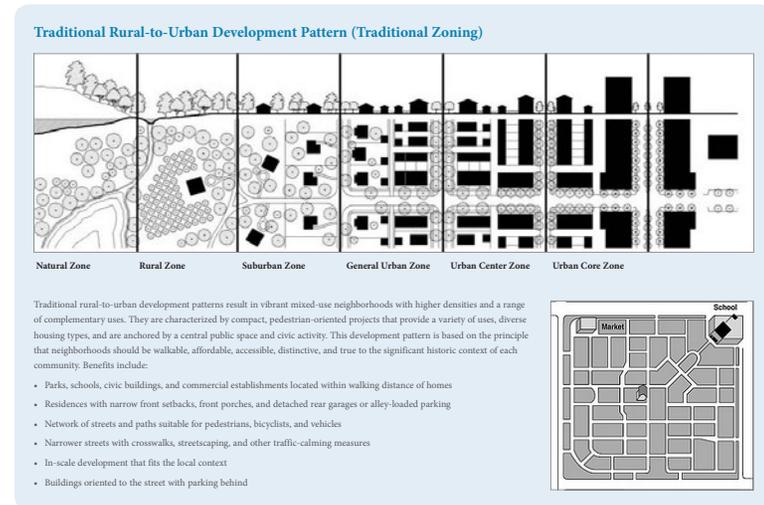


Point Molate Vision: City of Richmond California. Published 2018. City of Richmond.

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1.6.1 General Plan Urban Design Principles

- **Walkability:** Promote a walkable urban environment. Walkable neighborhoods, commercial corridors and districts stimulate increased pedestrian activity and make alternative types of transit more viable. Pedestrian-friendly streets used throughout the day, increase “eyes-on-the street” which improve natural surveillance and deter crime.
- **Connectivity:** Enhance connectivity throughout the community, making it easier for residents and visitors to access services, community amenities and key destinations.
- **Identity:** Build on and enhance the character and identity of the community. Public and private areas should be designed to maximize opportunities to promote a sense of identity.
- **Excellence in Design:** Pursue innovative and progressive design. Design should balance competing priorities and meet multiple needs without compromising quality.
- **Sustainability:** Use best practices in sustainability to reduce impacts on the environment. Streets should support all methods of travel including transit, walking and bicycling. Recreational areas should respect and enhance natural features such as topography, creeks, wetlands and native plant species. Focus on special-status species through protection of critical habitats and creation of new habitat.



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1.6.2 Point Molate Vision Plan

While significant public input was utilized in the preparation of the General Plan, the City of Richmond and its residents felt a more detailed community vision for Point Molate was needed. In 2018 the City and their consultants developed a broad outreach program to collect community input on “possible future uses for Point Molate through inclusive, representative, and collaborative engagement opportunities.”

The Vision Plan distilled feedback received from the Richmond community on the future use of Point Molate. It sets forth Guiding Principles and a Vision Framework that establishes goals and conditions for future planning of Point Molate to ensure alignment with the Guiding Principles. Instead of one single plan a series of planning frameworks were developed that captured critical feedback and would guide, not define, future actions. The planning frameworks include:

- A Place for All - creating an inclusive community with public access and affordability for all of Richmond.
- Historic & Cultural Resource Protection - protecting and interpreting the important features of the property for public benefit.
- Ecological Restoration - protecting, enhancing, and interpreting the important features of the property for ecological benefit.

Figure 2-15
CONCEPT ALTERNATIVE A

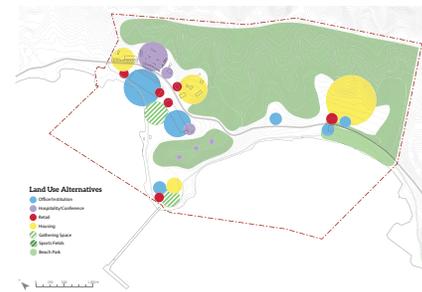


Figure 2-16
CONCEPT ALTERNATIVE B



Land Use Alternatives

Figure 2-20
COMPLETE INTERGENERATIONAL COMMUNITY:
THE DRUM LOT

- 1 Beach Park enhancements provide increased amenities like barbecue pits, restrooms, and water supply.
- 2 The Bay Trail connection provides the public with non-vehicular access to community-serving areas on the site and the rest of the City of Richmond.
- 3 Commercial and retail buildings on the Drum Lot provide educational and cultural opportunities and support public open space.
- 4 Housing is setback from the public shoreline and buffered by more public-serving uses such as commercial, recreational, and retail destinations to ensure public access.
- 5 The south side of the site is ecologically restored to protect sensitive species habitat and park entrance is relocated.
- 6 Trailhead with parking from the Point Molate Beach Park and commercial center.
- 7 The central drainage area on the site is ecologically restored and designed to be integrated into the development.



The Drum Lot - Promenade (from Vision Plan, 2018)

1.0 INTRODUCTION

- Complete Intergenerational Community - creating a place that celebrates the diversity of Richmond and reestablishes a new complete community at Point Molate.
- Recognizing Youth as the Foundation of Richmond's Future - making a place for young people to grow, explore, and build equity.
- A Well-Scaled Community - carefully fitting new uses into the site that are complimentary to the beloved sense of place.
- Resiliency - planning infrastructure, economics, and social well-being for a changing future.
- Financial Feasibility & Fiscal Sustainability - ensuring funding for funding improvements and ongoing maintenance.

Both the General Plan and the Vision were the starting points for the Project Team's planning and design efforts. These Plans inspired current efforts to refine the Vision into a plan that has community acceptance, is in conformance with the Plan's goals and frameworks, and is implementable within a feasible timeframe.

MAKING A PLACE FOR ALL: THE POINT

- 1 Large open gathering spaces on the Point offer a space for large community events.
- 2 The existing pier structure can be rehabilitated to support water-related activities, including a water taxi or ferry transportation option.
- 3 The Bay Trail connects the public, community-serving areas on the site to the rest of the City of Richmond.
- 4 Commercial and institutional buildings on the Point provide educational and cultural opportunities and support public open spaces.
- 5 Housing is setback from the public shoreline and buffered by more public-serving uses such as commercial, institutional, and retail destinations.
- 6 The large exposed cliff behind The Point provides a tall backdrop which allows



Making a Place for All



Figure ES-7
The Point Vision - Option B



Figure ES-8
The Point Vision - Option A

THE POINT

Accessed via the intersection at the south end of the Winchaven District, the Point is a waterfront district next to the pier. The site is a flat graded area that once served the fuel depot. Views from the Point are expansive. To the south past the Richmond San Rafael bridge lies the San Francisco skyline. To the north is Marin and McNear Beach. The pier extends offshore with potential for boat access as well as public enjoyment. The Bay Trail is planned to navigate the Point shoreline. A steep bluff created by extensive grading over one hundred feet in height forms a dramatic backdrop to the area.

The public vision emphasizes setbacks from the shoreline to protect public access and the incorporation of uses compatible with its maritime setting including institutional uses and hospitality. Protection, buffers, and artificial accommodations for nesting osprey and owls should be incorporated. Housing is included in one of the vision options to show how it can create a safer, more activated district while also redirecting demand from other Point Molate sites.

The vision shows a compact loop street with institutional, hospitality, and residential uses. Sidewalks, passos, plazas, and trails, and parks encourage public access throughout the district. The Bay Trail follows the shoreline public zone and passes in front of buildings that overlook the promenade and provide "eyes on the trail." One scheme considers non-residential uses such as a marine institute, while another includes housing not unlike Brickyard Landing, a development located near Ferry Point in the "Brickyard" district, where the building heights set up towards the much taller hillside. The scheme with housing creates an entirely new neighborhood district at the Point accessed by bicycle via the Bay Trail and potential ferry or water taxi service via the pier.

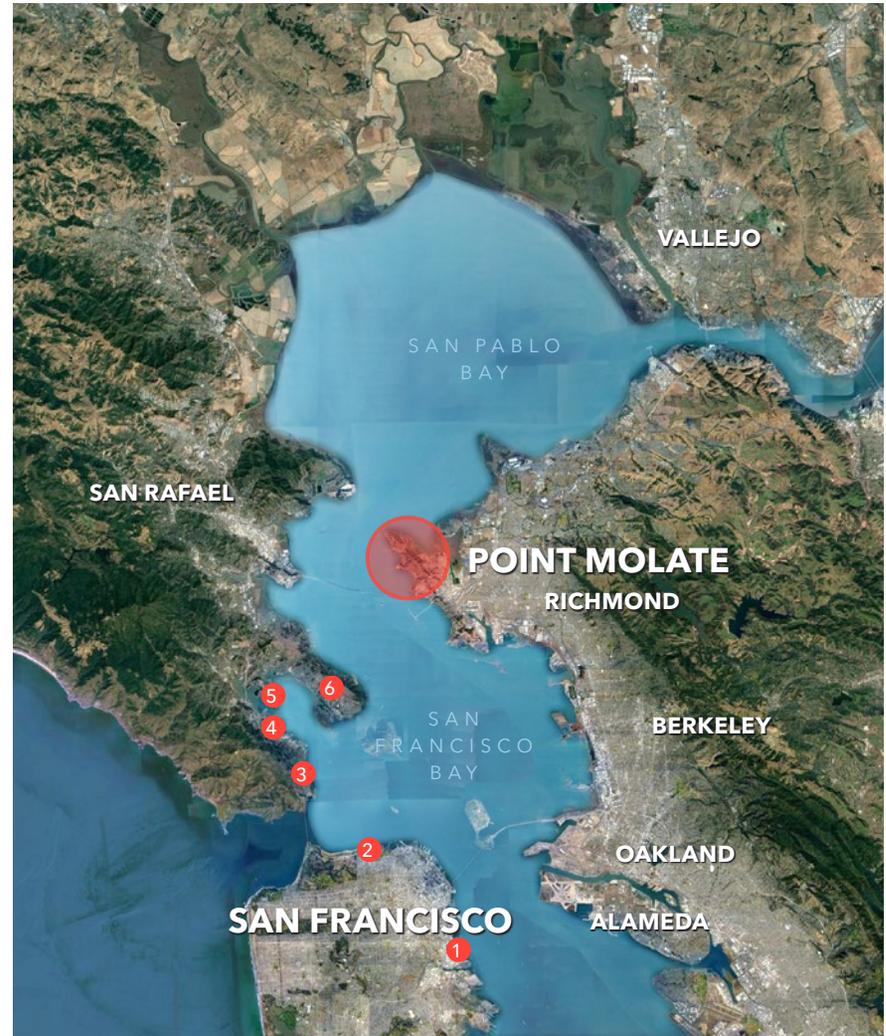
The Point (from Vision Plan, 2018)

1.0 INTRODUCTION

1.7 PLANNING AND DESIGN PRECEDENTS - BAY AREA COASTAL COMMUNITIES

The San Francisco Bay, north of the Bay Bridge, has several unique coastal destinations and communities that occupy bays and harbors defined by mountains that meet the sea. This geography has inspired unique coastal places that began with protected harbors and ultimately evolved into desired places to live, travel to, and enjoy. What makes them special is a combination of urban amenities, a diverse mix of commerce, residential and cultural uses, and a unique flair defined by artistry, architecture, history, and hospitality. These precedents suggest that the Point Molate site, with a similar setting, has an opportunity for great success albeit with its own unique identity.

Sausalito has long been known as a design and arts community that has public waterfront fronted by unique shops and a lively restaurant scene. Climbing up the hills to the west are an eclectic mix of cottages, multi-level multi-family buildings, and larger homes. They all share a focus on Bay views while nestling in nature. Tiburon shares the same relationships of water to public access to an energized waterfront with view homes in the hills above. Each community has ferry service used by both commuters and visitors. Each community is known for the nearby protected natural areas and a boating culture.



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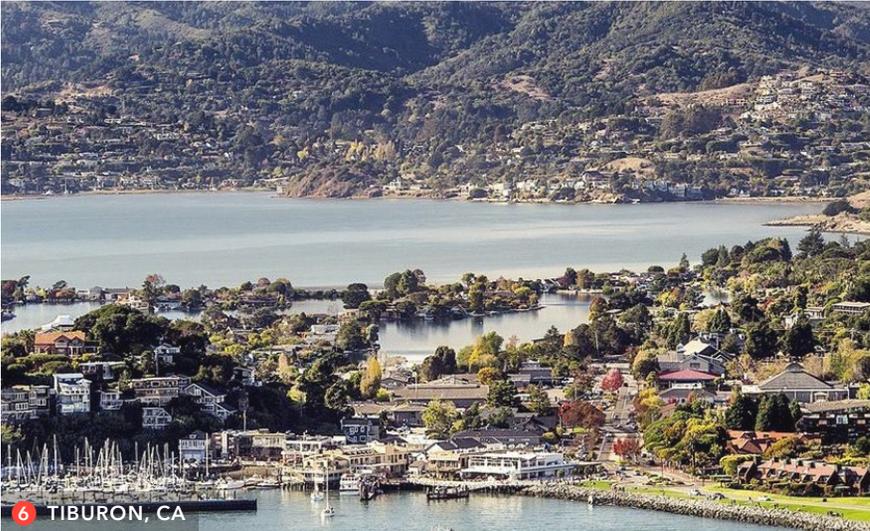
Both Cavallo Point in Marin County and Fort Mason in San Francisco are former Navy facilities converted into a hospitality and arts and culture destinations respectively. Cavallo Point and Fort Mason represent two of several shuttered Navy facilities in the Bay Area which have successfully converted to peacetime uses. Cavallo Point is located in the former Fort Baker and is now a National Historic District within the Golden Gate National Recreation Area. Twenty-four historic residences and larger quarters dating from the 19th Century have been fully rehabilitated and with the addition of several new buildings. The result is an award-winning luxury hotel with restaurants, spa, and meeting facilities. Fort Mason, now also National Historic District, is home to a large complex of warehouses that supported Navy operations in the Pacific theater during WWII. The warehouses' large volumetric spaces have become galleries, performance spaces, restaurants, a hostel, and home to many cultural organizations. Various cultural events take place almost every weekend at the Fort Mason Center.

Pier 70, along San Francisco's south waterfront, is part of the Union Iron Works Historic District. While the District's dry docks have continued to be busy, the large iron works and machine shops are empty and derelict. Pier 70 buildings is now being redeveloped with buildings old and new into San Francisco's newest neighborhood with an emphasis on public waterfront parks and plazas.

The De Silva residential development lies on Silva Island in Richardson Bay on Marin County land. The 32 unit condominium development represents a successful attempt to blend multi-family housing in a bayside natural setting.



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1.0 INTRODUCTION



2.0 COMMUNITY DESIGN GUIDELINES

2.0 COMMUNITY DESIGN GUIDELINES

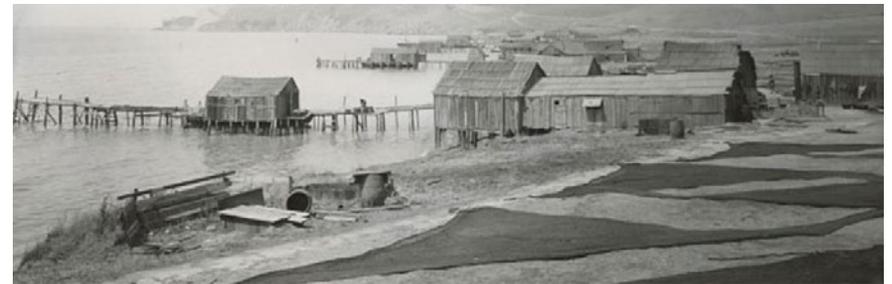
2.1 HISTORY

The unique and varied history of Point Molate has been significantly shaped by the cultures and industries that have thrived off its waterfront. For thousands of years, before the Spanish arrived, Native American tribes harvested shellfish along Point Molate's shores and marshes. The Ohlone and Miwok tribes were the first recorded inhabitants. It is widely recognized that their ancestors are from the Costanoan groups, who historically occupied the Point Molate area during the Archaic period, and migrated from the Sacramento area. Point Molate was likely used by native people from all around the northern Bay Area, as it offered a combination of environments in close proximity to each other. The tribes formed central villages, interacted through trade, and were known for their skills in basket-weaving. The discovery of ancient shell mounds on Point Molate in 1908 was vital in uncovering much of their history on the site.

In the early 1800's, the land was settled by the Priests of Mission Delores who established a ranch at Wildcat Creek. During the late 19th century, a Chinese shrimp camp was established on what is now Point Molate Beach Park. The Union Shrimp Company flourished on the area's ecosystem until the camp was closed in 1912, due to the federal government's restriction on large-scale shrimping in the Bay. In 1903, the construction of the Belt Line Railway attracted many industrial and commercial activities to Richmond's western waterfront, including the Standard Oil Long Wharf, a whale oil processing plant, an oil can factory, a brick factory, and two quarries.

Due to the destruction of San Francisco's wine industry in the earthquake and fire of 1906, the California Wine Association began to develop Winehaven in Point Molate. After opening in 1909, Winehaven developed into a small village with a school, post office, and ferry service. Wine production was short-lived however, due to Prohibition beginning in 1919. During WWII, the U.S. Navy acquired Winehaven, and used it as both a fuel depot and housing for naval families. The U.S. Navy continued these operations in Winehaven until 1995. Winehaven has a distinctive history, and in 1978 its contribution to architecture, commerce, and industry were recognized. Winehaven is now recognized as a historic landmark - placing it on the National Register of Historic Places.

A planned interpretive trail along with place names (streets, parks, plazas, etc.) that honor the site's history will connect the next generation of users, residents, and visitors to Point Molate's past.



Chinese Shrimp Camp

Sources:

Point Molate SEIR report, Section 4.4 Cultural Resources, February 2020

CNGA, The Grasslands of the Potrero San Pablo and Point Molate Shore, Summer 2013

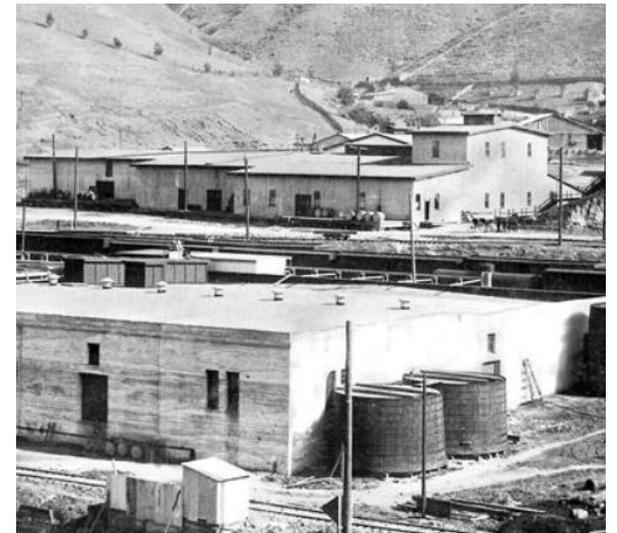
Bay Crossings Staff Report, The Unique and Colorful History of Point Molate, June 2015

City of Richmond, Point Molate History, March 2020

2.0 COMMUNITY DESIGN GUIDELINES



Chinese Shrimp Camp



Winehaven Early 20th Century

2.0 COMMUNITY DESIGN GUIDELINES

2.2 EXISTING CONDITIONS AND ANALYSIS

The 276-acre Point Molate site has both a diverse range of natural ecosystems and environments and a human history which has radically altered the landscape. These on-site conditions present both constraints and opportunities for community development, conservation, shoreline protection, and public access. In this section the existing site conditions are analyzed to inform the best areas for development and conservation and how to best organize new development. The site aerial shows a mix of natural and disturbed areas including:

- Upland mix of native and non-native forest, chapparal, and grasslands. Former Navy tank sites are visible in several upland locations.
- 1.5 miles of shoreline both natural beach strand and revetted for protection.
- Riparian valleys trending east to west with drainages running under Stenmark Drive.
- The Winehaven Historic District circa 1906 which has 35 historically significant buildings in a company town setting. The District also has a few non-historic Navy buildings currently within a City storage facility.
- Large area used by the Navy for barrel shipping and storage at Point Molate with the currently disused Navy pier.

- Large area used by the Navy in the southern area of the site for barrel storage called the Drum Lot.
- The existing City of Richmond beach park across from the Drum Lot.



Existing Site Aerial and Site Photo Key

2.0 COMMUNITY DESIGN GUIDELINES



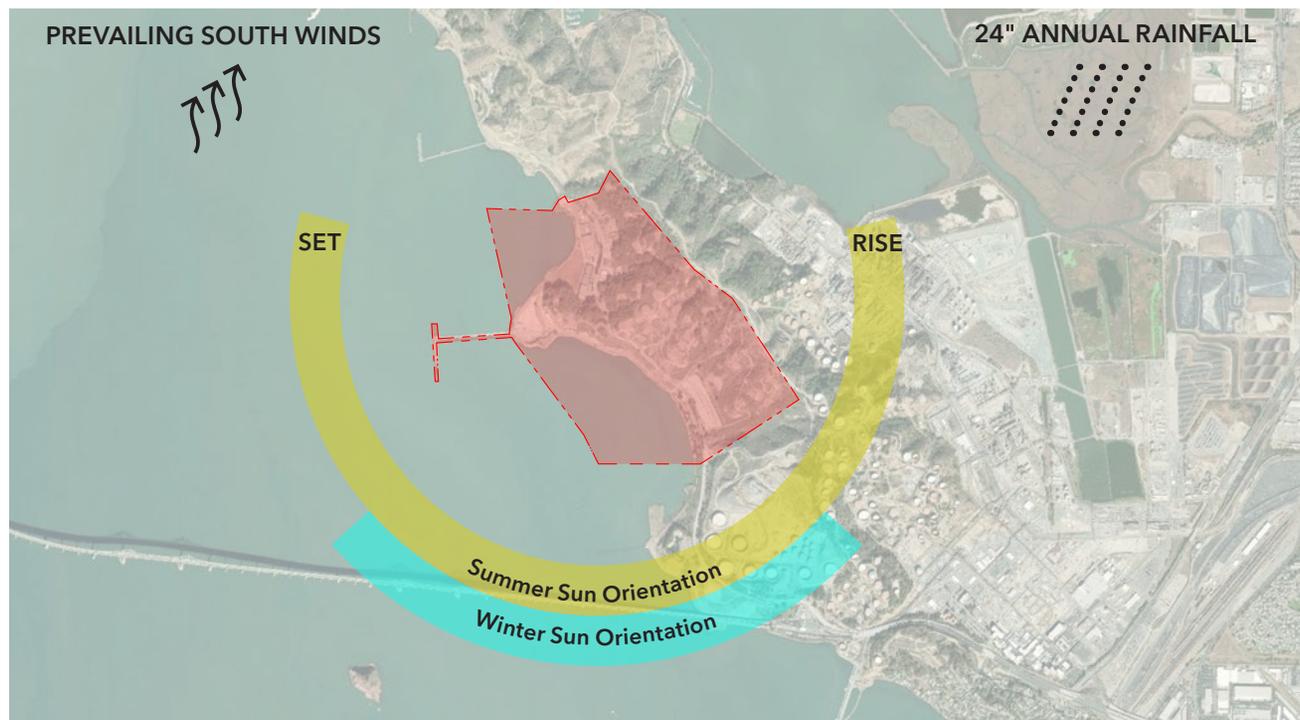
Existing Site Photos (see Key Page 2-4)

2.0 COMMUNITY DESIGN GUIDELINES

2.2.1 Climate

The climate of the site is Mediterranean which is typical for California coastal areas and San Francisco Bay. This moderate climate includes dry summers and rainy winters with temperatures generally ranging from 50 to 80 degrees through the summer and 40 to 70 degrees during the winter. Summer fog is typical in San Francisco Bay but often does not reach Point Molate leaving this

area slightly warmer than its neighbors to the south and west. Typical summer off-shore winds are funneled through the Golden Gate and then directed north following the shape of the San Francisco and San Pablo Bays. Off-shore winds from the northwest are found in the winter months and often carry precipitation. Periodically in the fall hotter drier winds from the north and east spell wildfire danger. Typical of the Bay Area, indoor/outdoor living can be practiced much of the year at Point Molate.



Climate Summary and Solar Path

2.0 COMMUNITY DESIGN GUIDELINES

2.2.2 Site Topography

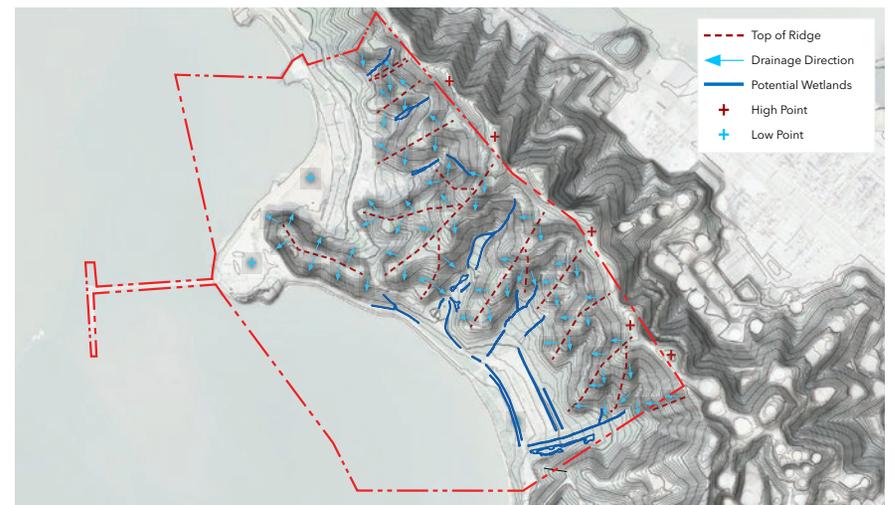
The site has varied topography from deeply incised uplands to flatter areas along the shoreline. The major ridge that runs southeast to northwest along the northeastern site border rises to over 430' in elevation. A major spur from this ridge runs west and terminates at Point Molate. The end of this ridge at Point Molate was shaved of some 140 vertical feet by the Navy to enlarge the flat area for storage and shipping. Slopes in upland areas of the site are greater than 35 percent in many areas. Slopes on the westerly spur ridgeline are greater than 50 percent in some areas and over 100 percent where the Navy graded the hillside. Flatter areas (less than 10% slope) include the Drum Lot, existing Point Molate Beach Park, the aforementioned Point Molate and most of the Winehaven Historic District. Flatter areas coincide not surprisingly with previously developed areas. However, within the uplands the ridgeline tops are much flatter than the side slopes. These flat areas are both natural and resulting from underground storage tank sites graded flat for their construction by the Navy. At lower elevations, under 200 feet, these flatter ridgelines may accommodate lower density development with access and avoidance of riparian valleys.

2.2.3 Site Hydrology

Precipitation on the site is approximately 24 inches per year with the majority of rainfall occurring between October and April. Long-term precipitation records indicates that wetter and drier cycles, lasting several years each, are common in the region. Floods in the Bay Area generally result from intense rainstorms



Elevation



Hydrology and Drainage

2.0 COMMUNITY DESIGN GUIDELINES

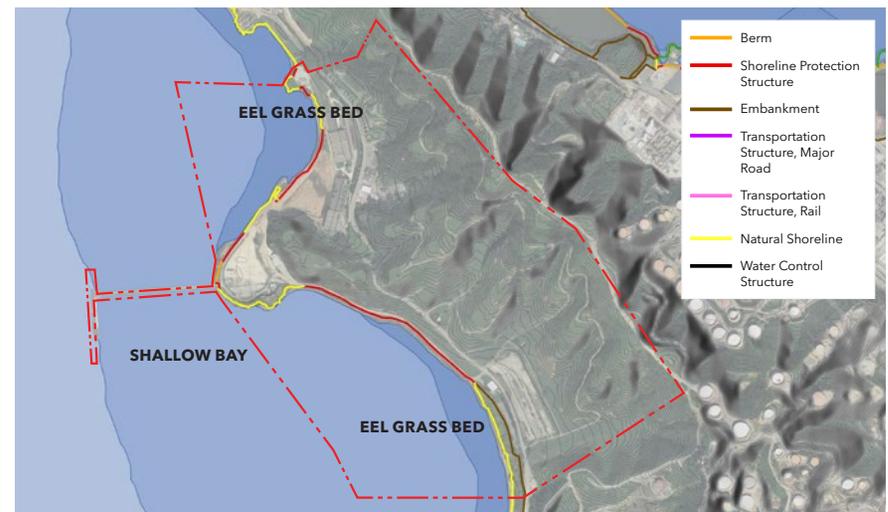
following prolonged rainfall that has saturated the ground. High rainfall intensity and peak flows are usually of short duration.

Surface runoff from lands within the project site and lands tributary to the project area originate from the ridge located approximately one fourth to one half mile east of the western shoreline. On the western side of Stenmark Drive the land is generally flat and contains a variety of industrial remnant development and a shoreline park. There are 12 distinct watersheds defined by the topography of the Project Site, varying in size from 2 acres to 58 acres. Each watershed has a separate discharge point to the Bay. The eastern portion of each watershed is steeper upland where runoff flows over land into a system of natural channels and ravines. Drainage is diverted from the natural overland flows into culverts that discharge into the Bay.

Site drainages are an important part of stormwater control and water quality and should be preserved. They also contain important riparian lands and flora and fauna. See Section 5.0 for a description of the site's existing plant communities.

2.2.4 Shoreline Areas

The entirety of the western portion of the site lies on San Francisco Bay. The approximate 1.5 miles of shoreline forms two distinct bays separated by Point Molate. The south cove has a natural beach at the Beach Park and shoreline protection revetment running north to the Point. The Point is naturally a rocky promontory with some limited revetment. The north cove is a combination of natural shoreline and revetment. Some of the north cove land area is fill from the Navy era. Another smaller rocky promontory lies at the northern property line within the Winehaven Historic District. Both coves have significant eelgrass beds which require protection. The shoreline land areas are sensitive in terms of both flora and fauna and will require protection and thoughtful park planning and design.



Shoreline Conditions

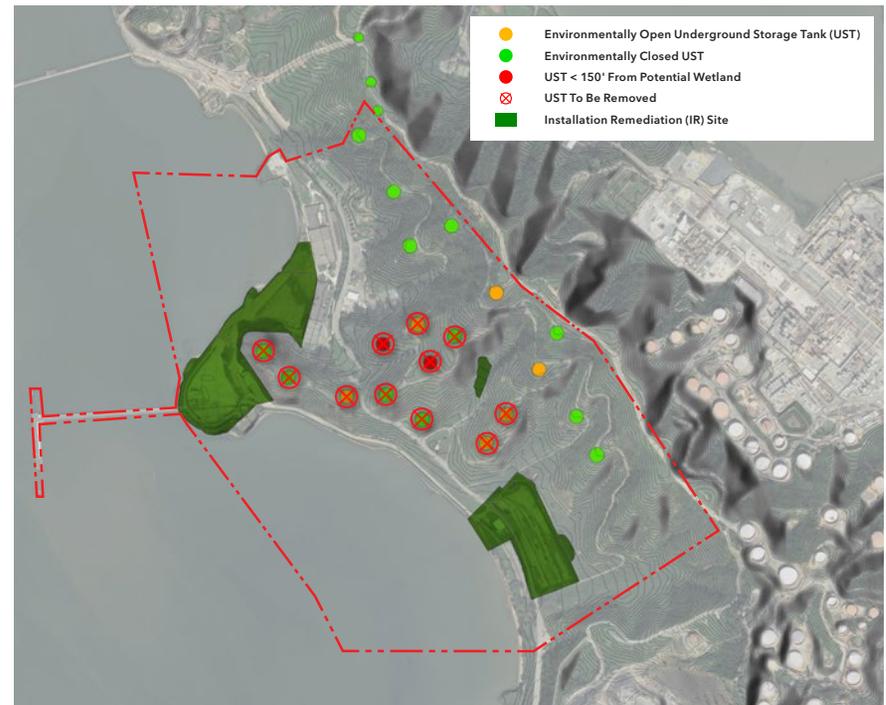
2.0 COMMUNITY DESIGN GUIDELINES

2.2.5 Environmental Clean Up

The Navy stored and dispensed fuel from the Point Molate site from the 1940's through the 1990's. These activities have resulted in site contamination which has been addressed through the BRAC process and subsequent clean-up studies and activities. Fuel tank sites, situated throughout the upland areas of the site, are being removed and remediated. The large fuel storage sites, at both the Point and Drum Lot area, are being remediated. These remediated areas, particularly at the Point and Drum Lot, represent relatively flat areas that can accommodate future development.

2.2.6 Site Analysis Conclusion

The inventory and analysis of existing site conditions exposed both areas of opportunities for development and areas that require protection and inclusion in the Project's open space system. Shoreline areas, riparian and wetland areas, native plant communities, and areas of cultural importance, should be preserved and integrated into the overall open space system. Previously developed areas and disturbed areas where sensitive ecological communities do not exist are opportunity areas for development. This understanding of the site's potential for both sensitive development and conservation created an opportunity for a community imbedded within the natural attributes of the Point Molate site.



Environmental Clean Up Sites

2.0 COMMUNITY DESIGN GUIDELINES

2.3 POINT MOLATE MASTER PLAN

The Point Molate Mixed-Use Development is a new community that responds to existing site conditions, constraints and opportunities, program components, wide-spanning views, and community input. The project respects the site's dominant features, the shoreline coves, upland hills and valleys, and the existing Winehaven Historic District, to create an integrated plan of walkable neighborhoods connected to a diverse open space framework.

Topographic conditions and sensitive upland and shoreline resources were considered in the location of potential development areas. As shown in the Open Space and Development Framework each potential neighborhood avoids ecologically sensitive areas but is integrated into the open space framework. "Green" corridors lead from the conserved uplands through valleys and sensitive drainages and connect with shoreline open space. The regional Bay Trail is integrated into a continuous shoreline park and connects to neighborhood streets and sidewalks and upland hiking trails.

Point Molate itself, which lies between the North and South Coves, is an opportunity for both public park land and landmark development. The high bluff above the Point is a major overlook of the project with sweeping views of San Francisco Bay.

The Concept Master Plan, illustratively shown on the opposite page, shows how neighborhoods are woven into the open space framework and complement the Winehaven Historic District.



Open Space and Development Framework

2.0 COMMUNITY DESIGN GUIDELINES



Illustrative Concept Master Plan

2.0 COMMUNITY DESIGN GUIDELINES

2.4 ILLUSTRATIVE PLAN

For purposes of visualizing how Point Molate might develop under the PM-PAD and associated Design Guidelines, an Illustrative Plan is provided to reflect one of many possible alternative development scenarios for Point Molate. The Illustrative Plan is not intended to establish specific building footprints, internal block configurations or the ultimate mix of uses within a block, but rather, the Illustrative Plan is intended to portray a vision of how Point Molate might evolve through implementation of the various controlling documents.

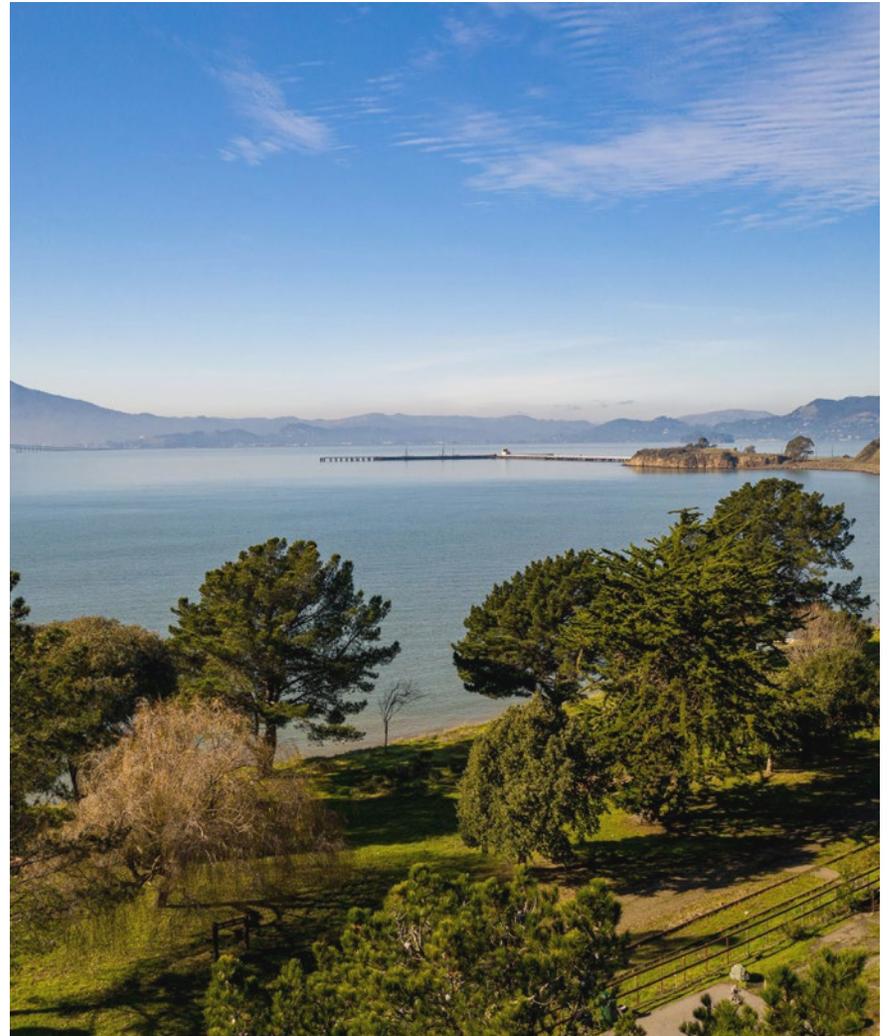
Similarly, the various diagrams, photos, and renderings contained in the Design Guidelines portray this general vision and are not intended to reflect the design, building placement, building materials, or precise uses to be developed in Point Molate.

The articulation of the built environment subordinate to the natural features of the site is key to the successful implementation of Point Molate within the overall context of the established parameters to help ensure that Point Molate can evolve over time into a vibrant mixed-use community where residents, employees, and visitors can interact and enjoy a variety of opportunities and activities afforded by a uniquely designed and located Richmond community.



Illustrative Plan

2.0 COMMUNITY DESIGN GUIDELINES



Point Molate Beach Park

2.0 COMMUNITY DESIGN GUIDELINES

2.5 NEIGHBORHOOD DISTRICTS

The unique opportunity afforded by the site's natural and historic features allows the organization of distinct neighborhood within the open space framework. Three distinct neighborhoods reveal themselves defined by the two major coves, the Point Molate flat area and bluff, and connected upland development areas. Neighborhoods are organized within a 5-minute walk and within a 10-minute walk of each other. Each neighborhood is framed by the site's natural features and neighborhoods are organized to maximize connectivity to open space to accommodate the shoreline, and take advantage of expansive views. Neighborhoods are further organized by a multi-modal circulation system, access to infrastructure, and a diversity of building types.

2.5.1 The Promenade

The long sweep of the South Cove at the existing Point Molate Beach Park becomes the setting for the Promenade neighborhood. The inspiration for the Promenade is found in classic Bay Area villages that have significant public space or promenades along the waterfront fronted by active mixed use and residential development. Access to Point Molate from the south is via Stenmark Drive which follows the shoreline with the Beach Park on the west side and the former "Drum Lot" and hillsides to the east. This sweep of Stenmark Drive along the Beach Park becomes the site of a future public promenade and adjacent neighborhood development. The neighborhood development is organized so residential streets and neighborhood parks or paseos connect to the shoreline



Neighborhood Organization

through the neighborhood to upland trails. From the upland neighborhoods there are spectacular views towards San Francisco, the Richmond San Rafael Bridge, Mount Tamalpais, and Marin County.

Along the promenade, there is the potential for mixed-use buildings with active uses such as ground floor cafes and residential above. The neighborhood may include a mix of housing types including condominium, apartments, townhouses, duplex, and single family.

2.0 COMMUNITY DESIGN GUIDELINES

2.5.2 The Point

The easternmost promontory at Point Molate was given dramatic definition when it was quarried by the Navy in the last century for shipping and storage. From the large flattened area at the point a promontory rises dramatically over 100 feet to a ridgeline that extends to the primary ridge at the easternmost boundary of the site, interrupted by Stenmark Drive. The Point neighborhood has potential to be a destination for the region with active waterfront park uses intertwined with the Bay Trail and overlooks at multiple elevations capturing some of the most dramatic views on the site. New development will be of distinctive contemporary character and activate the shoreline park with residents and visitors, potential cafes, or active uses. The Point provides an opportunity for Richmond residents to connect to the water with a potential kayak and canoe launch and future ferry or water taxi service. The promontory, or bluff, will include a public overlook and scaled development with high quality residential buildings and sweeping views over the Bay.

2.5.3 Winehaven Village and Historic District

At the heart of Point Molate, an industrial waterfront developed as the site of the Winehaven winery operations in the early 19th century. The Winehaven Historic District poses a great opportunity for retention, rehabilitation, and re-purposing of the 35 historic structures. These historic structures become the focal points of a 21st Century village that complements the distinctive character of the turn-of-the-century company town. New construction and sensitive reuse

of historic structures in the Winehaven Historic District are organized around Stenmark Drive as a Village “Main Street”. Historic buildings in the Winehaven Historic District will be rehabilitated and reused for mixed-use, commercial, and residential uses. The Winehaven Historic District Design Guidelines are presented in Section 4.0.

Trails, parks, and plazas connect pedestrians throughout Winehaven from the shoreline, through the central plaza between the two largest historic buildings, across Stenmark Drive, and to the hillside. The Power House and its landmark vertical chimney will sit within a public plaza with an overlook to the central plaza. This central plaza will serve as a visual focal point and gathering spot within the Winehaven Village core. A variety of uses are anticipated to foster a lively, active public space with restaurants and retail lining the plaza, mixed use occupying the larger historic buildings, and new residences ranging from the rehabilitated historic cottages and live-work buildings along Stenmark to new townhomes and multifamily buildings both east and west of Stenmark Drive. Public spaces are woven throughout Winehaven Village as part of a village development that steps down the hillside to a large open space seamlessly knitted together and providing public access to the continuous shoreline park.

2.0 COMMUNITY DESIGN GUIDELINES

2.6 THE PROMENADE NEIGHBORHOOD

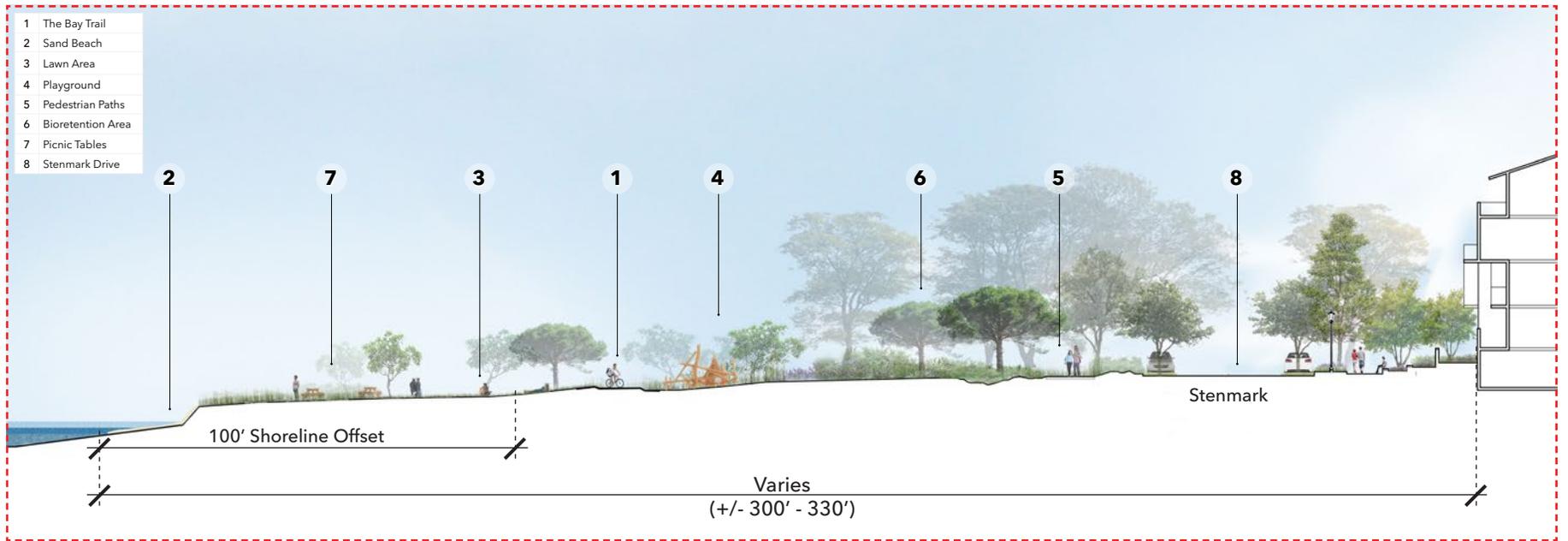
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KEY ATTRIBUTES

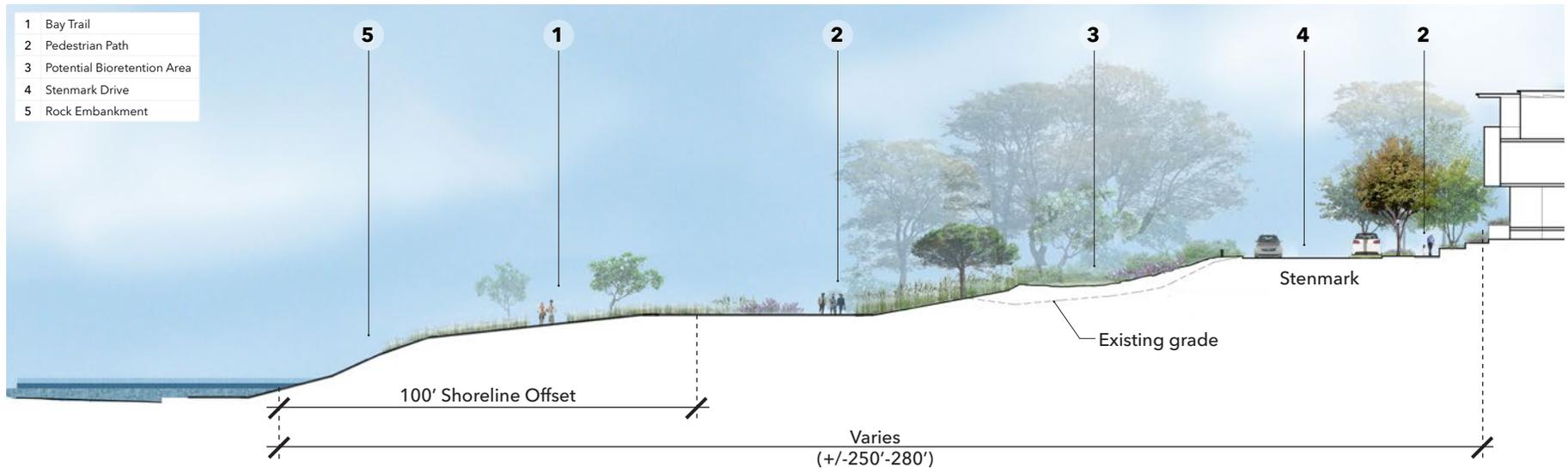
- Primarily residential.
- Waterfront community with views and access to San Francisco Bay.
- Verdant public pedestrian throughway along Stenmark Drive (The Promenade).
- Multiple public pedestrian connections from Point Molate Beach Park to hillside open space and hiking trails.
- Limited neighborhood retail to serve Point Molate Beach Park and residents.



2.0 COMMUNITY DESIGN GUIDELINES



2.0 COMMUNITY DESIGN GUIDELINES



Promenade North - East-West Section

2.0 COMMUNITY DESIGN GUIDELINES

2.7 THE POINT NEIGHBORHOOD

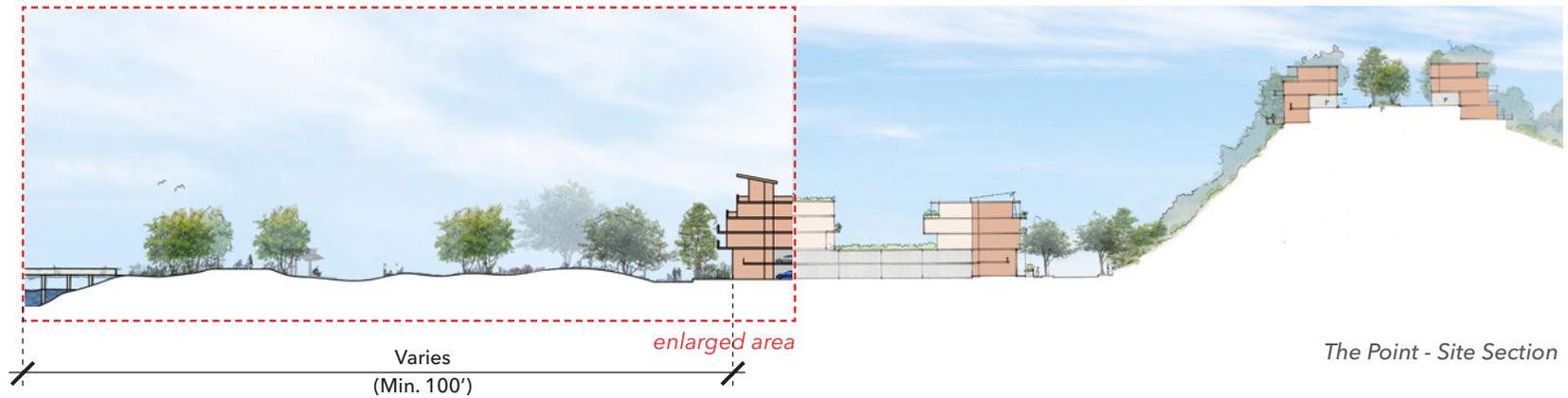
The easternmost promontory at Point Molate was given dramatic definition when it was quarried by the Navy in the last century for shipping and storage. From the large flattened area at the The Point a promontory rises dramatically over 100 feet to a ridgeline that extends east to the primary ridge at the easternmost boundary of the site. The Point neighborhood has potential to be a destination for the region with active waterfront park uses intertwined with the Bay Trail, and overlooks at multiple elevations capturing some of the most dramatic views on the site. New development will be of distinctive contemporary character and activate the shoreline park with residents and visitors, potential cafes, or active uses. The Point provides an opportunity for Richmond residents to connect to the water with a potential kayak and canoe launch and future ferry or water taxi service.

KEY ATTRIBUTES

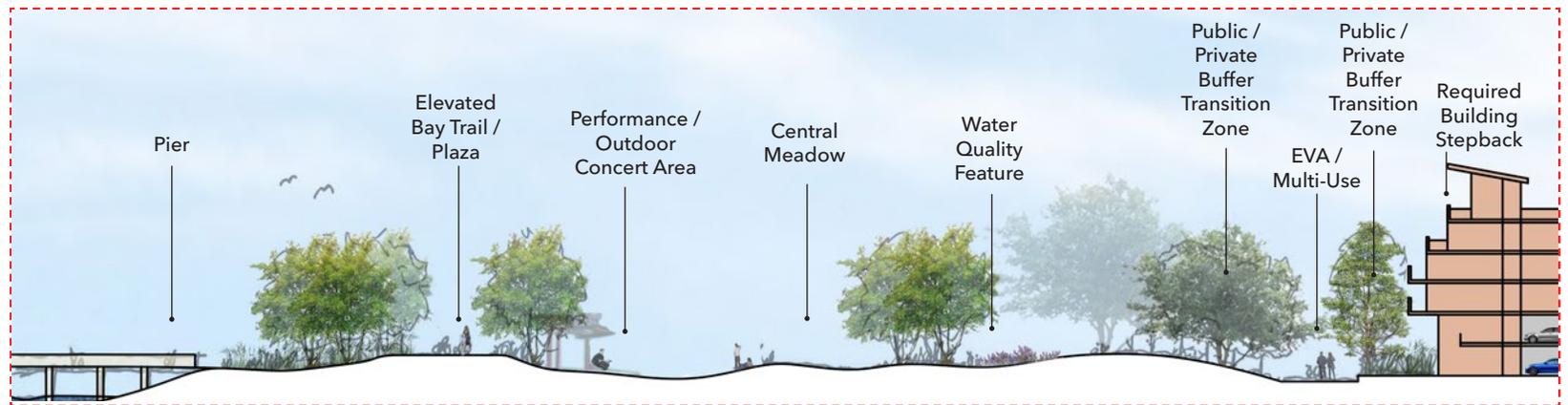
- Contiguous park with minimal road frontage
- 0.75 Miles of publicly accessible shoreline
- Multifamily set against bluff with views over park to the bay
- Public Hiking trails up to overlook with sweeping views
- Limited neighborhood retail to serve shoreline park and residents



2.0 COMMUNITY DESIGN GUIDELINES



The Point - Site Section



The Point - Site Section Enlargement

2.0 COMMUNITY DESIGN GUIDELINES

2.8 THE WINEHAVEN VILLAGE NEIGHBORHOOD

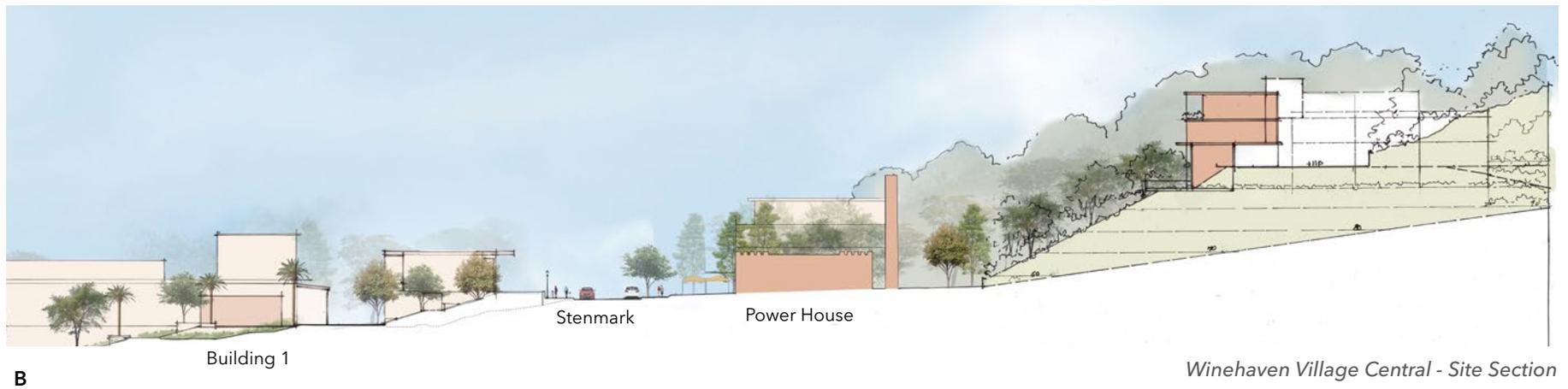
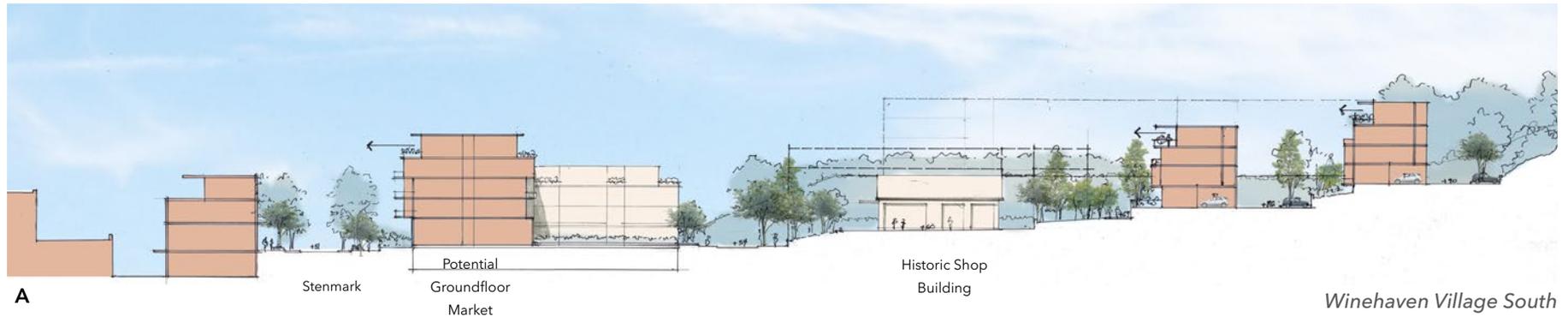
At the heart of Point Molate, an industrial waterfront developed as the site of the Winehaven winery operations in the early 19th century. The Winehaven Historic District poses a great opportunity for retention, rehabilitation, and re-purposing of the 35 historic structures. These historic structures become the focal points of a 21st Century village that complements the distinctive character of the turn-of-the-century company town. New construction and sensitive reuse of historic structures in the Winehaven Historic District are organized around Stenmark Drive as a Village “Main Street”. The Winehaven Historic District Design Guidelines are presented in Section 4.0.

KEY ATTRIBUTES

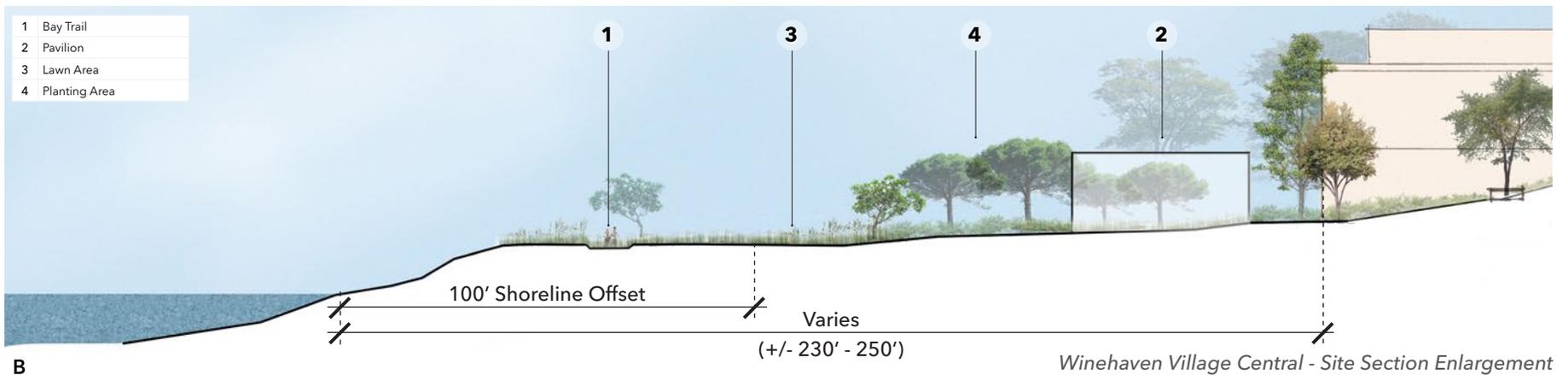
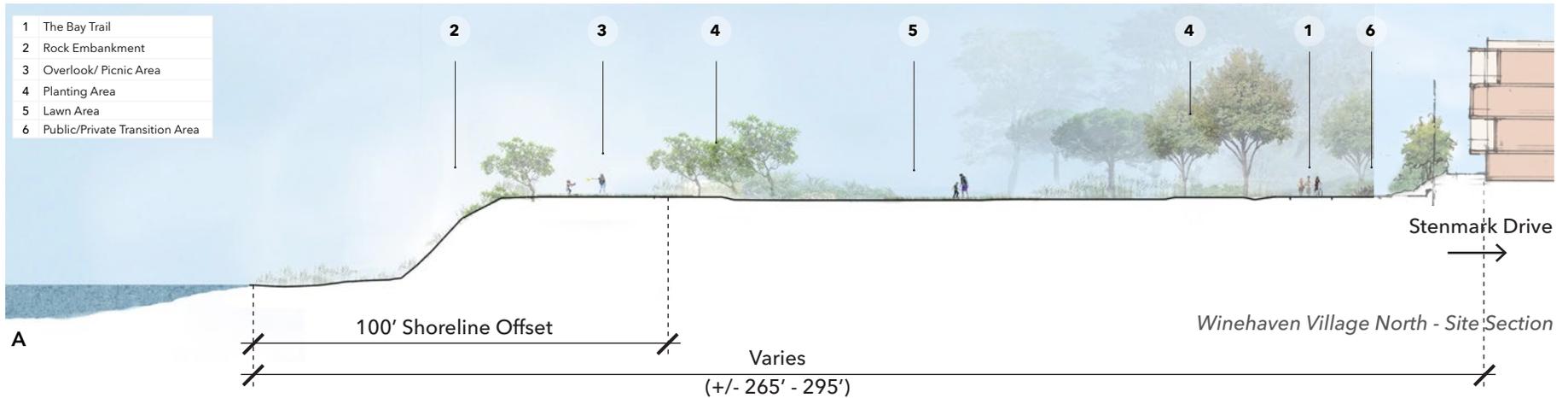
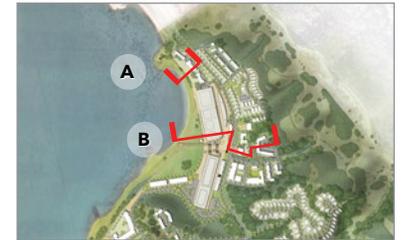
- Mixed use neighborhood incorporating residential, commercial, and retail uses within the Winehaven Historic District .
- Waterfront community with views and access to San Francisco Bay.
- New buildings maintain views to and respect scale of existing historic resources.
- Development organized around public plazas, gathering spaces, and historic structures.
- Multiple public pedestrian connections from shoreline park to hillside open space and hiking trails.
- Local market to serve neighborhood.



2.0 COMMUNITY DESIGN GUIDELINES



2.0 COMMUNITY DESIGN GUIDELINES



2.0 COMMUNITY DESIGN GUIDELINES

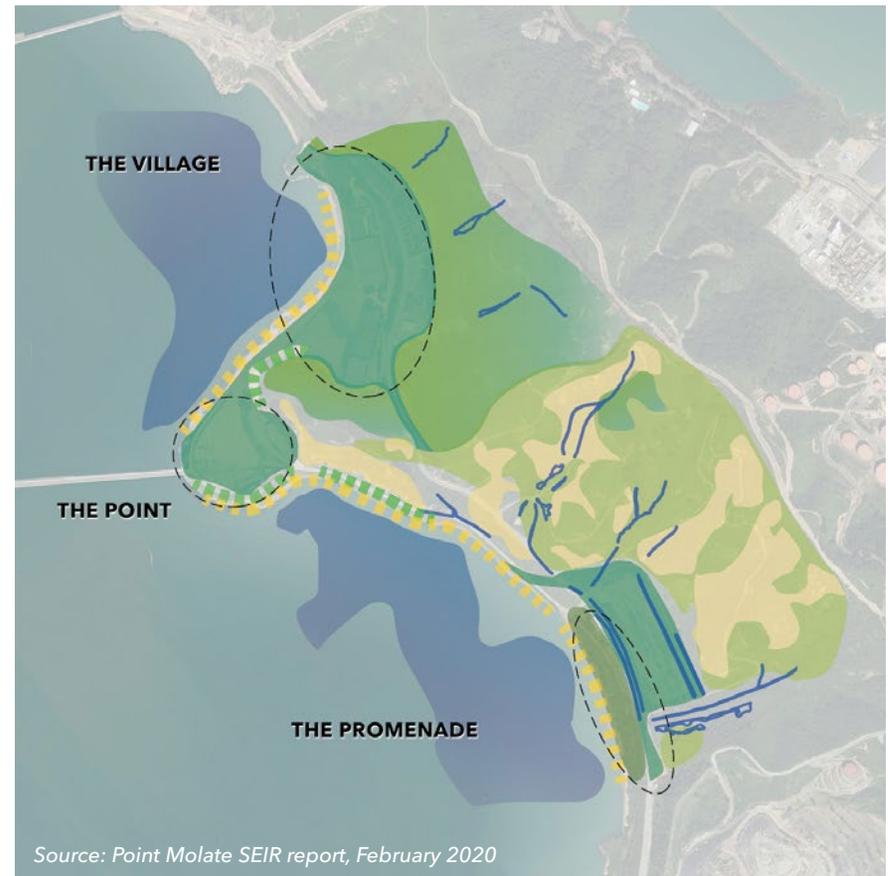
2.9 PARKS AND OPEN SPACE

The Point Molate site's rich and varied natural landscape forms the basis for a robust open space system of conserved lands, park and recreation areas, public spaces of varying sizes, and connected trails. The project open space principles include:

- Conserve at least 70% of the site as open space including ridgelines, coastal and riparian areas, sensitive habitats, and park lands.
- Restore the site's ecology through beach strand protection, new and enhanced native plant communities, and develop an urban forest canopy for streetscapes and parkland areas.
- Create a network of walkable neighborhood parks, compact parks, paseos and community spaces.
- Provide flexible high quality public spaces for gathering, relaxing, playing, events and public art.



Illustrative View from Point Molate Beach Park Northeast towards the Point



Source: Point Molate SEIR report, February 2020

Eucalyptus Woodland	Planted Landscape	Beach Strand
Annual Grassland	Ruderal Landscape	Ecotones
Coastal Scrub	Eel-grass Bed	Potential Wetland

Existing Habitats

2.0 COMMUNITY DESIGN GUIDELINES

The existing site includes a variety of ecological and plant communities that form the basis of the proposed landscape zones. The existing ecology exhibit inventories the site landscapes which includes uplands of native and non-native grasses and coastal scrub, significant mature Eucalyptus woodlands, wetlands and Oak woodlands within several of the site drainages, ruderal and planted landscape along the shoreline, and other elements including ornamental planting within the Winehaven Historic District.

Organizing an open space and park system based on existing site ecology includes understanding the site's assets along with the programmatic needs for the City of Richmond residents, the Point Molate community, and other visitors. The San Francisco Bay Conservation and Development Commission (BCDC) has jurisdiction from the shoreline (mean high tide) extending 100 feet inland. This zone forms the foundation for a diverse and engaged public park experience the length of the Point Molate shoreline. Within this public shoreline zone is



Illustrative View from Point Molate Beach Park Northeast towards the Promenade

the planned location of the Bay Trail. An extension of this Bay Area-wide trail program has long been planned by the East Bay Regional Park District (EBRPD) from its current location at the Richmond San Rafael toll plaza.

As shown in the figure on the next page, the open space and parks system is composed of five major elements; 1) conservation land, 2) shoreline park, 3) neighborhood and compact parks, 4) public plazas, and 5), the aforementioned Bay Trail. Each of these elements are woven together connected by trails, bikeways, and green corridors. A series of nodes along the shoreline acknowledge project gateways, scenic overlooks and gathering spots. Inland nodes within the Winehaven Historic District are connected to the shoreline with pedestrian ways which ultimately lead to the upland trail system.

Total open space acreage is approximately 193 acres, 70% of the project site. The different types of open space and parks are summarized in the following pages.

2.0 COMMUNITY DESIGN GUIDELINES

2.9.1 Major Parklands

- **Conservation Land:** Conservation lands are largely the steeper upland hillsides and valleys which include both native and non-native plant communities. In the uplands adjacent to new development, restoration and replanting of native plant species in disturbed areas is a priority. A trail system winds through conservation lands utilizing advantage of existing trails and fire roads and connects to new neighborhoods. Overlooks are created utilizing the former tank sites and other natural promontories.



Conservation Land



Proposed EVA

2.0 COMMUNITY DESIGN GUIDELINES



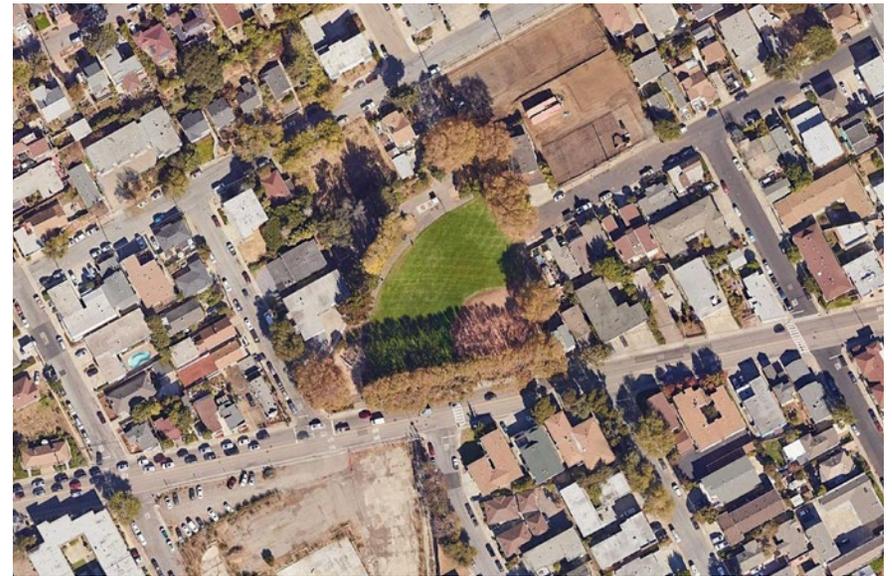
Open Space and Parks Illustrative

2.0 COMMUNITY DESIGN GUIDELINES

- **Neighborhood Park:** As noted in the General Plan, a Neighborhood Park serves as a “focal point or activity center for neighborhoods”. Neighborhood parks are small to medium-sized usually over one acre in size that serve a larger residential or mixed-use neighborhood and often have different areas of the park devoted to different users. Program elements may include a playground or tot-lot for families, picnic tables and other shaded seating areas, sports courts such as basketball and tennis, landscaped shaded walkways, and dog runs. Other landscape areas may include community gardens, and if large enough, sport fields for field sports.



Neighborhood Park



Central Park, City of Richmond



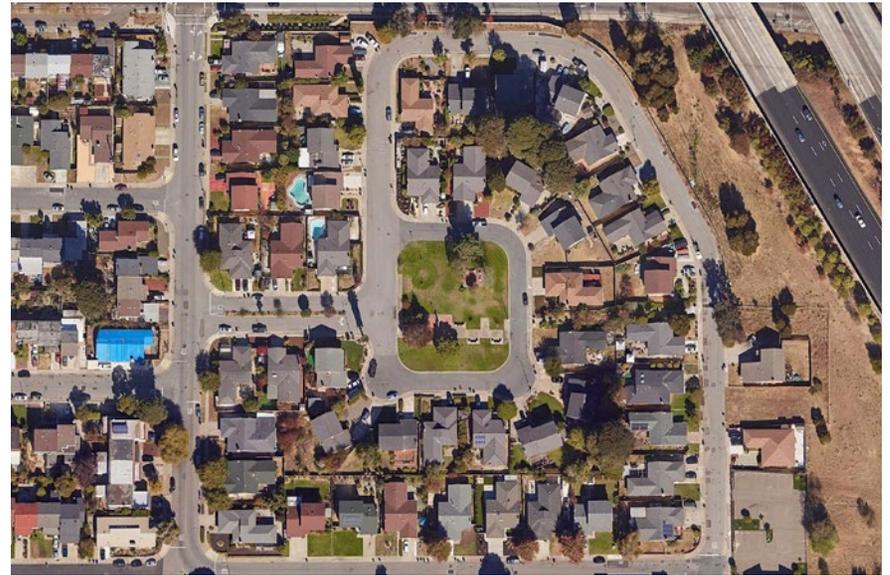
Central Park, City of Richmond

2.0 COMMUNITY DESIGN GUIDELINES

- **Compact Park:** Per the General Plan, Compact Parks “are small public spaces that encourage small group and individual activities”. Compact Parks are usually less than ½ acre in size but can be up to one acre and are integrated within neighborhoods areas that accommodate open space activities appropriate to the neighborhood scale such as seating areas, play lots, small gardens, shaded game tables, compact parks, viewpoints, overlooks, plazas, pathway overlooks, waysides, and outdoor eating areas,, tot-lots, small gardens, shaded game tables, and outdoor eating areas.



Compact Park



Abraham Braxton Park, City of Richmond



Abraham Braxton Park, City of Richmond

2.0 COMMUNITY DESIGN GUIDELINES

- **Public Plaza:** More urban than neighborhood parks, a series of public plazas and pedestrian walkways surround and connect the renovated historic buildings with newer buildings and the shoreline in the Historic District. Larger plazas provide flexible urban spaces for outdoor dining, events, farmer's market, pop-ups, and food-trucks. Additional public walkways, functioning like plazas, connect the historic buildings.



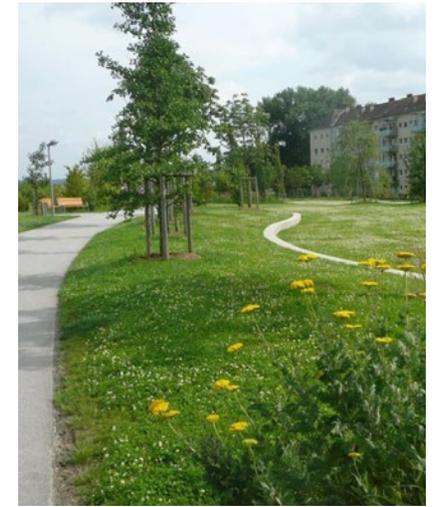
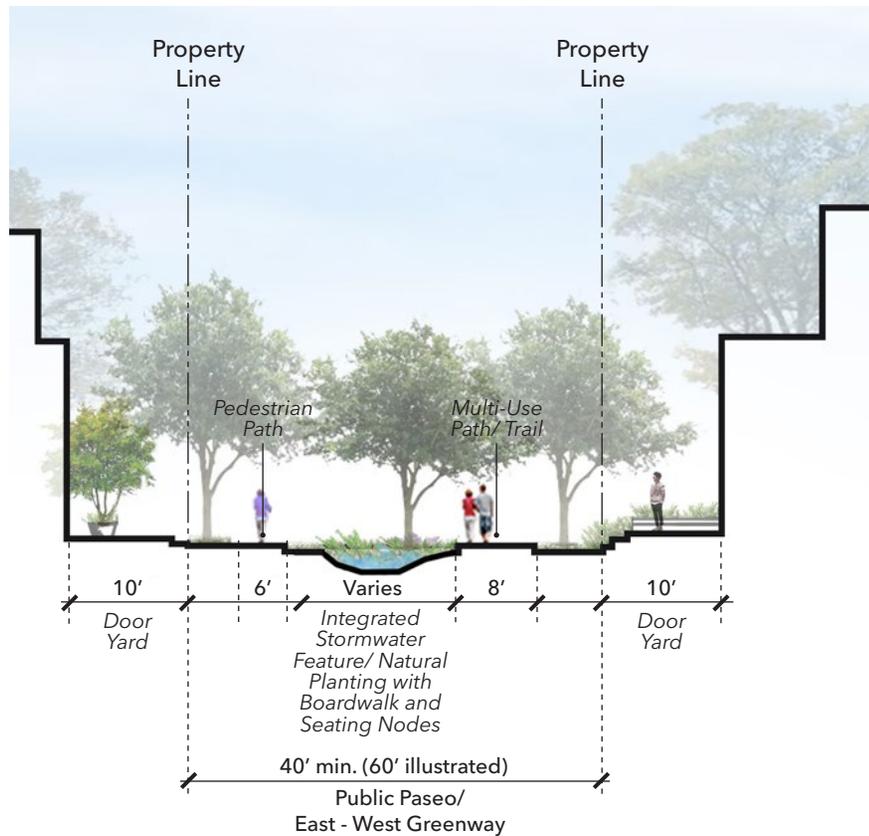
Public Plaza



Rosie the Riveter

2.0 COMMUNITY DESIGN GUIDELINES

- **Paseo:** From the Spanish word meaning a leisurely walk or stroll especially in the evening. As an urban design term means a pedestrian-only walkway (can be public or private) between buildings that usually connects streets or other open spaces. Paseo often have decorative paving and plantings to enhance the pedestrian experience.



Paseo

2.0 COMMUNITY DESIGN GUIDELINES

2.9.2 Shoreline Park

- **Shoreline Park:** A new public park extends approximately 1.6 miles along the waterfront and at least one hundred feet inland from mean high tide. This continuous public park weaves together a variety of existing and new features to create a diverse active and passive park experience. The shoreline park has extensive public access at key nodes along Stenmark Drive, many of which connect on trails back to the neighborhoods. At the Promenade neighborhood the existing Point Molate Beach Park would have seating areas, planting, trails and connections to the neighborhood. At the Point, there is more formal waterfront park experience with access to the potential future ferry pier, parking and areas for temporary events. This area will include a waterside overlook park and active and passive waterfront park activities. In the North Cove the shoreline park connects to the Winehaven Historic District. A large crescent lawn for picnicking and informal gathering connects the shoreline park to the rehabilitated historic buildings, new plazas, and pedestrian ways. An existing rocky overlook at the north of the cove provides for unique area for public use or events.



Beach Park Improvements

2.0 COMMUNITY DESIGN GUIDELINES



Shoreline Park



Bay Trail

2.0 COMMUNITY DESIGN GUIDELINES

2.10 VIEWSHEDS

Both views from the public and future private areas of the site are a key aspect of both site organization and creating the best experience for visitors and residents.

2.10.1 Viewsheds

On-site views at eye level at Stenmark Drive and the shoreline are over 180 degrees and include the San Francisco skyline, the Golden Gate and Bay bridges, Marin County and Napa County. Views from the uplands on the site both embrace the site's character and more expansive Bay views. The views, both unique and universal for the Bay Area, are a very good reason to visit or live in Point Molate. The adjacent diagram shows some of the key public view points on the site that will be celebrated by parks, overlooks and public spaces. The diagram also indicates viewsheds for new residents who either have unencumbered Bay views or enjoy Bay views through view corridors.

There are eight suggested overlooks accessed via upland trails and located where the upland hillside was previously disturbed as part of the Navy's construction of underground storage tanks.

2.0 COMMUNITY DESIGN GUIDELINES

2.10.2 East-West Site Organization

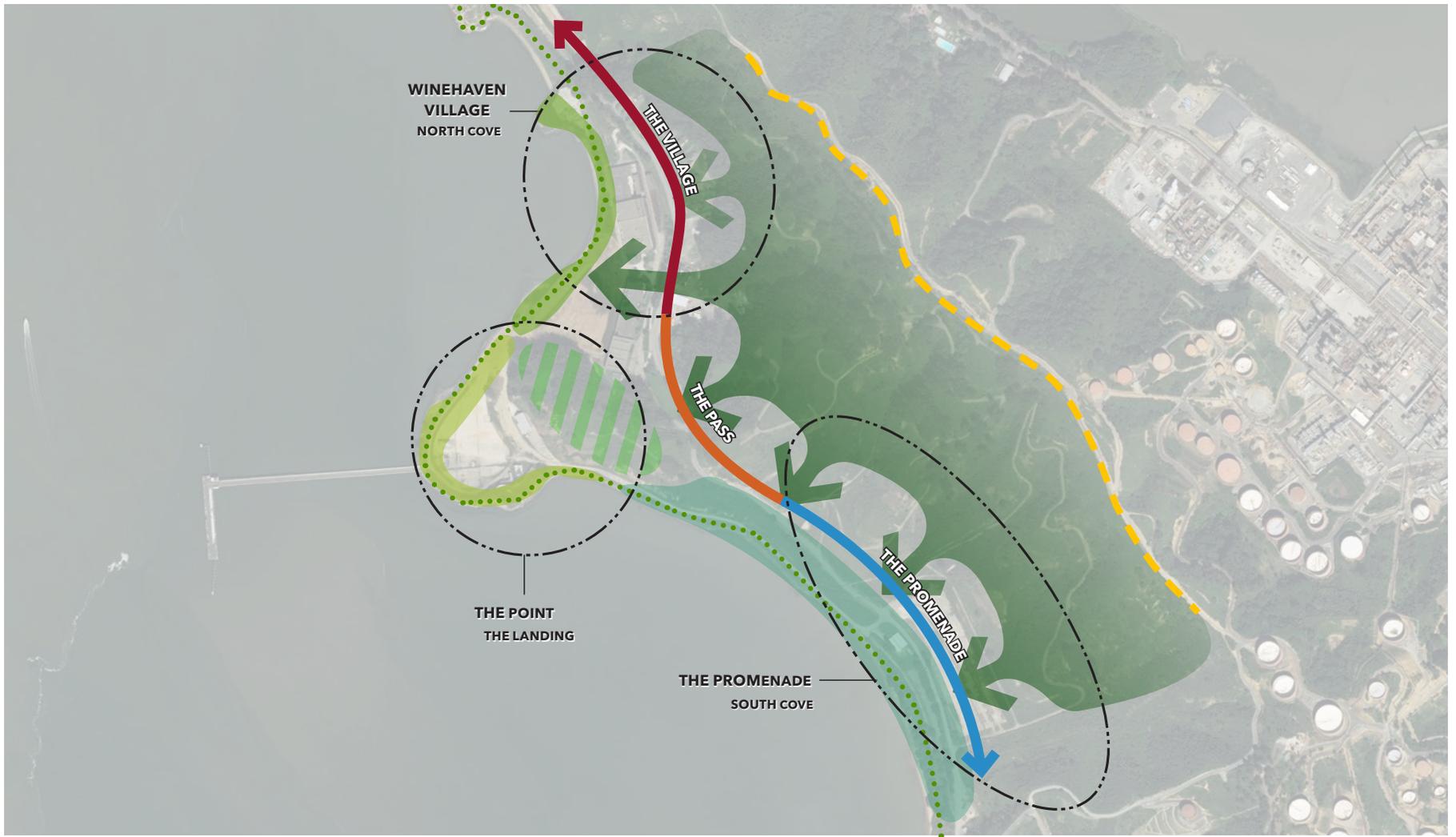
Development in the Promenade should include east-west oriented public open space or park areas that accommodate stormwater features, active or passive uses, native plantings, and public trails. These east-west “greenways” connect the Promenade at Stenmark to the upland trails. The Greenway (Paseo) should accommodate views to the Bay and may be interrupted by streets or other horizontal improvements. Park structures would be allowed within the greenway.

2.10.3 Promenade Greenway

Within the Promenade neighborhood, the development shall include a minimum of one (1) east-west greenway with a minimum width of 40'. The greenway may be bordered by private development or by public or private rights of way.

A typical Greenway section is shown in Section 2.9.1

2.0 COMMUNITY DESIGN GUIDELINES



Open Space Concept Diagram

2.0 COMMUNITY DESIGN GUIDELINES

2.11 CIRCULATION AND ACCESS

Project circulation is intended to be multi-modal and serve equitably pedestrians, bicyclists, private vehicles and transit. This requires that new streets are “complete streets”, providing adequate space for all users, a native street tree program, traffic calming provisions, stormwater control, and intersection design that promotes safety and accessibility. These integrated features are presented in a series of streets sections shown in Section 2.13.

2.11.1 Vehicular Circulation

The overall circulation plan is shown in the adjacent figure. Stenmark Drive, the existing arterial that connects the site to Point Richmond and I-580, becomes the backbone “main street” of the new community. Along the length of Stenmark Drive, design speeds are slowed, all users are invited to safely use the street and sidewalks, street trees provide shade and habitat, and appropriate street furniture is installed. Another key street is the road to the Point neighborhood from the Winehaven Village core.

Neighborhood streets are residential in character with sidewalks, street trees, and planted verges. Neighborhood streets connect from east to west to the waterfront park system and the Bay Trail. The “walks” in the Winehaven Historic District west of Stenmark Drive are pedestrian only, excepting for bicycles and service vehicles. These pedestrian ways connect all the special public spaces and buildings in the Winehaven Historic District. The street hierarchy is shown in the adjacent figure. As shown on the adjacent diagram the street network is composed of Primary, Secondary, and Tertiary Streets.

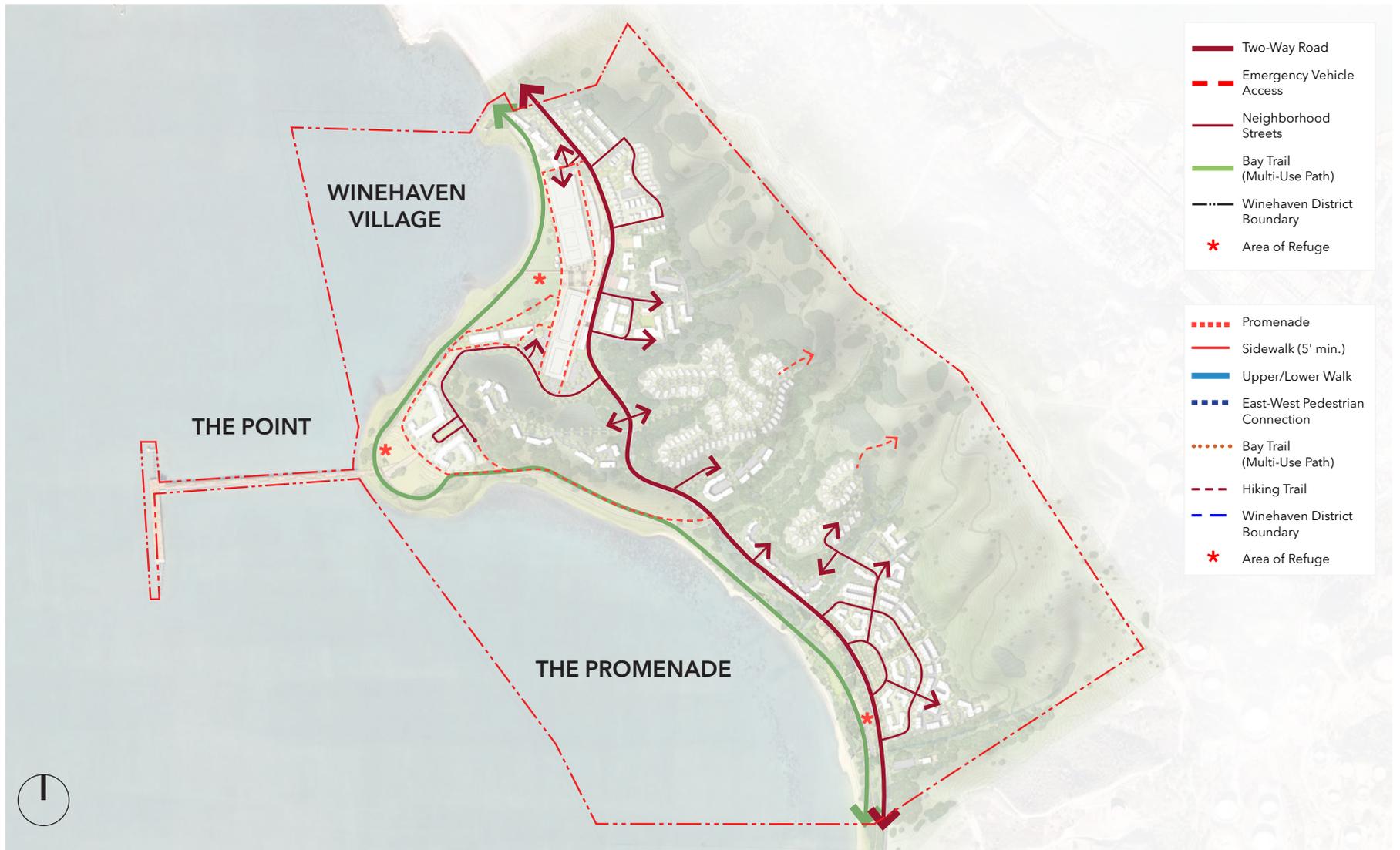


Street Hierarchy



Mature Tertiary Complete Street

2.0 COMMUNITY DESIGN GUIDELINES



Circulation

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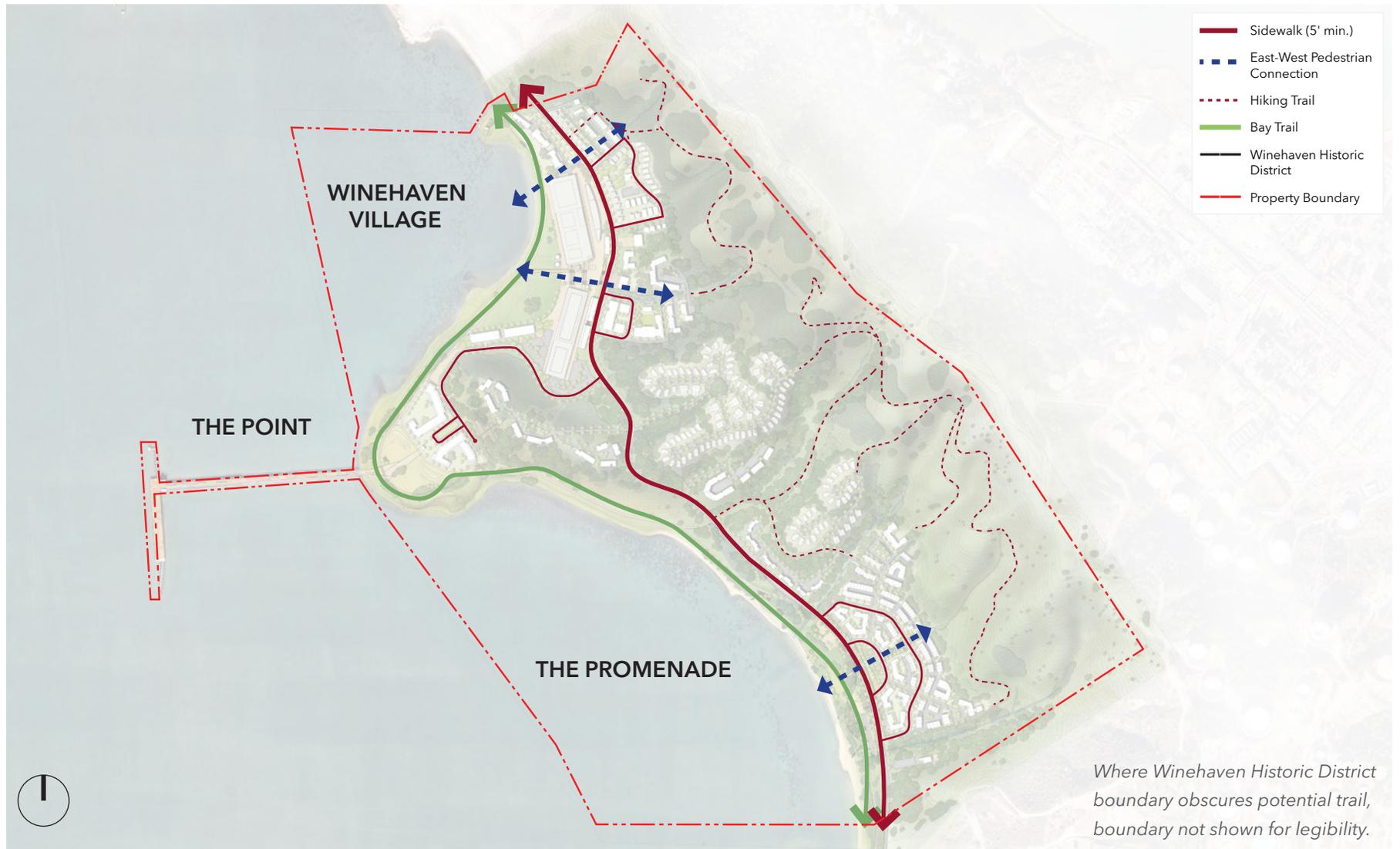
2.11.2 Path and Trail Networks

A robust pedestrian and bicycle circulation network connects neighborhoods, increases the sense of community, provides health benefits, and reduces vehicular trips.

The centerpiece of the pedestrian and bicycle network at Point Molate is the Bay Trail. The Bay Trail is the major shoreline connector and access to the public waterfront. Connecting to the Bay Trail are a series of pedestrian walkways, multi-use trails, paseos and hiking trails. Most streets have sidewalks on both sides protected and shaded by planted verges and street trees. Street sections and further details on the trail network is provided in Sections 2.13 and 5.3.



2.0 COMMUNITY DESIGN GUIDELINES



Pedestrian Circulation

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2.12 LAND USE

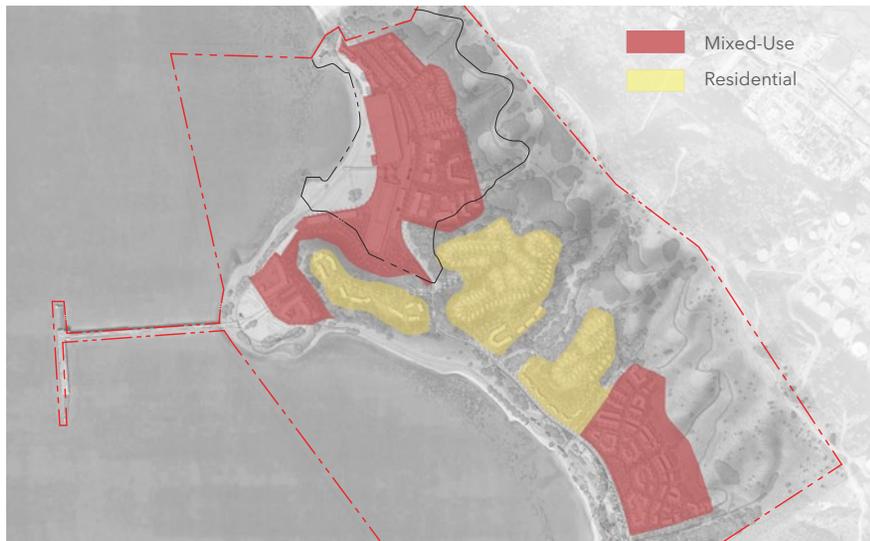
A General Plan amendment is proposed and new subdistricts are proposed for the PM-PAD as shown in the figure.

The City of Richmond General Plan has been amended to accommodate the mix of land uses and densities within the PM-PAD. Three new zoning designations were developed, PMRD, PMM, and PMMUD, and a Historic District Overlay (PMMUD-H) was applied. Zoning designations, PMOS, PMPR, PM-PCI and a Shoreline Overlay (PMPR-S) define open space areas.

Shown below are the generalized land uses for the project site.



PM-PAD Subdistricts



Land Use

- Point Molate Residential District (PMRD)
- Point Molate Multifamily (PMM)
- Point Molate Mixed-Use District (PMMUD)
- Point Molate Mixed-Use District Historic (PMMUD-H)
- Point Molate Open Space (PMOS)
- Point Molate Parks & Recreation (PMPR)
- Point Molate Parks & Recreation - Shoreline (PMPR-S)
- Point Molate Public, Cultural, and Institutional (PMPCI)
- Winehaven Historic District Boundary
- Property Boundary

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2.12.1 Retail or Active Uses

Articulation of any retail or active ground floor uses of a mixed-use building should have a direct relationship to the architectural elements and massing above. The height of retail or active ground floor uses should be appropriate to the scale of the pedestrian and should be proportioned to the overall building scale.

Active ground floor uses promote an active pedestrian environment or public realm and may include retail, neighborhood serving or pedestrian oriented uses such as building lobbies, health facilities and professional offices, studios or galleries, residential amenity spaces for multi-family buildings, among others.

Ground floor retail/Active Uses will be oriented towards the street or public plaza/open space to promote an active pedestrian environment but need not occupy the entire ground floor of mixed-use buildings; accordingly, Ground Floor Retail/Active Uses may occupy portions of the first floor, along with uses otherwise permitted in the mixed-use building.



Potential Retail Locations

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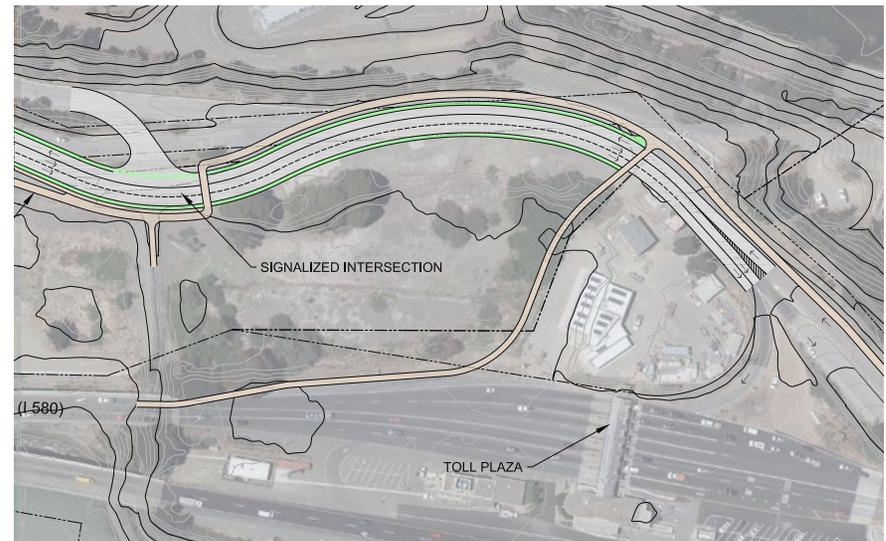
2.0 COMMUNITY DESIGN GUIDELINES

2.13 STREETSCAPES

2.13.1 Stenmark Drive (Primary Street)

Stenmark Drive is the project's major north-south arterial but also the "Main Street" for both the Promenade and Village Neighborhoods. All vehicular traffic will enter the project from the south where Stenmark Drive originates at the east and west exit/entries to I-580 and the Richmond San Rafael Bridge. As part of off-site project improvements Stenmark Drive will be widened from the project site to the I-580 freeway entries. An additional south-bound lane will be added such that traffic entering the west and east on-ramps will each have a dedicated lane for approximately 1000 feet before the on-ramp entries.

On-site, Stenmark Drive will be improved to serve the multi-modal circulation needs and connections of the new community. The street will change character and dimension as it passes through the site based on adjacent uses, pedestrian needs, and topographic constraints. Throughout its length however, it will be a low-speed thoroughfare that equitably serves pedestrians, bicyclists, vehicular use, and transit.



Planned Improvements to Stenmark Drive at I-580 Toll Plaza

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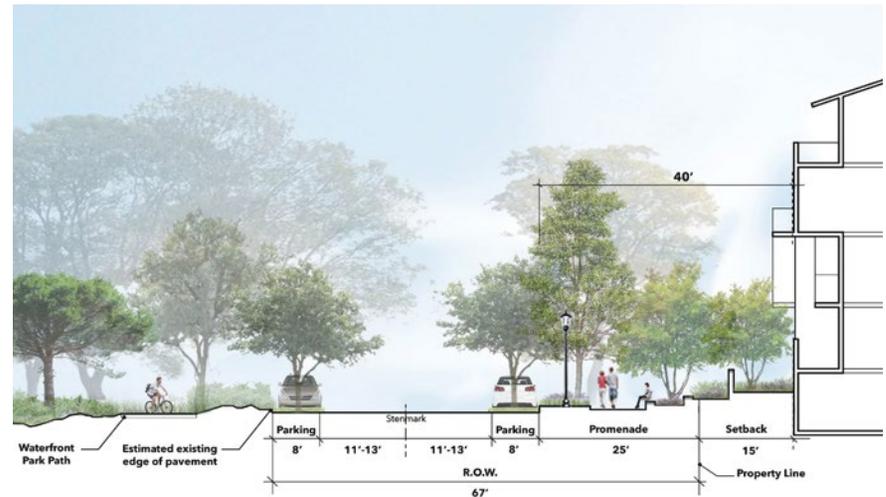


Street Section Key

2.0 COMMUNITY DESIGN GUIDELINES

Street Section 1: Stenmark at the Promenade

As Stenmark Drive enters through the Southern project gateway it becomes a complete street with narrower travel lanes, on-street parking, street trees and planted verges, and enhanced sidewalks on both sides of the street. This is an active area where pedestrians are anticipated crossing from the park to the residential neighborhood and trail access. The east side of the street will include the Promenade, a widened pedestrian sidewalk with additional planting and street furniture. The building wall to the east will be set back from the ROW to provide additional buffer for the pedestrian and residents. There is potential for some ground floor retail uses along the east side of street such as coffee shops or cafes. In these areas the sidewalk would be widened through the setback to allow retail access and outdoor seating. On the west side of Stenmark a pedestrian path is set back from the street and integrated into the park planting and circulation. Pedestrian crossings in this area will have enhanced pavement to identify their location and serve as traffic calming devices.



Street Section 1



Street Section 1: Plan View

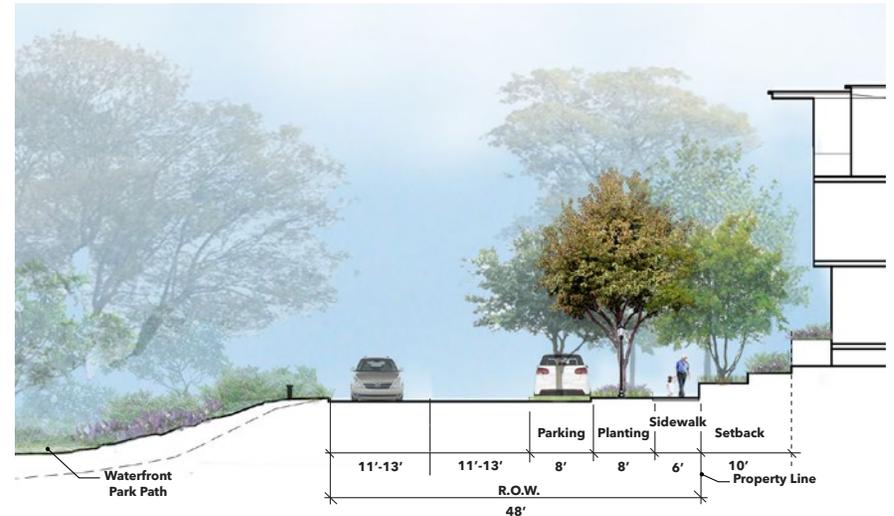
2.0 COMMUNITY DESIGN GUIDELINES

Street Section 2: Stenmark at the Promenade North

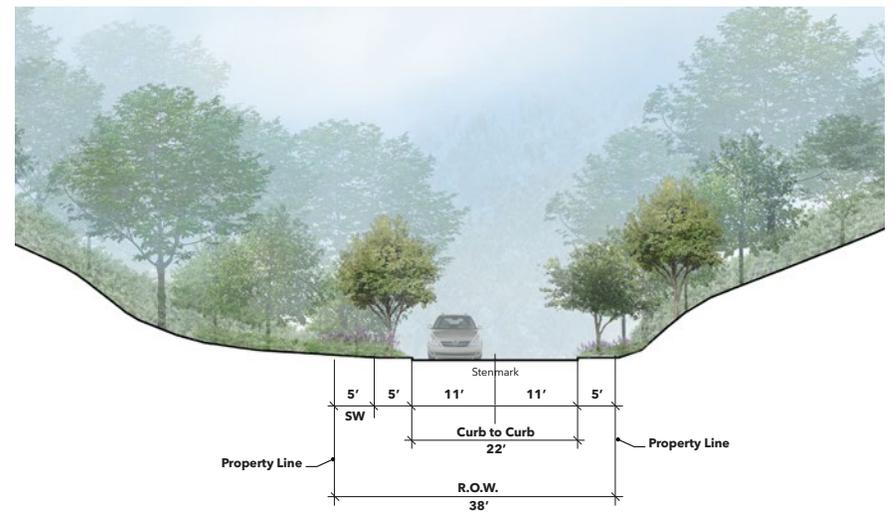
Further north on Stenmark, still in the Promenade neighborhood, the typical density of the residential lowers and the Beach park goes from an active to more passive experience. The promenade sidewalk narrows to a typical width. On the west side the sidewalk is more of a pathway in the park integrated into the new planting and wetland restoration areas. On street parking has been reduced to one side along the east side of the street further opening up views to the water along Stenmark.

Street Section 3: Stenmark

North of the Promenade neighborhood Stenmark begins to rise and passes through a steep draw in the ridgeline that extends out to the Point neighborhood. The existing road profile narrows significantly in this area due to the ridgeline topography and Eucalyptus groves and open space on each side of the street. The road opens up prior to entering the Historic Village neighborhood and passing through the gap south to north is rewarded with expansive views over the Historic District and San Francisco Bay. The road section is narrower than other areas of Stenmark due to adjacent topography and the pedestrian sidewalk is limited to one side of the roadway to reduce grading and site impacts while providing a safe and comfortable continuous pedestrian path along Stenmark.



Street Section 2

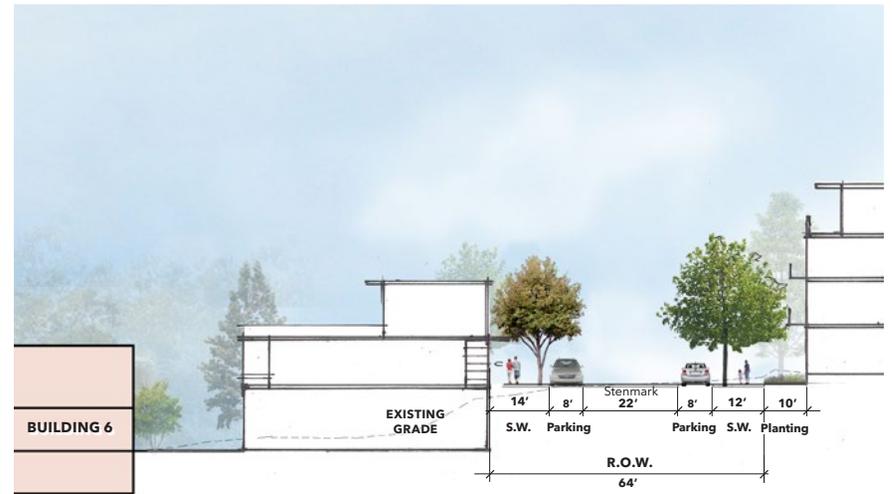


Street Section 3

2.0 COMMUNITY DESIGN GUIDELINES

Street Section 4: Stenmark: Main Street at Winehaven

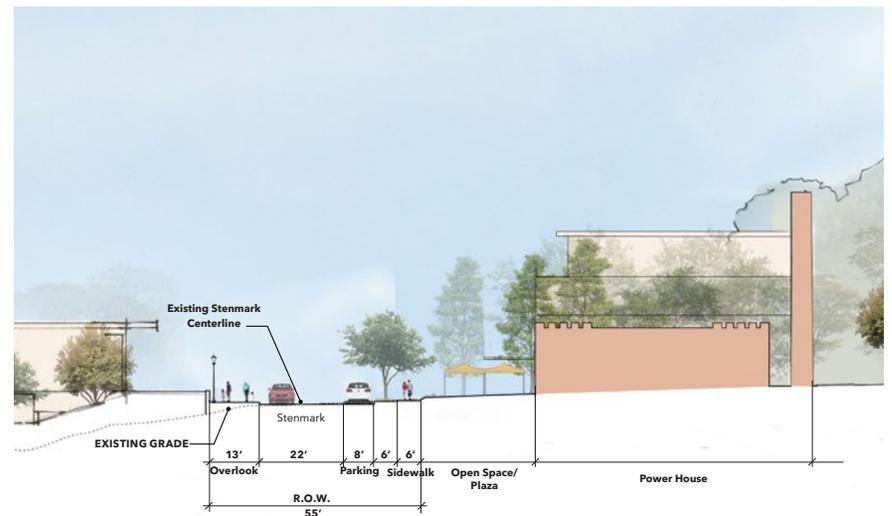
Through Winehaven Village, Stenmark returns to its Main Street character with building frontages on or near the street, potential live-work buildings on the west side and new residential buildings with a landscape setback from the sidewalk on the east side. The street should be activated with pedestrians visiting the Winehaven District or residents utilizing the ground floor commercial and restaurants with convenient on-street parking. More urban in character, street trees on both sides will be in tree grates to accommodate larger sidewalks serving pedestrians and retail-oriented buildings. Special paving may be utilized at key pedestrian crossings.



Street Section 4

Street Section 5: Stenmark at the Winehaven Power House

Section 5 shows Stenmark Drive where it addresses the Winehaven core with the historic Power House to the east and the major urban plaza between historic Buildings #1 and #6 to the west. At the west side of the street the sidewalk becomes an overlook to view the plaza, restored buildings, shoreline park, and San Francisco Bay. Stairs and ramps from the overlook lead down into the plaza. To the east is a public plaza that surrounds the restored Power House. On-street parking will be on the east side of the street.



Street Section 5

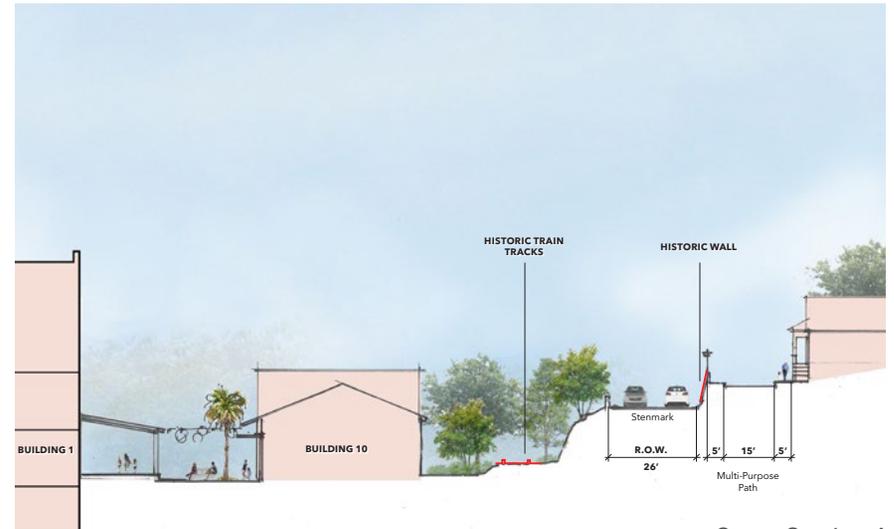
2.0 COMMUNITY DESIGN GUIDELINES

Street Section 6: Stenmark at Building #1, #10, and the Cottages

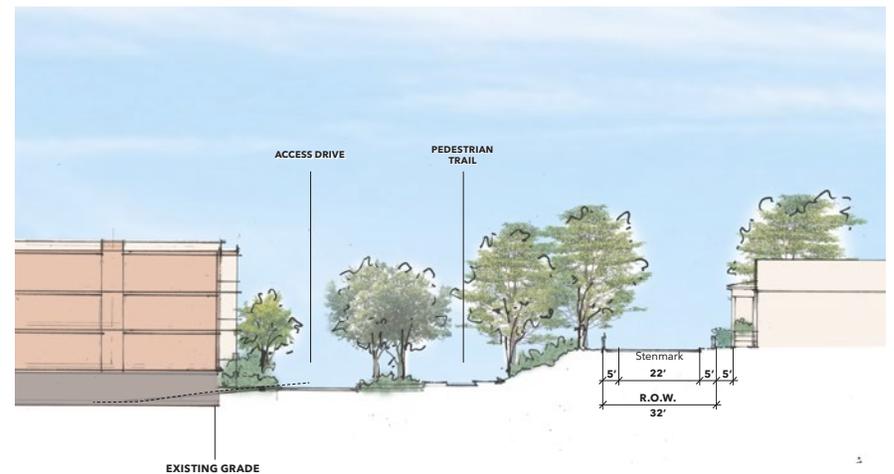
Section 6 shows where Stenmark Drive narrows at the historic cottages. As shown, the existing roadway allows for a limited travelway due to the historic wall and abrupt slope to the west which leads down to historic rail tracks.

Street Section 7: Stenmark at North Cove and the Cottages

At Section 7 the Stenmark Drive ROW remains narrow within the existing site constraints. The development anticipates accommodating ROW with eleven-foot lanes and a five-foot sidewalk on one side. There is not room for street trees in this location; however, to the extent possible, the existing tree cover on both sides of the street will be preserved. For pedestrian and bicyclist safety, traffic calming measures should be employed in this stretch of roadway.



Street Section 6



Street Section 7

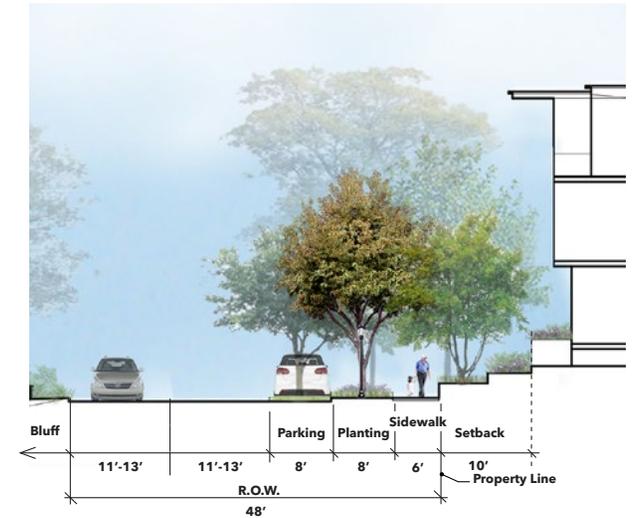
2.0 COMMUNITY DESIGN GUIDELINES

2.13.2 The Point and Neighborhood Streets

Street Section 8: Not Used

Street Section 9: Point Road

Street Section 9 shows the road to the Point which separates the shoreline park area from the mixed-use community development. On-street parking is provided on the development side leading to the Point and a public parking area. The road will continue to the development at the Point and provide access to parking structures as well as emergency vehicle access. Positioned against the bluff, the location of this roadway will eliminate vehicular access alongside the shoreline park, enhancing the park experience. A setback is provided from the sidewalk to the building for additional screening and landscape.



Street Section 9

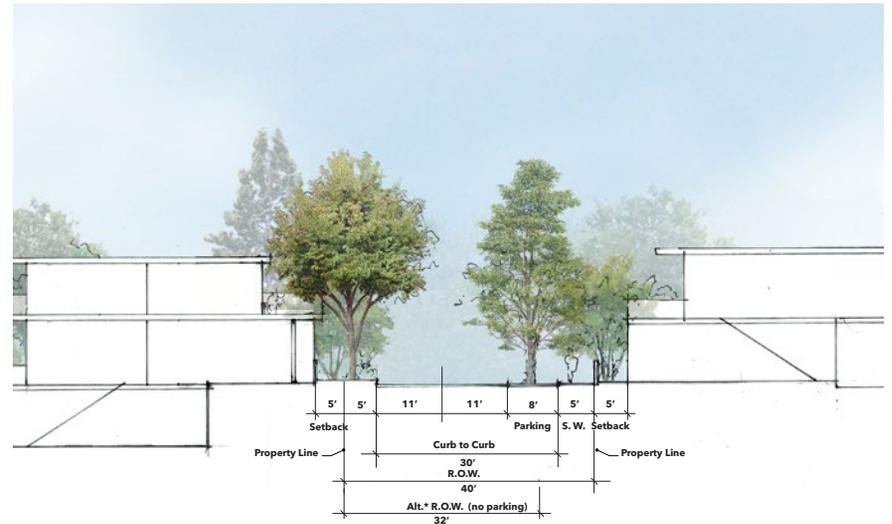
2.0 COMMUNITY DESIGN GUIDELINES

Street Section 10: Neighborhood Street

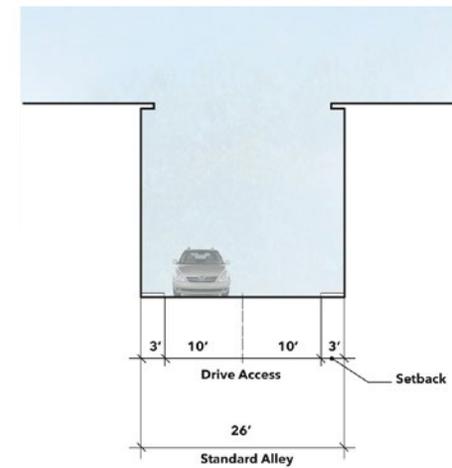
Neighborhood streets have low traffic volume and are intended to be shared by pedestrians, bicyclists, and vehicles in a more intimate setting. Lane widths are narrowed so pavement is reduced, street trees are closer to the road for shading, and vehicular speeds are lower. Generally on-street parking, a planted verge and sidewalk is provided on one side only. Space is provided on the other side for street trees and planting.

Section 11: Typical Alley

A thoroughfare within a Block used primarily for garage and service vehicle access. May be one-way or two-way accommodating low speed vehicular traffic.



Street Section 10



Section 11: Typical Alley Section

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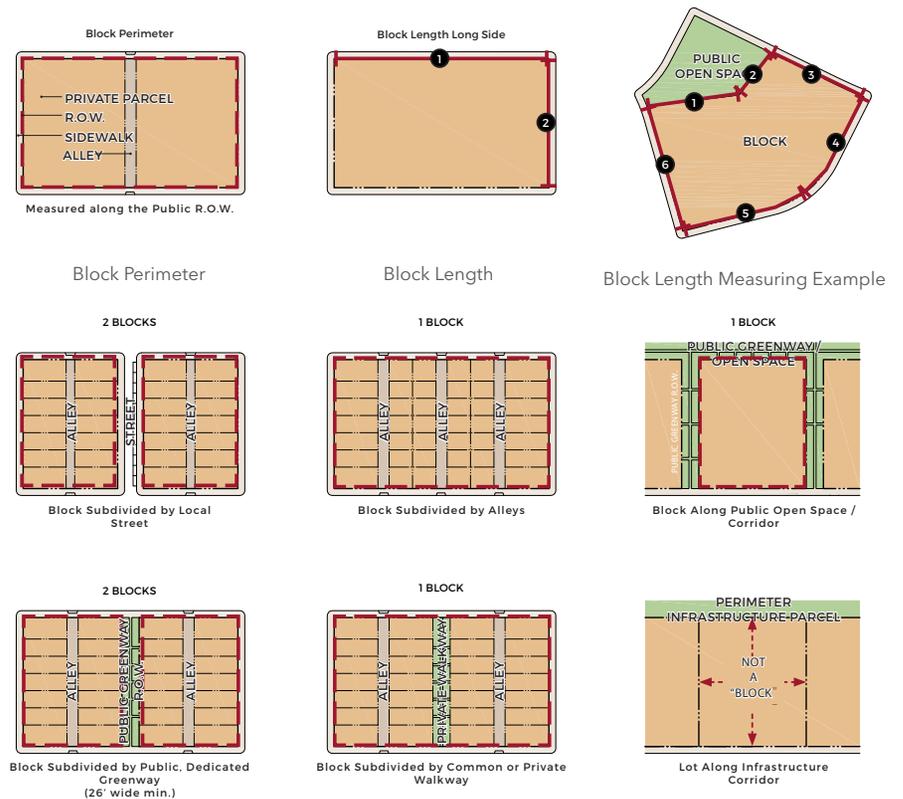
2.14 BLOCK STRUCTURE, BUILDING PLACEMENT AND ALLOWABLE HEIGHT

2.14.1 Block Structure

The block structure at Point Molate will largely be dictated by existing features: the varied topography, constraints including wetlands, sensitive areas, and steep slopes, the existing fabric of the historic district, and the alignment of Stenmark Drive. However, new neighborhoods in the Promenade, including hillside neighborhoods, the Point, and portions of Winehaven Village, require the formation of new blocks.

Blocks are comprised of an assemblage of one or more lots. The organization of lots on blocks should reinforce the project's key objective of walkability through the orientation of lots toward public rights-of-way, service and parking access via driveways and rear lanes, integration of paseos, integration of compact parks and open spaces into blocks, and the orientation of buildings within each lot. A range of building types can be flexibly intermixed within a block and a neighborhood if certain basic design approaches towards block configuration and lot orientation are followed.

A new block perimeter should typically not exceed 1400' with no one side exceeding 400'. Examples of blocks structures and perimeter measuring examples are shown in the diagrams on this page. Organized block structures integrated with paseos, alleys, local streets and open space create a



Block Structure and Perimeter Diagrams

neighborhood fabric that is welcoming, pervious, and allows new residential or mixed use development to address the public realm.

At Point Molate, neighborhood streets and blocks typically rise in elevation in an easterly direction. This allows the opportunity for street frontages, paseos, and lots to be organized with a view orientation to the water.

2.0 COMMUNITY DESIGN GUIDELINES

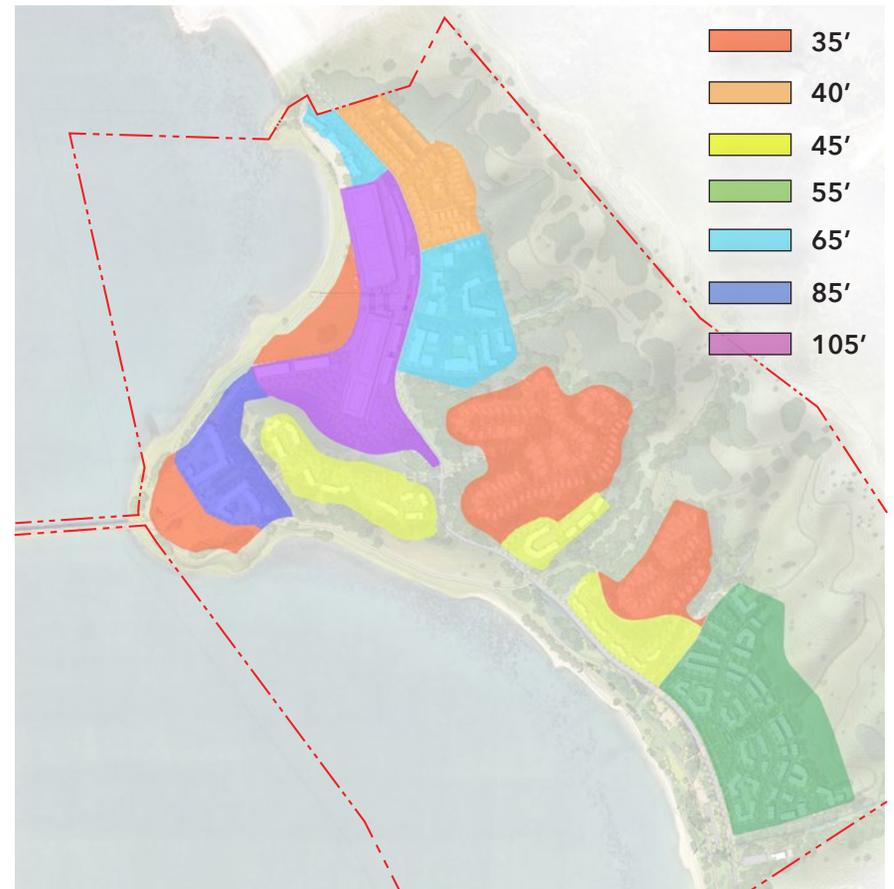
2.14.2 Allowable Building Height

Allowable building heights at Point Molate are determined by several factors:

- Buildings should not rise above the ridgelines when viewed from public areas on-site or the Richmond San Rafael Bridge with the exception of the Point neighborhood where the peninsula frames buildings against the sky-line from certain vantage points.
- Buildings heights should decrease away from the shoreline particularly as topography rises. Building profiles on the upper hillsides should “hug” the topography yet be oriented for views to Bay.
- Building heights in the Winehaven District may vary from the height of existing historic structures but be consistent with Secretary of Interior standards. See Winehaven Historic District Design Guidelines (Section 4.0).
- Building heights should be consistent with the PAD Zoning for Point Molate with further restrictions as noted in the adjacent diagram.

2.14.3 Site Vehicular Access and Parking

Vehicular access to private development off of public streets is limited to specific locations and zones to reinforce the pedestrian realm and maintain integrity in the building wall, particularly along Stenmark Drive. This section will address parking and driveway access, curb cuts, and guest parking locations for both multi-use and residential buildings. For multi-use buildings with



Allowable Building Height

commercial use, service access, loading locations, and parking lot location will be addressed. The RMC should be consulted for regulations and guidelines not addressed in the following sections.

2.0 COMMUNITY DESIGN GUIDELINES

2.14.4 Parking and Driveway Access

Driveways serving single family detached homes, townhomes and surfaced parked multi-family residences and commercial areas, parking garages, and service and loading areas, shall adhere to the following design guidelines:

- Driveways serving individual residential units or townhome garages shall not be allowed along Stenmark Drive. Driveways serving individual unit garages shall be accessed from alleys or Secondary or Tertiary neighborhood streets.
- Entries to residential or commercial garages, either podium or independent structured parking, should be integrated into the architectural design of the building. Entries to garages should be placed on alleys or neighborhood streets.
- As specified in the PMMUD, driveways to surface or garage parking, or service or loading, including alley access, should be a minimum of 50 feet from the corner of two public streets.
- Stand-alone parking structures should not be located on Stenmark Drive. Stand-alone structures should be located behind residential buildings or “wrapped” by residential buildings.
- When an independent parking structure is located on a public street it shall be articulated to reduce its apparent mass. Ramped floors should not be visible from the public street.
- When an independent parking structure faces a public street the facade

should be designed to appear as a building with an articulated facade or artistic treatment. The ground level of the garage shall be screened with dense planting, bermed or in planters, or other attractive and compatible screening.

2.14.5 Curb Cuts

Curb cuts should be minimized along Primary streets, particularly Stenmark Drive. Where curb cuts are necessary to access Single Family dwellings on residential streets their width should be minimized and driveways arranged so that an on-street parking space can occur every two units. Recommended curb cut driveway maximums are as follows:

- Shared driveways - 20 feet wide.
- Two car garage driveway - 18 feet wide.
- One car garage driveway - 12 feet wide.
- Service/Loading dock curb cut - 15 feet wide.

2.14.6 Service Access and Loading

Service vehicle access to individual buildings shall be located on secondary frontages or from alleys or drives within blocks.

2.14.7 Parking

The location of surface parking lots or guest parking is controlled by the PMRD and PMMUD zoning. Further requirements are detailed in the RMC Section 15.04.607.

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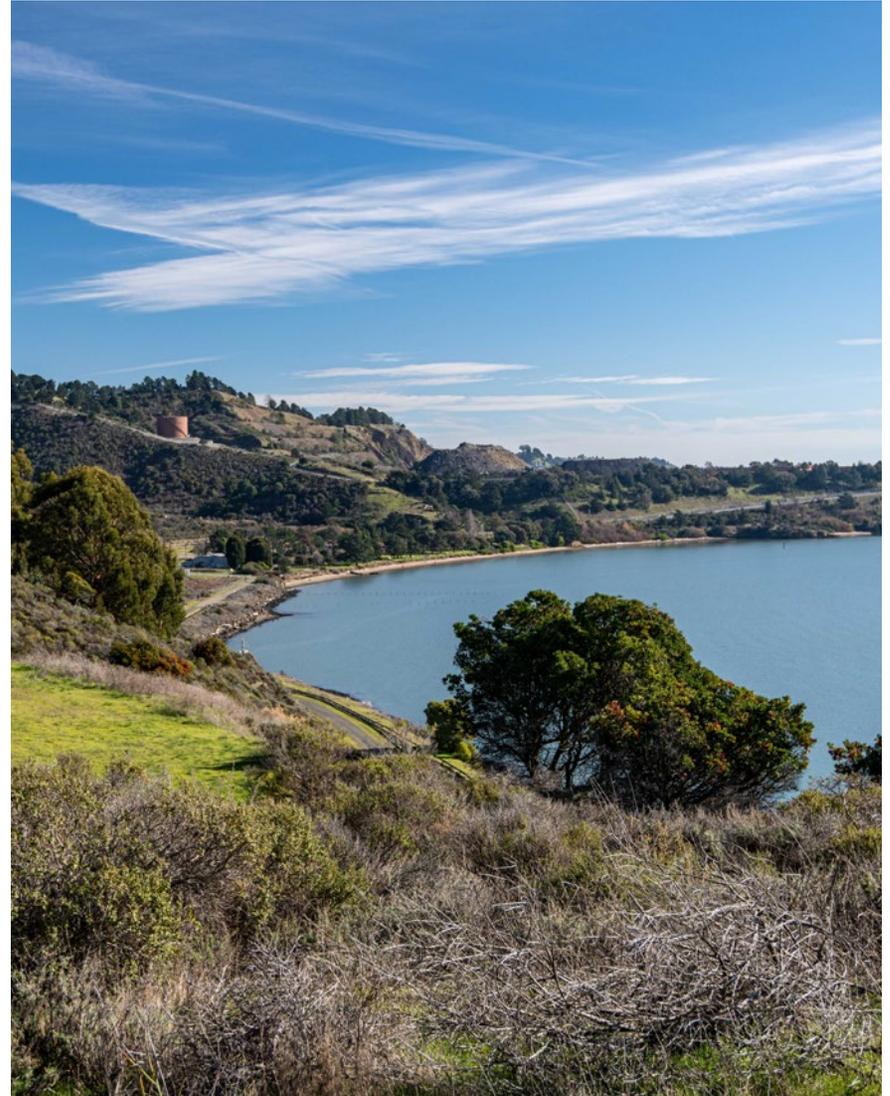
2.15 SUSTAINABILITY AND CLIMATE ACTION

Development at Point Molate will integrate sustainability strategies, Greenhouse Gas (GHG) reduction and community planning consistent with statewide policies and regulations, and the City of Richmond General Plan objectives, and be consistent with the City of Richmond's Climate Action Plan and Point Molate's Greenhouse Gas Reduction Plan. Development at Point Molate must comply with laws enacted to reduce climate change and comply with the City's Climate Action Plan policies. The guidelines listed below reinforce existing City measures designed to reduce vehicle miles travelled (VMT), promote transportation and building energy efficiencies, conserve limited water resources and reduce waste.

2.15.1 Energy

New construction must comply with applicable requirements in Title 24, Parts 6 (Energy) and 11 (CALGreen), of the California Building Code in effect when building permits are submitted and any then adopted City reach code.

- Indoor heating, washers and dryers, and hot water heaters must be electric.
- All single-family home and townhome garages shall contain at least one electric vehicle charger.
- All commercial and multifamily parking areas shall be equipped with Level 2 charging stations or equivalent or better electric car charging



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technology, consistent with the project's greenhouse gas reduction plan.

- New residential construction shall have an exterior outlet to encourage the use of electric landscape equipment.

2.15.2 Water

- Residential units will include low flow appliances and fixtures.
- Landscaping should be drought-tolerant to reduce water needs.

2.15.3 Transportation

- Primary Streets are Complete Streets that allow pedestrians, bicyclists, vehicles, transit, and disabled persons equal access and mobility.
- Comply with applicable measures in the approved Transportation Demand Management (TDM) Plan that reduce VMT, including strategies to encourage ride sharing and carpooling on to and from Point Molate.
- Bicycling is encouraged through the provision of bike paths and bicycle parking.

2.15.4 Agriculture and Green Infrastructure

- Provide street trees for shading, habitat, and to reduce glare and heat gain.
- Community gardens are encouraged in areas deemed appropriate and safe by the Regional Water Quality Control Board.
- Green infrastructure features are encouraged, including distributed solar and Low-Impact Development features such as bioswales.



2.0 COMMUNITY DESIGN GUIDELINES

2.16 INFRASTRUCTURE AND UTILITY SYSTEMS

Infrastructure System Overview

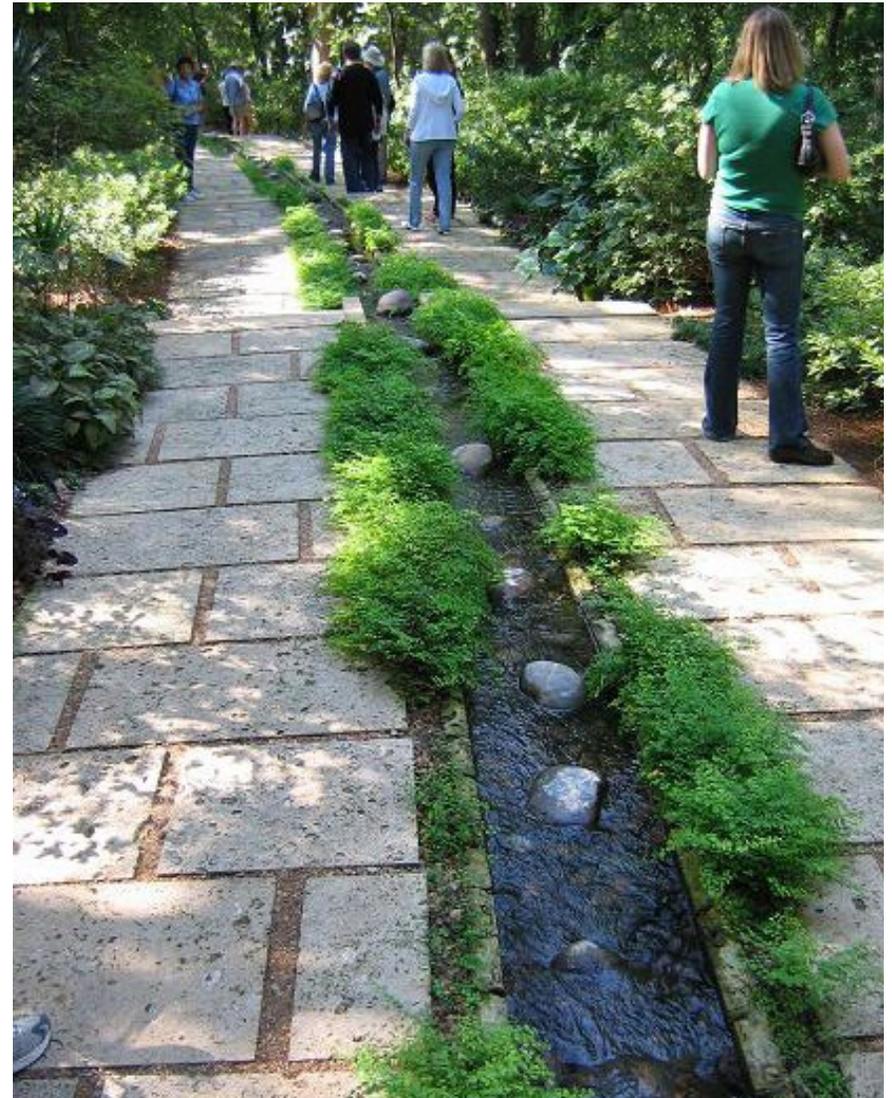
This section provides a summary of existing and proposed utilities and service systems that would serve Point Molate. More detailed information on the regulatory setting, existing infrastructure, proposed improvements, and project impacts can be found SEIR Section 4.14 and its appendices. The City of Richmond General Plan should be consulted for relevant goals and policies regarding utility systems.

2.16.1 Potable Water

Point Molate is within the 332-square mile (East Bay Municipal Utility District) EBMUD service area, which includes portions of both Alameda County and Contra Costa County. Most of the EBMUD water supply comes from snowmelt and runoff in the Mokelumne River watershed, and a small amount of water supply comes from the local watershed.

Existing Potable System

Potable water to Point Molate is currently supplied by a 12-inch diameter EBMUD water main along Stenmark Drive which was installed in 1997. The water is supplied to Point Molate from EBMUD's Richmond and Potrero tanks. Potrero Tank, a 1,000,000-gallon welded steel tank northwest of Point Molate near Point San Pablo, is at the end of EBMUD's Western Drive pipeline. Water from the



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EBMUD line is then distributed throughout Point Molate through private water and fire distribution system that was installed by the Navy in the 1950s. Since the Navy ceased operations on Point Molate in 1995, there has been little demand for potable water.

Project Demand

Total average indoor water demand is estimated at 290,160 gallons per day (gpd). Outdoor water consumption is primarily associated with irrigating new landscaped areas. As such, outdoor water consumption is dependent on local climate and the type of landscape. The proposed development at Point Molate is anticipated to create approximately 35-acres of new landscaped areas which includes the newly created cut/fill areas, new roadway and landscape buffers, residential lot landscaping, parks and open spaces within the newly developed area. Average daily outdoor water demand is estimated at 80,000 gpd with peak demand in the summer at 196,000 gpd. Fire Flow Demands at 1,500-4,000 gallons per minute (gpm) for 4 hours. Total Maximum peak water demand is 580,320 gpd. The proposed Project will increase EBMUD's potable water usage by approximately 370,000 gpd.

Proposed System

The existing water supply system is primarily made up of asbestos-cement pipe and is known to have water quality problems and the reliability of the system is doubtful. Therefore, EBMUD will require all of the existing system to be replaced

with new system. The installation of new service connections for the proposed redevelopment from the existing/proposed potable water mains in Stenmark Drive owned and operated by EBMUD within the public ROW will serve Point Molate.

The pressure available from EBMUD's 12-inch line is inadequate to provide the required fire flow of 1,500 gpm at 20 psi. The existing storage tank, Tank A, has adequate capacity to meet maximum fire flow for the required duration. However, Tank A was documented in 1994 to have a leak with an estimated loss of 15,000 gallons per day. As such, a new tank is needed to supply fire flow for the Project. The capacity of the new tank must be at least 1 MGD to provide fire flow for required duration and will require roughly 1 acre of land for construction. A booster pump will supply the new tank and will require roughly 0.5 acres of land for construction. The new pump station must have one spare pump to provide 100% redundancy and must be sized to pump at a rate equal to 1.5 times the projected Maximum Day Demand. The analyses show that 8-inch and 12-inch pipe sizes are needed to serve the fire flow from the new tank.

EBMUD Water Efficiency Requirements

EBMUD Regulations Section 31 requires EBMUD to review applications for new water service to determine the applicability of, and compliance with, water-efficiency requirements. Among other requirements, residential service includes high-efficiency or dual-flush toilets, dishwashers, and clothes washing machines,

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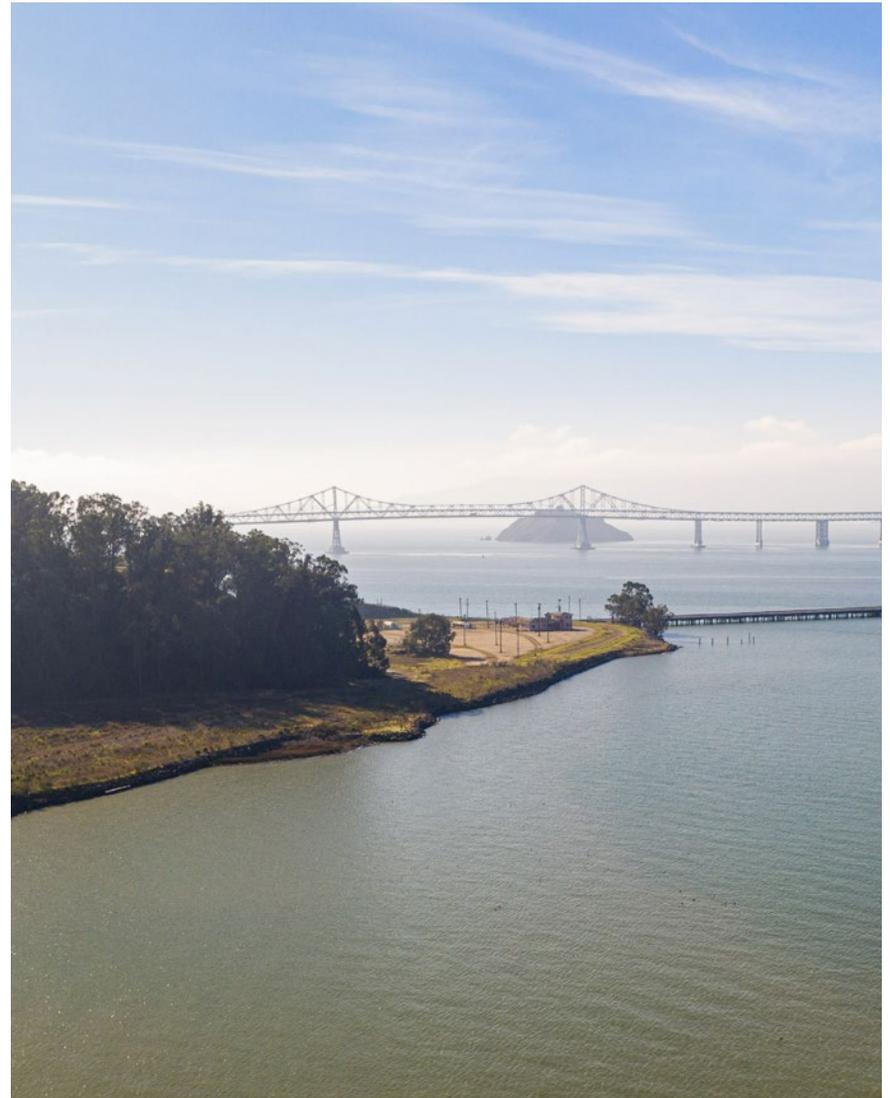
as well as low-flow showerheads and faucets. Outdoor landscaping plans are required for any new or retrofitted landscaping greater than 5,000 sq. ft. of irrigated area, and ornamental turf must be limited to no more than 25 percent of total irrigated area. Additionally, EBMUD Policy 9.05 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is reasonably available.

2.16.2 Wastewater

Existing System

Point Molate is within the City of Richmond Municipal Sewer District (RMSD) service area, but is not currently connected to the RMSD's wastewater collection system. During Navy operations, wastewater from Point Molate was treated onsite and discharged into the Bay. The nearest RMSD collection system pipe line to which Point Molate can connect to is roughly two miles south of Point Molate. The RMSD, via an operations contract with Veolia Water North, operates a wastewater treatment plant (WWTP) located approximately three miles south of Point Molate.

The wastewater collection system and onsite treatment is currently not in use. Instead, portable toilets are used onsite and some wastewater from Point Molate is trucked to the RMSD treatment plant. Currently there is no sewage collection system located south of the Winehaven Historic District. As such, Point Molate will need to install new wastewater collection pipe system in those areas to



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serve the proposed development. There is an existing collection system in the Winehaven Historic District, some of which can be reused if not in conflict with proposed development and if it is determined to be in acceptable based on condition assessment and hydraulic capacity analyses.

Project Demand

Projected average daily wastewater flow (ADWF) generation is estimated at 275,672 gpd. Since Point Molate will be installing all new piping using current standards that require water tight joints, infiltration and inflow will be negligible. However, for this preliminary analyses, the industry standard factor of three (3) times the average daily ADWF is used to estimate Peak Wet Weather Flow (PWWF).

Proposed System Options

Point Molate will need to abandon the Navy's existing wastewater collections system that will not be used and install new collection system in areas that is not currently served by the Navy's system. In addition to the collection system pipelines, the system will be compromised of lift stations and force mains to overcome the uneven terrain and potentially an onsite wastewater treatment plant. Point Molate is considering two possible options for wastewater treatment:

Option A - Connect to City Sewer System: Install a new force main along a proposed segment of the San Francisco Bay Trail or Stenmark Drive and

Western Drive to bring sanitary sewer service to Point Molate from an existing 12-inch sanitary sewer line at the intersection of Tewksbury Avenue and Contra Costa Street in Point Richmond. A new sanitary sewer lift station may be required on Marine Street near the connection point to the existing system.

Option B - Onsite Wastewater Treatment Facility: Install a new sanitary sewer treatment facility onsite, which would operate as a standalone treatment system for the Project's sanitary sewer needs. This new treatment plant would require roughly 1 acre of land to construct.

Both Options A and B will require up to two lift stations onsite to overcome elevation difference in routing flow from one side of the site to the other. Our preliminary calculations show that these onsite lift stations will need to be fitted with roughly two 25 Horse Power pumps and a 4-inch force main to overcome existing terrain.

If Option A is implemented, one of the two onsite lift stations will need to be significantly larger with roughly two 100 Horse Power pumps and an 8-inch



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force main. Option A will also require a third lift station that will be located offsite to connect to the RMSD gravity system.

2.16.3 Recycled Water

Point Molate would not have access to recycled water resources from the City of Richmond. Option B, where an on-site waste water treatment plant would be constructed, could provide the potential for recycled water for irrigation and gray water uses. In this case, the installation of a recycled water distribution system would be required, also known as “purple pipe”. It is not known at this time if the recycled water system would provide irrigation water for public parks and landscape areas or it would be expanded into residential and mixed-use areas.

2.16.4 Stormwater

Site Drainage and Existing Stormwater System

There are 12 distinct watersheds defined by the topography of Point Molate, varying in size from approximately 2-acres to 56-acres. Surface water runoff in the vicinity of Point Molate flows westward from the higher elevations of the Potrero Ridge towards the Bay. Each watershed has a separate discharge point to the Bay. The eastern portion of each watershed is steeper upland where runoff flows over land into a system of natural channels and ravines. Drainage is diverted from the natural overland flows into culverts that discharge into the Bay. Precipitation that falls on impermeable surfaces, such as roads and parking lots,

traverses down the slope as surface flow into stormwater management systems that discharge into the Bay.

The existing storm drain system on the property was designed to collect water that falls on impermeable surfaces, such as roads and parking lots, through French drains and inlets in streets and landscaped areas. The drain system was installed in the 1940s and upgraded in 1983. The system consists of French drains, six concrete catch basins, pipe inlet headwalls, and underground concrete culverts that convey stormwater to 11 outfalls. The outfall pipes emerge at the shoreline a few feet upstream from the edge of the shoreline; water discharged from the outfalls flow across the shore and into the Bay.



2.0 COMMUNITY DESIGN GUIDELINES

Construction Stormwater Quality

With regards to surface water quality, construction of the Project would be conducted under a Stormwater Pollution Prevention Plan (SWPPP), a Demolition and Containment Plan, Covenant to Restrict the Use of Property (CRUP), and a Soil and Groundwater Management Plan Disposal (SGWMP). These plans incorporate BMPs that have been demonstrated to be effective at achieving Basin Plan water quality objectives and maintaining beneficial uses. The project-specific BMPs would reduce runoff from exposed soil, control stormwater runoff, and prohibit the discharge of pollutants to the Bay. Likewise, during operation of Point Molate, compliance with San Francisco Municipal Regional Permit (MRP) Provision C.3 treatment requirements would ensure stormwater from the development areas would be routed through treatment ponds prior to discharge to the Bay.

Proposed Stormwater System

Protecting the water quality of San Pablo Bay is a key objective in site development and conservation. The 2019 Green Infrastructure Plan for the City of Richmond, which guides the shift to resilient and sustainable stormwater management, identifies Point Molate as a future private development project which may incorporate green infrastructure.

Point Molate will maintain existing drainage pattern and outfall locations. Where an existing outfall is found to be under capacity, Point Molate will consolidate

the existing outfalls to minimize environmental impacts and permitting required to upsize the existing outfall. Based on our preliminary analyses, the proposed development at Point Molate will need fewer outfalls than existing. We currently anticipate that Outfalls 2 and 10 will need to be upsized.

The proposed drainage system is designed to convey 10-year design storm in the pipe with hydraulic grade line right-of-way including runoff from the 100-year storm. Low points in the street and terrain where overland release or conveyance will flood property or has potential to damage surrounding areas will be intercepted and conveyed in the pipe. The Contra Costa County drainage guidelines are used to size the proposed storm drain system and to verify the capacity of the existing outfall to which the proposed system will connect to. below the rim of the catch-basin or manhole. For storms larger than 10-year, runoff will be carried in the street.

Point Molate will use Integrated Management Practices (IMP) that will implement Low Impact Development (LID) treatment facilities and flow-control facilities that may include any of the combination of the following: bioretention areas, flow through planters, pervious pavements, depressed landscaped areas, and green roofs in series with cisterns, vaults, and/or dry wells.

2.0 COMMUNITY DESIGN GUIDELINES

2.16.5 Solid Waste

Point Molate would be served by the City's waste provider, which divides solid waste into three types: recycling, compost, and trash.

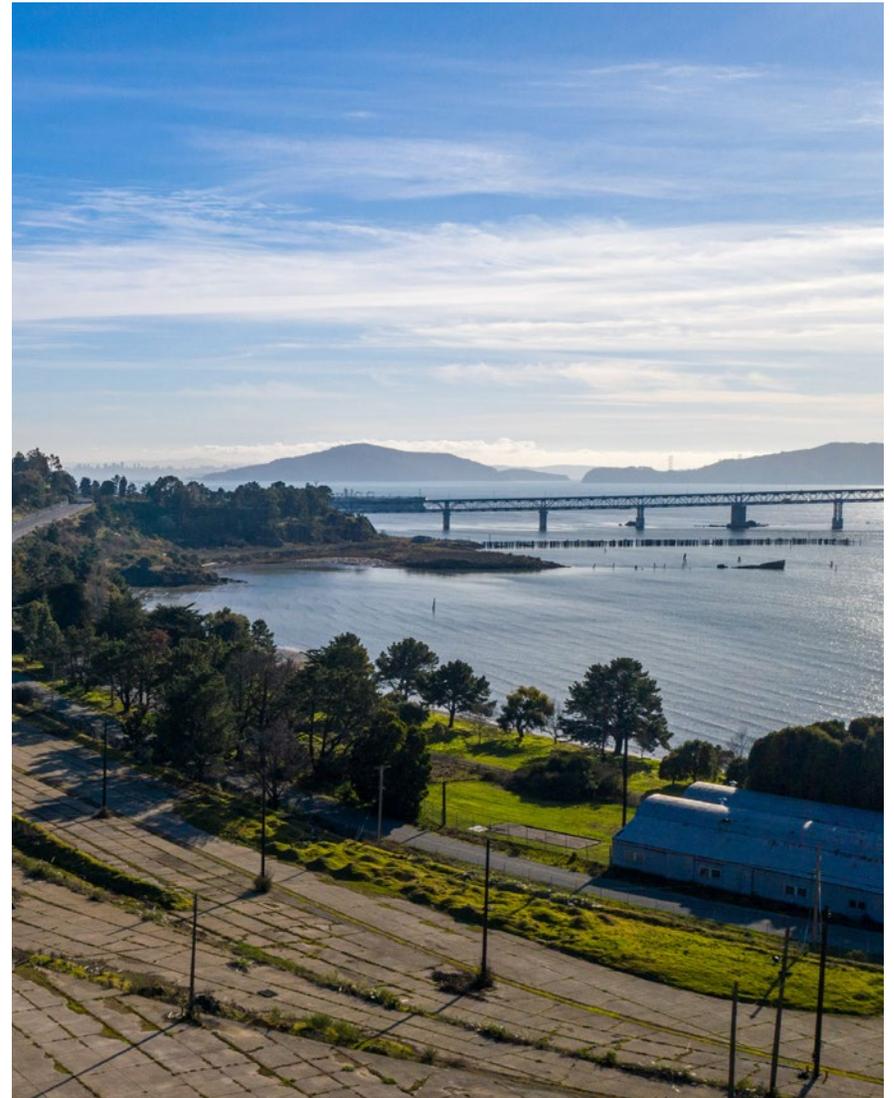
CALGreen requires that at least 50 percent of the weight of non-hazardous job site debris generated by new construction be recycled, reused, or otherwise diverted from landfill disposal. CALGreen requires submission of plans and verifiable post-project documentation to demonstrate compliance.

Point Molate is within the service collection district of Republic Services. Refuse is collected and taken to a transfer station (Golden Bear Transfer Station), which then transports refuse to the Keller Canyon Landfill. Keller Canyon Landfill is located in Pittsburg, approximately 30 miles east of Point Molate.

2.16.6 Energy

Point Molate seeks to reduce typical energy use per capita to comply with Federal, State, and Local policies, legislation, and ordinances. The reduction of electrical energy production is closely tied to the reduction of GHGs. Pacific Gas and Electric Company (PG&E) will provide bundled services, that is both electricity, transmission and distribution to serve the site.

In accordance with California Energy Code Title 24, Point Molate will be required to meet the 2019 Building Energy Efficiency Standards for new residential and non-residential construction. This includes standards for water and space



2.0 COMMUNITY DESIGN GUIDELINES

heating and cooling equipment; insulation for doors, pipes, walls and ceilings; and appliances, to name a few.

There is an existing PG&E single-phase overhead primary distribution system about 1/2 mile south of the site. The density of the project will require PG&E to extend three-phase to the site and then distribute to multiple three-phase, and single-phase transformers, as needed to provide service to the site. All electrical distribution will underground per RMC.

2.16.7 Telecommunications

Within the City, broadband service is provided by American Telephone and Telegraph (AT&T) and Comcast. This includes residential and commercial communication facilities consisting of telephone, cable television, and internet. Both networks are composed of copper and fiber-optic cable and are located both overhead and underground approximately 4 miles south of Point Molate. Point Molate would receive broadband service through extension of and/or upgrades to the existing systems.

2.17 PHASING

Point Molate will feature a variety of home styles, built to cater to residents at all stages of life; with a diverse assortment of product types that will range from single-family homes to multi-family apartments and condominiums. Careful market-driven phasing will allow for complete neighborhoods and will maximize

the full value of the property thereby providing a unique setting for the growth of a livable, sustainable community.

The intent of the design guidelines is to create a framework for design and carry out the community's design vision, but flexible enough to allow for creativity and innovation in design and planning as the project is built out over time.

The adjacent diagram illustrates the preferred phasing for infrastructure improvements, open space, and development.

2.0 COMMUNITY DESIGN GUIDELINES



Phasing



3.0 ARCHITECTURAL GUIDELINES

3.0 ARCHITECTURAL GUIDELINES

3.1 THE COASTAL CALIFORNIA REGIONAL STYLE

North of the Bay Bridge in the San Francisco Bay the mountains meet the sea leaving rocky bluffs, carved bays, and a variety of landforms that have inspired designers and artists for many decades. Artist inspired communities sprang up in these protected coves and climbed the hillsides with unique homes that celebrated views, the changing light, and outdoor living. Along with these communities by the sea (Sausalito, Tiburon, Stinson Beach, Half Moon Bay), came a regionally distinct architecture that responded to the Mediterranean climate, local materials, and lifestyle of the inhabitants. Early East Bay architects included Bernhard Maybeck, Julia Morgan, Walter Ratcliff, and Henry Gutterson. Mid-century interpretations, more modern and less referential than earlier designs, included work by architects such as William Wurster, Charles Moore, Joe Escherick and developer Joseph Eichler. Among the themes that connected this style through the early 20th Century and into the present include:

- Buildings that acknowledge the local climate integrating indoor/outdoor living, abundant light, and clues from the local landscape.
- Simple building masses that are expressions of interior volumes with additive elements.
- Use of natural materials (wood siding and beams, stone, terra cotta, or industrial materials such as masonry, concrete, or metal siding and roofs).

3.2 ARCHITECTURAL STYLE AT POINT MOLATE

Point Molate is envisioned to be composed of high quality and sustainable buildings that acknowledge the scale of the pedestrian and are set within a rich and inviting public realm.

The architectural styles at Point Molate take cues from the rich history of the Bay Area Regional Style and update and modernize the approach to take advantage of the unique history and cultural character of the site and provide building and lifestyles that are community oriented, sustainable, and fresh in approach. Many styles are encouraged, from traditional to industrial to contemporary vernaculars, inspired by the history of the area. Massing, scale, proportion, articulation and detailing must be appropriate for the style. A single architectural expression or style should be employed on a building. Settings for buildings vary on the site and thus the architectural response should be guided by a building's immediate surroundings:

- Outward facing view homes in the uplands that present the "front" of the house to the community are modern, open, and stack forms up the hillside.
- Attached and multi-family product fronting Stenmark Drive and neighborhood streets are contemporary, clean in form, using windows, openings, and the garage as architectural elements, and address the street.
- New single family detached or townhouse residences in the WInehaven Historic District reflect the historic workforce cottages with traditional massing, light colors, use of natural materials, clustered to allow for community open space.

3.0 ARCHITECTURAL GUIDELINES

SINGLE FAMILY DETACHED

TOWNHOUSE AND DUPLEX

MULTI-FAMILY/ MIXED-USE

VILLAGE



PROMENADE



THE POINT

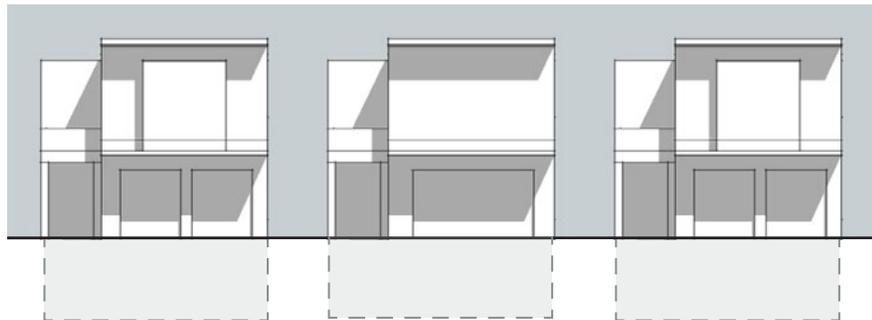


3.0 ARCHITECTURAL GUIDELINES

3.3 RESIDENTIAL BUILDING TYPES

The following are examples of typical building placement criteria by residential product type following the PM-PAD zoning and Design Guidelines

3.3.1 Single Family Detached Homes - Small Lot (Front-Loaded Garage)



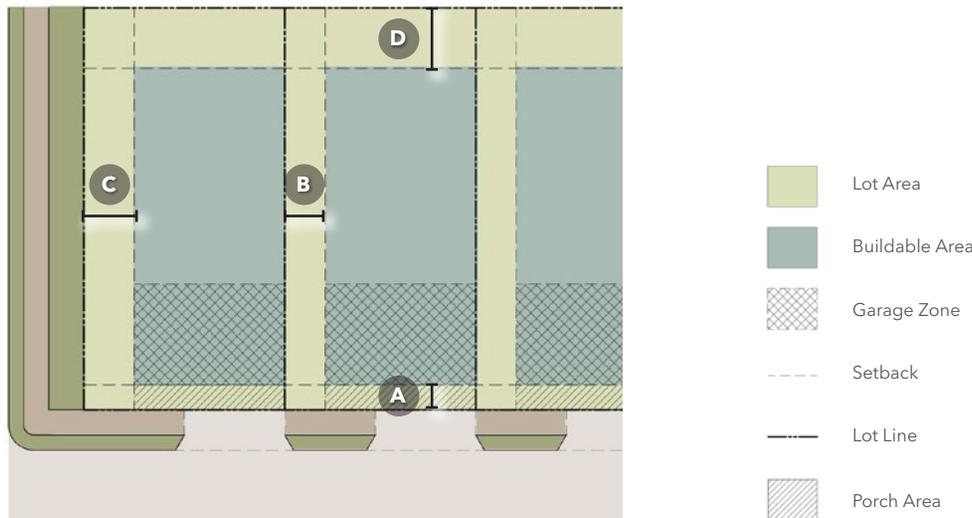
3.0 ARCHITECTURAL GUIDELINES

3.3.1 Single Family Detached Homes - Small Lot (Front-Loaded Garage)

These small lot detached homes have front-loaded garages where due to space or topographic constraints an alley loaded garage is not feasible.

This product is an individual, freestanding, unattached building on one lot designed for and occupied exclusively by one family and surrounded by front, side, and rear yards. Smaller lots typically allow for reduced setbacks. A two-car front loaded garage from the street typically requires the primary entry to be from the side yard or rear yard on a paseo or adjacent street.

Within the Winehaven Historic District, front loaded garages should be single car doors, a maximum of nine (9) feet wide. Tandem parking within the garage is permitted.



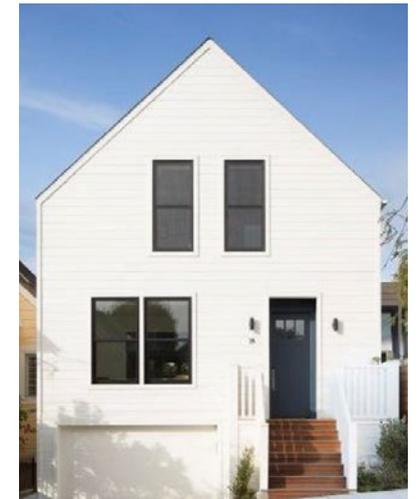
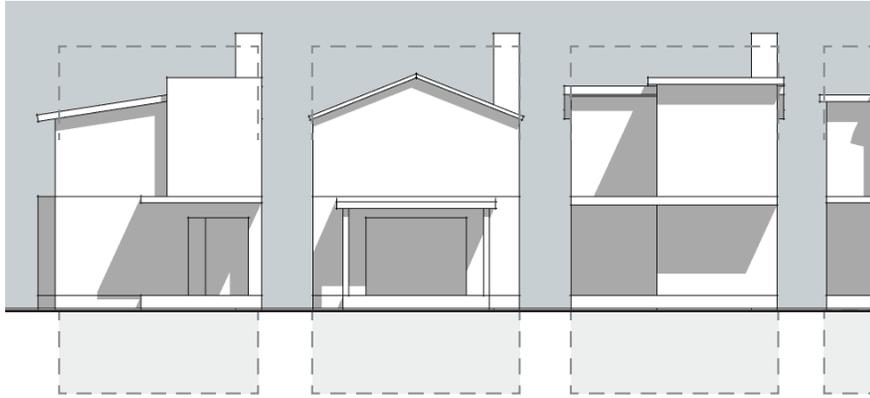
Permitted in Sub-Districts PMRD and PMMUD-H

Area, Coverage, and Height		
	Minimum Lot Area	1,750 sf
	Minimum Lot Width	30'
	Maximum Lot Coverage	70%
	Maximum Building Height	35'
	Maximum Number of Stories	3
	Maximum Building Length	n/a
Building Setbacks and Borders		
A	Front Yard Setback; Porches, Stoop, Dooryards	5' ; 0'
B	Side Yard Setback (Centered / Zero Lot Line)	5' / 6'
C	Side Street - Corner (Centered / Zero Lot Line)	7' / 10'
D	Rear Yard Setback	10'
E	Alley Setback	n/a
F	Min. Building Separation of Detached Units	6'
Parking, Access, and Storage		
	Maximum Garage Door Width	16'
	Garage Front Setback	5'
	Min. Enclosed Personal Storage (sq. ft.)	80 sf
Open Space Requirements		
	Min. Private Open Space (sq. ft. per unit)	300 sf

Note: For additional and supplemental standards see PM-PAD zoning Land Use Regulations and Development Standards.

3.0 ARCHITECTURAL GUIDELINES

3.3.2 Single Family Detached Homes - Small Lot - (Alley-Loaded Garage)

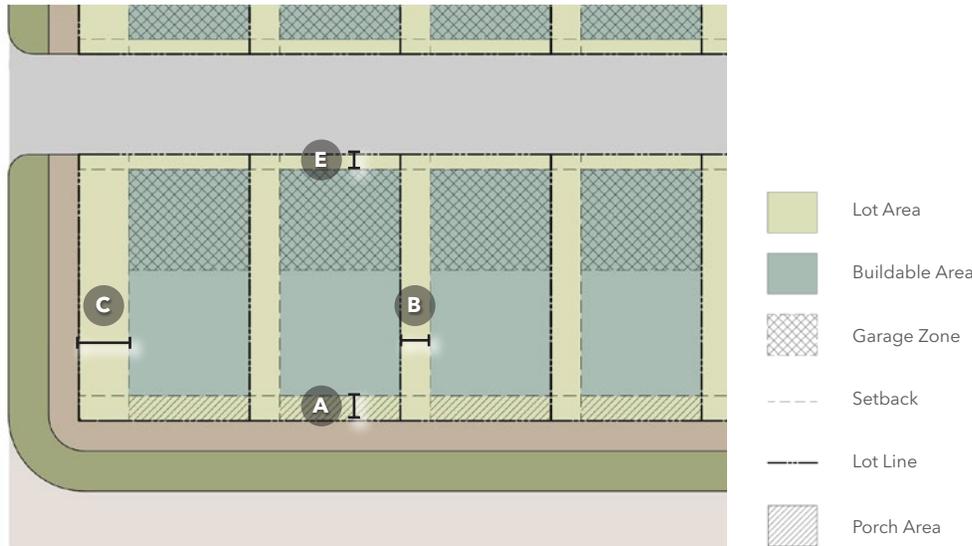


3.0 ARCHITECTURAL GUIDELINES

3.3.2 Single Family Detached Homes - Small Lot - (Alley-Loaded Garage)

A small lot detached home with a front entry typically on a street or paseo. Garage is rear loaded through a private alley. Private outdoor space is accomplished through dooryards, front courts, porches of the front of the house and upper balconies or rooftop terraces.

This product is an individual, freestanding, unattached building on one lot designed for and occupied exclusively by one family and surrounded by front, side, and rear alley for garage access.



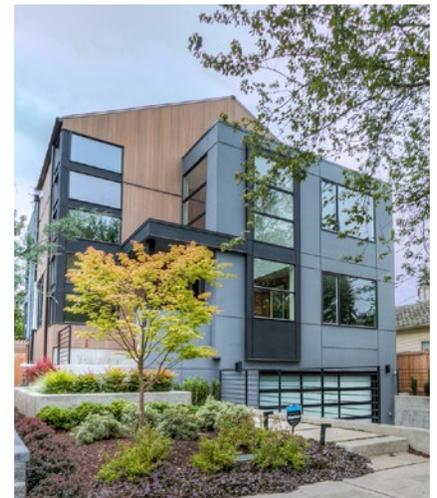
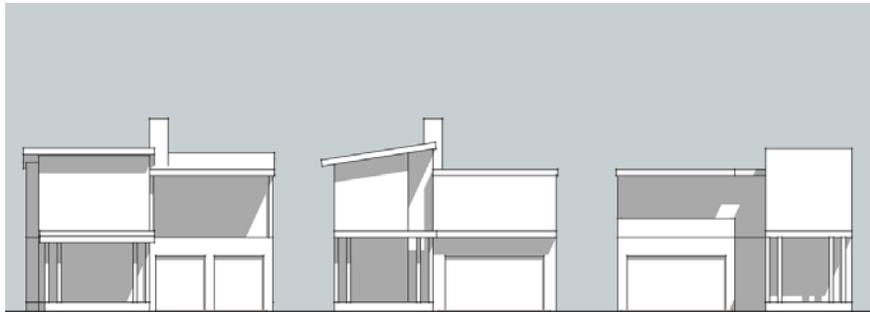
Permitted in Sub-Districts PMRD and PMMUD-H

Area, Coverage, and Height		
	Minimum Lot Area	1750 sf
	Minimum Lot Width	30'
	Maximum Lot Coverage	70%
	Maximum Building Height	35'
	Maximum Number of Stories	3
	Maximum Building Length	n/a
Building Setbacks and Borders		
A	Front Yard Setback; Porches, Stoop, Dooryards	5' ; 0'
B	Side Yard Setback (Centered / Zero Lot Line)	5' / 6'
C	Side Street - Corner (Centered / Zero Lot Line)	7' / 10'
D	Rear Yard Setback	n/a
E	Alley Setback	3'
F	Min. Building Separation of Detached Units	6'
Parking, Access, and Storage		
	Maximum Garage Door Width	16'
	Garage Front Setback	n/a
	Min. Enclosed Personal Storage (sq. ft.)	80 sf
Open Space Requirements		
	Min. Private Open Space (sq. ft. per unit)	300 sf

Note: For additional and supplemental standards see PM-PAD zoning Land Use Regulations and Development Standards.

3.0 ARCHITECTURAL GUIDELINES

3.3.3 Single Family Detached Home - Medium Lots (Front - Loaded Garage)



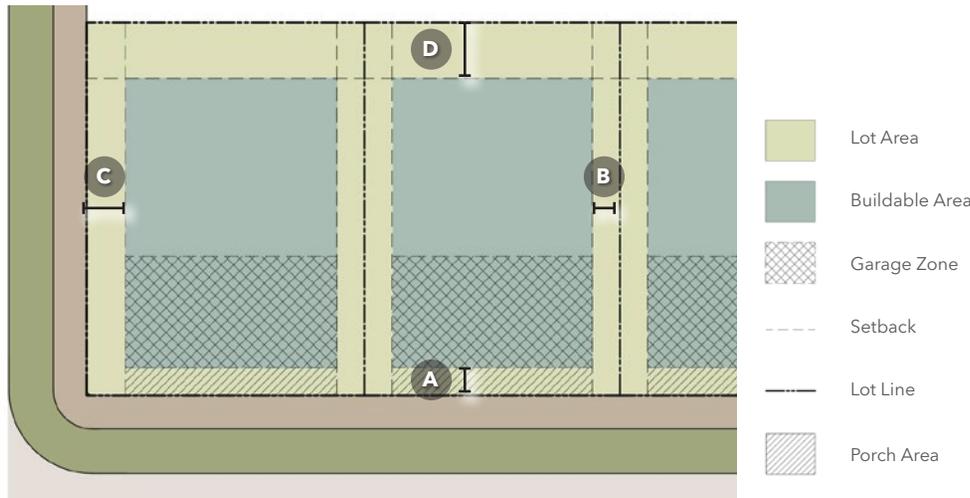
3.0 ARCHITECTURAL GUIDELINES

3.3.3 Single Family Detached Home - Medium Lots (Front - Loaded Garage)

This medium lot single family home, with a front loaded garage on a wider lot, has the opportunity for rear facing living spaces, decks, and balconies to focus on views and connections to open space. If on a rear sloping lot there is an opportunity to have a walk-out at a lower level to accommodate topography/ a change in grade.

This product is an individual, freestanding, unattached building on one lot designed for and occupied exclusively by one family and surrounded by front, side, and rear yards. The primary entrance to the unit is from the street.

Within the Winehaven Historic District front loaded garages should be single car doors, a maximum of nine (9) feet wide. Tandem parking is permitted.



Permitted in Sub-Districts PMRD and PMMUD-H

Area, Coverage, and Height		
	Minimum Lot Area	1750 sf
	Minimum Lot Width	40'
	Maximum Lot Coverage	65%
	Maximum Building Height	35'
	Maximum Number of Stories	3
	Maximum Building Length	n/a
Building Setbacks and Borders		
A	Front Yard Setback; Porches, Stoop, Dooryards	5' ; 0'
B	Side Yard Setback	5'
C	Side Street - Corner	7'
D	Rear Yard Setback	10'
E	Alley Setback (Garage portion only)	n/a
F	Min. Building Separation of Detached Units	10'
Parking, Access, and Storage		
	Maximum Garage Door Width	16'
	Garage Front Setback	5'
	Min. Enclosed Personal Storage (sq. ft.)	80 sf
Open Space Requirements		
	Min. Private Open Space (sq. ft. per unit)	300 sf

Note: For additional and supplemental standards see PM-PAD zoning Land Use Regulations and Development Standards.

3.0 ARCHITECTURAL GUIDELINES

3.3.4 Single Family Attached - Duplex Type



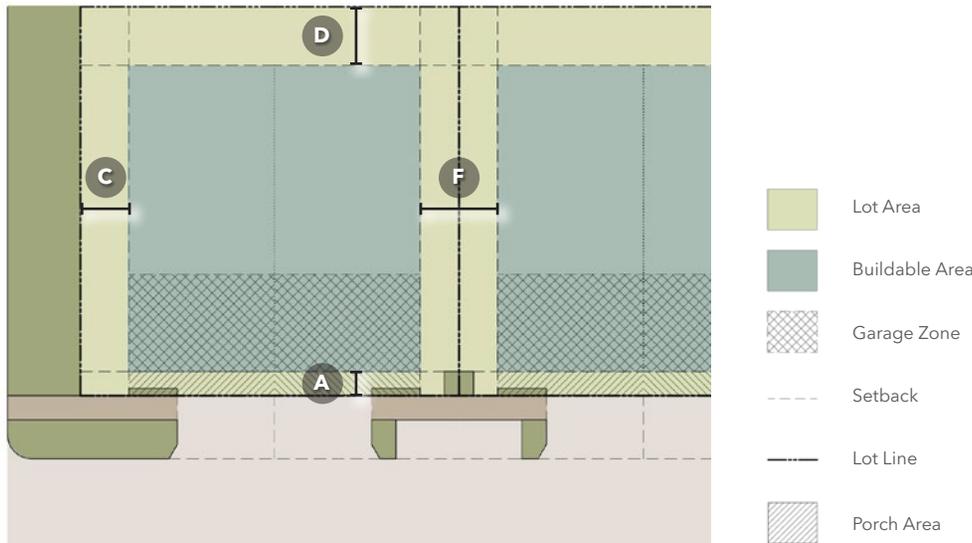
3.0 ARCHITECTURAL GUIDELINES

3.3.4 Single Family Attached - Duplex Type

Duplex units offer three sides of a home to have light, air, and access. Often they are found in townhome developments as an alternative product or where there are space constraints.

A duplex is on a single lot that contains two dwelling units, each designed for occupancy by one household. Similar to townhomes excepting where only one side yard wall is attached to the adjacent unit. Garage can be front or rear loaded.

Within the Winehaven Historic District front loaded garages should be single car doors, a maximum of nine (9) feet wide. Tandem parking is permitted.



Note: Diagram depicts Front-Loaded condition.

Permitted in all Sub-Districts

Area, Coverage, and Height		
	Minimum Lot Area	1750 sf
	Minimum Lot Width	50'
	Maximum Lot Coverage	80%
	Maximum Building Height	40'
	Maximum Number of Stories	3
	Maximum Building Length	140'
Building Setbacks and Borders		
A	Front Yard Setback; Porches, Stoop, Dooryards	5' ; 0'
B	Side Yard Setback	5'
C	Side Street (corner)	10'
D	Rear Yard Setback	10'
E	Alley Setback	3'
F	Min. Building Separation of Attached Units	15'
Parking, Access, and Storage		
	Maximum Garage Door Width	16'
	Garage Front Setback	5'
	Min. Enclosed Personal Storage (sq. ft.)	80 sf
Open Space Requirements		
	Min. Private Open Space (sq. ft. per unit)	150 sf

Note: For additional and supplemental standards see PM-PAD zoning Land Use Regulations and Development Standards.

3.0 ARCHITECTURAL GUIDELINES

3.3.5 Single Family Attached Townhouse Lots (Front-Loaded Garage)

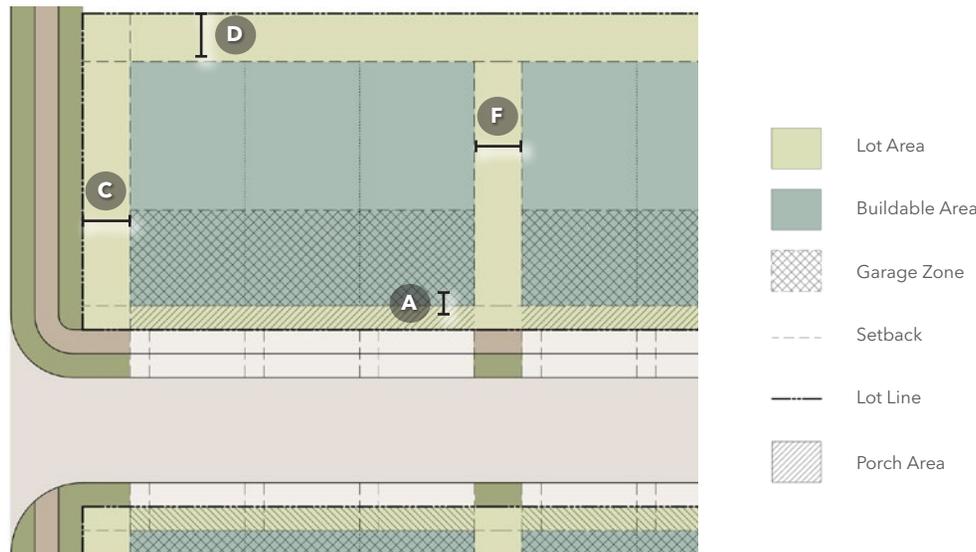


3.0 ARCHITECTURAL GUIDELINES

3.3.5 Single Family Attached Townhouse Lots (Front-Loaded Garage)

Townhomes have become popular residential products in both urban, village, and semi-urban settings. A dwelling unit designed or used for the occupancy of one family where one or both side walls are attached by a common vertical wall to another single-family dwelling unit on an abutting lot or condo-lot. Single-family attached units shall not have units located one over another, and each unit shall have its own ground floor entrance from the exterior. These attached units are garage loaded from the street. Where accommodated, the more formal entrance may also occur at the rear of the house on a paseo, mews, or adjacent right-of-way.

Within the Winehaven Historic District front loaded garages should be single car doors, a maximum of nine (9) feet wide. Tandem parking is permitted.



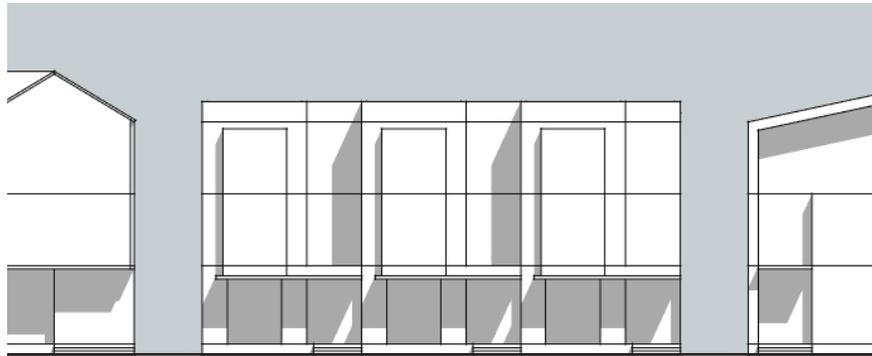
Permitted in all Sub-Districts

Area, Coverage, and Height		
	Minimum Lot Area	1750 sf
	Minimum Lot Width	50'
	Maximum Lot Coverage	80%
	Maximum Building Height	40'
	Maximum Number of Stories	3
	Maximum Building Length	140'
Building Setbacks and Borders		
A	Front Yard Setback; Porches, Stoop, Dooryards	5' ; 0'
B	Side Yard Setback	5'
C	Side Street (corner)	10'
D	Rear Yard Setback	10'
E	Alley Setback	n/a
F	Min. Building Separation of Attached Units	15'
Parking, Access, and Storage		
	Maximum Garage Door Width	16'
	Garage Front Setback	5'
	Min. Enclosed Personal Storage (sq. ft.)	80 sf
Open Space Requirements		
	Min. Private Open Space (sq. ft. per unit)	150 sf

Note: For additional and supplemental standards see PM-PAD zoning Land Use Regulations and Development Standards.

3.0 ARCHITECTURAL GUIDELINES

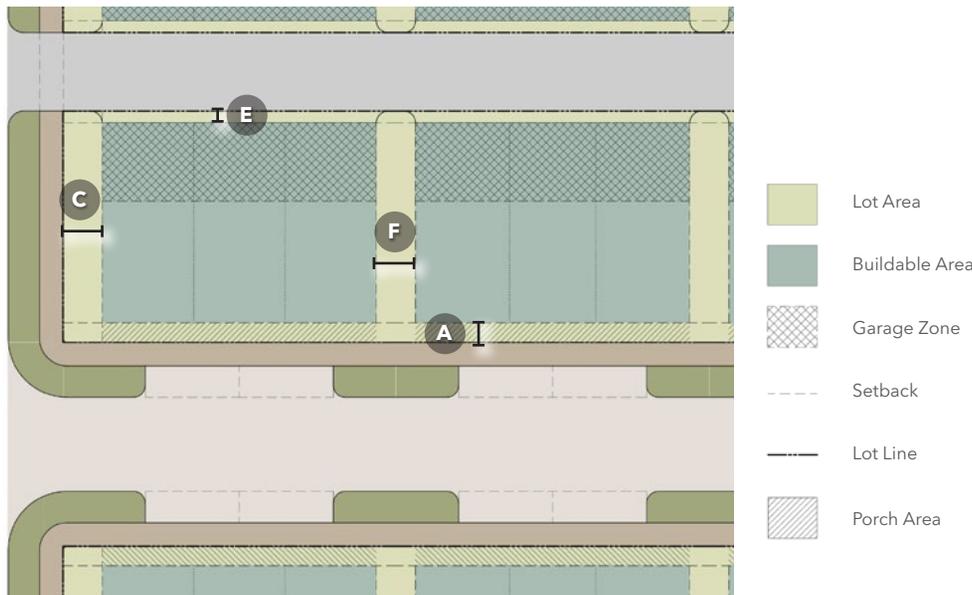
3.3.6 Single Family Attached Townhouse Lots (Alley-Loaded Garage)



3.0 ARCHITECTURAL GUIDELINES

3.3.6 Single Family Attached Townhouse Lots (Alley-Loaded Garage)

Townhomes have become popular residential products in both urban, village, and semi-urban settings. A dwelling unit designed or used for the occupancy of one family where one or both side walls are attached by a common vertical wall to another single-family dwelling unit on an abutting lot. Single-family attached units shall not have units located one over another, and each unit shall have its own ground floor entrance from the exterior. These attached units have alley loaded garages. The primary entrance to the unit is from an adjacent street, paseo, or mews. Private open space is usually accomplished by a front dooryard, forecourt, porch, or upper floor balconies. Examples of single-family attached units include townhomes and row houses.



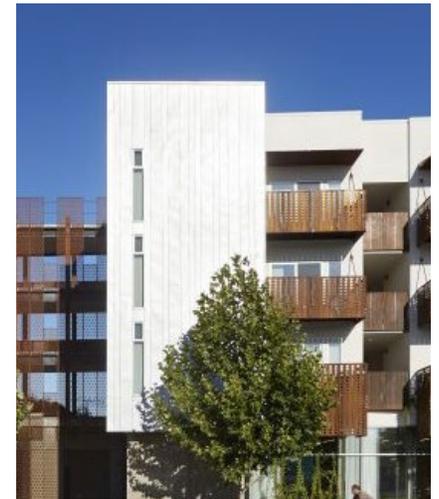
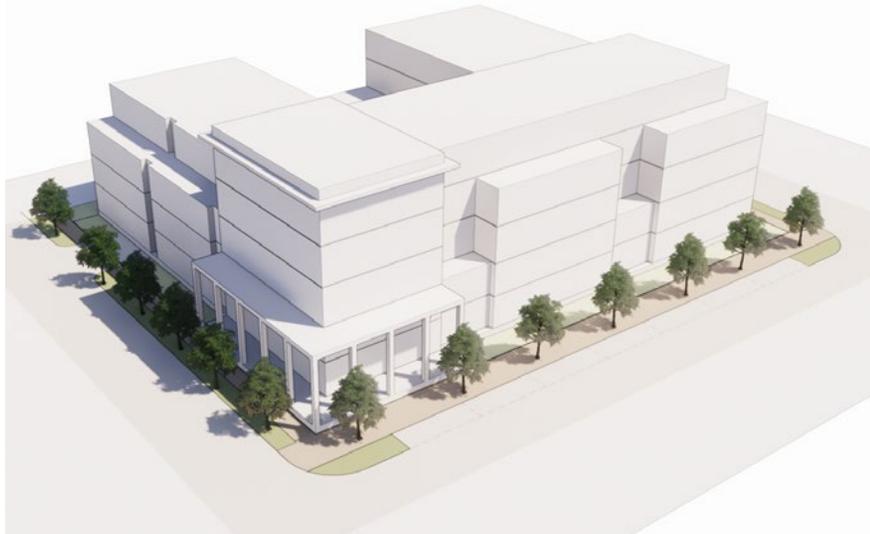
Permitted in all Sub-Districts

Area, Coverage, and Height		
	Minimum Lot Area	1750 sf
	Minimum Lot Width	50'
	Maximum Lot Coverage	80%
	Maximum Building Height	40'
	Maximum Number of Stories	3
	Maximum Building Length	140'
Building Setbacks and Borders		
A	Front Yard Setback; Porches, Stoop, Dooryards	5' ; 0'
B	Side Yard Setback	5'
C	Side Street (corner)	10'
D	Rear Yard Setback	n/a
E	Alley Setback	3'
F	Min. Building Separation of Attached Units	15'
Parking, Access, and Storage		
	Maximum Garage Door Width	16'
	Garage Front Setback	5'
	Min. Enclosed Personal Storage (sq. ft.)	80 sf
Open Space Requirements		
	Min. Private Open Space (sq. ft. per unit)	150 sf

Note: For additional and supplemental standards see PM-PAD zoning Land Use Regulations and Development Standards.

3.0 ARCHITECTURAL GUIDELINES

3.3.7 Multi-Family Development - Condo/Apartment/Mixed-Use Buildings

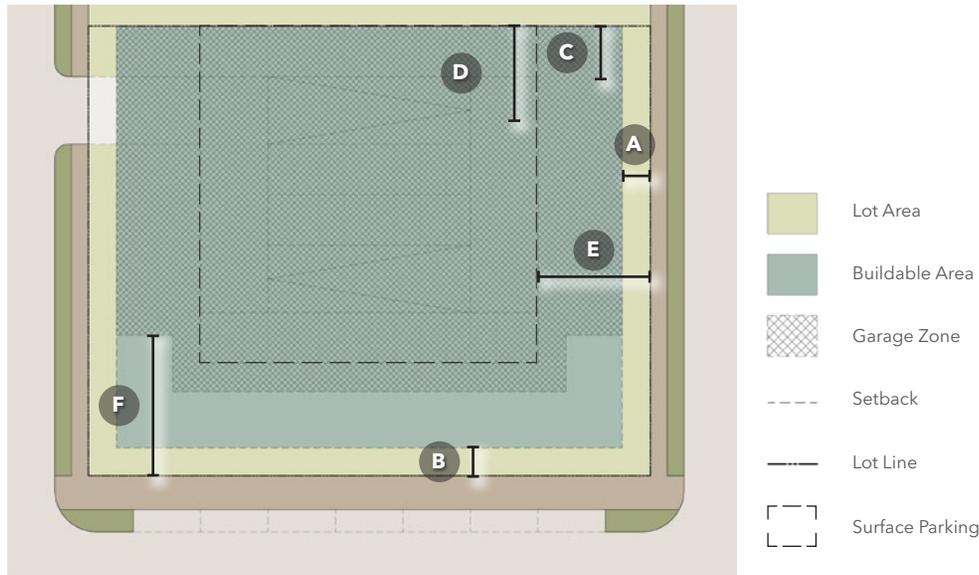


red text in the notes to be confirmed.

3.0 ARCHITECTURAL GUIDELINES

3.3.7 Multi-Family Development - Condo/Apartment/Mixed-Use Buildings

Multi-family buildings offer significantly higher densities than single-family homes. Building maintenance of common areas and amenities and some utilities are typically handled by an HOA in ownership situations and by a building management group for rentals. Multiple separate housing units are contained within one building accessed by common lobby entries and hallways. Units share common walls and are vertically stacked. Ground floor units may have private exterior entrances. Parking is usually located exterior to the building or in podium or basement shared parking levels. Building orientation may be to an open space or street. Building type examples include garden apartments, residential over podium, "wraps", towers, and stacked townhomes.



Permitted in PMM, PMMUD, PMMUD-H

Area, Coverage, and Height		
	Minimum Lot Area	3,000 sf
	Minimum Lot Width	30'
	Minimum ; Maximum Density (units / net acre)	75
	Minimum; Maximum Building Height	22' ; 105'
	Maximum Building Length	225'
Building Setbacks and Borders		
A	Street / Open Space Frontages other than Stenmark (Minimum ; Maximum)	0' ; 10*
B	Street Frontages on Stenmark*	Varies*
C	Interior Side (min ; where abutting a Residential District)	0' ; 5'
D	Rear (Minimum ; where abutting Residential District)	0' ; 10'
E	Surface Parking**	40'
F	Parking Structure from Primary Street**	50'
Open Space Requirements		
	Min. Private Open Space (sq. ft. per unit)	45 sf
	Min. Amount of Landscaping (% of Site)	5%

*Street frontages on Stenmark vary by Planning Area: See table Table 1.060.C (1) from PMMUD

**See Table 1.060.C (4) for additional regulations on parking

Note: For additional and supplemental standards see PM-PAD zoning Land Use Regulations and Development Standards.

3.0 ARCHITECTURAL GUIDELINES

3.4 MASSING AND ARTICULATION

Height, massing, and articulation of buildings and facades establish building scale and reinforce a human-scaled, pedestrian-oriented environment. Building height is addressed in Section 2. Taller buildings with greater mass will cluster around urban plazas, open space, and major commercial streets. Building heights and massing within residential neighborhoods are commensurate with residential densities and building types.

Building massing should consist of simple, bold forms that create a cohesive public realm through orientation toward street frontages and pedestrian pathways, or by defining and reinforcing public open space. Activated ground floors enhance the pedestrian experience and support greater walkability. Massing should also be used to break down the visual scale of larger buildings.

Individual buildings are not conceived as isolated or stand-alone projects, but part of a greater neighborhood. Larger new buildings will be generally built close to the property lines of streets and parks to provide definition and containment, but should be massed and articulated to avoid the creation of an undifferentiated and monolithic environment.

Building walls will become important edges to streets and open spaces through the variation of building materials and planes, and the introduction of architectural elements like balconies, loggias, stepbacks, etc. Design standards and guidelines include:

Building volumes should be articulated separately to break down the perceived scale and mass of the structure and to provide visual interest.

- Massing at major corners, terminating vistas, building entries, significant intersections, or pedestrian pathways should consider:
 - Articulation through plane changes, volumes, and building height.
 - Use of contrasting materials (e.g., glazing), colors, and textures.
 - Pedestrian-scaled massing elements.
 - Consideration of a signature building element (see PM PAD zoning for building height exemptions).
- Buildings in Point Molate should have four-sided architecture. With open space integrated into neighborhoods and upland views across the project, buildings are visible from many areas of the site.
- Runs of attached buildings such as townhomes should allow individual homes a finer grain of building mass to be visually perceived.
- Variety in both the facades of larger buildings and smaller buildings such as single family homes is strongly encouraged as follows:
 - Massing Breaks shall extend vertically the entire height of the building. Building step backs on upper floors are encouraged.
 - Identical attached townhome buildings and detached single family homes should not repeat on a block frontage more than 3 times including both sides of the street. Variances between buildings should include massing, entries, garage doors, window placement, roof forms, and details.

3.0 ARCHITECTURAL GUIDELINES

The Promenade and Point

At the Promenade and at the Point neighborhoods step-backs shall be employed to reduce the impacts of building mass on the upper floors as follows:

- At the Promenade, floors 4 and above shall have a step-back.
- At the Point, floors 5 and above shall have a step-back. This applies only to north, south, and west facing facades. Interior courtyards and east facades are not subject to the step-back.

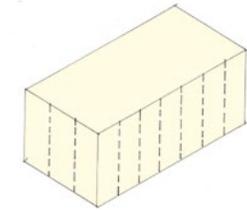
At the Promenade neighborhood uninterrupted building length shall be limited along Stenmark Drive to reduce the impacts of building massing along the primary street:

- At the Promenade, maximum uninterrupted building length: 150'.



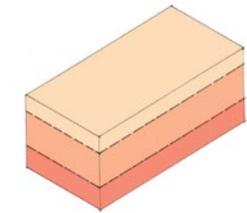
Vertical Articulation Strategies

- Create a regular rhythm of bays.
- Articulate larger masses as a series of component masses.
- Alternate materials.



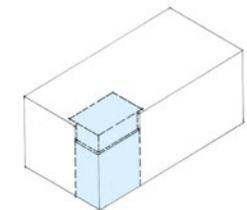
Horizontal Articulation Strategies

- Base/ Middle/ Top.
- Arcade/ Gallery.
- Utilize Step-back.



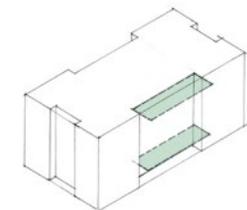
Corner Massing and Expression Strategies

- Lantern effect at key locations.
- Tower element.
- Change of material.



Massing Break Strategies

- Recess portions.
- Utilize sun shade devices.
- Create depth within the facade.
- Utilize Step-backs.
- Accommodate change in materials.
- Variations in size.



Potential Building Massing & Articulation Strategy

3.0 ARCHITECTURAL GUIDELINES

3.5 BUILDING ELEMENTS - ROOFS

Roofs provide a visual hierarchy of forms that create visual interest and relate to the overall massing of structures. Roofs also define interior spaces and provide opportunities to allow light into the upper areas of a building through skylights, dormers and gable ends.

A wide variety of roof styles are permissible at Point Molate. These include front and side-facing gable, gambrel, hip, shed and butterfly roofs, and some combination thereof. Flat roofs are permissible and encouraged but must be evaluated for their visual character if viewed from units higher in elevation.

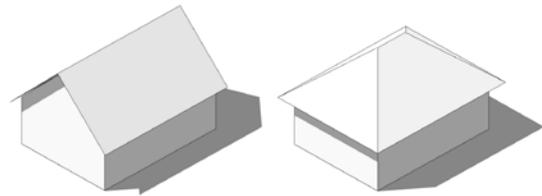
- All roof forms are allowed. A variety of roof elements and eave treatments which give the buildings their own unique character is encouraged.
- Roofs should be varied, reflective of the building massing and create visual interest. Articulation of roofscapes is encouraged to help reduce apparent mass.
- Where feasible, green roofs are encouraged to mitigate storm water runoff and reduce the heat island effect.
- Roof mounted mechanical equipment shall be screened from pedestrian view at adjacent streets. Screening devices should be integrated into the architectural design of the building.
- Consideration should be given to the appearance of roof mounted equipment from above when visible from higher adjacent buildings.
- Incorporation of solar panels should be a consideration of roof design.
- For larger buildings, vertical roof plane breaks, changes in ridge height or other roof accent forms are encouraged to reduce the overall perceived scale of the building. Flat roofs with parapet walls may be utilized as roof decks.
- Roof penetrations and visible roof materials should complement the overall architectural design of the building.
- Dormers, cupolas, light monitors, skylights, and other roof elements, if used, are encouraged to filter natural light and ventilation into the building and should be coordinated with the architectural design of the building.
- Roof eaves may be open (exposed rafters) or closed (soffit) and should be designed to complement the building architecture and provide passive shading and cooling.
- On more contemporary buildings, roof eaves may be tight to the building face completing the modern building form.
- Downspouts and gutters should be appropriately integrated with the building massing and trim in placement and color.
- Wherever possible, roof penetrations should be clustered and placed away from view from Primary Streets.
- Occupiable roofs (e.g. roof decks) are acceptable.
- A variety of roof materials is encouraged (shingle, metal, etc.), or materials with a high recycled material content. Light reflective or “cool” roofs are encouraged as are green roofs and solar.

3.0 ARCHITECTURAL GUIDELINES

3.6 BUILDING ELEMENTS - FACADES

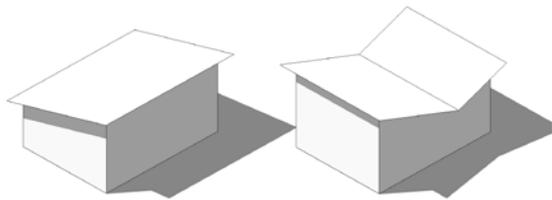
Facade Composition creates visual interest and contributes to a lively pedestrian experience by varying façade composition, depth, color and materials.

- Elevations should maintain a sense of balance with regard to openings and massing elements. Generally, balanced elevations do not require regular compositions but do require a logical rhythm and expression of interior spaces on the exterior.
- Facades should maintain a sense of balance regarding fenestration and massing elements, without requiring symmetry. Facades should use simple and bold forms.
- Facades should employ a sense of rhythm derived from an expression of interior spaces and structural bays and should reinforce the massing of the building.



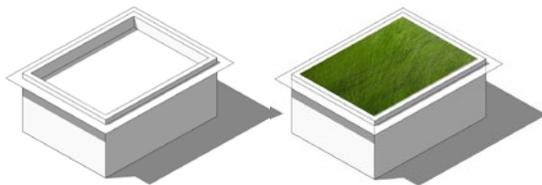
Gabled Roof

Hipped Roof



Shed Roof

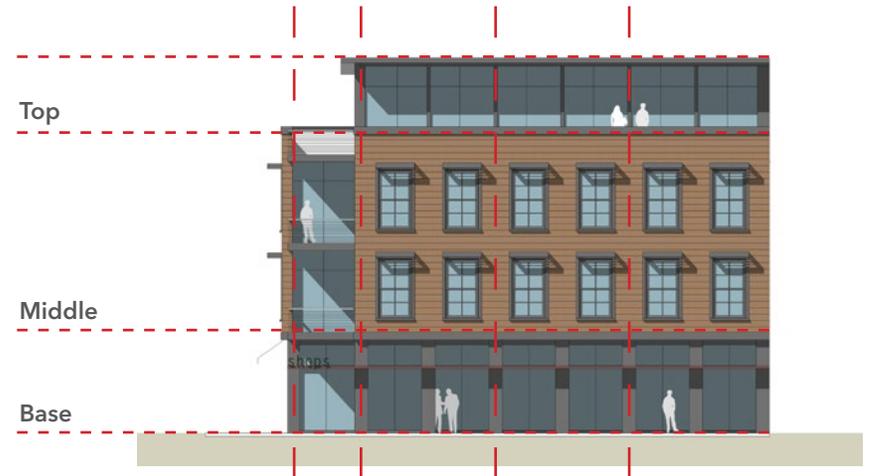
Butterfly Roof



Flat Roof with Parapet

Green Roof with Landscape

Typical Roof Shapes



Mixed Use Building Facade Composition

3.0 ARCHITECTURAL GUIDELINES

Mixed Use Buildings

- When multiple materials are used, material changes along vertical lines should occur only at interior corners. Material changes along horizontal lines should occur at specific datums such as plate heights and sill heights and should use trim or expression lines.
- On buildings with active ground floor uses (such as corner stores, small offices, and live/work buildings), facades should relate to the pedestrian scale, using massing changes, material selection and shading devices at the ground level.
- Storefronts, windows and doors should be organized in an orderly fashion that reinforce the primary volumes of the building and should also be coordinated with structural patterns, such as arcades and internal space partitions.
- If a Base-Middle-Top expression is utilized, consider the following:
 - Base - large openings, storefronts, entrances, and shading devices should be used to encourage pedestrian activity.
 - Middle - individual units and interior spaces should be expressed on the exterior of the building.
 - Top - step-backs from the Middle Levels to create a loggia, terrace, or penthouse, thereby reducing the overall scale of the building are encouraged.

Small Mixed Use and Residential Buildings

- Buildings should have a primary material to express major volumes.

3.7 BUILDING ELEMENTS - FOUNDATIONS

Exposed foundations that face a street shall be architecturally addressed. Long exposed foundations that are caused by a house extending over a downward slope should be architecturally addressed if they are visible to other homes, streets, or public places.

- Appropriate materials include natural stone, metal, brick, precast concrete, limestone plaster and smooth plaster.
- Split faced block, decorative stone material that does not return around corners or openings are discouraged.
- Exposed foundations should be colored complementary to the building color and color schemes.

3.8 BUILDING ELEMENTS - OPENINGS/DOORS & WINDOWS

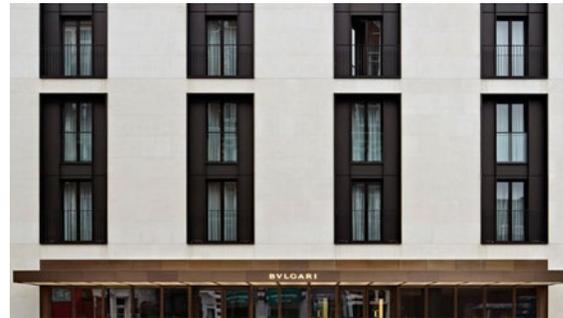
Doors and windows can maximize ventilation and day lighting opportunities while also being considerate of solar heat gain and glare.

- Blank (windowless) walls of 20 continuous linear feet below 8 feet of elevation from sidewalk are not permitted facing a public right of way. Vegetated "green" walls do not constitute a blank wall and are permitted.
- Ground floor openings on buildings with active uses (such as retail,

3.0 ARCHITECTURAL GUIDELINES

commercial, office) should be inviting and transparent to activate the pedestrian experience. Storefront and curtain wall window and door systems should be used to create contemporary and inviting retail frontages.

- Façade openings should be detailed appropriately to the architectural style of the building. High performance materials and systems for efficient energy use should be used throughout.
- Fenestration should be simple in form and detail, maintain a sense of proportion and balance and offer ample amounts of natural light and views. Windows should be offset from the plane of the adjacent wall.
- Regularized placement, proportions and organization of windows, doors, and balconies are encouraged as they are applied to individual buildings. The use of architectural elements such as, but not limited to, bays, porches, and loggias can add interest to building facades and aid in relating the scale of a building to the pedestrian.
- Glass may be coated or lightly tinted to control solar heat gain, but a mirrored appearance or dark tinting is not appropriate.
- Fenestration along west and south facing facades should employ shading devices (such as recesses, overhangs, applied vertical and horizontal shading elements) that are integrated with the architecture of the building and provide passive solar protection.



3.0 ARCHITECTURAL GUIDELINES

3.9 BUILDING ELEMENTS - COLOR & EXTERIOR MATERIALS

Exterior finishes, colors, textures and forms express the logical structure of the buildings and support the overall design vision for new development at Point Molate. Embracing the use of innovative building materials and systems will create forward-looking and purposeful architecture. Exterior materials and colors can be the same as the historic buildings but should not attempt to replicate the aged look or character of the historic buildings. New buildings should differentiate themselves from historic buildings while being sympathetic to them.

Appropriate materials for exterior walls include but are not limited to the following:

- Brick.
- Painted brick.
- Stucco - large stucco surfaces should be broken up by arcades, columns, pilasters, or similar architectural features. Stucco is appropriate for residential and may be used in combination with appropriate materials for a commercial building.
- Metal - including corrugated metal, standing seam and metal panels.

- Terra cotta panels.
- Painted or stained wood in clapboard, lap, butt jointed, board and batten or shingle applications are appropriate. In commercial settings, painted or stained wood may be used in accent locations. Smooth cement fiber siding that resembles wood is also permissible.
- Full-height glass panels and curtain walls may be used on all floors of commercial office and civic/Institutional buildings. Curtain wall panel systems may also be used on the ground floor of retail/mixed use and hospitality buildings.
- Concrete and tilt-up panels may be used in limited applications. Board-formed concrete is preferred.
- Indigenous natural stone and select limestone, bluestone, and granite in earth and dark tones are acceptable.
- Articulation is encouraged.

Inappropriate materials for exterior walls include:

- Glass block.
- Field stone and simulated stone.

3.0 ARCHITECTURAL GUIDELINES

VILLAGE

COLOR



COLOR



MATERIALS



PROMENADE



THE POINT



3.0 ARCHITECTURAL GUIDELINES

Other guidelines include:

- Commercial buildings may have a greater range of materials, colors, textures and contrasts than residential buildings. A color range is encouraged to avoid a monolithic appearance. However, coordinated color tones throughout a block are preferred to avoid a patchwork appearance. Overly bright colors are discouraged.
- Material changes are to occur only at the break in plane of a surface or at a designed reveal line. Material changes at exterior corners are not appropriate. Colors should change at inside corners. Colors should not change in the same plane.
- Horizontal changes in materials and colors should relate to specific building datums, such as at floor plate heights, sill heights, header heights, and eave heights.
- Vertical changes in materials should relate to specific building volumes. For Multi-Family Residential Buildings, vertical changes often express the residential units within.
- Materials are to be consistently applied to all elevations of the building where practical.
- Design and detailing of materials are to result in an authentic appearing structure, with dimensions and spans congruent with a material's structural properties.
- Utilize contrasting textures and colors for different components to bring a richness and diversity to exterior walls.
- The judicious use of materials in unexpected ways is encouraged.
- Maintenance and cleaning of materials should be considered in material selections.

3.0 ARCHITECTURAL GUIDELINES

3.10 BUILDING ELEMENTS - PRIVATE FRONTAGES

The ground floor face of the building and the space between the building and the sidewalk make up the Private Frontage. Private Frontages help define the character of the public realm and contribute to the walkability of a neighborhood through the activation and interaction they sponsor. Private Frontages may also contribute to the creation of a human-scale neighborhood by transitioning larger building volumes to the pedestrian realm.

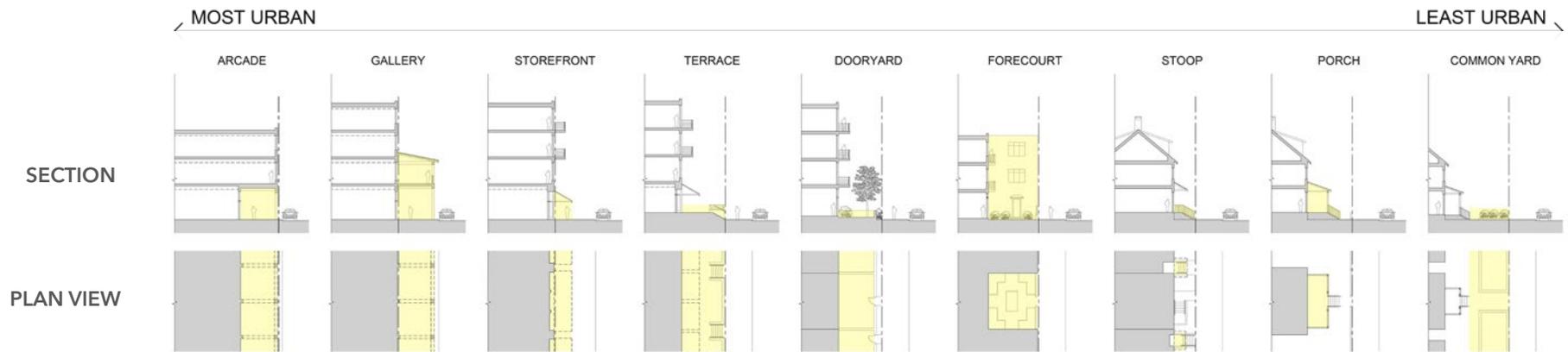
Functionally, Private Frontages are the transition between private and public spaces. A variety of Private Frontage types are presented here, ranging from urban approaches - an arcade - to more residential strategies - a dooryard or stoop. Private Frontages provide effective means for private and semi-private areas for use by residents and visitors.

Private Frontages also play a critical role in the making of community.

Porches, dooryards and stoops are spaces where casual social interaction is commonplace among neighbors and passersby. Arcades, galleries and terraces encourage the casual blending of public and private - these are the settings for café seating and shaded strolls. Specific standards includes:

The Promenade

The building wall along Stenmark Drive in the Promenade neighborhood shall be varied and punctuated by a recessed building forecourt (private or public) in the middle third of the length of the frontage on Stenmark corresponding with the length of the public promenade (see Street Section 1, Section 2.0 of these Design Guidelines). This forecourt shall have a minimum width of twenty-five feet (25').



Private Frontage Types

3.0 ARCHITECTURAL GUIDELINES

Arcade

An arcade is pedestrian walkway beneath habitable space supported by columns or piers set back a minimal distance from a curb. This condition is typically located along a private right-of-way or above a private sidewalk along a public right-of-way since the habitable space projects into the pedestrian zone on the upper floors.

Arcades enclose and provide shade, glare control and weather protection to ground floor storefronts. This frontage type is ideal for retail use to create a network of ground level covered sidewalks along a primary commercial street to enhance and shelter the pedestrian realm.

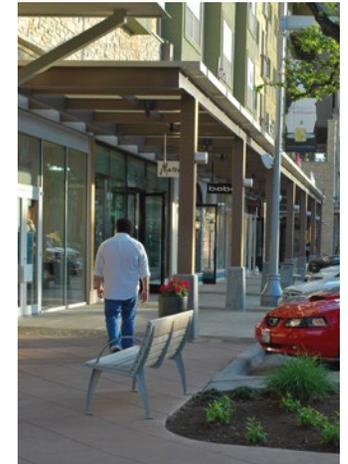


Arcade Examples

Gallery

A gallery is an additive pedestrian colonnade with a roof above that is set back a minimal distance from a curb. In the case of a gallery, no conditioned or enclosed space can occur within public right of way. The colonnade is treated as an allowable encroachment into the public right-of-way, or may be located along a private right-of-way. The ground floor use along the colonnade is typically retail.

Galleries enclose and provide shade, glare control and weather protection to ground floor storefronts. This frontage type is ideal for retail use to create a network of ground level covered sidewalks along a primary commercial street to enhance and shelter the pedestrian realm.



Gallery Examples

3.0 ARCHITECTURAL GUIDELINES

Storefront

Storefronts enrich the street level experience by providing imaginative designs and details that distinguish the pedestrian level from upper floor. Storefronts both create a visual attraction for pedestrians and invite patrons into the commercial realm.

Storefronts are typically located along the lot frontage and utilized for retail or active ground floor uses that are accessed at grade. Sidewalk paving should be continuous up to the face of the Storefront. Awnings or other weather protection devices should project from the face of the building into the public right-of-way, subject to a minimum height above grade and a maximum encroachment depth.

Terrace

Terraces are an occupiable platform elevated from the sidewalk, located between a building setback and the lot frontage. Terraces are located between the sidewalk and a storefront, usually elevated and surrounded by a low wall, fence or planter. Terraces create visual interest and are intended for outdoor dining or retail display.

Dooryard

Dooryards are a garden or terrace (at-grade or elevated) located in the front yard setback. The dooryard is enclosed by a low garden wall or fence located at or near the property line(s) with an access door and is intended for the use of ground-floor residences. Dooryards provide public-facing outdoor spaces for residential and commercial uses.



Storefront Examples



Terrace Examples



Dooryard Examples

3.0 ARCHITECTURAL GUIDELINES

Forecourt

A forecourt is a small courtyard resulting from a building that is primarily at or near the frontage line but has a portion set back from the frontage line. Forecourts may be used as an entry court or shared garden space for apartment buildings or as an additional shopping or seating area within retail and service areas. Forecourts are often the means to access a building lobby and may occasionally be used for vehicular drop-off if suitably sized.



Forecourt Examples

Stoop

A stoop is a stair and landing leading directly from the sidewalk to a building entrance where the ground floor is elevated from sidewalk grade. Building entrances are accessed by an exterior stair and landing, which may be covered. Stoops provide a privacy buffer to ground floor uses, typically residences, with elevated building entries fronting a street.



Stoop Examples

Porch

Porches are roofed, unconditioned habitable outdoor spaces attached to the exterior of a building. Porches add variety, depth and/or texture to the pedestrian experience, encourage sociability, limit solar heat gain to the interior of buildings, and break down the overall massing of a building.



Porch Examples

Common Yard

A common yard is a shared landscape area created between the public right of way and a setback facade of a building. This planted area or lawn is unfenced, producing a visually continuous landscape of front yards. Common Yards provide a buffer from higher-speed streets or heavily trafficked sidewalks.



Common Yard Examples

3.0 ARCHITECTURAL GUIDELINES

3.11 BUILDING ELEMENTS - BALCONIES AND UPPER LEVEL PORCHES

Balconies and upper story porches add variety, depth and/or texture to the pedestrian experience, increase access to the outdoors for building inhabitants, and break down the overall massing of a building. Balconies help to articulate facades and thus are important architectural features. Juliet balconies, a very shallow balcony with a safety railing, on an upper story of a building are permitted. They are often paired with French doors.

- Upper floor porches may be utilized to create arcade spaces for the main pedestrian level.
- Balconies have min. depth 12" per zoning, a 'Juliet Balcony', may protrude forward of the building façade, but shall not extend into the ROW for the first 12' above grade.
- Balconies, decks, loggias, pergolas and other architectural elements should reinforce the architectural character of the building.



- The width of balconies and decks must be proportional to the width of the opening.
- The architectural treatment of decks and balconies should be expressed and complement the architectural style.
- Balconies may count as private open space if they meet the minimum dimensions (See PM-PAD Table 1.060.A).

3.12 GARAGES & PARKING STRUCTURES

Residential Garages

The design and placement of residential garages that face a street are important for the creation of a pleasing streetscape and neighborhood feel. Garage doors should not overwhelm the façade of the residence and their width is controlled in the Point Molate zoning code. They should not be the primary feature on the façade of a home and overwhelm or crowd area for well defined entry to the house.

- On Primary and Secondary streets garages should be accessible by alleys or lanes.
- Single car garages and tandem garages are encouraged where circumstances favor allowing less garage dominance of the façade.
- Garages preferably will have individual carriage doors, but double garage doors are permissible.

3.0 ARCHITECTURAL GUIDELINES

- Garage doors can be traditional or modern in character, but require design attention and detail.
- Garage doors should incorporate details that complement the building design and should be integrated architecturally into the building facade. Vertical alignment with building forms, window openings, and balconies above entries is encouraged so the garage entries do not appear to be placed randomly.

Parking Podium and Structures

The design and placement of parking structures should minimize their visual impact on streets and public areas. The location of parking structures is controlled by the Point Molate PAD but generally they should not be located on Primary streets and should be located mid-block or preferably behind buildings. Alley or side street access to parking garages is preferable.

- The ground floor facades of parking garages should be responsive to adjacent architectural vocabulary and palette. Screening and articulation on upper floors should complement the adjacent street wall patterns.



- The ground level of parking garages shall be either screened from public view or be activated by a ground floor use. Appropriate forms of ground level screening include, but are not limited to:
 - Architectural screens or public art installations.
 - Landforms and gradually sloping earth berms complimented with planting.
 - Ground floor setback areas densely landscaped, which may also include public art (see Section 5.9).
 - Podium garages facing the Shoreline Park shall be screened. In these locations, where mixed-use buildings face the Park, ground-floor lobby, retail/restaurant, and residential uses are appropriate. Otherwise, appropriate landscape or architectural elements shall be used to visually screen and limit the visibility of a parking podium.
- Upper floors should have barriers or screens a minimum of three-feet high that reduce glare and high beams from cars into surrounding properties. Opening in garage facades for ventilation should be architecturally screened.
- Vegetation such as climbing vines or green walls are encouraged to lessen the visual impact of garage facades.
- The design of parking garages should consider how the structure could be converted to other uses as parking demand declines in the future, by incorporating features such as level floors at their perimeters and higher floor to ceiling heights.
- The use of shared parking garages by multiple buildings in a mixed-use area is encouraged.

3.0 ARCHITECTURAL GUIDELINES

3.13 ELEMENTS REQUIRING SCREENING

Rooftop mechanical equipment must be screened by an enclosure or parapet wall. Rooftop screening shall be constructed with the same materials as the building exterior or other compatible materials.

Trash and recycling bins and staging areas for collection should be designed to be hidden from view from the street and within the blocks as much as possible. If staging areas for common bins are necessary for any building types, they must be screened from view with perimeter walls, landscaping elements, and overhead devices which complement the architecture of the neighboring buildings. Staging areas for garbage and recycling service must not be on Primary Streets.



Landform can be used to screen parking structures at the ground floor.



Integrated architectural and landscape screening.



4.0 WINEHAVEN HISTORIC DISTRICT DESIGN GUIDELINES

PRELIMINARY - 5/4/2020

4.0 WINEHAVEN HISTORIC DISTRICT

4.0 INTRODUCTION

The Section 4 Design Guidelines constitute and serve as the Historic Conservation Plan (HCP). In the event of conflicting information or guidance, the HCP will prevail and supersede all other guidelines. Please also see page 4-48 for other applicable guidelines.

As part of the overall Point Molate Design Guidelines, the intent of the Winehaven Historic District Design Guidelines is to address and guide future projects within the Winehaven Historic District.

The Winehaven Historic District Design Guidelines are principally based on the Secretary of the Interior's Standards for the Treatment of Historic Properties and, specifically, the Standards for Rehabilitation (1) together with the Guidelines for Rehabilitating Historic Buildings (2).

A further intention is that the identified Winehaven historic resources will undergo future and individual Historic Resource Evaluations (HREs) to include written and graphic documentation detailing historic resource significance and character-defining features; historic architectural, structural and material conditions assessments; and treatments for proposed retention, repair, rehabilitation, alterations and additions.

Individual HREs will therefore take place as part of project implementation and additionally based on the City of Richmond's regulatory processes, specifically the City's requisite Certificate of Appropriateness, which provide for the review of projects directly associated with Richmond's designated historic resources by the City's Historic Preservation Commission (HPC) per section 15.04.303.120 of the Richmond Municipal Code (3).

The Winehaven Historic District Design Guidelines additionally delineate currently proposed planning concepts for the retention, rehabilitation and adaptive reuse of Winehaven's identified historic resources. These concepts have been developed with the City and its constituencies.

The following documents shall be referenced for work in Winehaven Historic District:

Winehaven Information

Winehaven National Register of Historic Places Inventory -- Nomination Form (1977) - <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=b5985525-0bdd-499b-9869-4b15949f416e> and <https://npgallery.nps.gov/NRHP/AssetDetail?assetID=7ae13ddf-84b4-4654-b17c-ffcc1cc1b4f>

Winehaven Historic District National Register of Historic Places Continuation Sheet (Pending and/or Draft)

Winehaven Point Molate Naval Fuel Depot – Photographs Written Historical and Descriptive Data; Historic American Buildings Survey (HABS No. CA-2658)

Historic Building Structural Condition Assessment – Winehaven National Register Historic District; 2008, Lionakis Beaumont Design Group

Point Molate Building 6 – Conceptual Assessment Final Report; 2009, Lionakis

General Information about Historic Properties and Buildings

Secretary of the Interior's Standards for the Treatment of Historic Properties - <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>

(1) Secretary of the Interior's Standards for Rehabilitation - <https://www.nps.gov/tps/standards/rehabilitation.htm>

(2) Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings - <https://www.nps.gov/tps/standards/rehabilitation/rehab/index.htm>

(3) City of Richmond Municipal Code 15.04.303.120 - Certificates of Appropriateness - https://library.municode.com/ca/richmond/codes/code_of_ordinances?nodeId=ARTXVZOSU_CH15.04ZOSURE_SERIES_3000VDIRE_ART15.04.303HIDILAOVDI_15.04.303.120CEAP

Note: All documents are only current to the date of their creation. They are not maintained or updated as part of these guidelines. For current or updated information, consult the original sources and/or relevant authorities.

4.0 WINEHAVEN HISTORIC DISTRICT



Building detailing characteristic of the Winehaven Historic District.

4.0 WINEHAVEN HISTORIC DISTRICT

4.1 PROJECT NARRATIVE

The Winehaven Historic District, also referred to as Winehaven Village or Winehaven, will provide an adaptive reuse of the existing historic resources in the site. Winehaven Village is a historic wine making facility that includes historic industrial and residential buildings. From 1941 to the mid-1970s the site was used as a Naval Fuel Depot. At present most buildings on the site are little used. The site's isolation from the rest of the City of Richmond creates challenges for access and infrastructure. At the same time, its historic assets and splendid views make it an unparalleled rehabilitation and reuse opportunity.

The components of the project vision are:

- **Historic Rehabilitation:** Honor the history of the site. Retain, rehabilitate and adaptively reuse the existing historic structures to meet the Secretary of Interior's Standards for Rehabilitation (Standards). Create opportunities throughout the site for interpretation and learning about Winehaven's history.
- **Expanded Economic Opportunities:** Create a vibrant, mixed-use neighborhood with historic spaces that are beautiful, inspiring, and functional, that attract visitors and strengthen the economic position of the City.
- **Celebrate the Setting of the Site:** Use architecture and landscape to activate the site and to create new opportunities to celebrate its setting, including open spaces, views, and special moments of arrival.

The site's current characteristics are:

- 47-acre historic district with a collection of 35 historic industrial and residential buildings.
- Little current activity on the site, with buildings largely vacant, decaying and unoccupiable.
- Dramatic waterfront location with long views including Mount Tamalpais
- Steep topography in the east with flatter areas in the west near the waterfront.
- Quiet location along the Bay, surrounded by natural landscapes.

The proposed project includes rehabilitation and adaptive reuse of the site's historic resources (Buildings 1, 6, 10, 13, 17, 31-54, 56-60 and 63) as a mixed-use development with up to 250,000 square feet of new construction, 300 additional dwelling units east and west of Stenmark Drive, and 10,000 square feet of community services.

All development, construction, replacement, repair, alteration, or removal of historic materials or features within the District shall be preceded by a Historic Resource Assessment (HRE) of the impacted area(s) or structure(s). All HREs shall be prepared by a technically appropriate and qualified professional meeting the Secretary of Interior's requirements for such qualifications.

4.0 WINEHAVEN HISTORIC DISTRICT



Winehaven is characterized by large buildings near the shoreline.



Adding to the site's historic assets are a waterfront location with Bay views.



Historic workers' cottages are a unique characteristic of the site.



The site has a dramatic setting and extensive industrial heritage.

4.0 WINEHAVEN HISTORIC DISTRICT

4.2 EXISTING CONDITIONS

The site houses a group of historic buildings clustered along Stenmark Drive, which parallels the Bay shoreline. Descending and ascending from Stenmark Drive are several small roads and driveways that provide access to the surrounding buildings. The cluster west of Stenmark Drive and near the waterfront are historic industrial buildings in varying conditions. Within this industrial portion of the site are remnant railroad tracks, all unused. East of Stenmark Drive are vacant historic single-family residential buildings climbing the base of the hill. *(Note: see documents listed in Section 4.0 for additional information):*

4.2.1 Historic Industrial Buildings

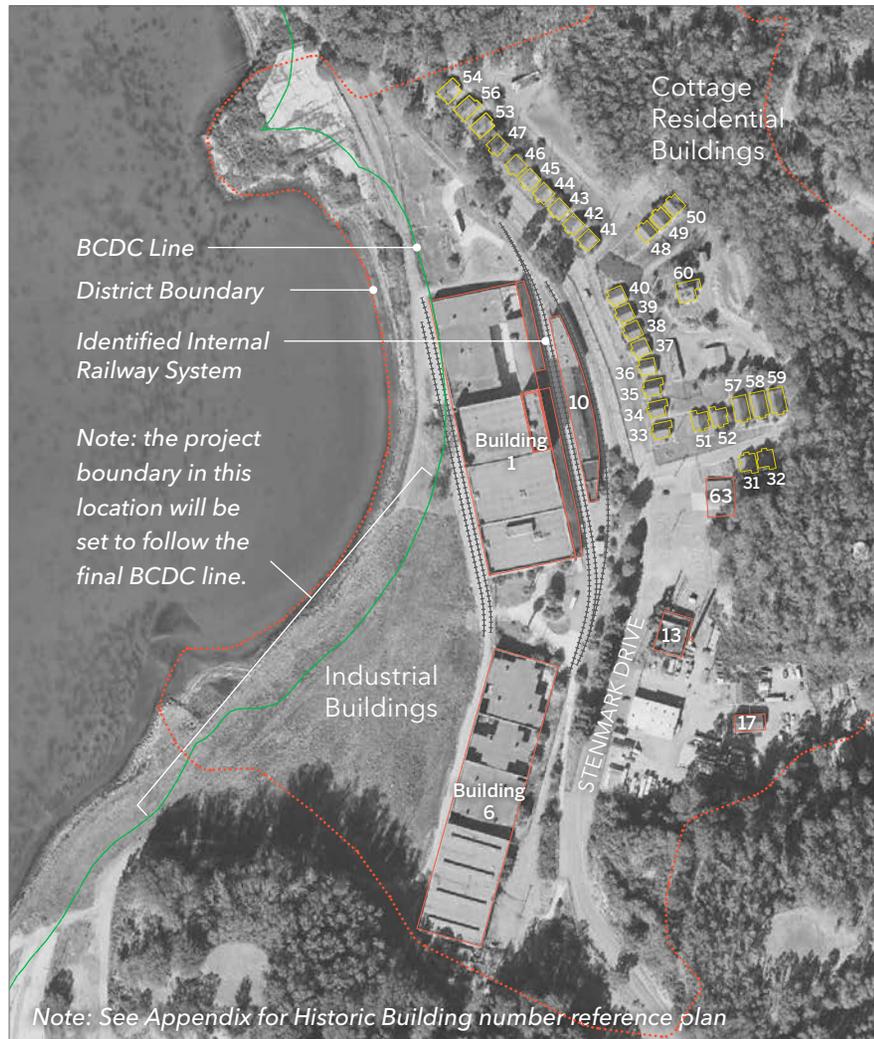
- Building 1 - Wine Cellar
 - Large industrial waterfront building
 - Masonry construction with small section of wood and metal; the masonry is in fair to poor condition with a few portions collapsed; the wood and metal portion is in poor condition
 - Roof intact, in fair condition
 - Mostly unused with some spaces used for storage
- Building 6 - Wine Cellar
 - Large industrial waterfront building
 - Walls intact, in fair to poor condition
 - Roof poor and missing, with many roof sections having collapsed
 - Building is currently unoccupied
- Building 10 - Loading Dock / Warehouse
 - Narrow industrial building between Building 1 and Stenmark Drive
 - Part masonry and part metal construction
 - Walls intact, fair condition

- Roof intact, fair to poor condition
- Unused

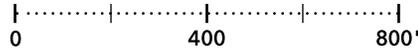
4.2.2 Hillside Residential Buildings

- Buildings 31-54, 56-59 - Cottages, and Building 60 - Winemaker's Residence
 - Single family homes with detached garages
 - Hillside locations
 - Walls and roofs generally intact but in poor condition
 - Windows boarded up and in poor condition
 - Unused
- Building 13 - Powerhouse
 - Industrial building above Stenmark Drive
 - Masonry construction with concrete addition
 - Walls intact, fair condition
 - Roof intact, fair to poor condition
- Building 17- Workshop
 - Utilitarian industrial building above Stenmark Drive
 - Wood and metal construction
 - Walls intact, fair condition
 - Roof intact, fair to poor condition
 - Unused
- Building 63 - Fire Station
 - Industrial building above Stenmark Drive
 - Wood and metal construction
 - Walls intact, fair condition
 - Roof intact, fair to poor condition
 - Unused

4.0 WINEHAVEN HISTORIC DISTRICT



Plan of contributing structures.



Cottage district east of Stenmark Drive



Facade condition of many structures varies substantially.

4.0 WINEHAVEN HISTORIC DISTRICT

4.2 EXISTING CONDITIONS, CONTINUED

4.2.3 Site

- Tracks
 - Remnants of unused, historically-eligible railroad tracks generally follow the direction of the shoreline through the site west of Building 1, between Buildings 1 and 10, and east of Building 10.
- Roads
 - Stenmark Drive is the primary road through the site, traveling north-south, and provides access to Winehaven Village from the south.
 - Access drives descend from Stenmark Drive to serve Buildings 1, 6 and 10.
 - Multiple small streets and drives provide access to the residential and other buildings east of Stenmark Drive.

The site is currently used for municipal storage and other miscellaneous functions. Some buildings have restricted access and show signs of weathering. Building 1 is partially used as a storage facility. Public access is generally not allowed throughout the site. The site's topography creates interesting views toward the Bay, Mount Tamalpais, and surrounding natural areas. The siting of buildings in this topography also creates a wide variety of spaces between them and facing the open spaces.



Stenmark Drive is the primary road through the site and provides a dramatic entry from the south

4.0 WINEHAVEN HISTORIC DISTRICT



One of Building 6's exposed board-formed concrete exterior walls.



Building 6's northern end has the shell and some internal walls intact.



Historic industrial structures and disused tracks mark the site's industrial past.



Historic buildings and spaces at multiple elevations form the urban fabric.

4.0 WINEHAVEN HISTORIC DISTRICT

4.3 HISTORIC BUILDING DESCRIPTIONS

The existing historic development was built in a variety of styles, including bungalow cottages and industrial neo-gothic. The industrial buildings are distinctive for their crenelated, castle-like facades, particularly Building 1. Open spaces include a variety of native and non-native plants.

Proposed development within the historic district will protect and build upon its historic industrial character and natural assets. Retention and rehabilitation of historic resources will provide a strong foundation for the creation of a distinctive and active Bay-side village. Proposed new landscaping will protect and enhance the natural character of the site, including views to the water, and will have an emphasis on native plants. Public spaces will be humanly-scaled, thereby creating spaces people want to use and promoting livability.

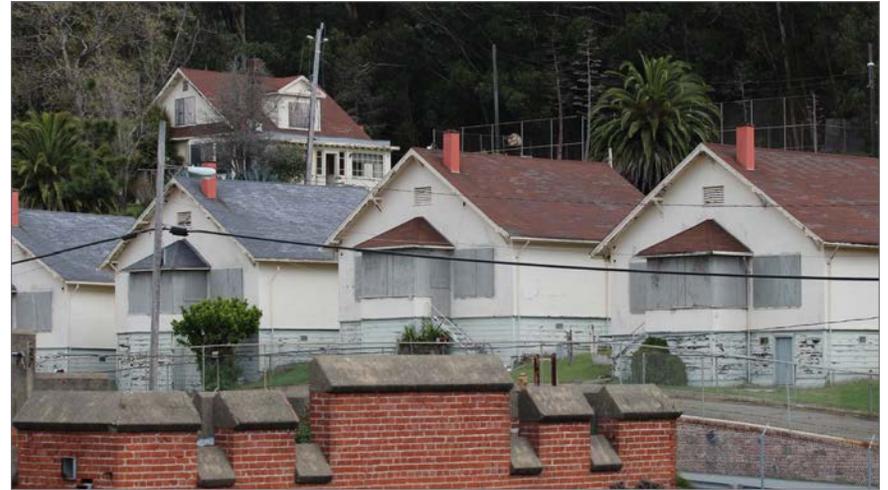
The following Design Guidelines are intended to serve as an Historic District Conservation Plan for the redevelopment of Point Molate's Historic District, per Richmond Municipal Code sec.15.04.303.070.B. Along with the Secretary of Interior's Standards for Rehabilitation, these Guidelines establish specific development standards and guidelines necessary to preserve the character of the district, including architectural design for historic and new buildings, materials, circulation, landscaping, lighting and signage.

Per RMC sec.15.04.303.120, a Certificate of Appropriateness shall be required prior to development, exterior alteration, restoration, rehabilitation, or relocation of any structure within the Winehaven Historic District. The Historic Preservation Commission shall have the authority to review and approve, approve with conditions, or reject a Certificate of Appropriateness pursuant to the procedures and criteria of sec.15.04.303.120.

For the purposes of establishing master plan design guidelines related to the historic district's 35 historic buildings, the following summarizes the identified character-defining features to be retained and rehabilitated (*note: see documents listed in Section 4.0 for additional information*).

- Building 1 - Wine Cellar (1908-1917)
 - Elongated, two-part rectangular plan with north additions
 - Unpainted red brick masonry exterior walls with rounded brick masonry corner turrets, crenelated parapets and brick masonry belt course at the second story line
 - Paired, 4-light wood sash windows capped with stamped metal hoods
 - Concrete loading dock with steel and wood-framed corrugated metal roof spanning the east side
 - Steel-framed and reinforced concrete floor and roof construction
 - Exposed, reinforced concrete foundation and basement
 - Columned interior warehouse spaces
- Building 6 - Wine Cellar (1907-1919)
 - Elongated, two-part rectangular plan with south additions
 - Exposed board-formed concrete exterior walls
 - Crenelated concrete parapet (partial) and concrete cornice moldings;
 - Columned interior warehouse spaces (partial)
- Building 10 - Warehouse (1907-1919)
 - Unique elliptical plan with north additions and concrete loading dock
 - Unpainted, red brick walls with crenelated parapets and brick belt

4.0 WINEHAVEN HISTORIC DISTRICT



Single-family bungalow cottages.



Building 1 has an unpainted brick exterior (top) and concrete dock (above).



Building 10's corrugated metal exterior wall.

4.0 WINEHAVEN HISTORIC DISTRICT

4.3 HISTORIC BUILDING DESCRIPTIONS, CONT.

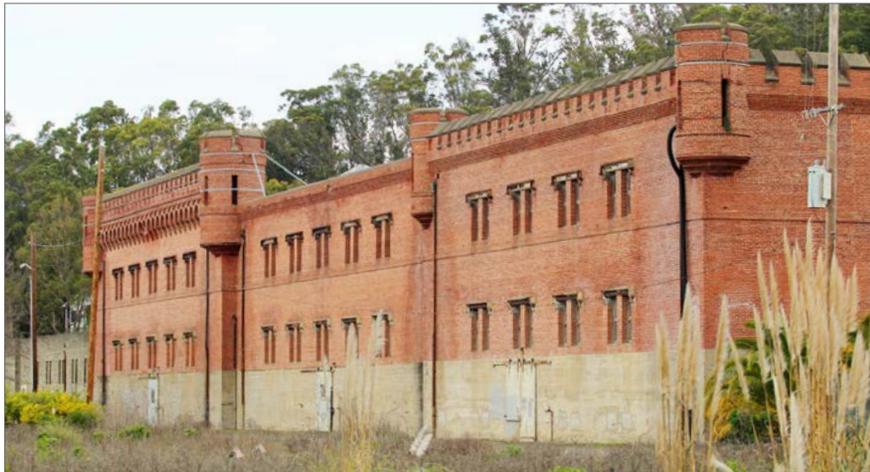
- course (partial);
- Reinforced concrete wall (partial) and foundation construction
- Corrugated metal exterior walls and roof (north additions)
- Partial wood-framed monitor atop medium-pitched end-gabled roof
- Building 13 – Powerhouse (1908-1916)
 - Red brick masonry building with concrete smokestack and north addition
 - Unpainted, red brick walls with crenelated parapets and brick belt course (partial);
 - Exposed concrete walls (addition)
 - Symmetrical facade
 - Freestanding cylindrical concrete smokestack
 - Deeply-recessed fenestration containing four-over-four double-hung, wood-sash windows capped with a flat-arch brick lintel
 - Central metal sliding doors at front (west) and south side.
- Building 17 – Workshop (c1917)
 - Rectangular plan wood frame
 - Low-pitched gable roof with shallow, overhanging eaves
 - Corrugated metal siding and roofing
 - Concrete foundation
 - Fenestration of one-over-one, wooden sash, double-hung windows, north and south sides
- Buildings 31-32,51-54 and 56 – Cottages (seven 1,000 square foot cottages, c1908)
Buildings 33-50 – Cottages (eighteen 845 square foot cottages, c1908)
Buildings 57-59 – Cottages (three 1,362 square foot cottages, c1908)
 - Linear alignments and symmetrical facades
 - Wood frame with stucco clad walls (covers original wood siding)
 - Steep-sloped composition shingle roofs with exposed wood rafter tails and roof brackets
 - Concrete foundations with wood foundation skirting (partial)
 - Wood sash windows
 - Front porches (appended or recessed) and wood entry steps (partial)
- Building 60 – Residence (c1907)
 - L-shaped plan with east wing
 - Wood frame with stucco clad walls (covers original wood siding)
 - Steep-sloped, side-gabled roof with overhanging box eaves and pedimented gable
 - Central gable dormers, north and south, with pedimented gables
 - Tall clinker-brick chimney with corbeled brick chimney cap (south)
 - Full-width enclosed porch on south facade with curved knee-braces at corners and wooden dentil molding under eave
 - Concrete foundations
 - Wood sash windows
- Building 63 – Fire Station (c1917)
 - Wood frame
 - Corrugated metal siding and roofing
 - Concrete foundation
 - Wood sash windows
 - Symmetrical building form

4.0 WINEHAVEN HISTORIC DISTRICT

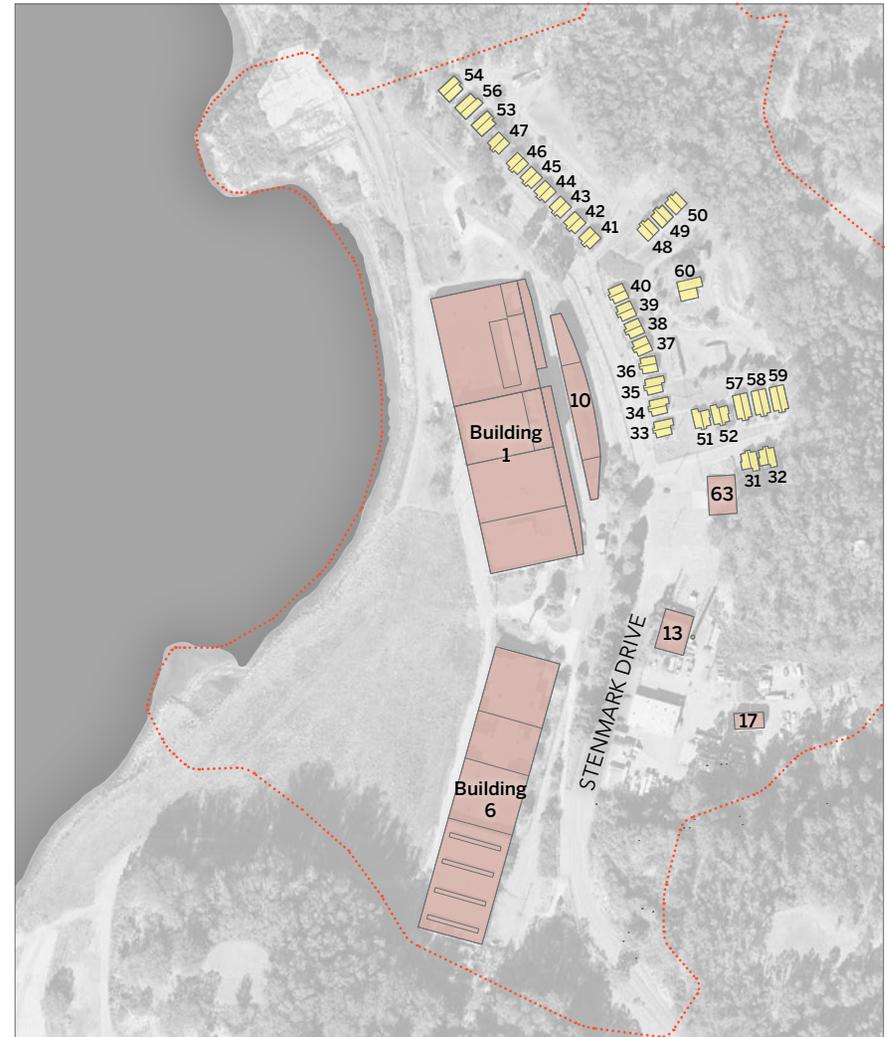
4.4 HISTORIC ARCHITECTURAL STANDARDS AND GUIDELINES

The historic architectural standards and guidelines for Winehaven Village are as follows:

- All work within the Historic District shall be performed in keeping with the Secretary's Standards and Guidelines for the Treatment of Historic Properties (the "Standards"). As the resource has been altered over time and as the property requires adaptation to sustain its historic character, the Standards for Rehabilitation are applicable as follows:
 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.



Building 1 waterfront (west) facade.



Plan illustrating contributing historic structures with Historic District boundary.

4.0 WINEHAVEN HISTORIC DISTRICT

4.4 HISTORIC ARCHITECTURAL STANDARDS AND GUIDELINES, CONT.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
 - Include detailed building-by-building historic resource evaluations for future historic building rehabilitations to record existing conditions, identify individual character-defining spaces and features, and outline historic treatment recommendations.
 - Any work involving the relocation of utilities, water, sewer, or electrical facilities shall avoid impacts to the visual character of the Historic District and its contributing buildings. Installation of any new utility features in visually prominent sites within the District or adjacent to its contributing buildings shall be avoided.
 - Limit vertical development directly west of Building No. 1 between Building No. 1 and the Bay to small structures, such as kiosks or park amenities, which shall be sensitively designed and placed to maintain overall views between Building No. 1 and the Bay in keeping with the Standards.
 - All Historic District contributing buildings shall be retained. Demolition of existing non-contributing built environment shall be limited and shall meet the Standards. Any demolition activities shall be conducted in a manner that shall be sensitive to and protective of Historic District contributors and/or their character-defining features.
 - To implement the anticipated large-scale improvements and interventions required to adaptively reuse the Winehaven site, preserve contributing sections of the railway system except if doing so conflicts with remediation

4.0 WINEHAVEN HISTORIC DISTRICT

4.4 HISTORIC ARCHITECTURAL STANDARDS AND GUIDELINES, CONT.

requirements. If preservation is not feasible, then the sections of railway tracks shall be replaced in kind.

- New buildings and building additions constructed within the Historic District boundary shall be consistent with the Standards, including Standard 9, which requires any new construction to be differentiated from but compatible with existing historic buildings, and Standard 10, which addresses requisite reversibility.
- Damaged or deteriorated brickwork throughout any brick structure shall be repaired or replaced to match the existing brickwork; if the painted-on Air Raid Shelter signs are removed, they shall be professionally photographed prior to damage or destruction.
- Provide a vibration mitigation plan prior to issuance of any permit for work involving significant ground disturbance such as pile-driving, excavation, trenching, or any other vibration-producing activity.
- Preparation of plans, documents and specifications for any proposed demolition, replacement, repair, alteration, or removal of historic materials or features within the District shall be by a licensed Historic Preservation Architect and/or technically appropriate and qualified professional meeting the Secretary of Interior's requirements.
- Alterations to contributing buildings shall be conducted in a sensitive manner consistent with the Standards, and will preserve materials, features, and finishes of contributing resources to the extent feasible. Deteriorated features will be repaired whenever feasible, and when not feasible, these features will be replaced "in kind," matching the original in design, color, texture, and materials, whether these materials are wood, masonry (e.g., brick, concrete, or stone), metal, or some other material.
- In the cases that contributing buildings must be relocated, these relocations shall be conducted in a manner that, to the greatest extent possible, retains the moved building's existing spatial relationships with other contributing buildings in the Historic District and does not compromise their historic significance; i.e., their ability to contribute to the Historic District.
- Provide open space, or the impression of space, between Building No. 1 and any new construction immediately adjacent to it to the north or south. Maintain a clear line of sight through the gap south of Building 1 to the power house and hillside.
- Any new public entrances added to Building #1 shall be designed to be compatible with the character of the building.
- Reconfiguration of Stenmark Drive should de-emphasize the physical division of the east and west portions of the Historic District. Use landscaping to help minimize the visual division.
- Prior to issuance of a demolition, grading, or building permit that would alter, remove, repair or replace any historic resource (e.g. modification of openings, structure, or exterior walls) prepare a Historic Resource Evaluation to record existing conditions, identify character-defining features, and outline historic treatment recommendations. The Historic Resource Evaluation shall be prepared by a licensed Historic Preservation Architect with experience and specialization in Historic Preservation. Exceptions may be made for stabilization or environmental remediation permits.

4.0 WINEHAVEN HISTORIC DISTRICT

4.5 COMMUNITY GUIDELINES

The proposed project will retain all contributing historic buildings and their character-defining features (*Note: see documents listed in Section 4.0 for additional information*). New additions and related new construction, including commercial, residential, and office uses, will be sensitively designed to make Winehaven Village into an integrated and active mixed-use area.

The proposed project will create an active mixed-use district that incorporates residential, retail and workplace functions along with new civic spaces and protected open space. The precise mix of uses within the development will be guided by the market. Uses will be complementary to create a livable neighborhood and an attractive location for visitors and workers.

- The historic buildings, additions and related new construction are anticipated to have a complementary mix of residential, retail, and commercial including opportunities for live-work.
- Additional dwelling units may include single family detached, townhomes, and stacked apartments and condominiums.
- Community services include an on-site joint fire and police substation to be operated by the City.
- New civic spaces such as a publicly-accessible plaza between Buildings 1 and 6 will provide amenities for residents, workers and visitors; other spaces such as the Upper Walk and Lower Walk will create interesting common areas that provide space for new retail and other uses.
- Following a Californian coastal tradition, Stenmark Drive will be a distinctive, pedestrian-oriented streetscape facing the water and coastal open space.
- The development will include a mix of unit types for different income levels, age ranges, and family sizes.

The scale and massing of infill buildings along Stenmark Drive, adjacent to historic cottage areas, shall be designed to be compatible with the character of the District and shall create a pedestrian-friendly streetscape. Please see street design cross-sections for Stenmark Drive in Section 2.8.1 (Street Section 7) for additional guidance.

4.0 WINEHAVEN HISTORIC DISTRICT



- Historic District Boundary
- Hillside Cottage Area
- Bay Trail and Shoreline Restoration
- Cottage Area Infill
- Buildings 1 & 10 Development
- BCDC Line
- Civic Plaza
- Lawn
- Mixed-Use along Stenmark Drive
- New Residential Construction
- Building 6 Development
- Surface Parking

Illustrative Plan



0 400 800'

4.0 WINEHAVEN HISTORIC DISTRICT

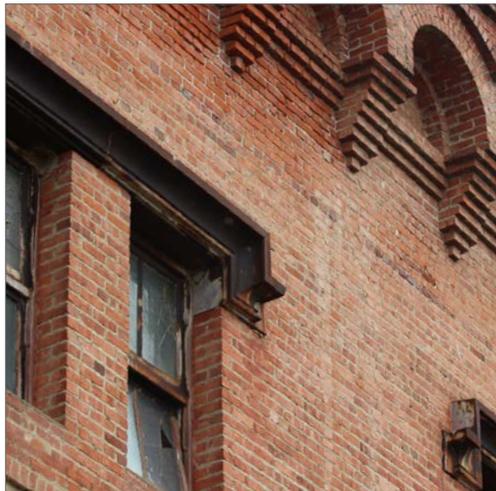
4.5.1 Building 1

Building 1 is the most striking and unique building in Winehaven Village. It is a large building with brick crenelations and turrets on the southern half. The northern end of Building 1 is lower than the southern and is built of concrete, wood and metal.

As a former wine making facility, it has long expanses of wall with few windows and an industrial character. The eastern side of Building 1 is lined with a loading dock and is in close proximity to Building 10, creating an outdoor urban room. The western facade faces the Bay and has a close relationship to the shoreline and the future Bay Trail.



Building 1 has relatively few windows.



Building 1 has unique facade details.



The interior of Building 1 is largely intact and partially in use for storage.

4.0 WINEHAVEN HISTORIC DISTRICT



Building 1 existing conditions, viewed from the northwest.



Building 1 with associated development.

For Building 1:

- Design development on top of the southern end of the building to be distinct from the existing structure. Pull development back from the edge of the existing building to limit impact on the crenelated profile.
- Use the lower north end of Building 1 as a location for higher densities of development on top of the structure.
- Use the differing conditions on different sides of Building 1 to create varying spaces in the public realm.
- Provide open space, or the impression of space, between Building 1 and any new construction immediately adjacent to it to the north or south.
- Create light wells as needed to add additional light and air to the space in the interior of the building without affecting the facades.
- Maintain views of the Bay and Mount Tamalpais along the waterfront walkway.
- Site small structures or pavilions as needed in the spaces around Building 1 to activate nearby spaces. Achieve the activation of spaces while retaining the maximum visibility, mass and continuity of Building 1.

4.0 WINEHAVEN HISTORIC DISTRICT

Building 1, Continued

The site section at right descends from the hillside cottage area east of Stenmark Drive all the way to the Bay. The descending terrain provides opportunities for views and for differentiation of uses by elevation. Low development proposed for atop Building 1 has little visibility from street level. Varied spaces create an interesting public realm. Adjacent to Building 1 are residual railroad tracks that were used to transport goods to and from the site. Those tracks deemed contributing historic elements to the District shall be identified and integrated into plaza and pedestrian spaces.

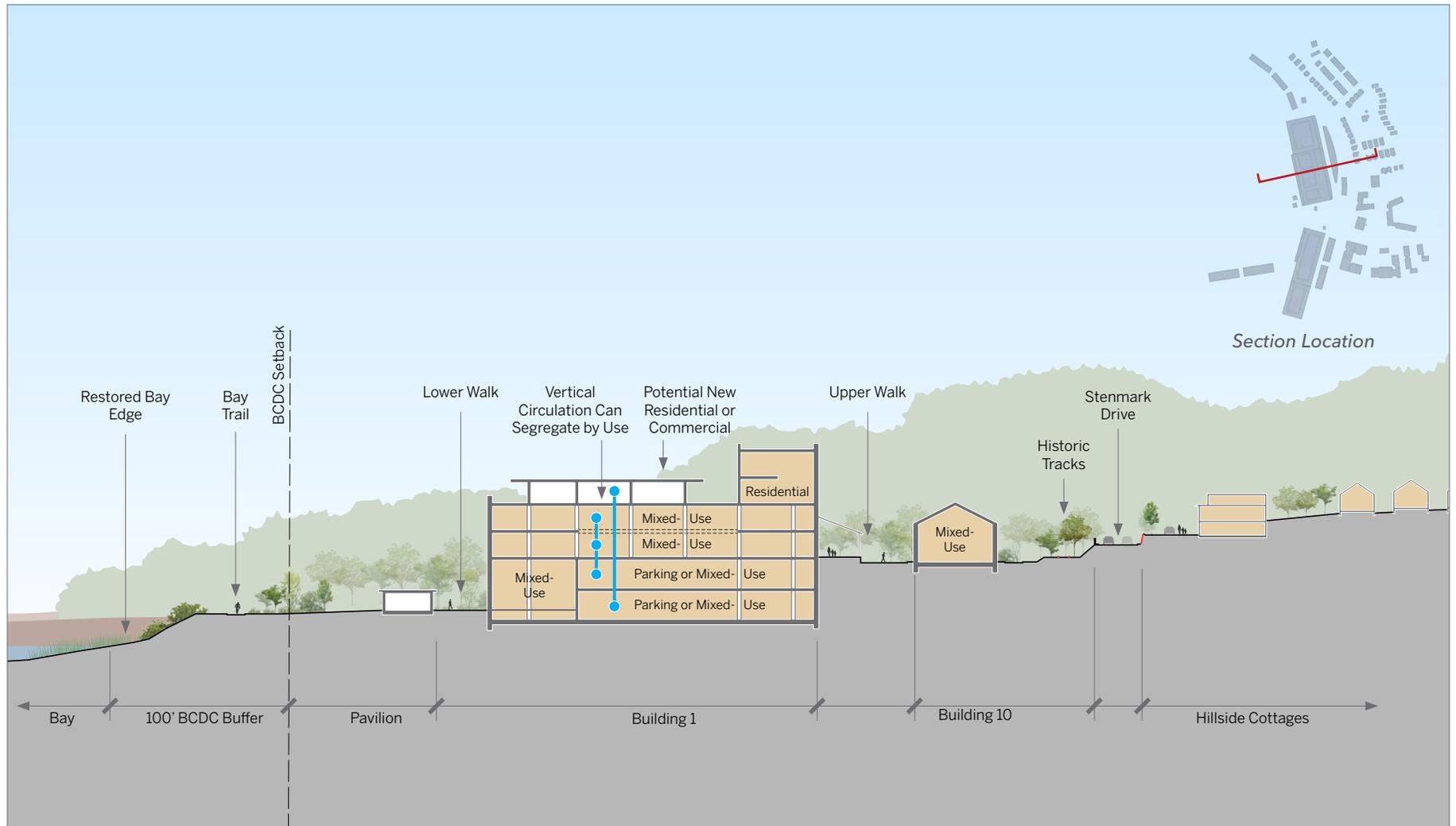


Elements like the historic tracks are opportunities for trails and open spaces.



Maintain views of the Bay and Mount Tamalpais along the waterfront walkway.

4.0 WINEHAVEN HISTORIC DISTRICT



Illustrative cross-section from shoreline to cottage district, through Building 1 and 10.

0 20ft 50ft 100ft

4.0 WINEHAVEN HISTORIC DISTRICT

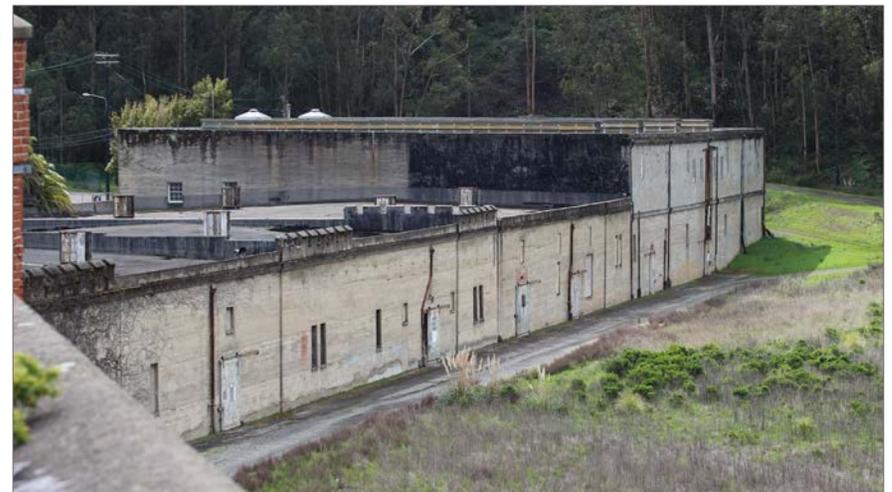
4.5.2 Building 6

Building 6 is the other large industrial building in Winehaven Village, sited south of Building 1. Like Building 1, the southern portion is taller and in the best condition. Building 6 is less distinctive than Building 1 but has some unique features such as concrete crenellations. The northern portion of the building has section of roof missing but has intact walls.

The eastern facade has few openings on the northern end. The southern end of this facade has the character of an older, simply-designed office building and was Winehaven's administration building in earlier days. The western facade also has limited openings toward the Bay and is industrial in character.



The northern portion of Building 6 has some degradation of structural elements.



The southern portion of Building 6 is substantially intact, as are all external walls.

4.0 WINEHAVEN HISTORIC DISTRICT



Building 6 existing conditions, viewed from the south



Building 6 with associated development

For Building 6:

- Use new development within Building 6 to preserve its historic shell.
- Design development on top of Building 6 to be distinct from the existing structure. Pull development back from the edge of the existing building.
- Use the lower north end of Building 6 as a location for higher densities of development on top of the structure.
- Create light wells as needed to add additional light and air to the space

- in the interior of the building without affecting the facades.
- Consider views of the Bay from the southern approach along Stenmark Drive when designing development on top of Building 6.
- Site small structures or pavilions as needed in the spaces around Building 6 to activate nearby spaces. Achieve the activation of spaces while retaining the maximum visibility, mass and continuity of Building 6.

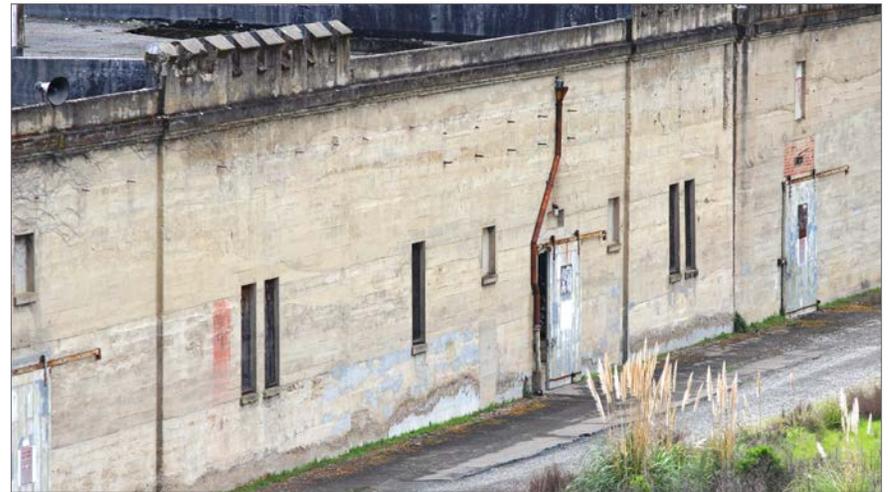
4.0 WINEHAVEN HISTORIC DISTRICT

Building 6, Continued

The section on page 4-25 shows Winehaven Village from Stenmark Drive through Building 6 and to the Bay. The wide expanse of land west of Building 6 is utilized and activated with new residential or commercial development that had windows and doors onto the open space. Building 6 could house parking inside the relatively windowless lower level, reducing the need for large surface parking lots in Winehaven Village. New development in the wide area east of Building 6 would make Stenmark Drive into a village-scale street.

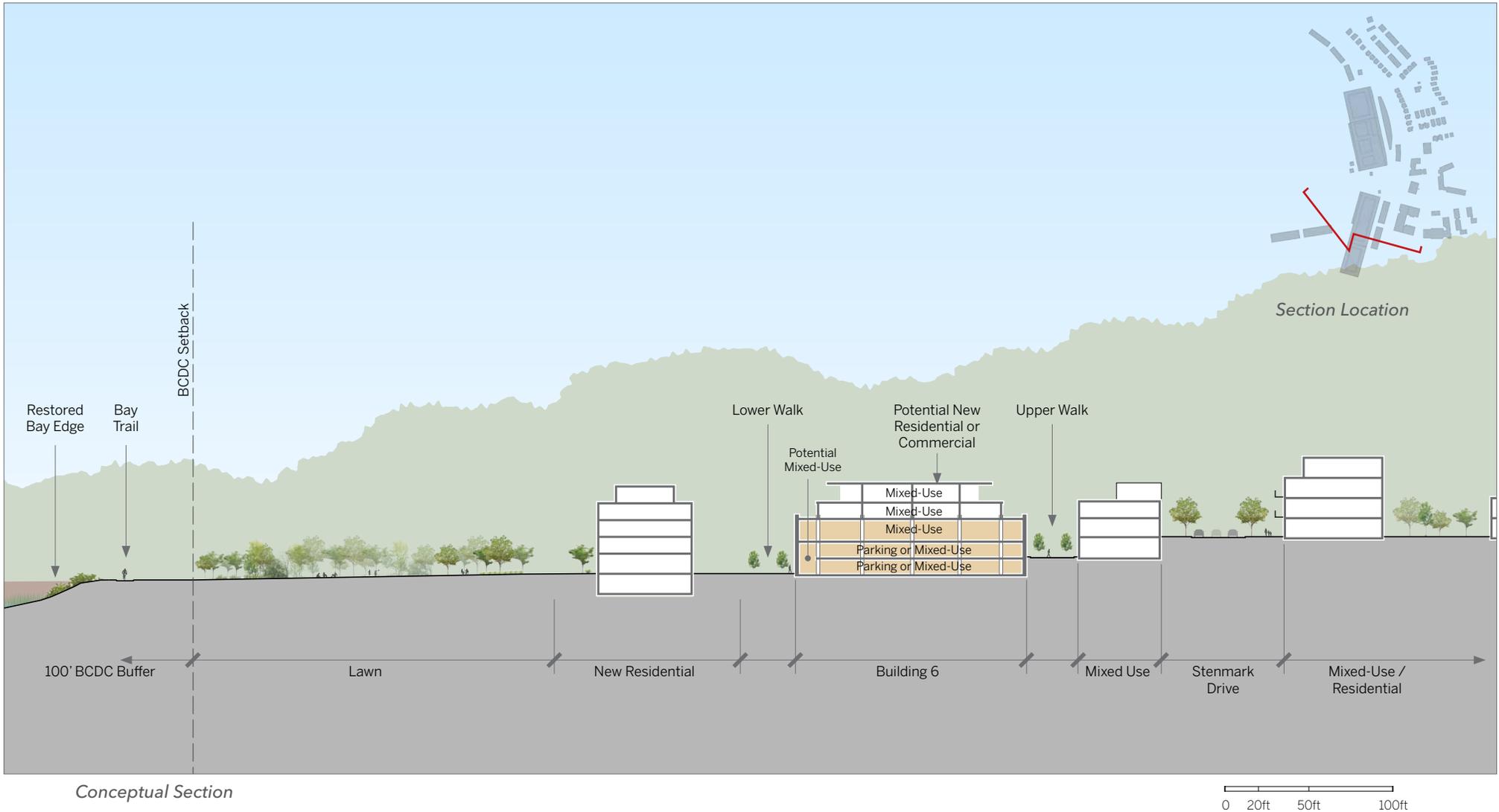


View of the interior of Building 6's northern segment.



The facade of Building 6 will be retained as a contributing historic element.

4.0 WINEHAVEN HISTORIC DISTRICT



Conceptual Section

4.0 WINEHAVEN HISTORIC DISTRICT

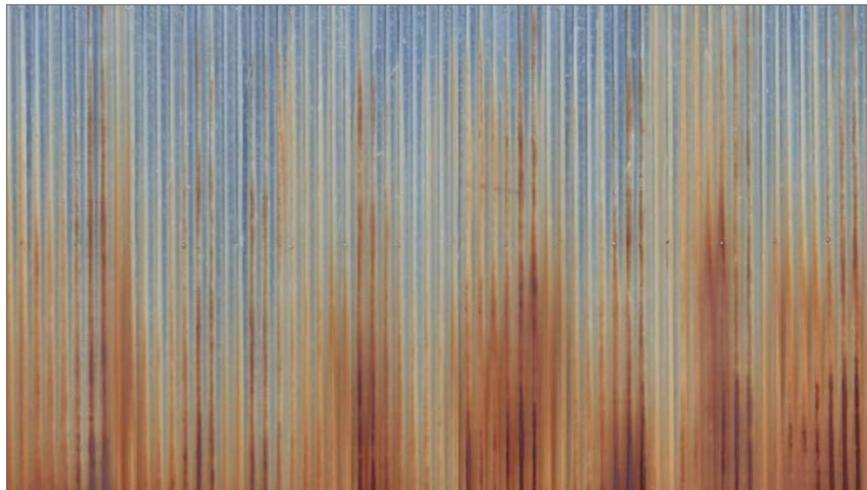
4.5.3 Historic Building Additions

New construction in Winehaven Village will activate and rehabilitate the historic district. This development can preserve and enhance the character of the site while bringing people and new activities. For new construction in Winehaven Village:

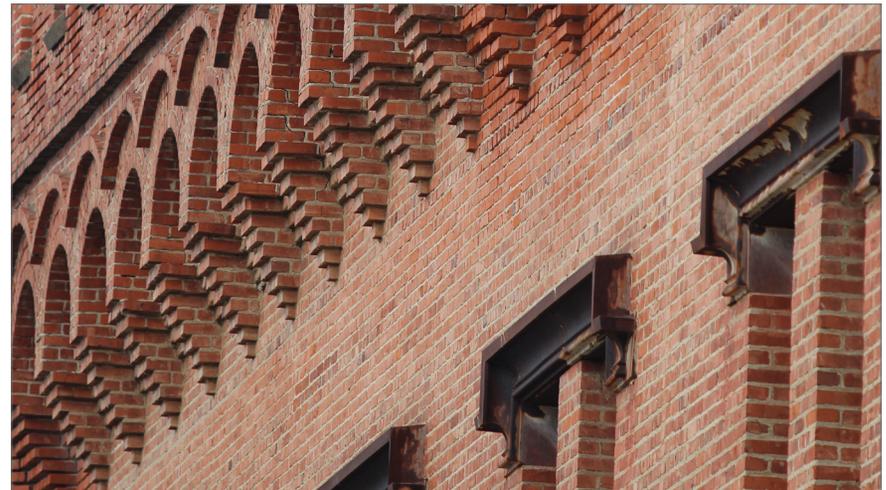
- Shape new development to highlight views of, access to, and preservation of historic buildings and elements of the site.
- Locate new development to activate public spaces and create new opportunities for enjoyment and understanding of the history of Winehaven Village.



Existing materials and building forms will influence new construction.



The area west of Stenmark Drive is characterized by industrial materials.



A mix of hard-wearing, warm-colored materials should predominate in the west.

4.0 WINEHAVEN HISTORIC DISTRICT



- Use development east of Building 6 to line Stenmark Drive, creating an inviting and active streetscape. Development along Stenmark Drive should create a streetwall with building heights in proportion to adjacent open spaces and street frontages.
- Prioritize the preservation of important views. Prioritize the view from Stenmark Drive to the Bay as one approaches the site from the south.
- Use development west of Building 6 to line and shelter the large waterfront open space there. Place entries and windows of buildings lining the open space to create activity and visibility there.
- A new building between the southern end of Building 1 and Stenmark Drive could host retail or other active uses to activate the Upper Walk and the plaza. Other small buildings and pavilions there and new openings in Buildings 1, 6 and 10 could activate spaces nearby.
- Respect the cottage area's existing building scale and form with infill buildings in that area.

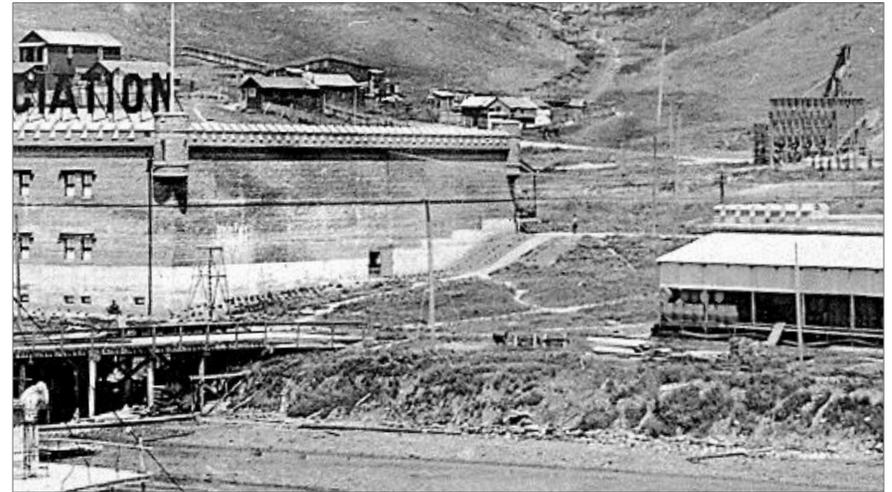
New construction (lighter color than existing buildings) will sit within and around existing historical buildings, both east and west of Stenmark Drive

4.0 WINEHAVEN HISTORIC DISTRICT

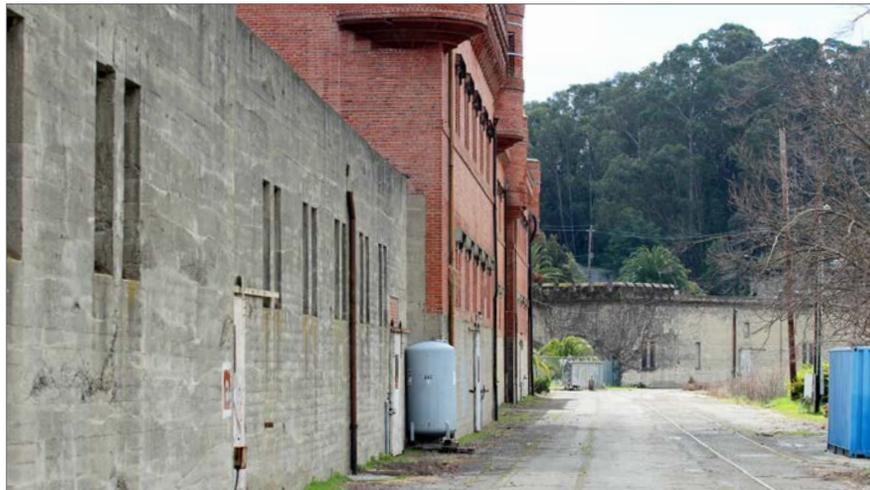
4.5.4 Plazas and Pedestrian Spaces

The plazas and pedestrian spaces of Winehaven Village will make it into an important attraction and an integrated neighborhood. To achieve this potential:

- Create a variety of plazas and pedestrian spaces. These can vary in the level of activity from retail streets, to public waterfront promenades, to quiet residential courtyards. The spaces can also be of multiple scales, from intimate, sheltered spaces to expansive, green spaces with views to the Bay and hills.
- Use the relatively level linear space between Buildings 1 and 10 that continues south along the east side of Building 6 as the Upper Walk, a



Space between Buildings 1 & 6 will become a key public gathering point.



The Lower Walk west of Building 1 will provide continuous access to the Lawn.



The Upper Walk between Buildings 1 and 10 will be a key public space.

4.0 WINEHAVEN HISTORIC DISTRICT



civic and commercial spine that links the site together. This spine could vary in scale and character over its length, from more active in the north to a quieter space in the south with some commercial, live/work and residential adjacency.

- Use the space west of Buildings 1 and 6 as the Lower Walk, a linear open space with a quieter but still active character that creates access and views of the historic buildings and, in some locations, the waterfront. This space should have pavilions, activities in the adjacent buildings, or through other methods create activation and activity in this area.
- Configure the space between Buildings 1 and 6 as the central civic plaza for Winehaven Village. Utilize the site's sloping topography to create varied spaces and accentuate water views. Retain existing vegetation such as the palm trees where possible.
- Make Stenmark Drive into a pedestrian-oriented street. Calm traffic by reducing speeds to create pedestrian safety and comfort.
- Provide interpretive signage at the location of the historic Winehaven Pier that explains and illustrates the features and historic role of the Pier.

Plazas and Pedestrian Spaces



0 400 800'

4.0 WINEHAVEN HISTORIC DISTRICT

Plazas and Pedestrian Spaces, Continued

The plaza between Buildings 1 and 6 will occupy ground sloping west toward the Bay. At the top of this space across Stenmark Drive is Building 13, the former power plant, and to the southwest is a large open space.

- Use the plaza to connect the multiple levels of the site, including Stenmark Drive, the Upper Walk, the Lower Walk, and the lawn and shoreline.
- Design the plaza to take advantage of and accentuate views to the Bay and to waterfront open spaces.
- Preserve mature, native or well-established plants where possible, including existing palm trees or native pines. Eliminate or reduce non-native or invasive species.
- Without completely obscuring the Building 1 and 6 facades, utilize new construction and other methods to activate the plaza. Strategies could include retail or other commercial pavilions.
- Use stairs and other changes of grade to create interesting views and spaces within the plaza.
- Create visual and physical connection to Stenmark Drive and the former power plant.
- Railroad tracks deemed contributing historic elements to the District shall be integrated into plaza and pedestrian spaces.

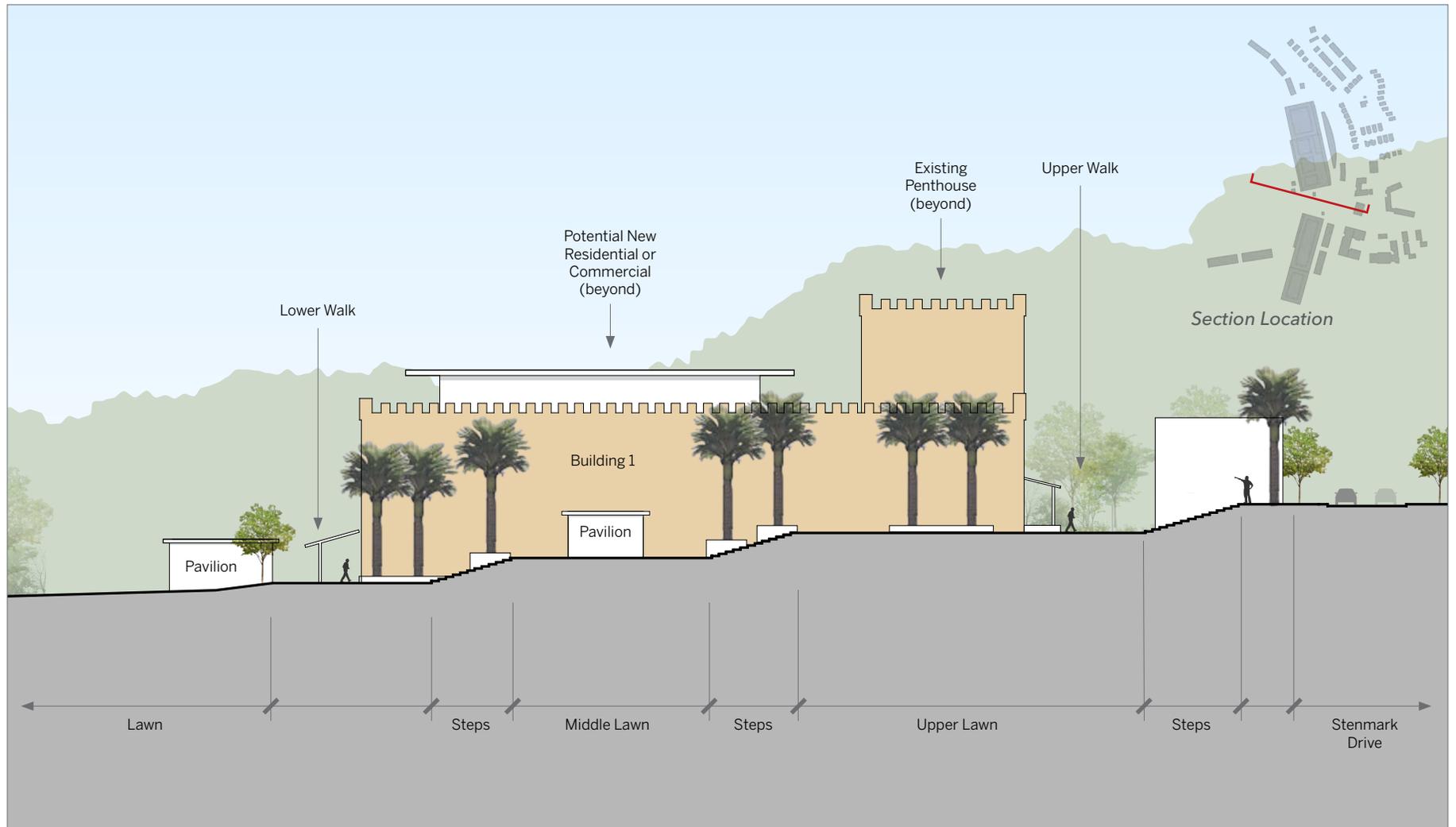


Create visual and physical connections to Stenmark Drive and the powerhouse.



The public space between Building 1 & 6 will connect to the Lawn and Bay Trail.

4.0 WINEHAVEN HISTORIC DISTRICT



Conceptual section through the plaza

0 10ft 25ft 50ft

4.0 WINEHAVEN HISTORIC DISTRICT



Conceptual Massing from the Northwest

The conceptual massing shows the development strategy for the Winehaven Historic District. Buildings 1 and 6 are renovated and host new development within and atop them. Infill structures are added in the hillside cottage area and The Yard. Significant new public space is created along the Bay Trail.

4.0 WINEHAVEN HISTORIC DISTRICT



Conceptual Massing from the South

The view from the south shows new development east and west of Building 6. Mixed-use structures along Stenmark Drive make it into a human scale village street. New construction near the lawn adds activity to the area.

4.0 WINEHAVEN HISTORIC DISTRICT

4.6 GUIDELINES FOR NEW BUILDINGS

This section is to guide architects and developers regarding new building construction.

General Direction

General direction for design of buildings in Winehaven Village is:

- Waterfront buildings in Winehaven are linear and industrial in character with durable materials. Buildings in The Yard are industrial but smaller in scale. Cottages are small buildings with gables. Use new buildings in these areas to accentuate and build upon the existing aesthetic and scale shift from historic waterfront industrial to cottage residences.
- Design new buildings to complement but not duplicate the historic district's architecture.
- Design new buildings with elements specific to their site with strong connections to streets, yards, plazas, parks and/or open space.

Massing

Designers shall incorporate the following massing strategies:

- In general, compose new buildings and structures of simple forms that correspond to their typology.
- Use step-downs, setbacks, voids and/or architectural massing features for new buildings or structures adjacent to or framing historic resources (such as the Powerhouse (#13) and Fire House (#63)) to cause the new construction to frame and highlight the historic resource.

- Design new construction to be distinctly new while relating in proportion to the surrounding historic industrial buildings and cottages.
- New development in the Waterfront Neighborhood (see map in this section) should consist of simple geometric forms with expressed horizontality and legible structure. Create clarity in detail and means of assembly.

Precedent designers and architecture types for this area are:

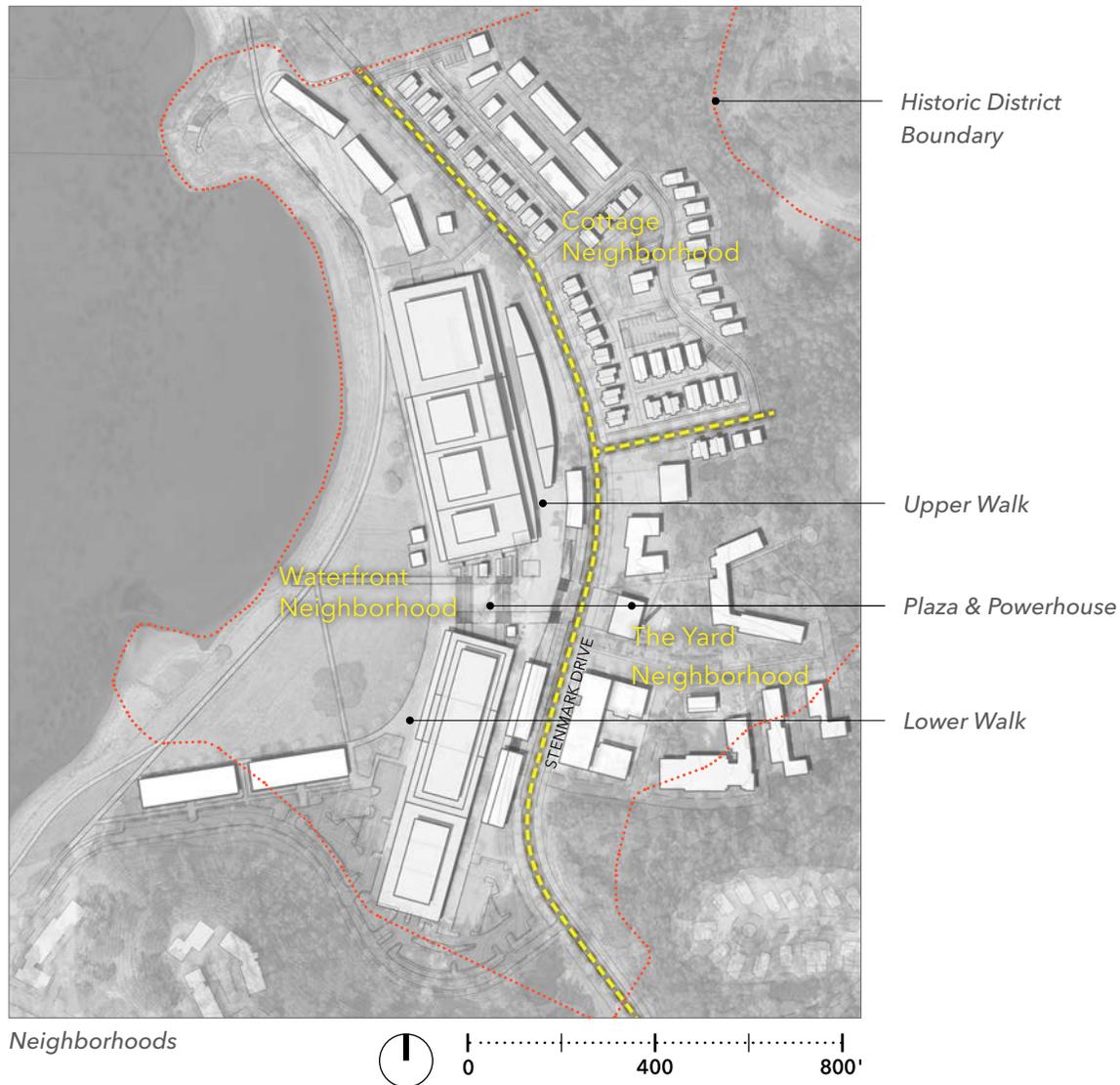
- Louis Kahn
- Albert Kahn
- Mid-century industrial structures
- Create new development in the Cottage Neighborhood in a residential scale and with shaped roofs. New infill single family or townhouses may remain traditional in basic massing while the resolution of key details and elements should appear cleaner and more contemporary.
- For new multi-family or mixed-use construction in The Yard, draw from the industrial traditions as well as the traditions of residential architecture. Articulate larger buildings as a series of masses with massing breaks.

Fenestration

Use window shape which are compatible with the historic character of Winehaven Village.

- For punched windows, orient the opening vertically.
- For curtain and window walls, use large panes of glass and give the assembly an overall horizontality.

4.0 WINEHAVEN HISTORIC DISTRICT



Vehicle Access, Service Access and Drop-offs

- Place vehicle access, service access and drop-offs behind buildings, away from the waterfront, from Stenmark Drive, and, if possible, away from other streets.

Parking

- Place parking within buildings as much as possible to avoid open parking lots. Where parking lots are needed, place them behind buildings, away from the water.

Ground Floor Uses

- Place active ground floor uses such as retail to activate key areas in Winehaven Village. These areas are the plaza, the Upper Walk, the Lower Walk, the Powerhouse, and Stenmark Drive.
- Site small structures or pavilions as needed in the spaces around historic buildings to activate nearby spaces. Achieve the activation of spaces while retaining the maximum visibility, mass and continuity of historic facades.

Note: Additional guidelines for new construction are provided in Chapters 3 - Architecture and 5 - Landscape.

4.0 WINEHAVEN HISTORIC DISTRICT

4.7 MATERIALS

This section guides architects and developers within Winehaven Village about appropriate and inappropriate external building materials.

Overview and Intent

The material palette of existing buildings in the historic district varies starkly based on location, with the waterfront industrial buildings and industry-related buildings in The Yard composed of brick, weathering metals, concrete, and wide-cut finished and unfinished wood. The cottage area, by contrast, uses an existing residential palette of stucco (which may not be original), clapboard, shingled roofs and painted wood.

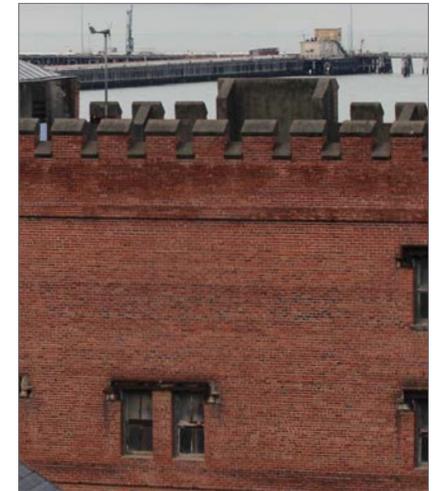
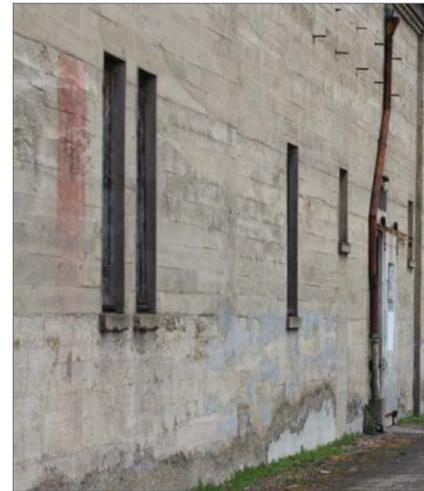
New buildings and building additions should preserve this general variation, particularly in the Waterfront and Cottage Neighborhoods. These areas are composed primarily of historic buildings and should retain an essence of their historic character. The Yard, by contrast, will have a mix of new housing with a few historic structures and will take on a more mixed material character, with both industrial and residential elements.

Materials that do not mimic other materials and are easy to clean are preferred.

Waterfront Neighborhood

Designers shall incorporate the following materials strategies in their building proposals for the Waterfront Neighborhood:

- Use rich, warm materials, simple in manufacture and clear in their expression, with a contemporary industrial aesthetic.
- Create clarity of materials and an unadorned expression of material



Examples of the Waterfront Neighborhood and The Yard's industrial palette.



The existing material palette of the Cottage Neighborhood.

4.0 WINEHAVEN HISTORIC DISTRICT

type. Use materials to express the means of construction.

- Use materials in proportions that favor a few strong durable materials over a large portion of a building.
- Concrete and tilt-up panels may be used in limited applications. Board-formed concrete is preferred. Use exterior structural components and details, and exterior rhythmic modulation and recesses, to provide a higher standard of visual interest and articulation than typical historical use of this utilitarian building construction method.

Materials Allowed

The following materials are encouraged and allowed within the Waterfront Neighborhood:

- Sheet steel and/or corrugated steel
- Ceramic and/or terracotta panels
- Low-iron clear glass
- Wood decking
- Wood windows
- Brick (subject to additional design review)
- Channel glass and/or cast glass
- Concrete, including the following finishes: 1) Board-formed, 2) Cast-in-place, 3) Pre-cast.
- Weathered, patinated and/or darkened metal (to be used in limited applications and/or as an accent element).

Materials Discouraged

The following materials are discouraged and in some instances may be prohibited:

- External foam insulating system (EFIS)
- Reflective or colored glass
- Colored plastic or other petroleum-based materials
- Vinyl windows
- Materials that stain adjacent surfaces.

Note: Additional guidelines for new construction are provided in Chapter 3 - Architecture and Chapter 5 - Landscape



Examples of board-formed concrete and corrugated steel.

4.0 WINEHAVEN HISTORIC DISTRICT

Cottage Neighborhood

Designers shall incorporate the following materials strategies in their building proposals for the Cottage Neighborhood:

- Use light, natural materials with a residential character.
- Use materials in proportions that echo the scale of the existing residential cottages.

Materials Allowed

These materials are encouraged and allowed within the Cottage Neighborhood:

- Shingled roofs
- Wood siding (e.g. board and batten or clapboard) or other painted wood construction
- Wood windows
- Brick (subject to additional design review)

Materials Discouraged

The following materials are discouraged and in some instances may be prohibited:

- External foam insulating system (EFIS)
- Reflective or colored glass
- Colored plastic or other petroleum-based materials
- Industrial-looking materials such as dark metals and steel, exposed rough concrete, and unfinished wood
- Vinyl or metal windows



Wood siding.



Wood can assume an industrial or residential character.

4.0 WINEHAVEN HISTORIC DISTRICT

The Yard

Designers shall incorporate the following materials strategies in their building proposals for The Yard:

- Use more contemporary construction techniques and materials compatible with the historic buildings.
- Use a palette of muted and recessive tones that will allow the natural colors of the eucalyptus stands to dominate, complementing rather than contrasting with the setting.

Materials Allowed

These materials are encouraged and allowed within The Yard:

- Stucco
- Either natural wood siding or cementitious siding
- Metal panels
- Ceramic tile
- Brick (subject to additional design review)

Materials Discouraged

The following materials are discouraged and in some instances may be prohibited:

- External foam insulating system (EFIS)
- Reflective or colored glass
- Colored plastic or other petroleum-based materials



Traditional materials can be applied in a contemporary manner.

4.0 WINEHAVEN HISTORIC DISTRICT

4.8 CIRCULATION

Access to the site is provided by vehicle via Stenmark Drive from the south, which is also the primary circulation spine as well as divider of the site. Stenmark Drive is the only site access by vehicle. It is one lane in each direction and configured like a rural highway, without curb and gutter and with no sidewalks.

- North from the site is access to the San Pablo Peninsula but there is no public road to the rest of Richmond in that direction.
- There is no public transit service to the site.
- Small roads and drives give access to buildings up and down the hill.
- Several small stairs add to access up the hill.
- There is little parking. The residential buildings have detached garages. Most parking in the industrial area is in informal locations, though there is a small parking lot near the southeast corner of Building 6.

The District will prioritize pedestrian safety and movement into and through the site. This will include a transportation plan clarifying vehicle access and parking strategies. Trails and stairs will provide access between uses and to public spaces. The Bay Trail will provide longer-distance bicycle and pedestrian access. For this system:

- Use a reconfigured Stenmark Drive to de-emphasize the physical division of the east and west portions of the Historic District.
- Use Stenmark Drive's design to calm traffic going through the site as well as providing safe access.

- Maintain a shared-use character on other streets and drives so that they are comfortable and safe for pedestrians, bicycles and vehicles. Treatments such as distinctive paving and reduced straight line distances will signal to drivers the mixed nature of the spaces and the need to maintain safe speeds.
- Create pedestrian-only spaces through the site north-south and east-west (uphill and downhill). Use special spaces like the Upper and Lower Walks to provide circulation and access while connecting the development to its industrial past.
- Create links to the planned adjacent section of the Bay Trail to form connections within the site and to the wider context while providing an amenity for residents, workers and visitors.
- Provide street parking where feasible and appropriate. Place structured parking facilities inside the large historic industrial buildings as feasible, thereby providing the larger amounts of parking needed for retail and employment uses.
- Create on- and off-street bicycle links within Winehaven Village and to the Bay Trail.
- Provide adequate parking within reasonable proximity to any proposed food store, grocery or market within the District. Provide delivery, service and customer drop-off zones appropriate for such uses.

4.0 WINEHAVEN HISTORIC DISTRICT



Streets and drives will maintain a shared-use



Preserve unique spaces the evoke the site's heritage.

4.0 WINEHAVEN HISTORIC DISTRICT

4.9 LANDSCAPE

Existing Landscape Elements

Existing open space conditions include a large waterfront meadow, small spaces on slopes, and a mix of native and non-native species. The site is surrounded by eucalyptus stands on several sides but is itself largely grassland and other low vegetation, with some trees of multiple varieties throughout the site. The current landscape and plantings are not contributing elements to the District.

- Trees of multiple varieties lie along the west side of Stenmark Drive.
- Some trees, primarily smaller specimens, grow among the small residential buildings east of Stenmark Drive.

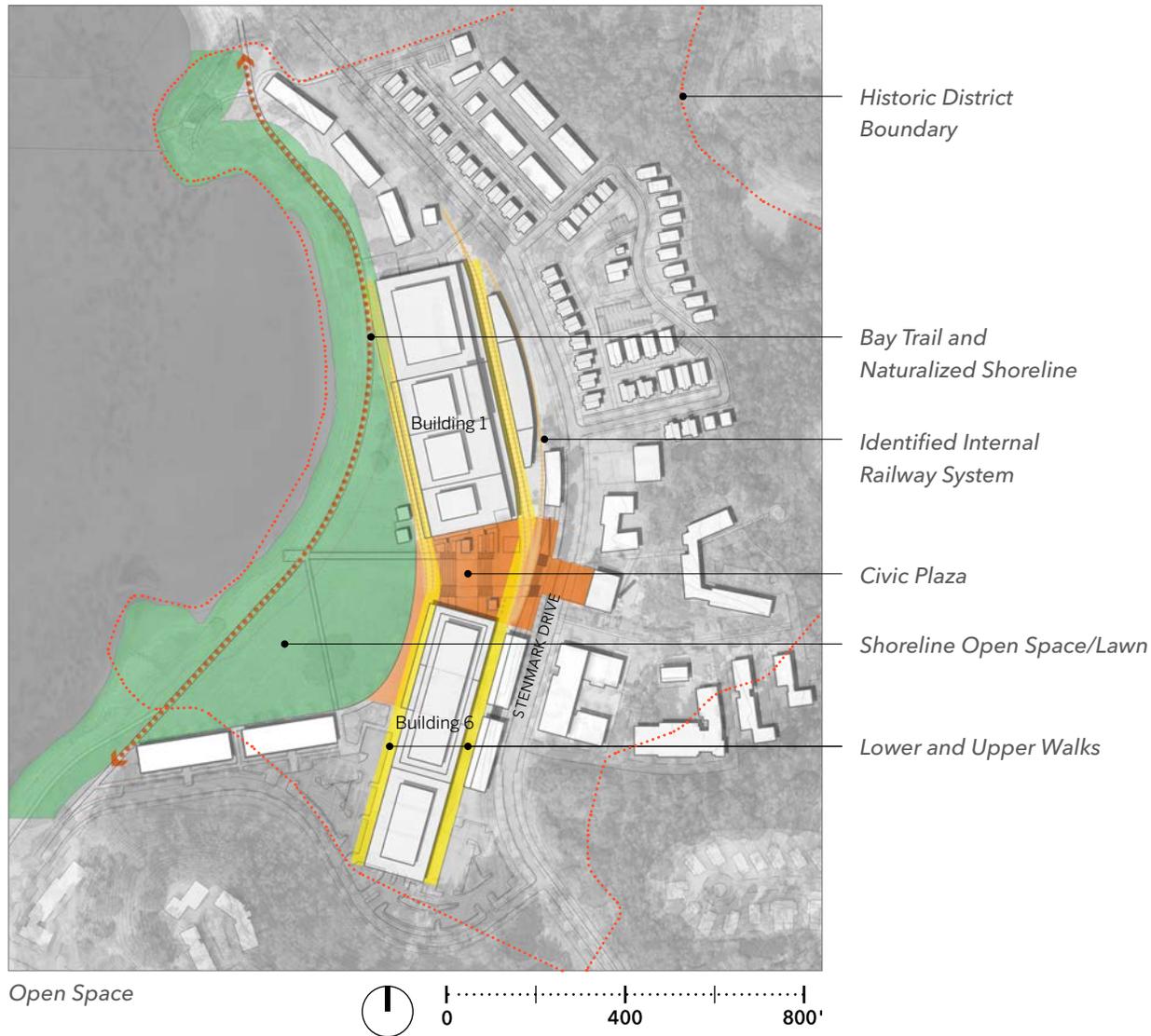
Proposed Landscape Elements

The proposed open space plan for Winehaven Village will emphasize public access, interconnected, shared spaces, and ecological restoration with native plants. For the landscape:

- Preserve the industrial character of the historic district by retaining landscape elements like the disused railroad tracks while making new landscaping compatible with new retail, office and residential uses.
- Maintain a clear line of sight through the gap south of Building 1 to the Powerhouse and hillside.
- Use grade changes to create vibrant public gathering spaces.
- Create a new civic plaza between Buildings 1 and 6 as a gathering spot and civic heart for Winehaven Village. This plaza will step down the hill from Stenmark Drive to the Bayfront and will have retail and civic amenities.

- Construct the extension of the Bay Trail along the Bay's edge within the site and promote public access to the shoreline.
- Create the Upper Walk and Lower Walk as important linear open spaces within the site of varying character.
- Utilize the historic railroad tracks adjacent to the west side of Stenmark Drive as a trail and open space corridor.
- Create a new shoreline open space as well as larger open spaces for public use.
- As possible, use native plants in new parks and plazas for public occupation.
- Primarily use native plants in naturalized open spaces and create landscapes sympathetic to native ecologies.
- Provide special landscape elements and decorative plantings at the intersection of Stenmark and Point Road to mark the entrance to the Historic District.
- Provide design continuity between the Point and the Winehaven Historic District through the consideration of shared landscape and architectural design concepts. These may include: 1) plant species; 2) pathway materials; 3) grading and landform design; 4) hardscape elements; 5) architectural materials.

4.0 WINEHAVEN HISTORIC DISTRICT



Create an expansive shoreline open space.



Open space zone descending toward the Bay.

4.0 WINEHAVEN HISTORIC DISTRICT

4.10 LIGHTING

Existing lighting at Winehaven Village is utilitarian. Standard street lights on utility poles light Stenmark Drive. Security lights appear on some buildings.

Lighting for the future of Winehaven Village will create an environment that is authentic to the historic context. Lighting on building exteriors will be suitable to this context while creating a safe and attractive night-time environment.

Architectural and landscape lighting shall follow the guidelines presented in Section 5.4.2. Specific guidelines for Winehaven Village include:

- Reference historic lighting fixtures and light patterns.
- Use indirect lighting to avoid the harsh shadows cast by some contemporary lighting fixtures.
- Light building facades to highlight historic architecture.
- Illuminate public spaces with fixtures that reference the scale, level of detail, and craft of historic fixtures.
- Create lighting that is generally unobtrusive except for the pedestrian scale lighting of public spaces.
- Use oversized industrial-scale fixtures at key locations as focal points, such as the Upper and Lower Walks.
- Light landmarks to create distinction and orientation.

4.11 FENCING

Fencing is discouraged within the mixed-use portions of Winehaven Historic District in order to facilitate public access throughout the District.

Fences may be allowed under the following conditions: 1) protection of public safety (e.g. to protect against changes in grade); 2) protection against degradation of a resource (e.g. natural areas or vulnerable historic resources); or 3) visual screening of service or utility areas (e.g. refuse areas). For condition 3, fencing shall have a visual transparency not more than 10%.

Materials shall in all conditions be complementary to the building material palette defined for the Historic District. Refer to section 5-4 for additional fencing guidelines.

4.0 WINEHAVEN HISTORIC DISTRICT



Oversized industrial-scale lighting may be used at focal points like the plaza.



Facade lighting highlights historic architecture at Pier 70.



Pedestrian scale lighting and landmark lighting at Ford Point.

4.0 WINEHAVEN HISTORIC DISTRICT

4.12 SIGNAGE

Within the historic district and its historic buildings, the range of new exterior signage may include:

- Site informational, directional, way-finding and interpretation
- Parking & Accessibility
- Historical & Cultural Interpretation
- Emergency information and fire equipment identification
- Individual building identification and numbering
- Occupant and tenant identification

Within Winehaven Village:

- Selectively retain existing signage (for example, “air raid shelter” and “no smoking” signs) related to previous uses. *(Note: no identified signage remains from the historic Winehaven period)*
- Design signage to be compatible with the historic industrial and residential era of the District, including style, scale, and material.
- To the maximum extent feasible, keep new exterior signage detached from historic surfaces and materials (i.e. pole-mounted signs or signs mounted to non-historic walls and elements), and/or be fully removable and reversible without permanently altering historic materials (for example, signs mounted on painted wood and painted stucco).
- To the maximum extent feasible, avoid mounting new signage directly to

exterior brick masonry (signage may be mounted at masonry joints).

- All required sign anchors and fixtures shall be designed to minimize impacts on historic structure to the greatest extent feasible.
- New signage similar to missing historic signage may be proposed if based on substantial documentary and/or physical evidence.
- Develop an integrated Winehaven Historic District sign program including standards for appearance, location, materials, lighting, and review process.
- Provide gateway signage at the intersection of Stenmark and Point Road to mark the entrance to the Historic District. Consider further enhancement of this area through the provision of interpretive signage, street furniture, or special lighting.
- Provide interpretive signage at the location of the historic Winehaven Pier. Such signage shall explain and illustrate the salient features of the Pier.

Note: See also the City of Richmond signage regulations in sections 4.04 and 15.06 of the Zoning Ordinance of the Richmond Municipal Code.



Original Winehaven signage.

4.0 WINEHAVEN HISTORIC DISTRICT



Retained historic signage.



Tenant identification and numbering signage.



Numbering signage.



New signage can be inspired by existing sign formats, such as these stenciled signs in Winehaven.



Site informational signage with historic building signage.

4.0 WINEHAVEN HISTORIC DISTRICT

REFERENCE: HISTORIC BUILDINGS

These are the existing historic buildings within the historic district.

Existing Historic Structures		
Building	Area	Description
	Square feet	
1	198,865	Wine cellar
6	116,196	Administration, wine cellar
10	18,864	Lab, loading, storage
33-54, 56-59	25,220	Cottages
60	2,097	Winemaster's House
13	5,067	Powerhouse
17	2,016	Maintenance
31-32	1,992	Cottages
63	4,236	Fire station
Total Existing	374,553	

All numbers are approximate and subject to field verification.

SUPPLEMENTAL GUIDELINES

While Section 4 of this Guidelines document comprises the Historic Conservation Plan, all improvements and development in the Winehaven Historic District must also adhere to the following guidelines:

- Signage: Sections 5.1.2; 5.3.6; 5.5
- Landscape: Section 5.1.3
- Streets: Section 2.8.1

In the event there is a conflict between sections of the Guidelines, within the Winehaven District Section 4 shall govern.

IMAGE CREDITS

Aerial photos: - Images © Google Earth

Historic District photos: SOM

4.0 WINEHAVEN HISTORIC DISTRICT

FURTHER INFORMATION

Please refer to the document appendix for the following additional information:

1. National Register Nomination, for character-defining features and general information on the history of the District.
2. Historic Resource Structural Assessments and Recommendations.
3. Historic Resource Evaluations.
4. Secretary of the Interior's Standards for Rehabilitation.
5. Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings.
6. Section 15.04.303.120 of the Richmond Municipal Code
7. National Register of Historic Places Addendum
8. Historic Building Reference Plan



5.0 LANDSCAPE GUIDELINES

5.0 LANDSCAPE GUIDELINES

The plan for Point Molate will maximize the existing open space character of the site, restore and enhance disturbed areas, and create extensive shoreline access for the public and future residents. Existing and new open space resources will be connected with parks and trails allowing the public and residents to access the waterfront, neighborhood centers, Winehaven Historic District, and new recreational resources. New landscape will frame neighborhoods, streets and plazas and create inviting outdoor spaces.

5.1 GUIDING VISION

The guiding landscape vision for Point Molate builds upon the natural beauty of the site and creates distinctive East Bay landscape experiences and recreational opportunities for Richmond residents and visitors. The vision is based on the following guiding principles:

- The natural beauty of the setting should be preserved and enhanced, so that the landscape setting is integral to the Point Molate framework.
- Respect for nature and natural systems is a core value of the community, resulting in sensitive development balanced with care for the environment.
- Introduced site elements and landscapes are thoughtful designs that will complement the natural setting and preserve the existing character of the site.

- Landscape designs, while individualistic should emphasize use of native plant materials to reinforce a sense of place.
- Landscapes beyond the core built areas should transition to an informal natural character in order to blend with the surroundings.

In the following sections, the ideas described are intended to provide a sense of the proposed landscapes and open areas. The intent is to use this document as a reference guiding specific landscape improvements to the site.

The City of Richmond has been committed to increasing green spaces and creating sustainable landscapes. The landscape concept for Point Molate follows City policy and guidelines put forth in the Richmond General Plan 2030 and the more recent Urban Greening Master Plan (2017). More detailed landscape concepts and design shall follow the City's Tree Ordinance (Richmond Municipal Code (RMC) Chapter 10.03), Water-Efficient Landscape Code (RMC 15.04.613), and other requirements of the RMC including tree removal and landscape planting.

5.0 LANDSCAPE GUIDELINES



5.0 LANDSCAPE GUIDELINES

5.1.1 Landscape Zones (Zone Ecologies and Planting Design)

While design guidelines established here create a cohesive vision for the Point Molate, identifying specific landscape zones define strategic approaches for the distinct subcategories of the Point Molate landscape. These include:

Zone 1 - Shoreline Open Space: Following the Bay front from the South Cove, around the Point, to the North Cove, this zone is sensitive to the Bay/ Beach ecology interface.

Zone 2 - Streetscapes: Street trees and planted verges soften the urban environment and provide shade, visual relief, and reduced glare. Native species are emphasized and included in chicanes, bioswales and other Best Management Practices (BMPs) to help mitigate stormwater runoff.

Zone 3 - Bayfront District: Focused around the Winehaven Historic District and extending south to the Point development, this zone embraces the industrial history of the site and works with key architectural elements to promote site identity and character. As a landscape zone this area maintains historic ornamental palm plantings and improves ruderal landscapes by selectively removing opportunistic invasives and replacing them with appropriate native plant communities. Refer to Section 4.0 for further information regarding open space within the Winehaven Historic District.

Zone 4 - Neighborhoods, Pocket Parks, and Paseos: Neighborhood communities include residential lots, pocket parks, verges, sloped planting and paseos that are used to connect the community to larger parks and trail networks. Plantings in this zone will be a visible extension of the public realm and thus should be predominantly native and blended with adjacent open space landscape, skewing more residential and tailored adjacent to living spaces before transitioning to a more natural approach at the fringes of development, blending development to the site.

Zone 5 - Hillside Conservation and Open Space: The predominant landscape of the site conserves existing landscape resources and provides for restored native landscape.

Zone 6 - Wooded Hillside: The predominant landscape in the hills above the Winehaven Historic District is defined as Eucalyptus Woodland. See also Section 5.7 Invasive Species Management.

5.0 LANDSCAPE GUIDELINES



Landscape Zones

5.0 LANDSCAPE GUIDELINES

5.1.2 Open Space Typologies (Design Aesthetic and Character of Place)

Within each Landscape Zone open space typologies help to create unique experiences throughout Point Molate.

Zone 1 - Shoreline Open Space: Along this zone transitions in typologies respond to adjacent programming and infrastructure. At the South Cove this design typology responds to existing park planting and infrastructure to maintain and enhance a regional park with clear points of connection to the adjacent neighborhoods and trail connections on the east side of Stenmark Drive. At the Point, the Shoreline Open Space opens to take advantage of the views south, west, and north. Site design typologies become more organized addressing the potential park program, adjacent mixed-use development, and opportunities for water access. At the North Cove the Shoreline Open Space typology mixes sensitive beach and marsh ecology management with open space used as flexible outdoor programming for repurposed historic buildings. Programs should include:

- Flexible open space and performance space
- Bay Trail and connecting multi-use trails
- Playgrounds with natural play features
- Dog parks or dog runs
- Picnic areas and seating

Zone 2 - Streetscapes: While the basic design principles of native planting and BMPs apply to all Point Molate streetscapes, specific practices, plantings, and spacings vary by street helping to create a level of unique identity between neighborhoods.

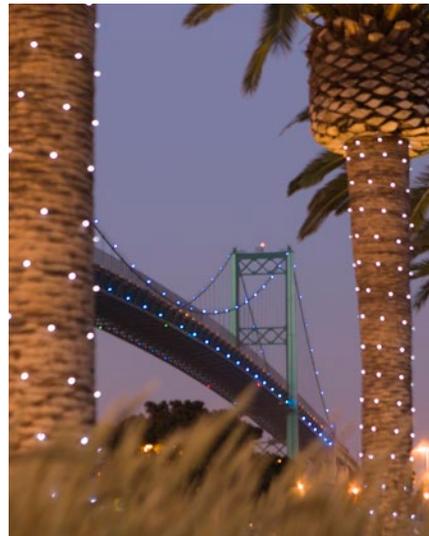
Zone 3 - Bayfront District: Responding to the industrial aesthetic of the repurposed buildings in this area, open space typologies carry modern and industrial undertones. Brick, concrete, dark metals, and weathered wood finishes work with softscape planting to define a unique character and a strong connection to the remaining elements of the site's early 19th century past. Refer to Section 4.0 for further information regarding open space within Winehaven Village.



5.0 LANDSCAPE GUIDELINES

Zone 4 - Neighborhood & Compact Parks and Paseos: Smaller parks with a variety of active and passive programs are used to organize neighborhood open space and connect residents to larger open space and trail networks. These spaces are of a human scale and reflect the geometries and materiality of the adjacent architectural character. Programs should include:

- Playgrounds with natural play features
- Vegetable and herb gardens
- Sensory gardens with emphasis on color, scent, acoustics
- Rain Gardens



Zone 5 - Hillside Conservation and Open Space and Zone 6 - Wooded Hillside: Restored transition areas will include native species for erosion control and water quality. Rustic hiking and interpretive trails will highlight Native American use of plants for food and medicine with informational signage to be included. Programs should include:

- A managed trail network
- Seating / resting opportunities at key vistas
- Trailhead and on-trail signage
- Interpretive signage highlighting native plants and their use by indigenous groups.



5.0 LANDSCAPE GUIDELINES

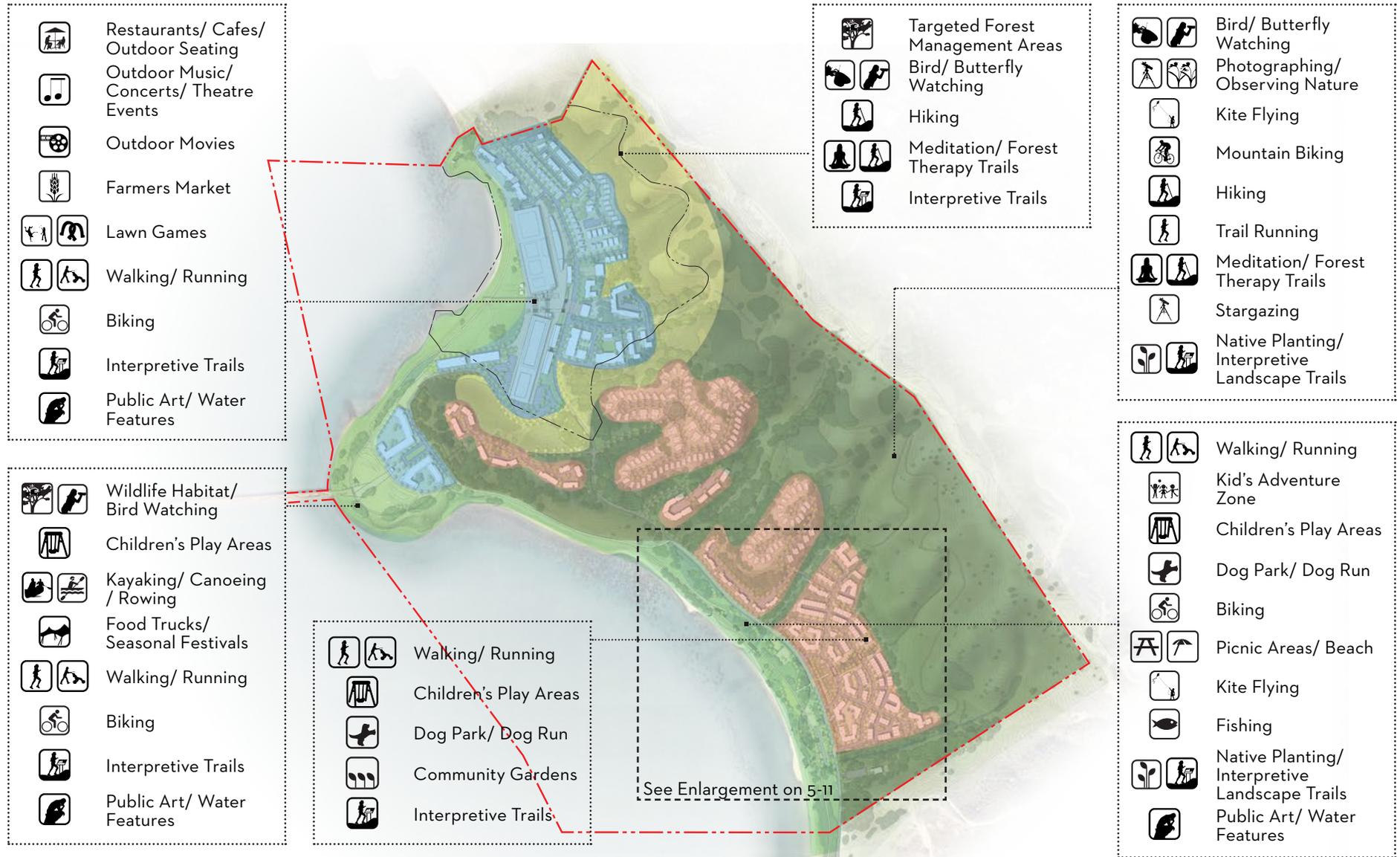
5.1.3 Open Space Programming

Open space programming capitalizes on the characteristics of each landscape zone while addressing community open space needs both at Point Molate and regionally within the greater Richmond area. Some programs such as picnic enclaves, dog runs, and hiking trails are unique to specific landscape zones while others, such as walking and biking, connect throughout Point Molate. Program goals should be guided by community needs and the Richmond General Plan 2030 - Section 10: Parks and Recreation which seeks to provide a balanced offering of both active and passive open space programs.

A balance of active and passive open space program provides key amenities that respond to site locations without being in direct conflict with one another, as a festival might negatively impact bird watching. Conversely, symbiotic programming can cross promote attributes of adjacent uses, such as native planting providing habitat for birds and butterflies, which in turn pollinate and spread the seeds of native plant material. Open space and conservation areas should focus more on these light-touch program approaches while more developed areas allow for food trucks, community festivals, and other more intensive activities.



5.0 LANDSCAPE GUIDELINES



Open Space Programming

5.0 LANDSCAPE GUIDELINES

5.1.4 Point Molate Beach Park

The Point Molate Beach Park is an example of how, through enhancements to it and the surrounding site, an existing community asset is preserved for the public, improved, and integrated into the surrounding community. Possible programming includes additional parking and bus access, enhanced facilities such as restrooms and picnic areas, playgrounds, tot lots, dog runs, and trail access, including to a new section of the Bay Trail traveling north/ south parallel to the Bay. East/ west connections link the park with adjacent neighborhoods and allow for park visitors to access the paseos and upland trails of the greater site.

There is also an area recommended for a community garden that, with the right partnership, could become a fresh market or community supported agriculture (CSA) style operation.



5.0 LANDSCAPE GUIDELINES

1	The Bay Trail
2	Parking (± 50 stalls w/ bus parking and turnaround)
3	Sand Beach
4	Lawn Area
5	Playground
6	Pedestrian Paths
7	Picnic Area (under existing trees)
8	Wetland Mitigation (existing)
9	Riparian Areas/ Drainage Courses
10	Natural Planting
11	Dog Run
12	Stenmark Promenade
13	Community Gardens/ Hiking Trail Head
14	Promenade Paseo
15	Tot Lot
16	Point Molate Trail Head Parking (± 30 stalls)
17	Restrooms



Shoreline Open Space Enlargement at Point Molate Beach Park

5.0 LANDSCAPE GUIDELINES

5.2 PLANTING DESIGN

The current 271-acre site ranges in elevation from sea level to over 400 feet. The site is generally south and southwest facing with significant views over north San Francisco Bay. On the southern portion of the site upland areas contain a mix of annual grasslands and coastal and invasive shrubs. The northern site uplands are predominately introduced Eucalyptus Woodland ringed by invasive shrubs. The existing Point Molate Beach Park has a mix of ornamental and invasive landscape plantings. The Winehaven Historic District is mostly hardscape with an area of non-native grasslands adjacent to the shoreline. Many of the site drainages have water courses with limited mixed riparian areas.

Special Status plants that occur on the site such as the Suisun Marsh Aster (*Symphotrichum lentum*) will remain in conserved areas. Other parts of the site have large areas under pavement which were added during the Navy's tenure during and after WWII. A small area of wetland mitigation planting occurs adjacent to the shoreline just north of Point Molate Beach Park. The Point Molate Red Fescue (*Festuca rubra* 'Pt. Molate'), originally found on or near the site, is a common native bunch grass used throughout Northern California as a native groundcover in ornamental settings.

Plant material selection for specific Landscape Zones found in the Appendix are for preliminary reference only and are not representative of final, absolute, or pre-approved plant material selections. These preliminary selections are based on the following principles:



Suisun Marsh Aster and Point Molate Red Fescue.

5.0 LANDSCAPE GUIDELINES

- The use of the Sunset Western Climate Zone System which takes into account temperature, humidity, elevation, terrain, latitude, and varying degrees of continental and marine influence on local climate;
- Adaptation to local soil and geologic conditions;
- Emphasis on water conserving plants, tree, shrub and ground cover species, especially local native plants;
- Recognition of the horticultural attributes of plants to minimize damage to property or infrastructure (e.g., buildings, sidewalks, power lines) and to allow for adequate soil volume for healthy root growth.

For further planting requirements refer to the City of Richmond Street Trees Guidelines and RMC 15.04.613 Water-Efficient Landscaping.

5.2.1 Culturally Historic Vegetation

Local Native American groups have identified the presence of specific medicinal plants traditionally planted in areas frequented by Native peoples. These planting include, *Dichelostemma multiflorum*, *Dichondra donnelliana*, *Elymus glaucus* spp. *Jepsonii*, and *Grindelia stricta* var. *platyphylla*. These plant communities should be protected, expanded upon if possible, and acknowledged by interpretive signage.

5.2.2 Irrigation

Irrigation systems should be used strategically and limited to key value areas within Landscape Zones 1-4 to help establish and maintain key plant



A sample plant palette material board highlighting varied color, size and texture used to create multi-sensory experiences specific to planting zones.

5.0 LANDSCAPE GUIDELINES

communities including limited lawn areas, focal trees and shrubs, and entry/gateway plantings. Temporary irrigation may be appropriate in Landscape Zones 5 and 6 to establish remediation plantings in disturbed areas though once established, irrigation shall be removed or disabled. Plant material should be grouped by water requirements to ensure a successful irrigation strategy. Irrigation objectives include:

- Minimize the amount of irrigation by using native plants and those well suited to the local climate. Reference water conservation guidelines consistent with the Water Use Classification of Landscape Species (WUCOLS) project plant list developed by the State of California Department of Water Resources and the University of California.
- Limit irrigation infrastructure and use high efficiency systems such as drip irrigation systems with rain/moisture sensors and check valves to prevent backflow into the water system.

For further irrigation requirements refer to RMC 15.04.613 - Water Efficient Landscaping.

5.2.3 Site Grading and Earthwork

The objective of establishing design standards for grading at Point Molate is to preserve the hills, ridges and natural features of the site while maintaining a harmonious visual and functional relationship between existing and potential future site features. Grading and drainage improvements are to thoughtfully

consider existing conditions, protect water quality, and promote the continued use of natural drainage systems and should:

- Protect and preserve site archaeology identified by the City of Richmond.
- Protect and preserve to the extent possible wetlands and natural areas, protecting and retaining as many existing trees and vegetated areas as practicable.
- Extent of grading and site disturbance is to be limited to those areas immediately adjacent to approved improvements. Balancing cut and fill quantities on-site is encouraged, where feasible.
- Slopes are generally not to exceed 2 horizontal to 1 vertical. Cut and fill slopes are to be blended into the surrounding environment and revegetated with planting appropriate to the site. Slopes that are too steep to be revegetated are prohibited.
- Use cuts, fills, and retaining walls to create smooth transitions at the top and bottom of slopes that appear as extensions of the natural landform.
- Grading designs are to utilize natural and/or curvilinear shapes blending building pads and roadways into the landscape, rather than straight and angular solutions. Cut and fill slopes are to be revegetated.
- Runoff during construction is to be controlled with silt fencing and other similar BMPs, as required by a Stormwater Pollution Protection Plan (SWPPP) or the applicable general municipal stormwater permit.

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- Retaining walls may be used where necessary to preserve unique site attributes such as existing trees. Walls may also be designed as extensions of the architecture. Multiple walls with planting areas between walls are encouraged.

For further grading recommendations and requirements refer to RMC 12.44.060 - Design Standards and Grading Regulations.

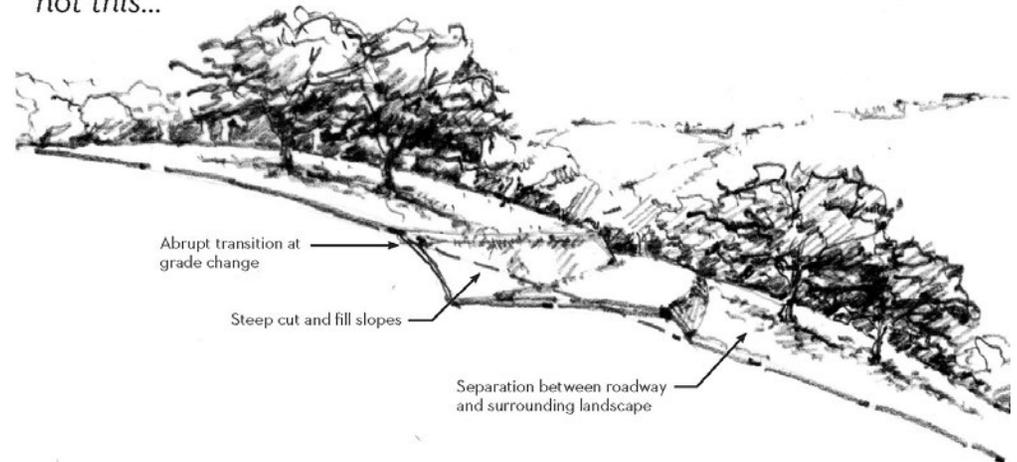
5.2.4 Wildfire Planting

Point Molate falls within the jurisdiction of the Richmond Fire Department. Fuel zones and appropriate planting should be considered when planting to limit potential wildfire damage.

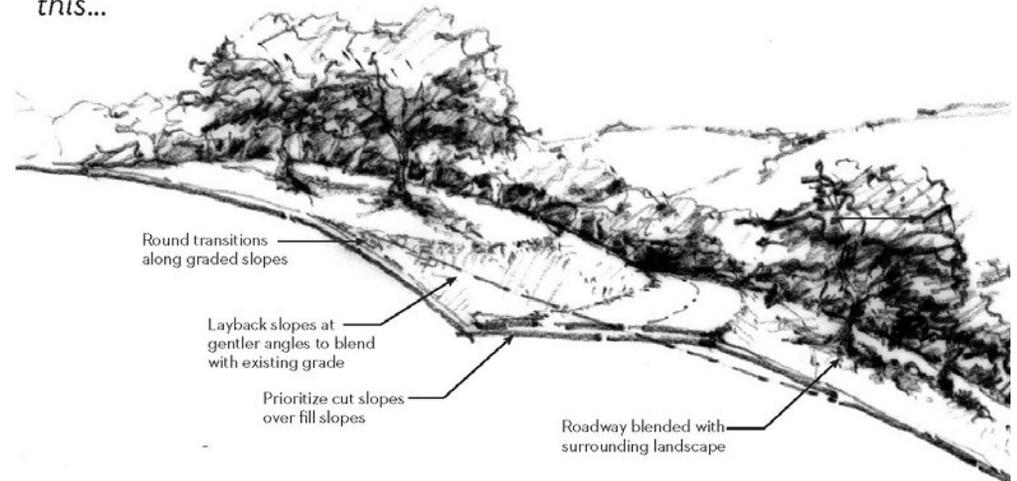
5.2.5 Transitional Landscape Guidelines

Transitional landscape areas consist of the areas located between the buildings or private Open Space and public Open Space and should complement surrounding landscapes to provide a unified setting, be compatible to surrounding ecology, and appear blended, natural, and seamless. Landscapes should generally transition to an informal natural character moving away from core built areas in order to blend with the surroundings. The specific landscape designs of transition areas should reflect site conditions and the adjacent landscape.

not this...



this...



5.0 LANDSCAPE GUIDELINES

5.3 PATH AND TRAIL NETWORK

The objective of the proposed pathway and trail network is to connect Point Molate to the larger Bay area recreational system, aligning with the City of Richmond goals, while also connecting the various neighborhoods, parks, and commercial programs within the site. This is achieved through a series of unique pathway and trail conditions catering to users with different experience levels. Key network typologies within the site include:

- The Bay Trail and Multi-Use Paths (Class I Bicycle Path)
- Bicycle Paths (Class III)
- Neighborhood sidewalks and promenades
- Interior trails and paseos
- Hiking trails

5.3.1 The Bay Trail

The Bay Trail is a 500-mile walking and cycling path around the San Francisco Bay. Within the Point Molate community the trail acts as the backbone to the pedestrian network connecting other multi-use trails and neighborhood connectors. The path parallels the bay and in places follows old railway corridors. Built for rail, these corridors offer relatively flat topography and established drainage patterns helping to lessen design impacts to the site. Bay Trail design guidelines are further discussed in Section 5.3.7.

5.3.2 Bicycle Paths

To connect bicycle infrastructure through topographically constrained portions of the site Class III bicycle paths are utilized. These sharrow and super sharrow systems promote bicycle connections with limited widening of roadway infrastructure while decreasing cut/fill requirements and impervious surfacing.



5.3.3 Neighborhood Sidewalks and Promenades

Within neighborhoods sidewalks provide opportunities for residents to walk through their communities, promoting neighborly interactions and creating pedestrian connections throughout Point Molate and into a network of neighborhood pocket parks. In the Promenade along Stenmark Drive and in Winehaven Village there are wider pedestrian paths with multiple activity nodes (e.g. seating areas, sculpture, small water features) to encourage walkability.

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Path and Trail Network

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5.3.4 Interior Trails and Paseos

Interior trails and paseos use green passages to connect neighborhoods with the Shoreline Open Space Landscape Zones and greater regional trail network. These passageways promote a walkable development and help to integrate neighborhoods with mixed-use programming.

5.3.5 Hiking and Mountain Biking Trails

Within Landscape Zones 5 and 6 a series of Hiking Trails offer the opportunity for the adventurous to explore the more natural areas of Point Molate. These trails utilize existing path networks with enhanced trailhead signage, wayfinding, and interpretive interventions highlighting the natural assets of the site as well as Native American plants historically used for food and medicine. Natural stone or rustic seats provide users areas to rest as these trails can be more strenuous. These trail networks can become destination trailheads, expanding the region's larger trail amenity infrastructure.

For further pathway and trail network recommendations and requirements refer to RMC 15.04.710.060 - Paths.

5.3.6 Interpretive Signage Opportunities

Interpretive signage should be used to highlight the cultural and natural history of the site, engaging visitors and creating a strong sense of place. Design and construction should be appropriate to the zone the sign is located within.



Trail signage indicates distances and provides interpretive information to trail users while boardwalks and slope stabilization design help protect more sensitive areas from overuse.

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TRAIL TYPE MATRIX											
Path or Trail Type	Design Considerations		User Type								Comments
	Surface	Width	Hiker	Walker	Runner	Dog Walker	ADA Accessible	Mountain Biker	Road Biker	Maintenance Vehicle	
Bay Trail 	Asphalt / compacted gravel	12' wide trail with 3' shoulders creating a 18' wide obstruction clearance	□	■	■	■	■	□	□	□	Trail design, construction, signage, and amenities to follow the San Francisco Bay Trail Design Guidelines and Toolkit.
Bicycle Paths 	Asphalt						■		■		Class III Bicycle Paths including sharrow and super sharrow delineations.
Promenades 	Concrete / compacted gravel / specialty hardscape pavers	6' -10' for pathways with larger seating and site feature nodes	■	■	■	■	■			□	Promenades should be designed to include site feature nodes (seating plazas with shade trees and structures, art installations, water features, urban gardens, etc.) creating interim points of interest between key destinations.
Neighborhood Sidewalks 	Concrete / compacted gravel	5'-0" min.	□	■	■	■	■				Sidewalk design and construction shall conform to the City's Standard Plans.
Pedestrian Paths and Paseos 	Concrete / specialty hardscape pavers	5'-0" min.	□	■	□	■	□			□	
Hiking and Mountain Biking Trails 	Compacted soil / Soil cement / Fine gravel on soil cement/ Stone stairs / timber tread stairs	18-36" if single use, 4'-0" if multi-use	■	■	■	□	□	■			Provide landings for passing every approximately every 1000 feet, minimum landing size 5'x 5'. Add width & banking (super elevation) at turns for safety; harden surface with compacted soil / gravel at the banks to prevent erosion. Include interpretive signage and rustic trail-side seating opportunities at key view and site moments.
Interpretive Signage Opportunity 	Wood/ Metal/ Concrete/ Graffiti-resistant High-Pressure Laminate		■	■	□		■	□			Displays shall be ADA accessible and relevant to their contextual setting.

■ Intensive Use □ Limited Use

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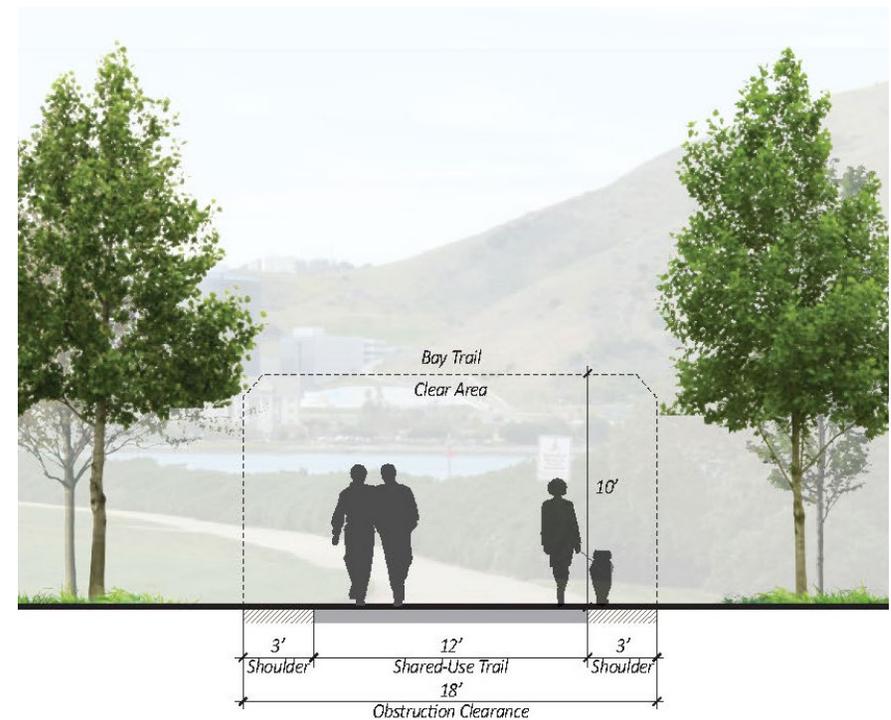
5.3.7 Bay Trail Design Guidelines

The San Francisco Bay Trail is a planned 500-mile green transportation and recreation route encompassing one of the largest estuaries in North America. As a multi-modal green transportation and recreation route for walking and cycling, the trail parallels much of the Bay shore and provides access for fishing, picnicking, windsurfing, boating, nature education, and other waterfront activities.

The 2016 San Francisco Bay Trail Design Guidelines and Toolkit provides guidance regarding trail locations, dimensions, materiality, and amenities and should be referenced throughout the design and construction of the Point Molate section of trail. Along with nuanced design information the toolkit defines seven guiding principles to consider for any segment of trail:

- User Experience and Safety
- Community and Connectivity
- Universal Access
- Proximity to the Bay
- Expected Levels of Use
- Compatibility with Wildlife
- Sea Level Rise

Where feasible the trail shall adhere to the typical profile as detailed in the Bay Trail Design Guidelines. This consists of a 12' wide shared-use trail with 3' wide shoulders on either side creating a total clear width of 18'. This allows for comfortable two-way walking traffic with room for cyclist to pass or people to manoeuver around each other comfortably.



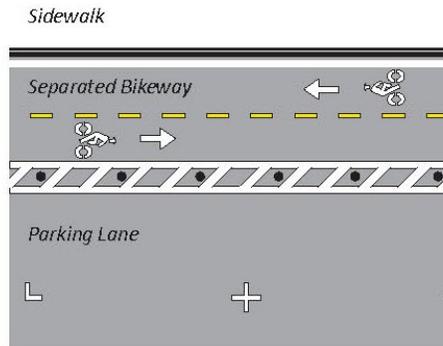
Standard Bay Trail section. Source: Figure 5-1 of the Bay Trail Design Toolkit.

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Depending upon how other factors impact the seven guiding principles modifications to the standard trail profile may be required to maintain trail connectivity both throughout Point Molate and to the larger Bay Trail network.

Portions of the roadway with limited right-of-way requirements, such as those compressed by topographic conditions, sensitive ecology, or essential infrastructure, may be designed for with modified shoulder conditions. At times, these shall include a physical barrier paralleling the trail and any adjacent roadway. These could be a series of bollards, railings, or raised planting medians separating trail users from adjacencies.

Additional components of the trail such as vertical clearances, recommended grades, drainage, signage, bike parking and landscaping are all referenced in the Design Guidelines Toolkit and should be followed when designing and implementing the Bay Trail throughout Point Molate.



Bay Trail in limited ROW conditions. Source: Figure 5-7 and 5-8 of the Bay Trail Design Toolkit.

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5.3.8 Public Parking at Beach and Trailhead Access

Community access to public open space, parks, trails and site amenities is paramount. While public transportation and alternative means of transportation such as bicycles (via the Bay Trail) are fundamental parts of the access equation, many visitors will still be arriving by car. As such, parking areas will be necessary and are planned for at major park and trailhead destinations.

These parking areas should serve multiple purposes, beyond simply parking a car. They should be promoted as opportunities to implement low impact development (LID) techniques and should act as part of the overall stormwater control measures including, as feasible, native, wet-tolerant shade trees and mixed plantings with informal plantings from the surrounding landscape character.

Safety and lighting are also to be considered. While adhering to dark-sky guidelines full cut-off fixture may be used minimally, as required, to provide a level of lighting required to keep areas safe when dark. Beyond that additional lighting is discouraged.

Shade and overall visual relief to larger parking areas should be accomplished by densely planted buffers running continuously along the parking perimeter. This can help aesthetically integrate parking with overall landscape design. Topography and landform berms can also be used to create the desired screening, in conjunction with required planting. Inside of the parking areas, planted islands should be employed to subdivide larger interior expanses of parking into more human scaled 'parking rooms'.



Continuous informal planting can be used to both screen parking and provide shade to parking areas, reducing heat island effect.

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Public Trailheads and Parking

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5.4 WALLS, FENCES, & GATES

Residential walls, fences, and gates should complement building architecture and be connected to or integrated with architecture structure where possible. On residential lots, fences are limited to 4' height in front yards and 6' in side and rear yards. Fences over 6' height require building permits.

All residential fences require Zoning Conformance approval by the Zoning Administrator per RMC 15.04.601.060 - *Fences and Walls*.

The following wall, fence and gate materials are allowed in residential areas:

- Brick
- Wood
- Metal
- Masonry or other permanent materials designed for permanence.

The following materials are **not** allowed within residential areas:

- Chain link
- Unfinished plywood or similar unfinished materials
- Woven wire mesh/ chicken wire,
- Barbed or razor wire.

All wood fences and gates shall be painted or stained unless constructed of the heartwood of a decay-resistant species such as redwood or cedar. Gates



Examples of allowed gates, walls, and fences.

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shall be of a similar material to adjacent walls or fences, conform with *RMC 15.04.601.060 - Fences and Walls*.

Walls, fences, and gates within view of public realm associated with mixed use, commercial, or public spaces shall be used along with planting and building architecture to screen utilities, service areas, and back of house programming. Screening should be view-obscuring unless compromising public safety and should be of a material, scale, and color that are compatible with the adjacent architecture.

The following materials are **not** allowed within view of the public realm:

- Chain link
- Unfinished plywood or similar unfinished materials
- Woven wire mesh/ chicken wire,
- Barbed or razor wire.

5.4.1 Retaining Walls

Retaining walls may be needed due to the sloping topography of the site. They shall be designed to read as smooth continuous lines that conform to the topography. The tops of walls may either slope or step with the topography as required. Any retaining walls exceeding 4' height as measured from the bottom of the footing to the top of the wall require City approval per *RMC 6.02.150 - Permits*.

Terraced retaining structures may be utilized if separated by a minimum of 3' and landscaping. Overall combined height of walls shall not exceed 8' unless a greater height is approved by the Planning Commission.

Retaining walls should use stone or earth-colored materials to blend with the landscape or materials that compliment the building architecture. The use of vines, trailing evergreen groundcovers, and shrub massings are encouraged to soften walls.



Earth colored materials in combination with vines or other trailing vegetation help to soften retaining walls and blend with landscape.

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5.5 SIGNAGE AND LIGHTING

The commercial signage and lighting within Point Molate will add another level of richness, texture, and interest to the street scape and pedestrian experience. Refer to Section 4.0 for guidance on signage and lighting within the Winehaven Historic District.

5.5.1 Signage

The main objective of signage is to display wayfinding and key destinations in ways that reinforce the community as a vibrant and dynamic place to visit, shop, and live. All signage within Point Molate shall be in accordance with the RMC and should represent an extension or reflection of the business, its services and offerings. Like the architecture, signage should be informed by the district in which it is located and site specific to the business's context within the district.

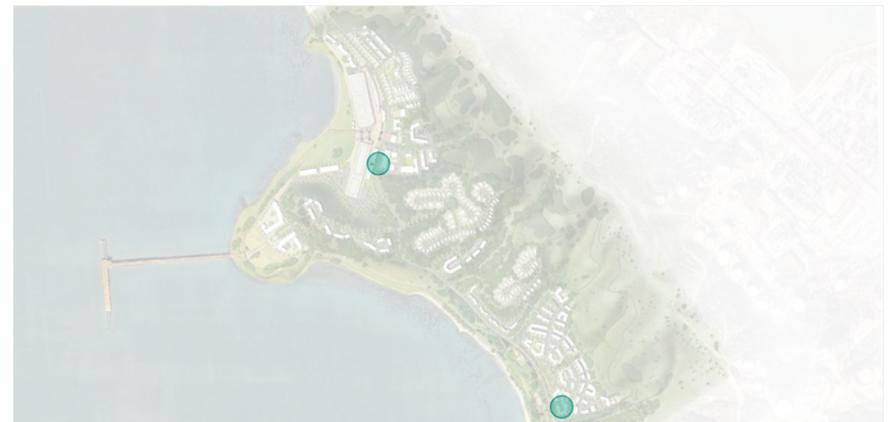
Commercial signage is to clearly perform three functions: to IDENTIFY the businesses, services and entertainment experiences; to INFORM guests of the spectrum of choices and offerings and to DIRECT guests to the various facilities and venues.

For further signage recommendations and requirements refer to RMC 15.04.609 - Signs.

5.5.2 Gateway Signs

Key entry nodes may be marked with gateway signage. This type of signage is can be comprised of elements at a monument-scale used to define a boundary, generally located at major entrances or corners of the property that are visually prominent, or at a secondary scale, used to define neighborhoods and smaller community thresholds. Gateway signage should:

- Be unique to the project, complimenting the architectural character of the development and designed in such a way as to add value;
- Be complimented with landforms, features, special paving, or landscaping as appropriate to enhance gateway signage and give prominence appropriate to the role of the gateway;
- Be lit using full-cutoff dark-sky compliant lighting as appropriate without showing visible raceways or other supporting hardware.



Recommended locations for primary Gateway Signs

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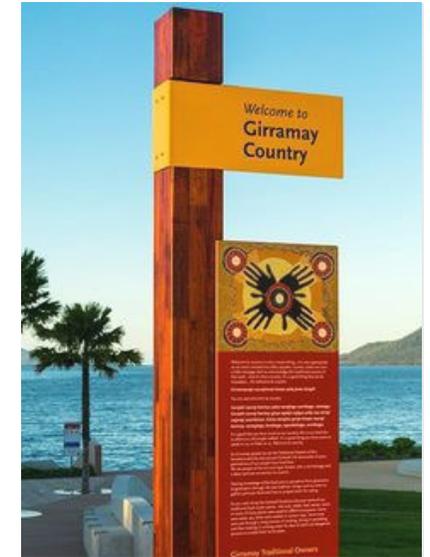
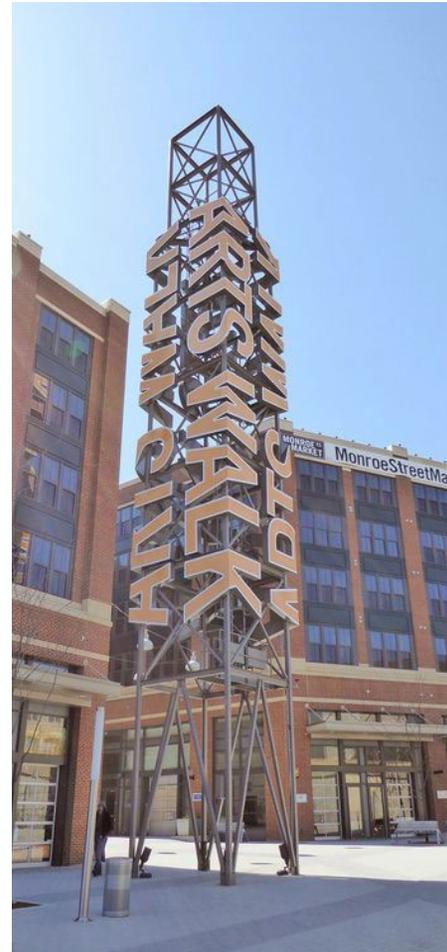
5.5.3 Wayfinding Signage

Wayfinding signage is a coordinated system of signs that provide visual identity, orientation, and information about a community. These systems can be used to visual announce neighborhoods, identify destinations, and guide people to them. Wayfinding signage should:

- Be oriented to provide guidance for people walking, biking, and driving;
- Be a complete system of wayfinding signage including gateway signs, historic district signs, directional, identification, and informational signs;
- Create a hierarchical typology within a visually cohesive family of signage design to reinforce character of place;
- Use a family of typefaces and icons that are ADA accessible, easy-to-read, easily recognizable, and easily understandable.

5.5.2 Appropriate Signage Types - Commercial/Mixed Uses:

- Monumental Gateway
- Wayfinding signage
- Building Address/Identification Sign including wall plaque, individual wall-mounted building numbers/letters, or inset/engraved
- Canopy Sign
- Wall Sign
- Awning Sign



Gateway and wayfinding signage examples bringing uniqueness and directional clarity to the public realm.

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- Blade/Projecting/Corner Sign
- Door/Window Sign
- Hanging Sign
- Ground Sign
- Temporary/Changeable/Moveable Signs
- Parking Access: Blade/Projecting/wall sign
- Signs projecting from the façade should maintain a minimum clear height above sidewalks of eight feet

5.5.4 Appropriate Signage Types - Residential Uses:

- Secondary Gateway
- Wayfinding signage
- Building Address/Identification Sign including wall plaque, individual wall-mounted building numbers/letters, or inset/engraved
- Canopy Sign
- Wall Sign
- Awning Sign

- Door/Window Sign
- Hanging Sign
- Signs projecting from the façade should maintain a minimum clear height above sidewalks of eight feet



Monumental Gateway Sign

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Awning Sign



Blade Sign



Door/Window Sign



Corner Sign



Ground Sign



Temporary / Changeable / Moveable Sign



Hanging Sign

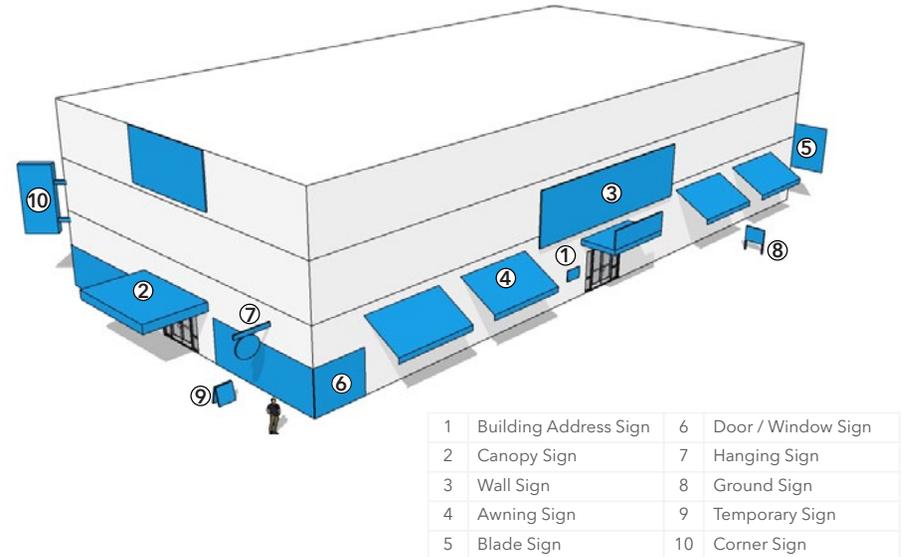
5.0 LANDSCAPE GUIDELINES

5.5.5 Materials, Color and General Fabrication Considerations:

- Materials and colors should complement the architecture of the building, the setting, and the intended use. Materials should be durable, environmentally responsible, and high-quality and express a high level of craftsmanship in fabrication and should enrich the fabric of the overall community. Signs should be scaled to be compatible with the size and design of the building.
- Signs should be limited to a maximum of three colors unless the use of corporate color schemes or logos dictate the use of more than three colors. For legibility, there should be high contrast between lettering and background colors. Signs should be clearly legible for universal accessibility meeting or exceeding ADA standards for type size, type style, color contrast, messaging, and heights.
- Typefaces should be easy to read, messages should be brief.

Preferred materials include:

- Metal (natural/polished/brushed/weathered/painted)
- Painted or stained wood
- Cast stone/concrete (textured/painted)
- Glass (tinted, etched, frosted, sandblasted, internal lighting) and in combination with other materials where appropriate
- Porcelain enamel on steel with glazed finish
- Fabric (awning)



- Individual letter or number forms used as signage, fabricated, cast or cut-out metal letters are encouraged.
- Signage lighting may include external illumination, internal illumination should be limited to light sources that are not directly visible (backlit metal grills, perforated metal, colored glass, translucent resin panels). Individually internally lit letters may be considered and should utilize LED technology.
- Neon should be used in restraint and should not be permitted to flash. Signs should not have flashing lights or attention-getting devices. Signs should not include internally illuminated "light boxes" or internally illuminated fabric awnings.

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- Materials should not include vacuum-formed plastics or shiny acrylic finishes. Darkly tinted storefront windows are not appropriate. Signs should not have changeable plastic letters or changeable copy. Inflatable signs or objects are not appropriate.
- All raceways, conduits, transformers, junction boxes, etc. should be concealed from view.

5.5.6 Prohibited Commercial Sign Types

In order to maintain a high level of quality and character appropriate to Point Molate, the sign types and fabrication methods described below will not be permitted for any business or developments within its limits.

- Internally illuminated cabinet construction signs with exposed acrylic or stretched vinyl sheet faces without additional materiality or layering.
- Internally illuminated signs with vacuum formed plastic faces.
- Internally illuminated awnings.
- Signs with exposed raceways.
- Parked motor vehicles and/or trailers intentionally located so as to serve as a sign or advertising device.
- Signs with individual changeable plastic letters.
- Sign assemblies using explicitly inexpensive or low quality materials.

- Painted or printed window graphics that exceed more than fifteen (15) % of the Tenant's glazing area.
- Off-the-shelf portable signs that do not reflect the Tenant's services or the quality demanded of this resort.
- Inflatable signs or objects.
- Billboards.



⊘ Large area internally illuminated acrylic faces



⊘ Vacuum formed plastic faced sign cabinets



⊘ Internally illuminated awnings



⊘ Exposed electrical raceways



⊘ Signs with individual changeable plastic letters



⊘ Window graphics exceeding 15% of glazed area



⊘ Low quality off-the-shelf temporary portable signs



⊘ Inflatable signs or objects

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5.5.7 Lighting

Lighting contributes to the overall community aesthetic and provides security for building users and residents. A series of lighting sources and intensities are required to maximize the quality of the nighttime environment at Point Molate. This hierarchy shall respond to the relative building heights and architectural features. Dark Sky Standards will apply to the Neighborhoods to protect the dark nighttime sky. Minimal, unobtrusive site lighting is encouraged.

While the areas proposed for commercial and residential development within Point Molate do not fall within any of the predetermined City of Richmond Lighting Zones, the proposed commercial and residential uses would assume that the lighting would be governed by LZ2 and LZ3 Areas. These require full cutoff light fixtures if output is greater than 2,000 lumens. Fixture height limitations for multifamily or non-residential uses is 20 feet or 15 feet within 20 feet of a single family low or very low-density zoning district. Outside of the commercial and residential areas hillsides, parks, and open space areas would be within the LZ1 Area requiring low ambient light levels. The character of lighting throughout the site is shown in the adjacent diagram. The following standards and guidelines shall be observed.

- Building and area lighting should be designed to minimize unnecessary illumination of neighboring uses.
- Accent lighting may be used at special locations such as stairs, entry signage, and sculpture.

- Streets, alleys and access ways within the Village shall be illuminated using a controlled light distribution pattern. In residential areas and areas immediately adjacent to these areas, minimal, unobtrusive lighting is recommended.
- Energy-efficient lighting technology should be used to reduce energy use. The use of energy-efficient, long life LEDs with light color rendered as a warm white (not cool white) is encouraged.

A nighttime lighting plan shall be developed by the Applicant and approved by the City prior to ground breaking. The plan shall describe measures to avoid and/or minimize impacts to shorebirds and migratory birds as well as sensitive eelgrass habitat from nighttime lighting. The nighttime lighting plan shall consider Dark Sky Initiative measures in reducing the impacts of nighttime lighting. The lighting plan shall include, but not be limited to the following provisions:

- Outdoor lighting known to attract shorebirds and migratory birds (e.g., searchlight advertising lighting, up lighting on signs, spotlights, floodlights, etc.) shall be prohibited.
- No up-lighting shall be allowed.
- Nighttime lighting or spillage of light onto beach strand and Bay waters shall be prohibited.

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Lighting Zones Attributes

Zone 1A: Passive Shoreline Park

Dark Sky Principles, Path and Security Lighting at Key Areas

Zone 1B: Active Shoreline Park

Pedestrian, Path and Security Lighting

Zone 2A: Stenmark Drive

Vehicular, Safety and Pedestrian Lighting

Zone 2B: Urban Connectors

Vehicular (Intersection) and Pedestrian Lighting

Zone 2C: Neighborhood Streets

Vehicular (Intersection) Lighting

Zone 3: Bayfront Districts

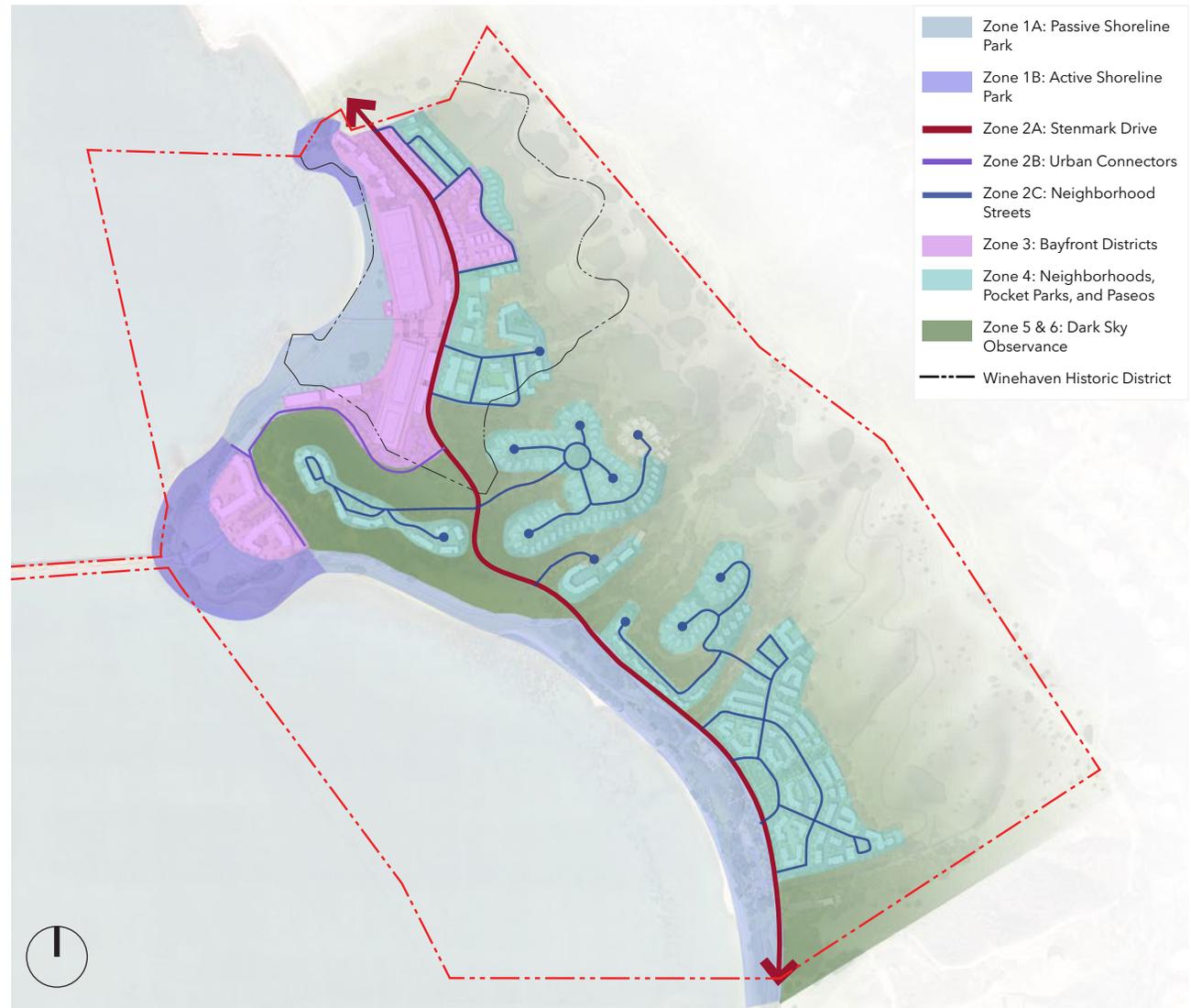
Pedestrian and Security Lighting, Seasonal Display, Feature Lighting

Zone 4: Neighborhoods, Pocket Parks, and Paseos

Security Lighting

Zone 5 & 6: Dark Sky Observance

Dark Sky Principles, Security Lighting at Key Areas



General Lighting Zones

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- All lighting fixtures associated with development shall be shielded, provide maximum efficiency, and reduce spill over through cut-off mechanisms (i.e., light that spills beyond the intended areas to be lit, but that is not projected directly upward).
- Lighting shall be deliberately directed downward and away from marshes and beaches, and optimize daylight by turning off when daylight provides sufficient illumination for vision and safety.
- Motion-sensitive lighting, lower intensity lights, and appropriately programmed timed lights shall be used to the maximum extent feasible.
- All outdoor lights other than those required for safety or security shall be off from the hours of 11 p.m. to 7 a.m. Lighting required for safety and security, such as pathway illumination and parking lot lighting, shall be designed to reduce light spillage and shall be of the minimum intensity to serve the purpose of illumination.
- Nighttime security lights shall be full cut off lights. Illumination shall be kept as low as possible while still providing the required security and safety illumination.
- All lighting shall comply with the RMC Article 15.04.604 as applicable.



A hierarchy of lighting fixtures within the same style family can create unity while helping to promote the uniqueness of a site.

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Full-cutoff fixtures and indirect down lights can achieve lighting safety goals without polluting night skies.



Festival or string lighting can activate urban plazas expanding food and beverage opportunities.

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5.6 DRAINAGE AND STORMWATER MANAGEMENT

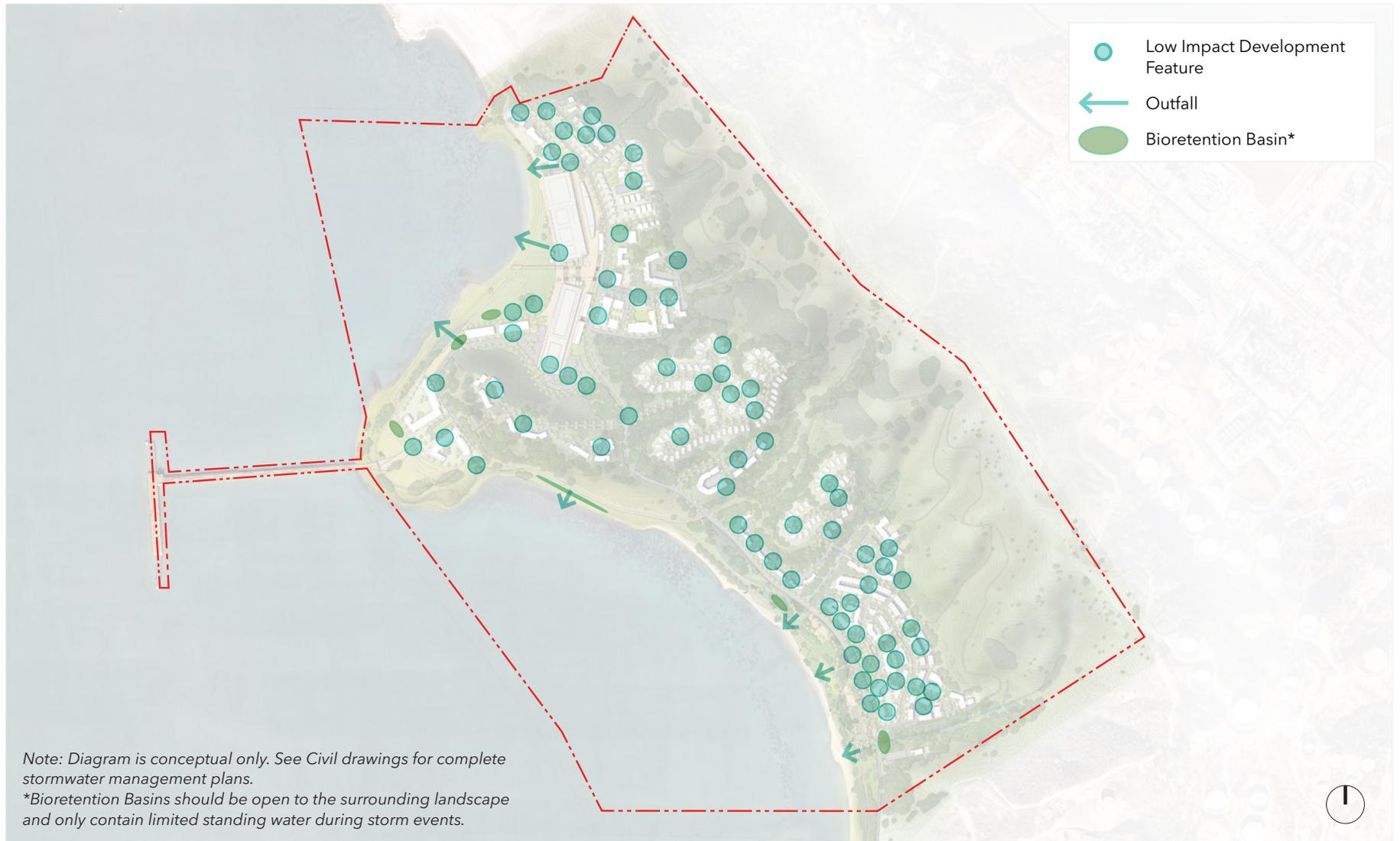
The objective of the stormwater management design is to work with natural drainage systems to the greatest extent possible. Permeable paving, natural swales and native vegetation cover are to be used to absorb and filter runoff and promote infiltration while directing water to community drainage systems. Impervious surfaces should be minimized in an effort to reduce sheet flow runoff and to convey stormwater to controlled and appropriately designed stormwater infrastructure. Best Management Practices (BMPs) and Low Impact Development (LID) features are encouraged in addition to:

- Bioswales and bio-retention infrastructure for stormwater management rather than traditional piped solutions. Include bio-retention/stormwater ponds and smaller planting interventions where possible.
- Directing gutters and downspouts away from foundations and paved surfaces into natural drainage systems such as retention cisterns, crushed rock beds or grass-lined swales. Gutters and/or downspouts are not to direct drainage onto adjacent parcels or onto sidewalks or parking areas.
- Grass, mulch, gravel or other pervious surfaces consistent with the location and level of use are to be placed under the dripline of non-guttered roofs to prevent soil erosion and to increase ground absorption.



Clockwise from upper left, flow-through planters can slow stormwater in more urban environments. Informational signage at LID's can inform the community of the stormwater system and create awareness for water quality issues. Larger bioretention areas can be designed as site features and host public artwork.

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Stormwater Features

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- Drainage facilities and retention ponds are to be landscaped to reduce their visual prominence and to remain an accessible community asset when not inundated by stormwater.
- On-site retention and infiltration techniques are encouraged to control stormwater at the source.

5.6.1 Low Impact Development Features

LID features can help to achieve the objectives listed above and be seen as green infrastructure practices that can be employed at site-level to control stormwater and strive to replicate the pre-development hydrology of the site. The use of LID's can aid in retaining rainfall; dispersing runoff to adjacent pervious surfaces; storing runoff for later use; or draining impervious surfaces to engineered integrated management practices, including bio-retention facilities, flow-through planters, or dry wells.

Specific LID's can include larger bioretention areas, flow-through planters, linear or meandering bioswales, neighborhood bioretention planters, curb-cuts at parking lots (with appropriate catchment basin). Typically the best approach is a combination of these interventions specific to site conditions and opportunities. These should be viewed as an asset to the community providing beautification and education opportunities while addressing stormwater runoff.

Plant selection for these areas should give preference to California natives



Linear bioswales can be integrated into neighborhood design and help to provide green streets while mitigated stormwater..

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Potential LID Development Features and Hillside Planting

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and be informed in both designed and palette by the surrounding district. An effort should be made to include a diverse selection of material. Rather than depending solely upon grasses or shrubs a stormwater intervention could mix appropriate trees, shrubs, grasses and groundcovers to slow stormwater and remove larger pollutants. Additional characteristics to consider include:

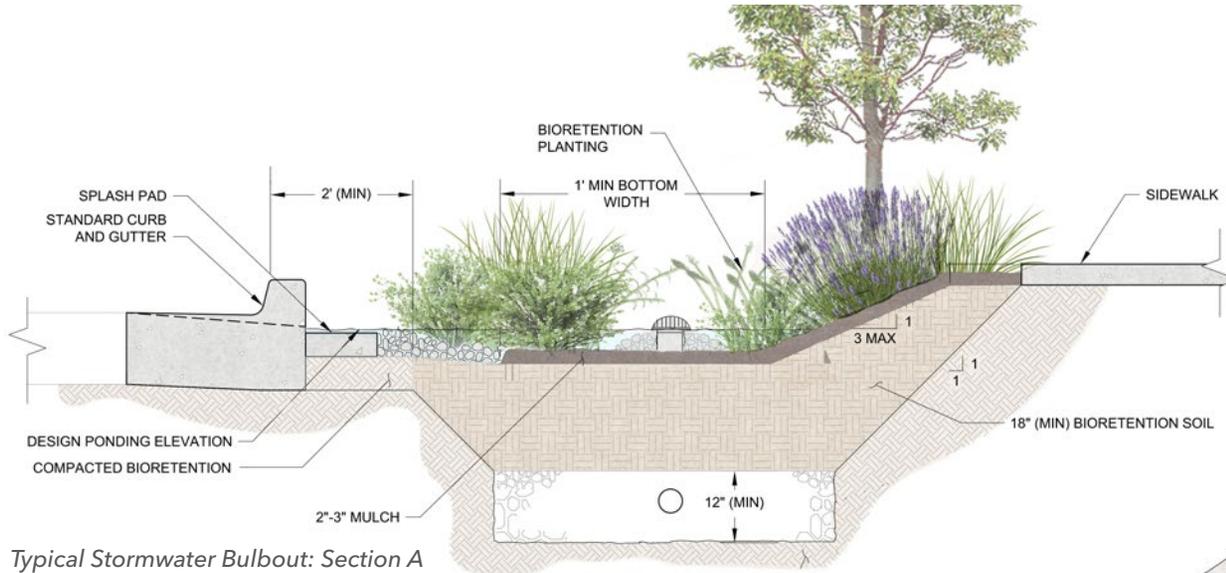
- Adaptation to the local climate
- Drought tolerance
- Adaptation to well-drained soils
- Adaptation to low soil fertility
- Ability to allow for infiltration where appropriate
- Low spreading aggression

For further drainage and stormwater management recommendations and requirements refer to RMC 12.22 - Stormwater Management and Discharge Control Ordinance, the 2019 City of Richmond Green Infrastructure Plan and the Contra Costa Clean Water Program Stormwater C.3 Guidebook.

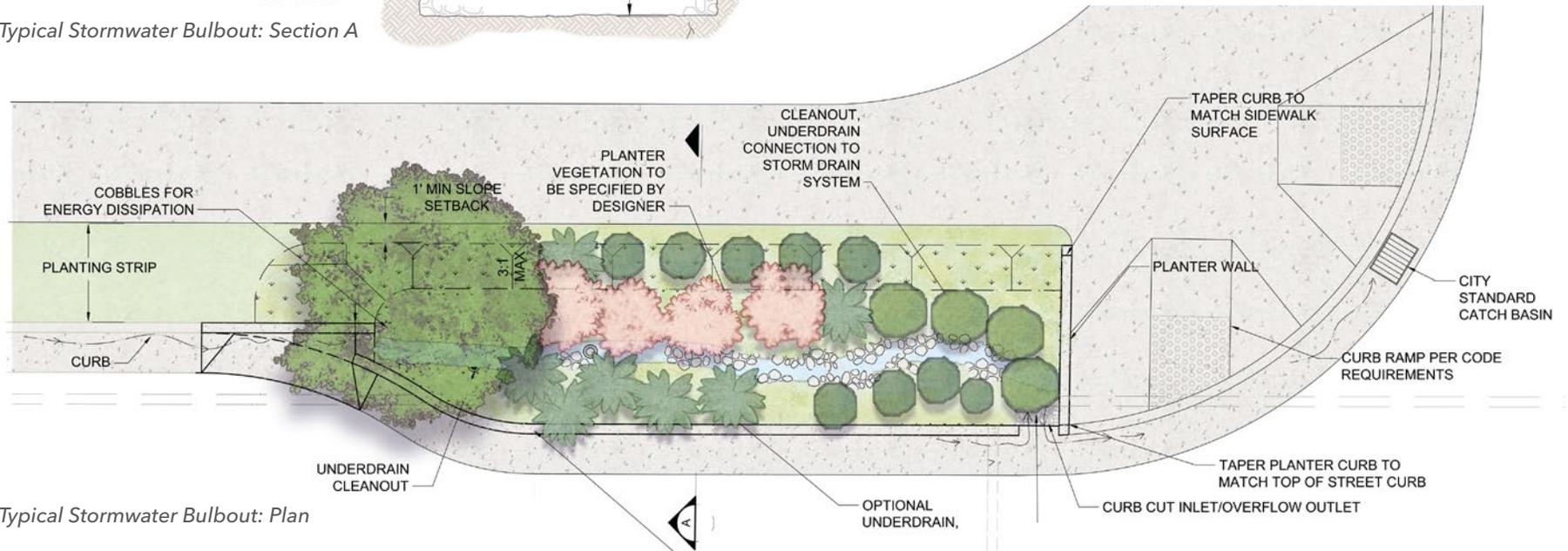


A planted Stormwater bulbout in the East Bay.

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Typical Stormwater Bulbout: Section A



Typical Stormwater Bulbout: Plan

Source: City of Richmond Green Infrastructure Plan, April 2017

5.0 LANDSCAPE GUIDELINES

5.7 INVASIVE SPECIES MANAGEMENT PLAN

Aligning with the goals and objectives outlined in the 2015 City of Richmond Invasive Species Action Plan the invasive plant communities on site should be mapped, monitored, and mitigated when disturbed or as required by the 2020 Subsequent Environmental Impact Report (SEIR). Where the site is disturbed, restoration and management efforts are to focus on creating and maintaining native plant communities as appropriate, promoting a diverse and healthy ecosystem. Of the identified habitats on site (3) include a mix of invasive and non-native species. These include Invasive Scrub, Coastal Terrace Prairie, and Eucalyptus Woodland. Mitigation recommendations in the SEIR include:

- Invasive Scrub habitat within the Open Space not impacted by grading shall be removed and replaced with coastal scrub habitat similar to native coastal scrub found elsewhere on site.
- Coastal Terrace Prairie impacts should be mitigated at a ratio of 2:1 while the areas within Open Space should be preserved. The invasive annual grassland habitat within Coastal Terrace Prairie is suitable for restoration to a Coastal Prairie composition such that the minimum 2:1 mitigation ratio is achieved.
- Eucalyptus Woodland, the majority of which occurs in the northern regions of the site, east of the ruderal/developed areas associated with the Naval Fuel Depot, is comprised of both native and non-native species. The dominant species within this community is Eucalyptus

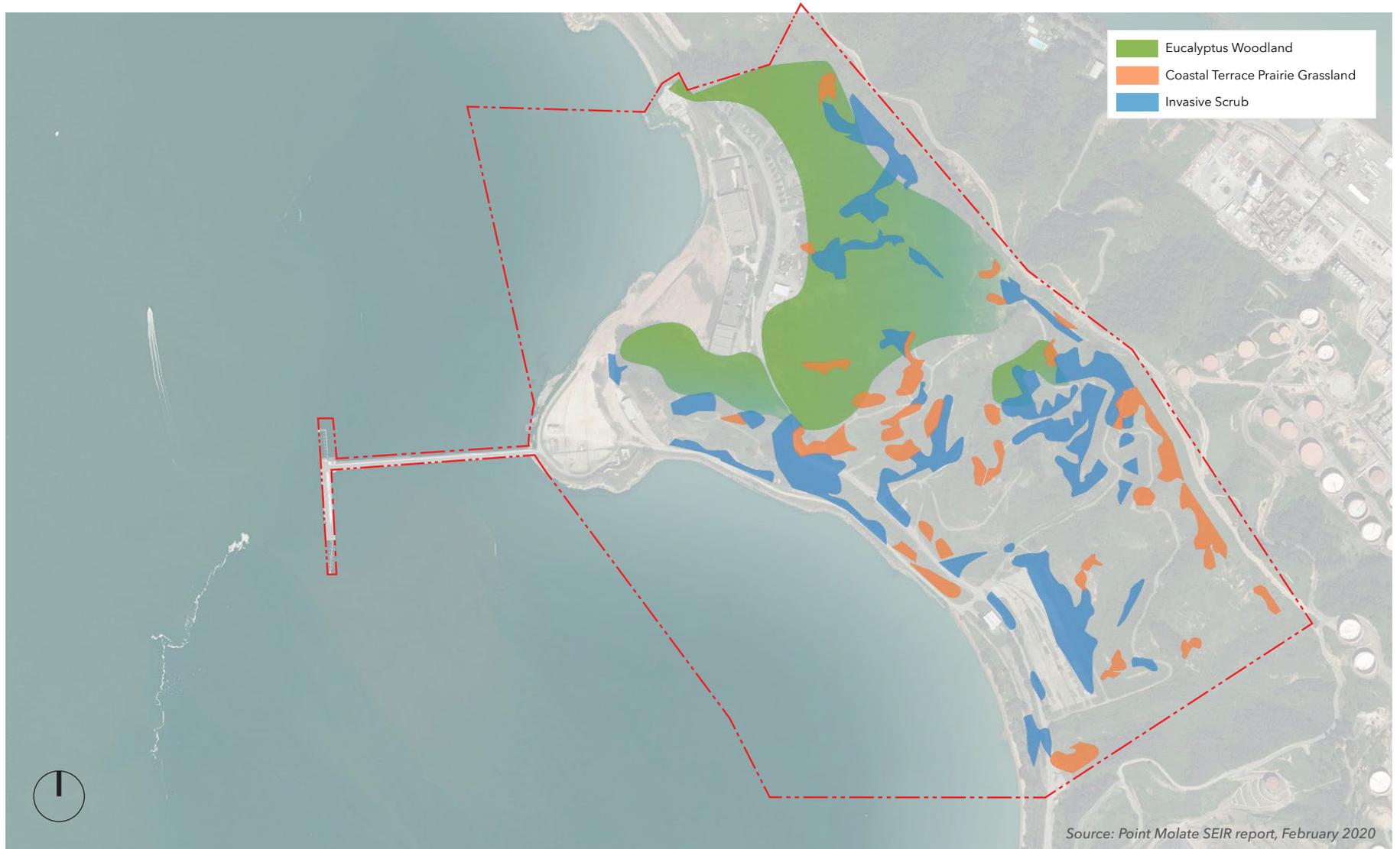
globulus - Blue gum which secretes a chemical inhibiting the growth of other plant species. Still, some wildlife including White-Tailed Kite, Osprey, and monarch butterflies use this woodland as habitat. Where impacted, remediation efforts should focus on reintroducing native canopy and understory vegetation to continue a healthy canopy habitat supportive of the species listed above with increased biodiversity and an emphasize on native vegetation.

Invasive species mitigation and habitat remediation efforts should be overseen and monitored by a certified professional for durations as noted in the SEIR report.



Himalaya Blackberry, Poison Ivy, Eucalyptus, and Honeysuckle are all invasive plants that have been identified at Point Molate.

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Invasive Plant Communities

5.0 LANDSCAPE GUIDELINES

5.7 HABITAT AND WILDLIFE PROTECTION

Habitat protection, creation, and management is emphasized to promote a rich and biologically diverse ecology at Point Molate and within the larger Bay Area ecosystem. As part of that effort 7,000 new trees are proposed to increase habitat and biodiversity while helping to offset carbon emissions from development.

5.7.1 Habitat

The Point Molate site and near ocean waters are rich with a diverse variety of flora and fauna. Although the site has been heavily disturbed through different periods of human occupation, significant areas of the site have remained undisturbed and have not been subject to grazing activities. It is the policy of the San Francisco Bay Plan, Richmond General Plan, 1997 Base Reuse Plan, and Point Molate Vision plan to protect critical habitats on the site. This is supported by a plethora of Federal, State, and local laws. Thus, it is this Project's objective to protect critical habitats supported by the conclusions of the Point Molate



SEIR. The SEIR identified eight terrestrial and five aquatic habitats on the site.

Critical habitats include (SEIR, 2020):

Terrestrial

- Coastal Terrace Prairie - 10.7 acres
- Coastal Scrub - 58.2 acres
- Mixed Riparian - 3.9 acres
- Beach Strand - 6.5 acres

Aquatic

- Eelgrass Beds - 50.0 acres
- Seasonal Wetlands - 2.8 acres
- Ephemeral Drainage - 4,925 linear feet
- Tidal Marsh - 0.11 acres

These critical habitats are the focus of protection and avoidance when areas for development and conservation were selected on the site. These measures are in place to protect critical habitat.

- Avoidance of development in the uplands above 200 feet elevation protects the majority of native Coast Terrace Prairie and Coastal Scrub on the site. Also Riparian areas, Seasonal Wetlands, and Ephemeral Drainages are protected in the uplands. Where development impacts

5.0 LANDSCAPE GUIDELINES

Coast Terrace Prairie and Coastal Scrub they will be replanted in contiguous to existing native plants communities.

- Throughout the site the major existing east to west drainages are avoided and protected. This protects both Seasonal Wetlands, Mixed Riparian areas, and Ephemeral Streams. Some parts of these drainages have disappeared due to previous development and will be day-lighted



Eelgrass Beds provide critical habitat.

and restored as feasible to connect with existing Ephemeral Streams and planted as Mixed Riparian zones.

- One of the most important habitats of the site, and a habitat that has disappeared to a great extent in the Bay Area, is the Beach Strand. This area is tidal and represents the intergrade zone where the aquatic and terrestrial habitats of the Bay interchange. The Beach Strand consists of sand with areas of riprap placed for fortification. The Beach Strand is completely projected on the site and will become part of the new Shoreline Park.
- The extensive Eelgrass Beds in both the South and North Coves will be protected. No motorized watercraft or watercraft with keels will be permitted in these areas. An important part of Eelgrass protection is the water quality of stormwater and other runoff entering the Bay. The stormwater approach for the site will meet County and State standards which requires all stormwater to be treated in bio-retention basins before release to the Bay.

5.7.2 Wildlife Protection

A number of special-status plant and animal species have been identified as occurring on the site or have the potential to occur due to suitable habitat on the site (SEIR, 2020). These include and are not limited to plants such as the *Artocostaphylos pallida* (Pallid manzanita), *Calystegia purpurata* ssp. *Saxicola* (Coastal bluff morning-glory), *Dirca occidentalis* (Western leatherwood); and

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Symphotrichum lentum (Suisun Marsh aster). Fish include the Acipenser medirostris (Green sturgeon - Southern Distinct Population Segment), Hypomesus transpacificus (Delta smelt) and Oncorhynchus tshawytscha (pop. 6 Chinook salmon - Central Valley Spring Run ESU). Reptiles include the Chelonia mydas (Green sea turtle). Special species birds which occur on the site or have suitable habitat include Asio flammeus (Short-eared owl), Charadrius alexandrinus nivosus (Western snowy plover), Melospiza melodia samuelis (San Pablo song sparrow), and Pandion haliaetus (Osprey). Mammals include the Corynorhinus townsendii (Townsend's big-eared bat).

The protection of habitat on the site as outlined in the previous section along with the creation of new habitat is critical to the protection of these special-status and native species on the site.



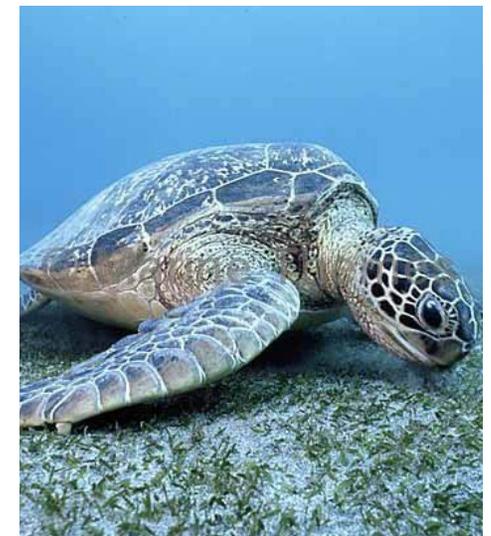
Osprey



Delta Smelt



Chinook Salmon



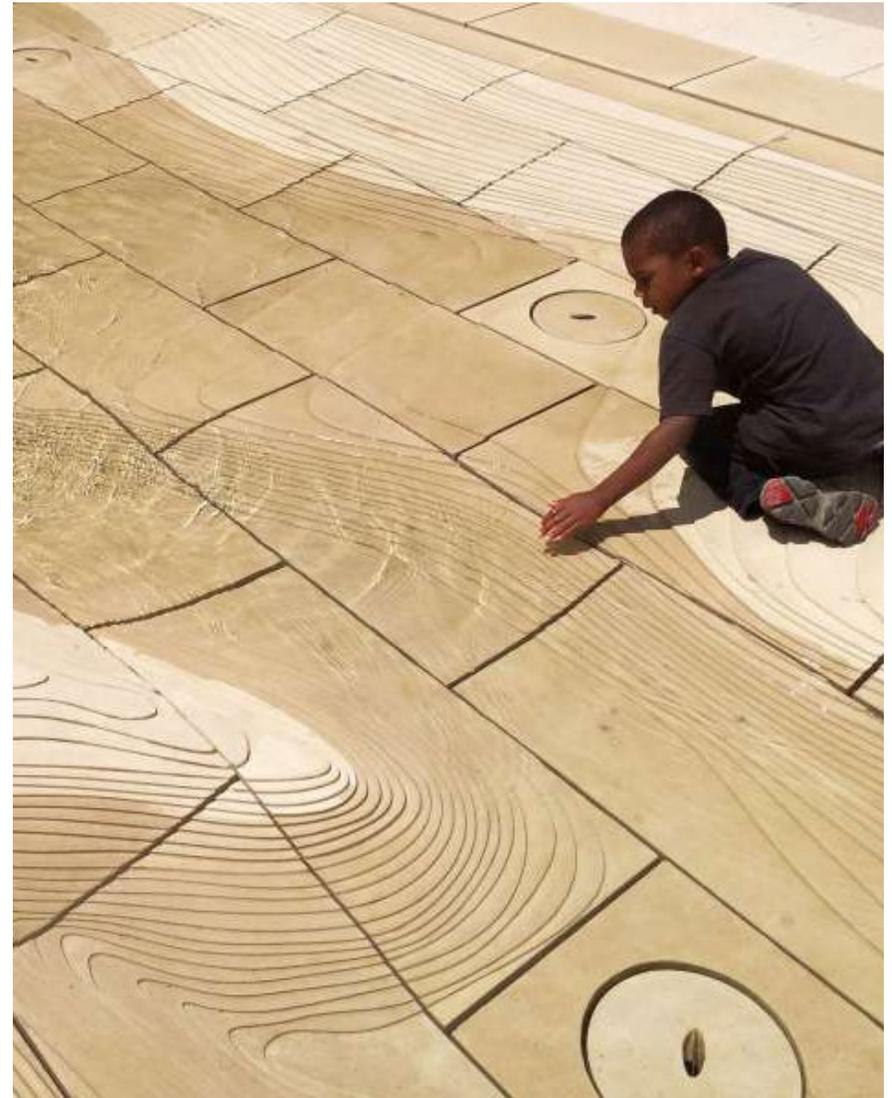
Green Sea Turtle

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5.8 WATER FEATURES

Water features can serve as focal points in outdoor rooms, as children play features, or possibly as civic elements. Water features can create a cooling effect in public spaces as well provide recreational benefits to the community.

- Include water-efficient pumps and equipment, which shall be located inside adjacent buildings, noise-buffering structures, or screened from public view.
- Water features should be designed to complement the architecture or urban landscape vocabulary.
- Appropriate materials compatible with the design of the landscape and/or architecture should be used.
- Water features that attract bird life should be located away from windows and should incorporate bird-safe measures.



Eskenazi Health - Healing Waters by Fluidity Design Consultants

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5.9 PUBLIC ART

A reflection of its place and time, art has been a place maker in all human settlements. Whether permanent, temporary or transient, art can activate the imagination and encourage people to more deeply engage in their surroundings. Public art should be broadly accessible, and available to interaction throughout daily life. Publicly accessible art is encouraged throughout the Point Molate public areas to provide the community direct and frequent engagement with artworks - providing meaningful cultural, social, and economic value.

- Incorporate art in areas visible or accessible to the public.
- Local artists, influences, local and historical references at Point Molate should be considered for art installations.
- Areas specially designed for temporary art installations are encouraged.



Digital Orca by Douglas Coupland

5.0 LANDSCAPE GUIDELINES

5.10 EXTERIOR UTILITIES

The placement of exterior utilities should be carefully considered in site and landscape design. It is imperative that the design of buildings consider placement to accommodate space for above ground utilities. Additionally, concealment and screening strategies need to be conducted during the design phase. This will require close coordination with the civil engineers and utility providers.

- If located above grade, public facing utilities shall be screened with architectural devices and/or plant material.
- Exterior utilities shall be accessible for all required service vehicles.
- Exterior utilities and service areas including, but not limited to, back flow preventers, utility meters, mechanical equipment, air conditioner units, or garbage enclosures should not be visible from adjacent streets and public open spaces.
- Exterior utilities should be located inside buildings when feasible, or below grade.
- Exterior utilities should not create audible nuisance or odors to adjacent properties.





6.0 APPENDICES

DEFINITIONS

GLOSSARY

Accent paver A strip or area of contrasting (color or texture or size) pavers incorporated in a field of paving.

Accessory Building or Structure Means a building or structure that is not part of the principal dwelling on the lot, the use of which is incidental and subordinate to the use of the principal dwelling.

Active Uses Active ground floor uses promote an active pedestrian environment or public realm and may include retail, neighborhood serving or pedestrian oriented uses such as building lobbies, health facilities and professional offices, studios or galleries, residential amenity spaces for multi-family buildings, among others.

Address A location within a neighborhood characterized by an open space, street, or grouping of buildings, i.e. "A park address."

Allee A regular and generally symmetrical tree planting configuration along a straight path.

Alley A thoroughfare within a Block used primarily for service and other vehicular access.

Arcade A sidewalk covered by enclosed building mass above, usually supported along its length by a series of arches with columns or piers.

Architectural Feature Treatment of massing, windows or other details on a building that is distinctive in order to signify and enhance a prominent location. May exceed height limit.

Awning Means a shelter projecting from and supported by the exterior wall of a building and constructed of a rigid frame covered by a flexible skin, e.g., fabric, synthetic material, or thin sheet metal.

Bay Window A window or group of windows that projects from a building wall. A Bay Window may or may not be cantilevered, may or may not have its own foundation, and may or may not provide interior floor area.

Best Management Practice (BMP) A method, activity, maintenance procedure, or other management practice for reducing the amount of pollution entering a water body. The term originates from the rules and regulations developed pursuant to the federal Clean Water Act (40CFR 1 30).

Biofiltration planter A landscape element, designed to capture runoff from streets and pavement, which permits water quality treatment by infiltration through the soil media.

Biofiltration unit A landscape element consisting of a concrete structure with openings in curbs and gutters, designed to capture runoff from streets and pavement, which permits water quality treatment by infiltration through an engineered soil filter.

Biological uptake Removal of pollutants in water by absorption through plants and soils.

Block Length The distance as measured along a frontage between two intersecting streets or other public ROW.

Block Perimeter Means the distance as measured along all sides of a block (e.g. the sum of all block lengths).

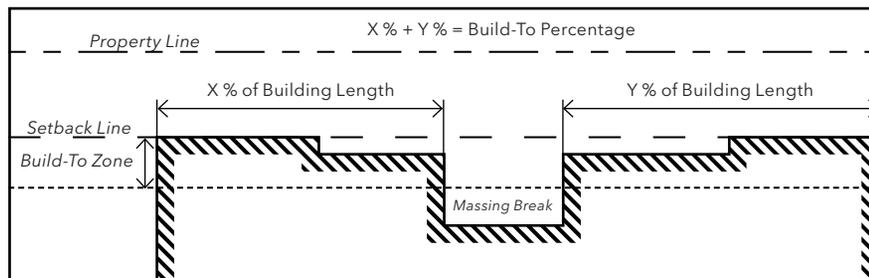
Buffer Open spaces, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.

Building Orientation Means the spatial relationship of a building (particularly

DEFINITIONS

its largest side) to the path of the sun, prevailing wind patterns, adjacent developments, open space roadway network, or other external factors. Building orientation can be changed to reduce energy demand by optimizing solar and wind exposure for daylighting, passive heating and cooling, and natural ventilation

Build-to zone Area in which a building facade must occur. Criteria is expressed as a percentage of the Block face along Stenmark required to have building facades - see diagram below.



Bulb-out (1) An extension of the line of the curb into the traveled way or parking lane. Used to reduce the width of the street at pedestrian crossings and to improve the visibility between pedestrians and drivers, or (2) A planted median between diagonal parking stalls.

Bunch grasses Any of various grasses in many different genera that grow in clump-like fashion rather than forming a sod or mat.

Bungalow Court Means a series of small, attached or detached buildings that are arranged around a shared court or open space that is typically perpendicular to the street.

Catchbasin (inlet) Box-like underground structure with opening in curbs and gutters designed to collect runoff from streets and pavement.

Center divider The center section of a street, whether set off by curbs or not and whether planted or not, which separates opposing traffic.

Cistern A tank or reservoir used for storing rainwater.

Class I Bikeway Means paths and trails separated from the vehicle travelway that accommodate at a minimum one or two-way bike traffic and may allow pedestrians.

Class II Bikeway Means dedicated on-street bicycle lanes typically one-way on each side of the street either inside or outside the parking lane (if one).

Class III Bikeway Means Local Streets. Local Streets designed for safe and comfortable shared- space use. Local streets that share vehicular and bike traffic may have a "sharrow" painted on the street indicating a shared space.

Class IV Bikeway Means a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include but is not limited to, grade separation, flexible posts, inflexible physical barriers, a planted curbed strip, or on street parking.

Cobble Stones larger than gravel, ranging from 1/2 inch to 12 inches in diameter, and set securely into sand or some other medium.

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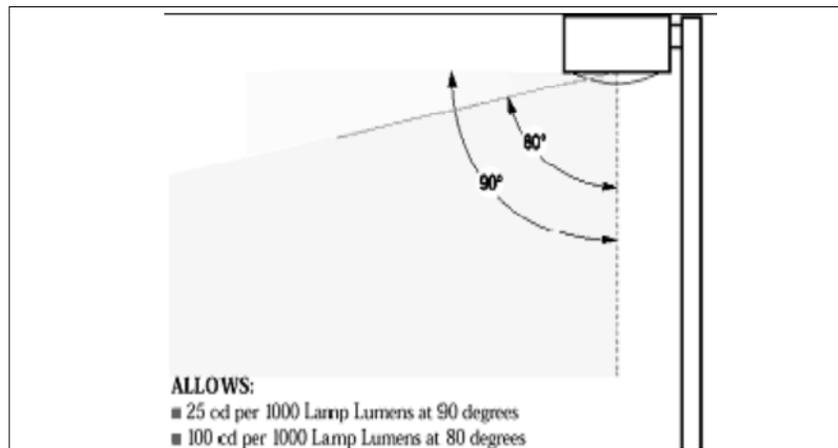
Complete Streets Means public rights-of-way that are safe and comfortable for all users – pedestrians, bicyclists, transit riders, and drivers of motor vehicles – and people of all ages and abilities, including children, older adults, and people with disabilities. Usually includes travelways, parking, pedestrian and bike accommodations, street trees and planted areas, integrated stormwater control, and traffic control devices.

Cornice A horizontal molded or built-up projection that crowns or completes a building or wall.

Crushed stone Granular stone surfacing material.

Curb cut The location where a single driveway intersects a primary street curb. The sloping driveway apron “cuts” the curb.

Cut-off luminaire Outdoor light fixtures shielded or constructed so that candelas per 1000 lamp lumens does not exceed 2.5% at or above an angle of 90 degrees and 10% at or above an angle of 80 degrees.



Dooryard Means a garden or terrace (at-grade or elevated) located in the front yard setback. The dooryard is enclosed by a low garden wall or fence located at or near the property line(s) with an access door and is intended for the use of ground-floor residences.

Drought-tolerant Plants that have the ability to survive with little or no irrigation other than available rainfall. Includes many native plants.

Dwelling (Duplex) Means a single building on a lot that contains two dwelling units, each designed for occupancy by one household.

Dwelling (Multifamily) Means a dwelling unit that is part of a structure containing more than one dwelling unit sharing common walls or otherwise attached, including triplexes, fourplexes, flats, townhomes with vertically stacked units, garden apartments, condominiums, cooperatives, and apartments. Units may be entered from the exterior, or from a courtyard or interior hallway.

Dwelling (Single-Family, Attached) Means a dwelling unit designed or used for the occupancy of one family, located on a single lot, where one wall is attached by a common vertical wall to another single-family dwelling unit on an abutting lot. Single-family attached units shall not have units located one over another, and each unit shall have its own ground floor entrance from the exterior. Examples of single-family attached units include townhomes, row homes, and duets.

Dwelling (Single-Family, Detached) Means an individual, freestanding, unattached building designed for and occupied exclusively by one family and surrounded by front, side, and rear yards.

Easement Means a grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation or another person or entity. An easement may be acquired by a government through dedication when the purchase of an entire interest in the property may be too expensive or unnecessary.

Eave The projecting overhang at the lower edge of a roof.

Emergent vegetation Plants that are typically perennial, can tolerate water at their base, but do not survive long periods in which they are completely submerged.

Expression lines Horizontal elements on the facades of buildings that are used in one of more of the following:

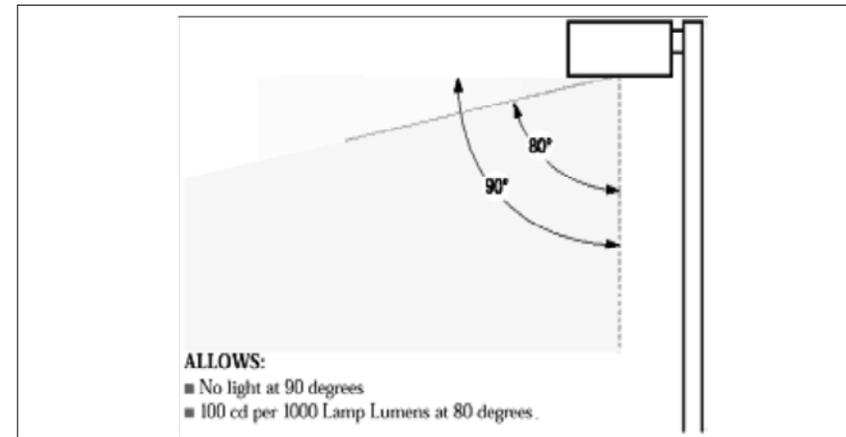
- To differentiate between the base, middle and top of buildings.
- To subtly emphasize a massing transition.
- To unify different buildings along a public frontage.

Expression lines may employ elements such as cornices, shading devices, moldings, stepbacks or a change of material or color. Where expression line requirements on adjacent frontages differ, transitions between such frontages (i.e. corners) must be carefully composed to outline volumes and not surfaces.

Field material A primary building facade material, distinguished from an accent or trim material. This does not include glazing or frames at ordinary windows, but would include glass on primarily glazed facades.

Forebay An extra storage space provided near the inlet of a wet pond or wetland to trap incoming sediments before they accumulate in the pond.

Full cut-off luminaire Outdoor light fixtures shielded or constructed so that no light rays are emitted by the installed fixture at angles above the horizontal plane as certified by a photometric test report.



Garden room A small, partially enclosed landscaped area with seating that supports passive uses such as conversation and reading.

Grand stature Referring to tree species: having both large size and elegant, graceful features.

Green roof A roof of a building which is partially or completely covered with plants.

Habitat corridor An area (such as a street) that contains plants that provide food or shelter for native species and connects to other similar areas, thereby creating a pathway for those species to travel between two habitat areas (such as parks).

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Heat island effect The increase in ambient temperatures generated by heat radiating from paved surfaces exposed to sunlight.

Hedge Any plant material, shrub or plant, when planted in a dense, continuous line or area, so as to form a thicket or barrier.

Impermeable Not able to be infiltrated by water.

Infiltration The downward entry of water into the surface of the soil, as contrasted with percolation which is movement of water through soil layers.

Light pollution Excessive or obtrusive light that intrudes on an otherwise natural or low light setting.

Light trespass Light emitted by a luminaire that shines beyond the property on which the luminaire is installed.

Luminaire (fixture) A complete lighting unit consisting of a light source, pole, and all mounting brackets, if appropriate, and necessary mechanical, electrical and decorative parts.

Marginal fringe planting Emergent vegetation located at the shallow edges of a wet pond.

Mechanical Treatment Devices A generic term for stormwater BMPs that treat stormwater using processes that do not incorporate infiltration through soil media.

Mews A small-scaled, pedestrian oriented thoroughfare within a Block that includes front doors and significant landscaping. A mews may or may not include vehicular access.

Neighborhood Park A small to medium-sized park usually over one acre in size that serves a larger residential or mixed-use neighborhood. Often has different areas of the park devoted to different users. Program elements may include a

playground or tot-lot for families, picnic tables and other shaded seating areas, sports courts such as basketball and tennis, landscaped shaded walkways, other landscape areas may include community gardens, and if large enough, sports fields for baseball, softball, soccer, and other field sports.

Offset An object that is offset is either behind or ahead of the plane of adjacent surfaces.

Ornamental planting Shrubs or other planting with unique decorative characteristics - such as colorful berries, flowers, or foliage - that provide garden-like aesthetic qualities.

Ornamental trees Trees with unique decorative characteristics, such as colorful berries, flowers, or foliage.

Paseo From the Spanish word meaning a leisurely walk or stroll especially in the evening. As an urban design term means a pedestrian-only walkway (can be public or private) between buildings that usually connects streets or other open spaces. Paseo often have decorative paving and plantings to enhance the pedestrian experience.

Pavement A created surface, such as brick, stone, concrete or asphalt, placed on the land to facilitate passage.

Pedestrian-only Auto-free zone where pedestrians only or pedestrians and some non-motorized vehicles are allowed.

Pedestrian passage Pedestrian-only connectors located between buildings providing shortcuts through long blocks, or connecting rear parking areas with street frontages.

Pedestrian-scaled An urban development pattern where buildings, pedestrian, cycling and vehicular facilities and landscaping are proportioned so that walking is safe, comfortable, inviting, and efficient.

DEFINITIONS

Permeable A type of soil or other material that allows passage of water or other liquid.

Planned Area District (PAD) Per City of Richmond Municipal Code Article 15.04.810. This article provides procedures for establishing a Planned Area District to facilitate orderly development of larger sites in the City consistent with the General Plan, especially where a particular mix of uses or character is desired that can best be achieved through an integrated development plan.

Planting bed A defined area containing shrubs or plants, usually contained by a contrasting condition such as concrete or pavers.

Planting strip An area of the right-of-way between the curb line and the sidewalk containing planting, and may include portions of the sidewalk if such planting is contained in grates or beds.

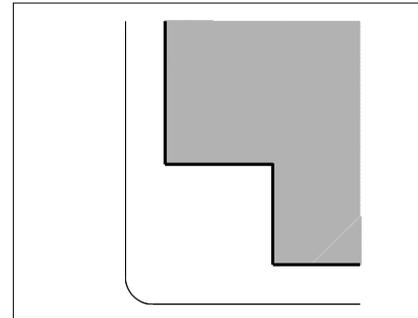
Pocket Park Means very small green spaces or open spaces usually less than ½ acre in size integrated within developed areas that accommodate open space activities appropriate to the neighborhood scale such as seating areas, tot-lots, small gardens, shaded game tables, and outdoor seating.

Precast pavers Man-made concrete or natural stone fabrications, usually 2 to 3 inches high and geometrically shaped. Can be laid in patterns for walkways, patios, driveways or larger commercial or urban paved areas.

Primary frontages Primary frontages define major streets and open spaces and orient their ground floor use toward the street or open space with little or no interruption. Secondary frontages may contain breaks for service and parking access.

Raised Yard A raised portion of the Setback used as a small patio or recreational lawn area.

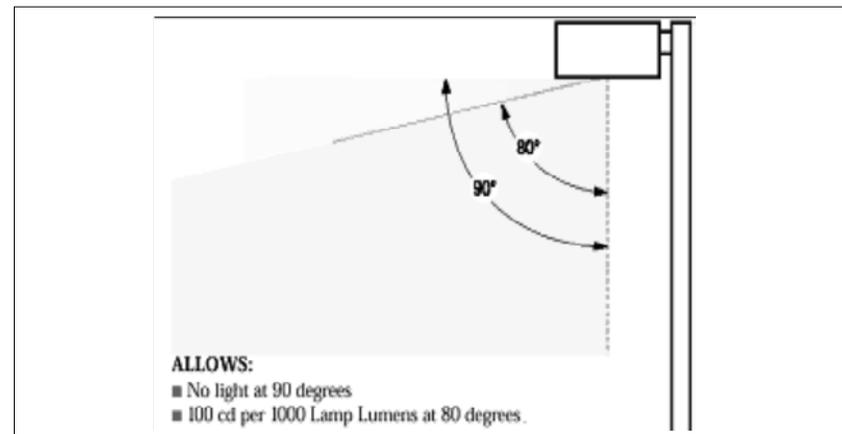
Reentrant An intersection of building masses that results in an inset corner; a corner that is directed inward.



Runoff The portion of rainfall, melted snow, irrigation water, and any other liquids that flows across a ground surface and eventually is returned to the stormwater drainage system or a body of water.

Sedimentation Deposition of suspended solids in water by gravity

Semi cut-off luminaire Outdoor light fixtures shielded or constructed so that candelas per 1000 lamp lumens do not exceed 5% at or above an angle of 90 degrees and 20% at or above an angle of 80 degrees.



DEFINITIONS

Setback A line parallel to each property line on the perimeter of a Block and rising vertically from the ground at a distance regulated by the Setback requirements found in the Point Molate PAD zoning code and these Design Guidelines.

Stacked flats Generally single-level residences located above, below and alongside one another so that floors, ceilings and walls may be shared by multiple residences. Also used to describe buildings composed of such residences.

Stepback A portion of a building set back from the portion below it.

Step-out (also Juliet) A cantilevered balcony that projects from a building facade and is no deeper than four feet from the face of the building.

Stockpile Designated storage areas for excavated dirt during construction.

Storefront A street facade with the appearance of multiple stores, including significant display windows and multiple entrances.

Story The portion of a building included between the upper surface of any floor and the upper surface of the floor next above, or if there is no floor above, then the space between the upper surface of the floor and the ceiling or roof above it.

Streetwall The streetwall is the vertical face of a building adjacent and parallel to the Setback along a public frontage. A Block's streetwall defines the character of a street or open space.

Subsoil The layer of soil just below the surface of the ground.

Sump conditions A condition where a drainage structure is permanently or semi-permanently inundated by water or other liquid.

Topsoil The natural, undisturbed surface layer of soil having more organic material than subsequent layers, having a pH of 5.0 to 7.5, and being suitable for satisfactory growth and maintenance of permanent, locally adapted vegetation.

Under-drain Porous pipe used to drain landscaped areas.

Uplight A distribution of light sent in an upward direction.

Vector control Any method to limit or eradicate the vectors of vector born diseases, for which the pathogen (e.g. virus or parasite) is transmitted by a vector which can be mammals, birds or arthropods, especially insects, and more specifically mosquitoes.

View Corridor An open vista or visual axis enabling views from one location to another.

Watershed The drainage area that collects and drains runoff to a receiving storm drainage facility or body of water.

Wet pond Pond for urban runoff management that is designed to detain urban runoff and always contains water.

DEFINITIONS

APPENDIX A - APPROVED PLANT LIST

Zone	Plant Type	Scientific Name	Common Name	Zone	Plant Type	Scientific Name	Common Name
Zone 1: Shoreline Open Space	Large Accent Trees	<i>Quercus agrifolia</i>	Coast Live Oak	Zone 3: Bayfront District	Large Trees	<i>Phoenix canariensis</i>	Canary Island Date Palm
		<i>Cupressus macrocarpa</i>	Monterey Cypress*			<i>Acer rubrum</i>	Red Maple
	Medium Accent Trees	<i>Arbutus Marina</i>	Strawberry Tree		Medium Trees	<i>Quercus agrifolia</i>	Coast Live Oak
		<i>Galvezia speciosa</i>	Island Snapdragon*			<i>Betula nigra</i>	River Birch
	Shrubs	<i>Artemisia californica</i>	California Sagebrush*		Large Shrubs	<i>Tristania laurina</i>	Water Gum
		<i>Ceanothus thyrsiflorus</i>	Blueblossom Ceanothus*			<i>Nyssa sylvatica</i>	Sour Gum
		<i>Achillea millefolium</i>	Yarrow*			<i>Arbutus unedo 'compacta'</i>	Dwarf Strawberry Tree
	Perennials	<i>Erigeron spp.</i>	Seaside Daisy*		Large Shrubs	<i>Actostaphylos spp.</i>	Manzanita*
		<i>Frankenia salina</i>	Alkali Heath*			<i>Ceanothus spp.</i>	Wild Lilac*
		<i>Limonium californicum</i>	Sea Lavender*			<i>Juniperus torulosa</i>	Chinese Twisted Juniper
		<i>Zauschneria cultivars</i>	California Fuchsia*			<i>Laurus nobilis</i>	Bay Laurel
	Groundcovers	<i>Arctostaphylos pt. reyes</i>	Pt. Reyes Manzanita*		Small & Medium Shrubs	<i>Rhamnus californica</i>	'Eve Case' And R. 'Mound San Bruno'*
		<i>Ceanothus maritimus</i>	Bluff Wild Lilac*			<i>Pittosporum tenuifolium cultivars</i>	Pittosporum
		<i>Lessingia filaginifolia</i>	Common Sand Aster*			<i>Prunus ilicifolia</i>	'Bright 'N' Tight'
		<i>Corethrogyne filaginifolia</i>	California Aster*			<i>Leptospermum scoparium</i>	New Zealand Tea Tree
	Succulents	<i>Dudleya spp.</i>	Live Forever*		Small & Medium Shrubs	<i>Rhamnus californica 'seaview'</i>	Dwarf Coffeeberry*
		Grasses	<i>Calamagrostis foliosa</i>			Leafy Reed Grass*	<i>Raphiolepis indica</i>
	<i>Festuca rubra 'pt. molate'</i>		Red Fescue*			<i>Salvia leucantha</i>	Mexican Sage
<i>Festuca praegracilis</i>	Western Meadow Sedge*		<i>Phormium cultivars</i>	New Zealand Flax			
Zone 2: Streetscapes	Large Accent Trees	<i>Ginkgo biloba 'Autumn Gold'</i>	Autumn Gold Ginkgo	Accent Shrubs	<i>Westringia cultivars</i>	Coast Rosemary	
		<i>Cupressus macrocarpa</i>	Monterey Cypress*		<i>Hebe cultivars</i>	Hebe	
	Street Trees	<i>Tristania conferta</i>	Brisbane Box	Accent Shrubs	<i>Chamerops humilis</i>	Mediterranean Fan Palm	
		<i>Arbutus 'marina'</i>	Marina Madrone		<i>Citrus</i>	Lime, Lemon (Containers)	
		<i>Tristania laurina</i>	Water Gum		<i>Laurus nobilis</i>	Sweet Bay	
	Large Shrubs	<i>Quercus virginiana 'heritage'</i>	'Heritage' Southern Live Oak	Accent Shrubs	<i>Olea 'little ollie'</i>	Dwarf Fruitless Olive	
		<i>Arbutus unedo 'compacta'</i>	Dwarf Strawberry Tree		Perennials / Groundcovers	<i>Gaura lindheimeri</i>	Gaura
		<i>Laurus nobilis</i>	Bay Laurel			<i>Agapanthus cultivars</i>	Lily Of The Nile
	<i>Leptospermum scoparium</i>	New Zealand Tea Tree	<i>Buxus sempervirens</i>	Boxwood			
	Shrubs	<i>Echium candicans</i>	'Select Blue' And 'San Bruno Pink'S/Pride Of Madeira	<i>Gaura lindheimeri</i>		Gaura	
		<i>Escallonia dwarf cultivars</i>	Escallonia	<i>Pelargonium cultivars</i>		Geranium	
		<i>Cistus x skanbergii</i>	Dwarf Pink Rockrose	<i>Hydrangea quercifolia</i>		Oakleaf Hydrangea	
		<i>Phormium cultivars</i>	New Zealand Flax	<i>Rosmarinus spp</i>	Rosemary		
	Perennials	<i>Hebe cultivars</i>	Hebe	Perennials / Groundcovers	<i>Salvia cultivars</i>		
		<i>Aeonium cultivars</i>	Houseleek		<i>Teucrium</i>	Germander	
		<i>Erigeron spp.</i>	Seaside Daisy*		<i>Santolina rosmarinifolia</i>	Gray Santolina	
		<i>Calandrinia spectabilis</i>	Rock Purslane		<i>Carex divulsa</i>	Berkeley Sedge*	
		<i>Calylophus berlandieri</i>	Sundrops		<i>Carex glauca</i>	Blue Sedge	
<i>Helianthemum cultivars</i>		Sunrose	<i>Carex pansa</i>		Meadow Sedge*		
Groundcovers	<i>Libbertia peregrinans</i>	Orange Libertia	Grasses	<i>Carex tumulicola</i>	Berkeley Sedge		
	<i>Limonium perezii</i>	Sea Lavender		<i>Sesleria autumnalis</i>	Autumn Moor Grass		
	<i>Arctostaphylos pt. reyes</i>	Pt. Reyes Manzanita*		Vines	<i>Ficus repens</i>	Creeping Fig	
	<i>Ceanothus maritimus</i>	Bluff Wild Lilac*			<i>Pandorea jasminoides</i>	Bower Vine	
<i>Correa pulchella</i>	Australian Fuchsia	<i>Clematis x cartmanii 'avalanche'</i>	Evergreen Clematis				
Succulents	<i>Lomandra confertifolia 'seascape'</i>	Dwarf Lomandra	Vines	<i>Parthenocissus henryana</i>	Silvervein Creeper		
	<i>Senecio serpens</i>	Blue Chalk Sticks		<i>Trachelospermum jasminoides</i>	Star Jasmine		
Grasses	<i>Dudleya spp.</i>	Live Forever*					
	<i>Chondropetalum tectorum</i>	Small Cape Rush					
	<i>Festuca rubra 'pt. molate'</i>	Pt. Molate Red Fescue*					
	<i>Juncus patens 'elk blue'</i>	California Gray Rush*					

APPENDIX A - APPROVED PLANT LIST

Zone	Plant Type	Scientific Name	Common Name	Zone	Plant Type	Scientific Name	Common Name	
Zone 4: Neighborhoods, Pocket Parks, and Paseos	Large Trees	Lagerstroemia 'natchez'	Natchez Crapemyrtle	Zone 5: Hillside Conservation and Open Space	Large Trees	Quercus agrifolia	Coast Live Oak	
		Tristania conferta	Brisbane Box		Large Shrubs	Actostaphylos spp.	Manzanita*	
		Quercus virginiana 'heritage'	Marina Madrone		Ceanothus spp.	Wild Lilac*		
		Quercus suber	Cork Oak +		Lupinus arboreus	Coastal Bush Lupine*		
	Medium Trees	Arbutus 'marina'	Marina Madrone		Small & Medium Shrubs	Rhamnus californica	Coffeeberry*	
		Eleocarpus decipiens	Japanese Blueberry		Artemisia californica	California sagebrush*		
		Quillaja saponaria	Chilean Soap Bark		Heteromeles arbutifolia	Toyon*		
		Tristania laurina	Water Gum		Rhamnus californica 'seaview'	Dwarf Coffeeberry*		
		Luma apiculata	Chilean Luma		Mimulus aurantiacus	Bush Monkey Flower*		
		Olea europea 'swan hill'	Fruitless Olive		Juniperus californica	California Juniper*		
	Large Shrubs	Arbutus unedo 'compacta'	Dwarf Strawberry Tree		Groundcovers	Arctostaphylos densiflora	Vine Hill Manzanita*	
		Acer rubrum	'Redpointe'		Arctostaphylos pt. reyes	Pt. Reyes Manzanita*		
		Juniperus torulosa	Chinese Twisted Juniper		Ceanothus thyrsiflorus	Blueblossom Ceanothus*		
		Laurus nobilis	Bay Laurel		Dichelostemma capitatum	Blue Dicks*		
		Pittosporum tenuifolium cultivars	Pittosporum		Festuca rubra 'pt. molate'	Pt. Molate Red Fescue*		
		Prunus ilicifolia	'Bright 'N' Tight'		Juncus patens 'elk blue'	California Gray Rush*		
		Leptospermum scoparium	New Zealand Tea Tree		Carex barbarae	Valley Sedge*		
		Raphiolepis indica	Indian Hawthorn		Carex pansa	Meadow Sedge*		
		Salvia leucantha	Mexican Sage		Juncus effusus	Common Rush*		
		Phormium cultivars	New Zealand Flax		Leymus triticoides	Valley Wild Rye*		
	Small & Medium Shrubs	Westringia cultivars	Coast Rosemary		Melica torreyana	Torrey's melicgrass		
		Hebe cultivars	Hebe		Achillea millefolium	Yarrow*		
		Perennials	Aeonium cultivars		Houseleek	Brodiaea elegans Calflora	Elegant Cluster-lily*	
			Erigeron spp.		Seaside Daisy*	Chlorogalum pomeridianum	Common soaproot*	
			Calandrinia spectabilis		Rock Purslane	Scrophularia californica	California Figwort*	
			Dietses iridiodes		Fortnight Lily	Sisyrinchium bellum	Western Blue Eyed Grass*	
	Gaura lindheimeri		Gaura		Elymus glaucus ss. Jepsonii*			
	Lomandra cultivars		Lomandra		Eriophyllum staechadifolium*	Seaside Woolly Sunflower		
	Groundcovers	Calylophus berlandieri	Sundrops		Dichelostemma multiflorum*	Many-Flowered Brodiaea		
		Helianthemum cultivars	Sunrose		Dichondra donnelliana*	California Ponsfoot		
		Libbertia peregrinans	Orange Libertia		Dudleya farinosa*	North Coast Dudleya		
		Limonium perezii	Sea Lavender		Leymus cinereus*	Western Wild Rye		
		Lomandra cultivars	Lomandra		Grindelia hirstula*	Pacific Gum Plant		
		Correa pulchella	Australian Fuchsia		Grindelia stricta var. platyphylla*			
	Succulents	Senecio serpens	Blue Chalk Sticks		Note: Native species found or once found at Point Molate that may have been used as food medicinal plants by Native Americans to be incorporated, if available, into appropriate conservation planting areas with interpretive signage.			
		Aeonium cultivars	Houseleek		Large Trees	Acer macrophyllum	Big Leaf Maple	
		Aloe spp.	Aloe		Large Shrubs	Quercus agrifolia	Coast Live Oak	
		Dudleya spp.	Live Forever*			Quercus suber	Cork Oak	
	Grasses	Carex divulsa	Berkeley Sedge*		Zone 6: Wooded Hillside	Buckeye	Aesculus californica	Buckeye
		Carex glauca	Blue Sedge			Small & Medium Shrubs	Cercis occidentalis	Western redbud
		Carex pansa	Meadow Sedge*				Heteromeles occidentalis	Toyon
		Carex tumulicola	Berkeley Sedge				Rhamnus californica	Coffeeberry
Sesleria autumnalis		Autumn Moor Grass		Rubus ursinus		California blackberry		
			Groundcovers	Arctostaphylos pt. reyes	Pt. Reyes Manzanita*			
				Pteridium aquilinum	Western Bracken Fern			

Plant Palette Notes:

- *Native plant selections depend upon availability of resources.
- Care of native medicinal plantings in Zone 5: In part depending upon availability, Native persons may be able to harvest Native medicinal or food species on the project. These planting areas are to include interpretive signage, sitting areas, and learning exhibits to tell the story of early inhabitants of the area.

APPENDIX B - PROHIBITED PLANT LIST

	Prohibited Plants			Prohibited Plants	
	Scientific Name	Common Name		Scientific Name	Common Name
Prohibited Plants	Ailanthus	Tree of heaven	Prohibited Plants	Lythrum salicaria	Purple loosestrife
	Carpobrotus edulis	Iceplant		Myoporum	False sandalwood
	Centaurea solstitialis C	Yellow starthistle		Pennisetum setaceum	Fountain grass
	Crataegus monogyna	English hawthorn		Rubus discolor	Himalaya berry
	Cotoneaster pannosus C. lacteus	Cotoneaster		Salvinia molesta	Giant salvinia
	Cortaderia jubata	Andean pampas grass, jubatagrass		Schinus spp.	Pepper trees
	Cortaderia selloana	Pampas grass		Senecia mikanloides	German ivy
	Cynara cardunculus	Artichoke thistle		Spartium junceum	Spanish broom
	Cytisus scoparius C	Scotch broom		Sesbania punicea	Chinese wisterias
	Cytisus striatus	Portuguese broom		Tamarix spp.	Tamarisk
	Egeria densa	Brazilian egeria		Vinca major	Periwinkle
	Eichornia crassipes	Water hyacinth			
	Elaeagnus angustifolia	Russian Olive			
	Eucalyptus globulus	Blue gum			
	Ficus carica	Edible fig			
	Foeniculum vulgare	Fennel			
	Eucalyptus globulus	Tasmanium blue gum			
	Genista monspessulana C (=Cytisus monspessulanus; G. racemosa)	French broom			
	Hedera helix	English Ivy			
	Helichrysum petiolare	Licorice plant			
Hydrilla verticillata	Water thyme				
Iris pseudacorus	Yellowflag iris				
Ludwigia spp.	Creeping waterprimerose				

Source: California Invasive Plant Council

APPENDIX B - PROHIBITED PLANT LIST

APPENDIX C

POINT MOLATE PLANNED AREA DISTRICT

INTRODUCTION

The Richmond Municipal Code allows the City Council to approve Planned Area Districts (PADs). A PAD consists of zoning, a Planned Area Plan (which can be a Master Planned Area Plan), and tentative subdivision map, which can be a large-lot tentative subdivision map. (Richmond Municipal Code § 15.04.810.030.B.)

The Point Molate Planned Area District (PM-PAD) consists of the PM-PAD Zoning (Attachment 1), including the PM-PAD Zoning Map (Attachment 2), the Point Molate Planned Area Plan (Section 2.0 of the Point Molate Design Guidelines), and a large-lot tentative subdivision map. In addition, due to the unique nature of Point Molate, the PM-PAD also includes the remainder of the Point Molate Design Guidelines, which provide detailed guidance regarding the permissible development of Point Molate (Project Site).

The PM-PAD envisions a new, mixed-use community composed of new development, rehabilitated historic buildings contributing to the Winehaven Historic District, and community facilities, including parks and open space areas. The PM-PAD allows the development of a project that reuses the Project Site, which was formerly a Navy fuel depot. The Project Site consists of approximately 276 acres located above water, of which no more than thirty (30) percent can be developed. The remainder of the Project Site must be parks and open space, which includes areas for passive and active recreation such as hiking areas, plazas, parks, and multi-use trails, as well as other areas more specifically described in the PM-PAD.

The PM-PAD is consistent with the Richmond General Plan and other applicable policies, and would not interfere with surrounding development. Implementation of the PM-PAD would rezone the Project Site from Parks and Recreation, Single Family Hillside Residential, Multifamily Residential, General Commercial, Light Industrial, and Open Space to a Planned Area District (PM-PAD) with portions of the PAD area subject to a Historic (-H) overlay and Shoreline (-S) overlay. The PM-PAD zoning consists of eight subdistricts—Point Molate Residential (PMRD), Point Molate Multifamily (PMM), Point Molate Mixed-Use (PMMUD), Point Molate Mixed-Use Historic (PMMUD-H), Point Molate Parks and Recreation (PMPR), Point Molate Parks and Recreation-Shoreline (PMPR-S), Point Molate Open Space (PMOS), and Point Molate Public, Cultural, and Institutional (PMPCI)—that appropriately respond to the Project Site's diversity.

Development of the Project Site would be compatible with the planned adjacent uses and would not interfere with nearby industrial uses. The PM-PAD would enable application of development standards consistent with the City's goals in its General Plan, including rehabilitating the historic buildings contributing to the Winehaven Historic District and meeting future housing needs through the remediation and redevelopment of a brownfield site.

Minimum lot areas, setbacks, building heights, other development standards, and similar regulations are established through the PM-PAD zoning (Attachment 1). Additional information about permitted development and architectural character is provided by the Point Molate Design Guidelines. Specifically, Section 2.0 of the Point Molate Design Guidelines is the Master Planned Area Plan for the PM-PAD. All development in the PM-PAD area must comply with the PM-PAD zoning, be in substantial conformance with the Point Molate Design Guidelines, and comply with the applicable mitigation measures in the Point Molate Mitigation Monitoring and Reporting Program, adopted by City Council in September 2020.

RELATIONSHIP BETWEEN THE DESIGN GUIDELINES AND ZONING

The Project Site would be comprised of three neighborhoods: the Promenade, the Point, and the Village. Each neighborhood would have a distinct character, as more specifically defined in the Point Molate Design Guidelines. The zoning is not intended to convey neighborhood character, but instead to provide the minimum objective standards for developing lots. Character is influenced not only by zoning, but also by an area's development capacity, topography, circulation, landscaping, and architectural expressions. For this reason, the same zoning can be used to create neighborhoods that will have different characters.

The PM-PAD provides the vision, requirements, and guidelines for the future development of the Project Site. Individual unit plans will be submitted to the City that will provide more detail about the proposed lotting, architecture, and engineering. The Richmond Municipal Code, Article XV, requires that individual projects proposed for a PAD with a Master Planned Area Plan return to the City for discretionary Development Plan review. The process for that review is set forth in the PM-PAD zoning (Attachment 1). To be approved, future development must not only comply with the zoning, but be in substantial conformance with the Point Molate Design Guidelines, including the character described for the neighborhood where the project is proposed.

MASTER PLANNED AREA PLAN

The PM-PAD Plan is a Master Planned Area Plan that provides the goals and policies for redeveloping the Project Site. The PM-PAD Plan is found in Section 2.0 of the Point Molate Design Guidelines and describes the character of the three neighborhoods that would be developed on the Project Site, including their circulation, parks and open spaces, land uses, locations of retail and active uses, streetscapes, block structure, and height map, among other details that shape neighborhood character. In addition, the Point Molate Design Guidelines provide architectural guidelines (Section 3.0), the historic conservation plan for the Winehaven Historic District (Section 4.0), and landscape guidelines (Section 5.0).

PM-PAD ZONING TEXT

POINT MOLATE PLANNED AREA DISTRICT ZONING (PM-PAD)¹

1.010 – Zoning Subdistricts

The PM-PAD implements the General Plan classifications of Low Density Residential, Medium-Density Residential, Medium-Intensity Mixed Use (Community Nodes and Gateways), Parks and Recreation, and Open Space at Point Molate and is comprised of eight subdistricts with the following purposes:

Point Molate Residential (PMRD). This subdistrict is intended for low-density residential development with attached and detached single-family homes in level to moderately sloped areas. Clustered low-density neighborhoods are encouraged with a variety of housing types. Smaller lots will allow for the clustering of dwellings while providing access to the site's conserved open space. Dwelling types may include single-family homes, small-lot single-unit development, duplexes, townhomes, cottages, bungalows, and accessory dwelling units. Density in this zoning subdistrict is a maximum of 15 dwelling units per acre. In addition, this district provides for compatible, supportive uses, such as small family day care, park and recreation facilities, civic and institutional uses, and community gardens.

Point Molate Multifamily (PMM). This subdistrict is intended for medium-density residential development, such as garden apartments, stacked flats, and condominiums. Density in this zoning subdistrict is a maximum of 40 dwelling units per acre. In addition, this district provides for compatible uses appropriate to residential neighborhoods.

Point Molate Mixed-Use (PMMUD). This subdistrict has a residential emphasis, but also allows commercial development, which can be accommodated in the ground floor of an otherwise residential building or in one-story, small scale commercial-only buildings. Appropriate residential structure types include, but are not limited to, condominiums, townhouses or apartments, which can be in residential-only buildings or in mixed-use buildings. Development must have a pedestrian-oriented building design with minimal front and street-side setbacks and parking located to the sides or rear of buildings preferred.

Point Molate Mixed-Use-Historic (PMMUD-H). This subdistrict is intended for residential, commercial, and civic development, as well as mixed-use development. Appropriate uses include retail, restaurant, live/work, residential, office/light industrial, and civic uses. This subdistrict is distinguished from the PMMUD subdistrict in that it allows larger commercial-only buildings with a wider range of commercial uses. Appropriate residential structure types include, but are not limited to, single-family homes in appropriate locations, condominiums, townhouses or apartments, which can be in residential-only buildings or in mixed-use buildings. Appropriate commercial uses include small to large-scale retail, low-impact light industrial (including art studios and fabrication), business and personal services, and offices. Civic uses such as police and fire stations and parks also are appropriate. New development must have a pedestrian-oriented building design with minimal front and street-side setbacks and parking located to the sides or rear of buildings preferred. In addition, this subdistrict is intended to ensure that new development within the Winehaven Historic District

¹ Unless otherwise stated, all references within the PM-PAD are to the Richmond Municipal Code. Unless specifically altered by the PM-PAD zoning, the requirements in the Richmond Municipal Code, Article XV, Series 100, 300, 600, 700, and 800 apply.

would not adversely affect the integrity of the Winehaven Historic District and that all existing historic buildings in the Winehaven Historic District are not subject to Article 15.04.606.

Point Molate Parks and Recreation (PMPR). This subdistrict has the same intent as the Parks and Recreation (PR) district, as stated in Article 15.04.205.

Point Molate Parks and Recreation – Shoreline (PMPR-S). This subdistrict has the same purpose as the Parks and Recreation (PR) district, as stated in Article 15.04.205. In addition, this subdistrict has the same purpose as the -S Shoreline Overlay District, as stated in Article 15.04.306.

Point Molate Open Space (PMOS). This subdistrict has the same purpose as the Open Space (OS) District, as defined in Article 15.04.206.

Point Molate Public, Cultural, and Institutional (PMPCI). This subdistrict has the same purpose as the Public, Cultural, and Institutional District, as defined in Article 15.04.205.

1.010.A – Purpose of the PMRD and PMM subdistricts.

The specific purposes of the PMRD and PMM subdistricts are to:

- A. Create, preserve, protect, and enhance the character of residential neighborhoods.
- B. Provide sites appropriate for a variety of residential development types.
- C. Provide sites for public and semi-public land uses, such as day care centers, parks, community facilities, and public safety facilities that will serve City residents.

1.010.B – Purpose of the PMMUD and PMMUD-H subdistricts.

The specific purposes of the PMMUD and PMMUD-H subdistricts are to:

- A. Provide for the orderly, well-planned, and balanced growth of mixed-use districts.
- B. Encourage a mix of uses that promotes convenience, economic vitality, fiscal stability, and a pleasant quality of life.
- C. Promote pedestrian-oriented, mixed-use commercial centers at appropriate locations.
- D. Establish design standards that improve the visual quality of development and create a unified, distinctive, and attractive character along mixed-use streets.
- E. Provide appropriate standards to preserve both commercial and mixed-use feasibility and residential quality in the zoning district.
- F. Provide for the rehabilitation and reuse of Winehaven Historic District buildings and provide for compatible new construction to create a vibrant mixed-use environment that will attract city residents and visitors.

1.010.C – Purpose of the PMPR and PMPR-S subdistricts.

The specific purposes of the PMPR and PMPR-S subdistricts are to:

- A. Provide land for parks and recreation facilities; and
- B. Provide design compatibility between public uses and adjacent neighborhoods.

- C. Provide public access to the shoreline areas.

1.010.D – Purpose of the PMOS subdistrict.

The specific purposes of the PMOS subdistrict is to:

- A. Provide land for development of open space uses; and
- B. Provide land for public trails, trail heads, and other appropriate public recreational uses; and
- C. Provide land for the protection of natural resources, including sensitive habitats.
- D. Provide public access to hillside areas, including bay views available from those areas.

1.020 – Development Capacity.

This section is intended to identify the number of dwelling units and non-residential development capacity permitted in each Planning Area (“Development Capacity”). The permitted and conditionally permitted uses in each Planning Area are found in PM-PAD section 1.050.

- A. Residential Capacity: The PM-PAD Plan allows up to 2,040 residential units in eight planning areas, labeled areas A through H (see Figure 1.020.A), as follows:
 - 1. Planning Areas A and B: 408 new units
 - 2. Planning Area C: 168 new units
 - 3. Planning Area D: 66 new units
 - 4. Planning Area E: 300 new units
 - 5. Planning Areas F, G, and H: 625 new units and up to 473 units in the existing historic buildings; see PM-PAD section 1.020.B for additional detail

The PM-PAD allows up to a 20 percent increase in the residential development capacity of any planning area as long as the total number of residential dwelling units in the PM-PAD Plan area does not exceed 2,040.

- B. Historic District: The development capacity in Planning Areas F, G, and H, which comprise the Winehaven Historic District, can be in the range of (1) 1,098 residential units with up to 40,000 square feet of general commercial space, and (2) 318 residential units with up to 624,572 square feet of general commercial space; or anything in between on the basis that each residential unit is interchangeable with 750 square feet of general commercial space.
- C. Commercial Capacity:
 - 1. Planning Areas F, G, and H: The PM-PAD Plan allows up to 624,572 square feet of general commercial space (which can include neighborhood-serving commercial spaces), of which up to 40,000 square feet can be high-trip commercial uses, such as regional-serving retail and restaurant uses; see PM-PAD section 1.020.B for additional detail. The uses permitted and conditionally permitted in the commercial spaces are listed in PM-PAD section 1.050.
 - 2. Planning Areas A and E: The PM-PAD allows up to 15,000 square feet of neighborhood-serving commercial spaces, as defined in PM-PAD section 1.030.B.1. The uses permitted and conditionally permitted in those spaces are listed in PM-PAD section 1.050.
- D. Cultural and Civic Capacity: Planning Areas D, E, and F permit up to 10,000 new square feet of buildings for cultural and/or civic uses. Cultural and civic uses also are permitted in other

planning areas, as specified in PM-PAD section 1.050. Up to 5,000 square feet can be refurbished (or if necessary constructed) in Planning Area E for a building to serve water transit uses.

FIGURE 1.020.A – PLANNING AREAS



1.030 – Definitions

Except for the terms specifically defined herein, the definitions in Section 15.04.104 apply to the PM-PAD. If there is a conflict between a definition in this section and Section 15.04.104, this section takes precedence.

- A. Front Lot Line:** On an interior lot, that portion abutting a public or private street, public open space, or publicly accessible private open space. On a flag or panhandle lot, the interior lot line most parallel to and nearest the street or lane from which access is obtained.

- B. Neighborhood-Serving Commercial Spaces:** Neighborhood-serving commercial space is intended to provide for a range of neighborhood-serving retail, restaurant, cultural, and service uses along street frontages that are located and designed to foster pedestrian activity near residential uses.
 1. Neighborhood-serving spaces are intended to provide amenities that allow residents and employees to meet their needs where they live and/or work. See PM-PAD section 1.050 for the list of permitted and conditionally permitted uses.

2. To qualify as a neighborhood-serving commercial space, each commercial tenant space must be on the ground-floor of a building and all commercial tenant spaces within a building, averaged together, can have a maximum average size of 2,500 square feet.

C. Open Space

1. The PM-PAD requires that seventy (70) percent of the above-water land in the PM-PAD area be open space and is referred to herein as the PM-PAD Open Space. The PM-PAD Open Space consists of the areas, other than street rights-of-ways, in the PMOS, PMPR, and PMPR-S subdistricts and publicly accessible areas within the other subdistricts that permit active or passive recreation and other uses, as described in the Parks and Open Space section of the Point Molate Design Guidelines.
2. For PM-PAD section 1.060, Development Standards, “open space” has the same meaning as “open space” in Section 15.04.104.020.

- D. Streets:** As used in this PAD, Primary Streets, Secondary Streets, and Tertiary Streets refer to the labels shown for various streets on the Point Molate Design Guidelines.

1.040 – Implementation and Relation to the Point Molate Design Guidelines.

- A. All development in the PM-PAD area that would be subject to Design Review pursuant to Article 15.04.805 must obtain Development Plan Review, pursuant to Section 15.04.810.080, and PM-PAD sections 1.040.B–C, and are not subject to Design Review.
- B. Zoning Administrator Review. When a Development Plan is submitted to the City, it will be reviewed by the Zoning Administrator for conformity with the program approved by the City Council, consisting of up to 1,452 residential units (up to 510 units in Planning Areas F, G, and H) and up to 453,774 square feet of non-residential uses. A deviation from this program that increases either residential units or non-residential space, but is within the Development Capacity defined by PM-PAD section 1.020 and within the impacts analyzed within the Point Molate SEIR, shall be approved as a minor program amendment by the Zoning Administrator. If the Development Plan results in development exceeding the Development Capacity or exceeds the impacts in the Point Molate SEIR, then the procedures in PM-PAD section 1.040.D apply.
- C. Development Plan Review
 1. Applicability
 - a. Development proposals that are exempt from Design Review pursuant to Section 15.04.805.010 also are exempt from Development Plan Review.
 - b. Development proposals that would be subject to Minor Design Review are subject to Minor Development Plan Review. Minor Development Plan Review follows the same process as Minor Design Review, as stated in Section 15.04.805.020.A.
 - c. Development proposals that would be subject to Major Design Review (defined in Section 15.04.805.020.B) are subject to Major Development Plan Review. The procedures for Major Development Plan review are the same as the procedures for Major Design Review, as stated in Sections 15.04.805.030 (Procedures) and 15.04.805.070 (Appeals), except that for development proposals within the

PMMUD-H subdistrict, Minor and Major Development Plan Review is conducted by the Historic Preservation Commission rather than the Design Review Board.

2. Development Plan Review Criteria

When conducting Development Plan Review, the hearing body must evaluate applications to ensure that they satisfy the Development Plan Review criteria and conform to the policies of the General Plan. Building permit details are beyond the scope of Development Plan Review. To obtain Development Plan Review approval, projects must satisfy the following criteria:

- a. Are consistent with the PM-PAD zoning; and
- b. Are in substantial conformance with the Point Molate Design Guidelines.

3. Required Findings

The hearing body may only approve a Development Plan Review application if it finds that the application is:

- a. Consistent with the General Plan;
- b. In substantial conformance with the applicable Point Molate Design Guidelines;
- c. Consistent with any approved tentative map, use permit, variance, or other planning or zoning approval that the project required; and
- d. Consistent with the Development Plan Review criteria in PM-PAD section 1.040.C(2).

4. In addition to Development Plan Review, development proposals within the PMMUD-H subdistrict must comply with the procedures in Sections 15.04.303.100–15.04.303.130 of the Zoning and Subdivision Ordinance and obtain a Certificate of Appropriateness from the Historic Preservation Commission. The hearing for the Certificate of Appropriateness shall be conducted at the same time as the hearing for Development Plan Review.

5. Conditions of Approval.

When approving the Development Plan Review, the hearing body may impose reasonable conditions related to design impacts caused by the project application in order to:

- a. Achieve the specific purposes of the PM-PAD subdistrict in which the project is to be located, consistent with the PM-PAD zoning and General Plan, and substantially conform to the Point Molate Design Guidelines; and
- b. Protect the public health, safety, and welfare of the citizens of the City of Richmond.

No condition of approval can impose further discretionary review of the project by the Zoning Administrator, Design Review Board, or Historic Preservation Commission.

D. Amendments to the PM-PAD Zoning and Point Molate Design Guidelines.

1. The PM-PAD Zoning and Point Molate Design Guidelines provide a general description of the development of the developable areas of the Point Molate site. Final architectural and landscape design and site planning will occur at the time of Development Plan Review and no amendment of the PM-PAD or Point Molate Design

Guidelines will be required as long as the architecture and landscaping are consistent with the PM-PAD zoning and substantially conform to the Point Molate Design Guidelines.

2. Notwithstanding anything contained in Section 15.04.810.070(B) to the contrary, adjustments in the number, size and configuration of housing units, non-residential buildings and uses, or alterations of any building shall not require an amendment to the PM-PAD or Point Molate Design Guidelines as long as the following conditions are met:
 - a. The development is within the development capacity defined in PM-PAD section 1.020.
 - b. At least seventy (70) percent of above-water land in the PM-PAD area is PM-PAD Open Space, as defined in PM-PAD section 1.030.C.
 - c. Residential development capacity transferred from one planning area to one or more other planning areas does not result in a receiving planning area's development capacity increasing more than twenty (20) percent.
 - d. The adjustments substantially conform with the Point Molate Design Guidelines.
3. Amendments to the PM-PAD or Point Molate Design Guidelines shall be subject to the procedures of Section 15.04.810.070.

1.050 - Land Use Regulations.

The land use regulations for all parks and recreation subdistricts (PMPR and PMPR-S) are as stated in Section 15.04.205.020, as may be amended from time to time, for the PR District. The land use regulations for the PMOS subdistrict are as stated in Section 15.04.206.020, as may be amended from time to time, for OS District. The land use regulations for the PMPCI subdistrict are as stated in Section 15.04.205.020, as may be amended from time to time, for the PCI District, except that transportation passenger terminals are permitted uses.

Table 1.050 prescribes the land use regulations for the residential and mixed-use subdistricts. The regulations for each subdistrict in Table 1.050 are established by letter designations as follows:

"P" designates permitted uses.

"A" designates use classifications that are permitted after review and approval of an administrative use permit by the Zoning Administrator.

"C" designates use classifications that are permitted after review and approval of a conditional use permit by the Planning Commission.

"L#" designates numbered limitations listed at the end of the table.

"x" designates uses that are not permitted.

Use classifications are defined in Article 15.04.104 (Key Terms and Definitions). In cases where a specific land use or activity is not defined, the Zoning Administrator shall assign the land use or activity to a classification that is substantially similar in character. Use classifications and subclassifications not listed in the table and not found to be substantially similar to the uses below are prohibited. Section numbers in the right-hand column refer to other sections of this article.

TABLE 1.050: LAND USE REGULATIONS—RESIDENTIAL AND MIXED-USE DISTRICTS					
Uses	PMRD	PMM	PMMUD	PMMUD-H	Additional Regulations
RESIDENTIAL					
Single Family	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.201.070 Residential Development Types; § 15.04.610.020 Accessory Dwelling Units
<i>Detached</i>	P	A, L1	C, L1	L1	
<i>Attached</i>	P	P	P	P	
Accessory Dwelling Unit	P	P	P	P	
Duplex	P	P	P	P	
Multi-Unit Dwelling	x	P	P	P	
Group Residential	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.610.210 Group Residential
<i>Congregate Housing</i>	L2	L2	C	P	
<i>Senior Group Residential</i>	L2	L2	C	P	
Elderly and Long-Term Care	x	x	C	C	
Family Day Care, Large	A	A	A	A	See § 15.04.610.190 Family Day Care, Large
Family Day Care, Small	P	P	P	P	

Planned Residential Groups	C	C	C	C	
Residential Facility	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>Residential Care, General</i>	x	x	C	C	See § 15.04.610.360 Residential Care, General
<i>Residential Care, Limited</i>	A	P	P	P	
<i>Residential Care, Senior</i>	x	x	C	C	
<i>Hospice, General</i>	x	x	x	x	
<i>Hospice, Limited</i>	A	A	P	P	
Supportive Housing	A	A	P	P	
Transitional Housing	A	A	P	P	
COMMERCIAL (L3)					
Animal Sales and Services	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.610.070 Animal Keeping
<i>Riding Schools and Stables</i>	x	x	x	x	
<i>Clinic/Hospital</i>	x	x	L4	L4	
<i>Grooming</i>	x	x	L4	L4	

<i>Retail Sales (Pet Shops)</i>	x	L6	L4	L4	
<i>Veterinary Services</i>	x	x	P	P	
Auto/Vehicle Sales Services	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>Alternative Fuels and Recharging Facility</i>	x	x	L5	A	
<i>Automobile/Vehicle Repair, Minor</i>	x	x	L5	L5	
<i>Service Stations</i>	x	x	x	C	See § 15.04.610.380 Service Stations
Banks and Financial Institutions	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>Bank and Savings and Loan</i>	x	x	L6	P	
<i>- With Drive-through Service</i>	x	x	x	x	
<i>Non-traditional Financial</i>	x	x	x	x	
Business Services	x	x	P	P	
Catering Service	x	x	L6	P	
Commercial Entertainment and Recreation	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.610.130 Commercial/Recr

<i>Cinema</i>	x	x	A	A	eation and Entertainment
<i>Theatre</i>	x	x	A	A	
<i>Large-scale Facility</i>	x	x	C	C	
<i>Small-scale Facility</i>	x	x	A	A	
Eating and Drinking Establishments	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.610.300 Outdoor Dining and Seating
<i>Bars/Night Clubs/Lounges</i>	x	x	P, L13	P, L13	
<i>Restaurant, Full Service</i>	x	x	P, L13	P, L13	
<i>Restaurant, Limited Service</i>	x	L6	P	P	
<i>Restaurant with Drive Through Service</i>	x	x	x	x	
Finance, Insurance and Real Estate Services	x	x	L4	P	
Food and Beverage Sales	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>Convenience Market</i>	x	C	P	P	See § 15.04.610.150 Convenience Markets
<i>Farmers Market</i>	x	x	P	P	See § 15.04.610.200 Farmers Markets
<i>General</i>	x	x	P, L13	P, L13	

<i>Market</i>					
<i>Liquor Store</i>	x	x	A	A	See § 15.04.610.060 Alcoholic Beverage Sales
Funeral and Interment Service	x	x	C	C	
Instructional Services	x	A	P	P	
Live-Work	x	x	P	P	See § 15.04.610.250 Live-Work Units
Media Production	x	x	A	P	
Maintenance and Repair	x	x	L4	P	
Mobile Vending Unit	x	x	A	P	See § 15.04.610.320 Outdoor Vendors (Mobile Food Vendors)
Nursery and Garden Center	x	x	P	P	See § 15.04.610.290 Nurseries and Garden Centers
Offices, Business and Professional	x	x	P	P	
<i>Medical and Dental</i>	x	x	P	P	See § 15.04.610.240 Hospitals and Clinics
<i>Walk-in Clientele</i>	x	x	P	P	

Parking Facilities, Commercial	x	x	P	P	
Personal Services	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.610.340 Personal Services
<i>General Personal Services</i>	x	L6	P	P	
<i>Health/Fitness Facility</i>	x	L4	P	P	
<i>Massage Establishment</i>	x	x	L11	A	
<i>Tattoo or Body Modification Parlor</i>	x	x	C	C	
Printing and Publishing	x	x	C	P	
Retail Sales	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>General Retail Sales, Small-scale</i>	x	C	P	P	
<i>General Retail Sales, Large-scale</i>	x	x	L4	P	
<i>Pawn Shop; Secondhand Store</i>	x	x	C	C	See § 15.04.610.330 Pawn Shops; Secondhand Dealers
<i>With Drive-Through</i>	x	x	x	x	

<i>Service</i>					
Transient Lodging	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>Bed and Breakfast</i>	L9	L9	A	A	See § 15.04.610.110 Bed and Breakfast Lodging
<i>Hotel and Motel</i>	x	x	x	C	See § 15.04.610.420 Transient Lodging
INSTITUTIONAL AND COMMUNITY FACILITIES					
College and Trade School	x	x	C	C	
Community Assembly	x	x	C	P	See § 15.04.610.140 Community Assembly
Community Garden	P	P	A	P	See § 15.04.610.290 Nurseries and Garden Centers
Cultural Facility	C	P	P	P	
Day Care Centers	A	A	L4	P	See § 15.04.610.190 Day Care Center
Emergency Shelter	L10	L10	L10	P	See § 15.04.610.180 Emergency Shelters
Government Buildings	x	x	A	P	
Hospitals and Clinics	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.610.240 Hospitals and

<i>Hospital</i>	x	x	x	C	Clinics
<i>Clinic</i>	x	x	L4	A	
<i>Skilled Nursing Facility</i>	x	x	C	C	
Park and Recreation Facility	C	P	P	P	
Public Safety Facility	C	C	P	P	
Schools	x	x	A	A	See § 15.04.610.370 Schools
Social Service Center	x	x	L7	L7	See § 15.04.610.160 Domestic Violence Shelters
INDUSTRIAL					
Artisan/Small-scale Manufacturing	x	x	L4	P	
Artist's Studio	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>Studio-Light</i>	P	P	P	P	
<i>Studio-Heavy</i>	x	x	A	P	
Commercial Kitchen	x	x	A	P	
Brewery, Brew-on-Premises	x	x	C, L13, L14	P, L13, L14	
Limited Industrial	x	x	C	C	

Marijuana Cultivation Facility	x	x	x	L8	See § 15.04.610.270 Medical Marijuana Uses
Micro-brewery	x	x	P, L13, L14	P, L13, L14	
Recycling Facilities	See subclassification below	See subclassification below	See subclassification below	See subclassification below	See § 15.04.610.350 Recycling Facilities
<i>Collection Facilities</i>	x	x	A	A	
Winery, Small	x	x	P, L13, L14	P, L13, L14	
Winery, Large	x	x	C, L13, L14	P, L13, L14	
TRANSPORTATION, COMMUNICATION AND UTILITIES					
Communication Facilities	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	See § 15.04.614 Wireless Communications Facilities
<i>Antennas and Transmission Towers</i>	C	C	L12	L12	
<i>Equipment within Buildings</i>	A	A	L7	L7	
Transportation Facilities	See subclassifications below	See subclassifications below	See subclassifications below	See subclassifications below	
<i>Transportation Passenger Terminal</i>	x	x	P	P	
Utilities, Major	C	C	C	C	
Utilities, Minor	P	P	P	P	

AGRICULTURE					
Agricultural Production and Services	x	x	C	P	
Animal Husbandry	x	x	C	C	See § 15.04.610.430 Urban Agriculture
Indoor Agriculture	A	A	A	P	
Outdoor Agriculture	C	C	C	P	
OTHER					
Accessory Uses and Structures	See § 15.04.601.010 Accessory Uses and Structures				
Home Occupations	P	P	P	P	See § 15.04.610.230 Home Occupations
Nonconforming Uses	Permitted subject to the requirements of Article 15.04.606, Nonconforming Uses, Structures, and Lot				
Temporary Use	Permitted subject to the requirements of Article 15.04.807, Temporary Use Permits				
	NOTES:				
	<p>L1 New detached residences in these subdistricts shall follow the zoning regulations of the PMRD subdistrict. Existing and rehabilitated historic detached residences in the PMMUD-H subdistrict are subject to the development regulations for existing buildings in the PMMUD-H subdistrict (see PM-PAD § 1.060.C.2).</p> <p>L2 Permitted if the primary use of the property remains residential; requires a conditional use permit if it is the primary use.</p> <p>L3 In Planning Areas A and E, commercial uses are permitted or conditionally permitted only on the ground-floor of otherwise residential buildings. In Planning Areas A and E, one-story commercial buildings up to 5,000 square feet are permitted with an administrative use permit, and between 5,000 and 15,000 square feet are permitted with a conditional use permit; in these planning areas, no commercial space larger than 15,000 square feet is permitted.</p> <p>L4 Only allowed on the ground floor; otherwise requires an administrative use permit.</p> <p>L5 Must be within an enclosed structure.</p>				

	<p>L6 Only allowed with an administrative use permit on the ground floor in mixed-use buildings.</p> <p>L7 Permitted above the ground floor or behind an allowed ground floor use. In other locations, an administrative use permit is required.</p> <p>L8 Requires a conditional use permit and cannot be located within 500 feet of a school or park.</p> <p>L9 Allowed with a conditional use permit for bed and breakfasts with up to 20 guest rooms. Bed and breakfasts with more than 20 guest rooms are prohibited.</p> <p>L10 Permitted with 10 or fewer beds only. All of the standards of Section 15.04.610.180 apply.</p> <p>L11 Permitted behind an allowed ground-floor use and with approval of a conditional use permit.</p> <p>L12 A conditional use permit is required unless the criteria for an administrative use permit listed in Section 15.04.614.030(B) are met.</p> <p>L13 Notwithstanding Section 15.04.610.060, the following applies in the PMMUD and PMMUD-H subdistricts: (a) a use permit is not required for the sale of alcoholic beverages for on-premise consumption at a full-service restaurant, bar, lounge, brewery, microbrewery, or winery; (b) a use permit is not required for the off-site sale of alcoholic beverages by a food market, brewery, microbrewery, or winery; (c) a full-service restaurant, bar serving only beer and wine, winery, brewery, and microbrewery are permitted closer than 600 feet, but no closer than 20 feet, to a public park; (d) days and hours of operation shall be between 8:00 a.m. and 9:00 p.m., seven days a week; additional hours can be approved with an administrative use permit; and (e) wineries, breweries, microbreweries, bars, and restaurants that serve alcohol, whether under the same or different ownership, are permitted and can co-exist next to each other or in a shared space.</p> <p>L14 Notwithstanding Section 15.04.610.120, the following applies in the PMMUD and PMMUD-H subdistricts: (a) a use permit is not required for on-site sale or tasting, for a fee or no fee, of alcoholic beverages; and (b) on-site sales or on-site tasting areas, whether combined with food service or not, can comprise up to 40 percent of the gross floor area of the brewery.</p>
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1.060 – Development Standards

Article 15.04.103, Rules of Measurement, applies to development within the PM-PAD.

1.060.A - Development Standards—PMRD.

Table 1.060.A prescribes the development standards for the PMRD subdistrict. Additional regulations are denoted in a right-hand column. Section numbers in this column refer to other sections of this article, while individual numbers refer to the numbers in the notes that directly follow the table. The numbers in each illustration below refer to corresponding regulations in the "#" column in the associated table.

FIGURE FOR TABLE 1.060.A: DEVELOPMENT STANDARDS—PMRD

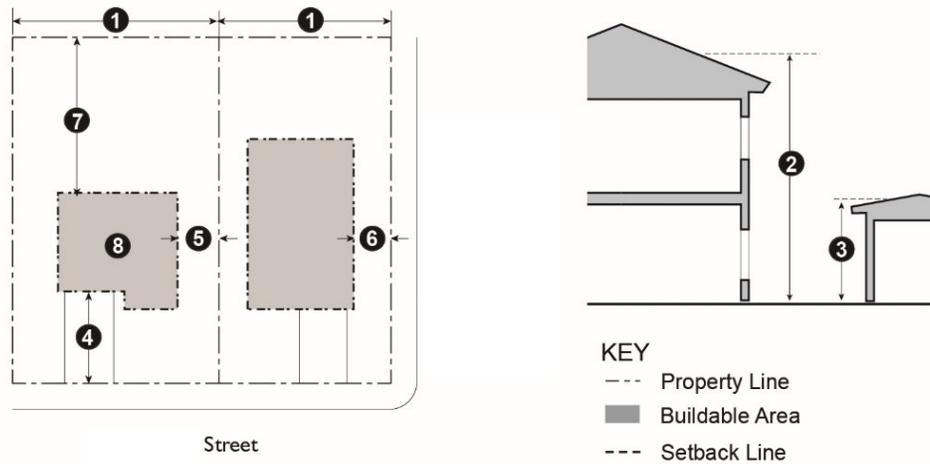


TABLE 1.060.A: PMRD DEVELOPMENT STANDARDS—SINGLE UNIT DWELLING, DETACHED AND SINGLE UNIT DWELLING, ATTACHED					
Standard	Small Lot SFD	Medium Lot SFD	Townhouse / Duplex	#	Notes
Site Standards					
Minimum Lot Width (ft.)	30	40	20/50	①	1
Maximum Lot Floor Area Ratio (FAR)	n/a	n/a	n/a		
Maximum Lot Coverage (% of site)	70	65	80		
Building Height and Form					
Maximum Number of Stories	3	3	3		
Maximum Building Length (ft.)	n/a	n/a	140		
Maximum Building Height (ft.)	35	35	40	②③	4, 5
Setbacks					

Project Site	n/a				
Individual Lot (Minimum ft.)					
<i>Front</i>	5; 0 for porches, stoops, and dooryards				
<i>Side</i>	5/6	5	5	⑤	2
<i>Side Corner</i>	7/10	7	10	⑥	2
<i>Rear (not Alley)</i>	10	10	10	⑦	
<i>Alley</i>	3	3 (garage portion only)	3		
Building Separation of Detached Units (ft.) (Minimum)	6	10	n/a		
Building Separation of Attached Units (ft.) (Minimum)	n/a	n/a	15		
Parking and Access					
Maximum Garage Door Width (ft.)	16				
Access Location	Alley or side street wherever possible.				
Garage, Front Setback from Public Street (ft.)	5			④	
Garage, Alley/Rear Setback (ft.)	3				
Building Orientation					
Orientation	Facades shall be designed to orient towards the public street and a common courtyard/paseo, if provided.				
Entrance Location	The main entrance to each ground floor dwelling shall be visible to and located directly off a common courtyard/paseo				

	or directly from the street.				
Usable Open Space					
Minimum Private Open Space (sq. ft. per unit)	300	300	150		3
Minimum Common Open Space (sq. ft. per unit)	n/a	n/a	n/a		
Minimum Dimensions					
<i>Ground floor, common (ft.)</i>	n/a	n/a	n/a		
<i>Ground floor, private (ft.)</i>	6	10	5		
<i>Balcony (sq. ft.)</i>	6	6	6		
Additional Standards					
Minimum Amount of Enclosed Personal Storage (sq. ft.)	80	80	80		

NOTES:

1. The minimum lot size of an individual townhome is 20 feet. The minimum lot size for two or more townhomes on the same lot or a duplex is 50 feet.
2. For a detached, small-lot single-family home on a lot with two interior side yards, the total of the two side yards shall be at least six (6) feet if one side yard is zero (0) feet. On corner lots, where the interior side yard has been reduced to zero (0) feet, the side yard facing the street shall be a minimum of ten (10) feet. If a small-lot single family home is less than 25 feet in height, then the interior side setbacks can be a total of six feet, with each side yard being a minimum of three (3) feet.

On the ground-floor, only a garage of a maximum length of twenty (20) feet is allowed on the interior side without a side yard. Habitable rooms are permitted over such a garage.

On the interior side without a side yard, no windows, doors or upper floor balconies or decks are permitted within less than three (3) feet of the property line.

3. For balconies not contributing to the usable private minimum open space, the balcony depth should be a minimum of one (1) foot.

4. Exceptions to Height Limits.

Section 15.04.601.050, Exceptions to Height Limits, applies. In addition to the decorative features listed therein, decorative features also can include towers.

5. Measurement of Heights. The rules for the measurement of heights are in Section 15.04.103.050, [except that building height is measured from finished floor to the midpoint of roof height for a sloped roof or top of roof for flat roof regardless of the lot slope.](#)

1.060.A.1 - Small Lot Subdivisions.

Small lot subdivisions are permitted in the PMRD subdistrict.

- a. **Purpose.** The purpose of this section is to provide opportunities to increase the supply of smaller dwelling units and rental housing units in the City by allowing the creation of subdivisions with smaller lots and dwellings. At Point Molate, where new residential neighborhoods are surrounded by substantial open space, there is an opportunity to cluster housing with creative floor plans, massing, and architecture, that provides privacy and a great relationship with the public realm.
- b. **Development Types.** Small lot subdivisions may be proposed and approved for small and medium single-family development and townhouse development developed according to the Point Molate Design Guidelines.
- c. **Lot Standards.** The Planning Commission may approve smaller lots than required for the base district, but no less than 1,750 square feet in area and 30 feet in width, upon finding that the development will be compatible with neighboring uses and will contribute to underserved segments of the City's housing market.

1.060.B - Development Standards—PMM.

All residential building types other than multifamily must comply with the PMRD development standards (PM-PAD section 1.060.A). Multifamily buildings, mixed-use buildings (ground-floor non-residential with residential above), and single-story commercial buildings must comply with the PMMUD development standards (PM-PAD section 1.060.C) except that the maximum building height allowed for multifamily and mixed-use buildings in the PMM subdistrict is 50 feet.

1.060.C - Development Standards for the PMMUD Subdistrict.

Tables 1.060.C(1) through 1.060.C(5) prescribe the development standards for PMMUD subdistrict. Additional regulations are denoted in the second to the right-most column. Section numbers in this column refer to other sections of this article, while individual numbers refer to the numbers in the notes that directly follow the table. The numbers in each illustration below refer to corresponding regulations in the "#" column in the associated table.

FIGURE FOR TABLE 1.060.C(1): LOT, DENSITY, FAR, AND BUILDING PLACEMENT STANDARDS—
PMMUD SUBDISTRICT

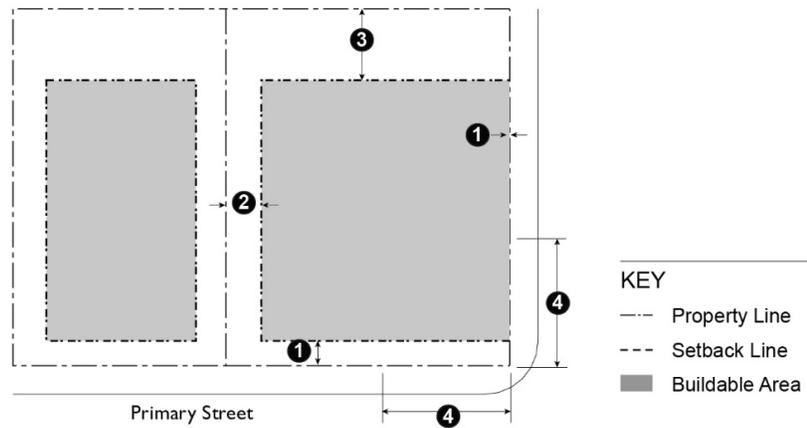


TABLE 1.060.C(1): LOT, DENSITY, FAR, AND BUILDING PLACEMENT STANDARDS— PMMUD SUBDISTRICT			
<i>District</i>	<i>PMMUD</i>	<i>Additional Regulations</i>	<i>#</i>
Lot and Density Standards			
Residential-Only Development	Single-family residences, duplexes, and townhomes are subject to the lot and density standards of the PMRD subdistrict. Multi-family residential buildings are subject to the lot and density standards in the PMMUD district.		
Maximum Density (dwelling units/net acre)	75		
Minimum Lot Size (sq. ft.)	3,000		
Minimum Lot Width (ft.)	30		
Maximum Non-Residential Floor Area Ratio (FAR)	2.5		

Setbacks (ft.)			
Residential-Only Development	Single-family residences, duplexes, and townhomes are subject to the setback requirements of the PMRD subdistrict. Multi-family residential buildings are subject to the setback standards in the PMMUD district.		
Street or Open Space Frontages, Stenmark	<p>Planning Area A: min. 10, max. 15</p> <p>Planning Areas B and C: min. & max. 10</p> <p>Planning Areas F, south of the Power House (Building 13), and G: min. 0, max. 10</p> <p>Planning Area F north of the Power House: min. 20, max. n/a</p> <p>Planning Area H: Stenmark min. 0, max n/a; Open Space min. 10, max. n/a</p>	1, 2	①
Street or Open Space Frontages, other than Stenmark	Min: 0 Max: 10	See § 15.04.601.020 Building Projections into Yards; 2	①
Interior and Rear, abutting Open Space	Min: 0		
Interior Side, not abutting Open Space	Min. 5	See § 15.04.601.020 Building Projections into Yards, 3	②
Rear, not abutting Open Space	Min. 10	3	③
Corner Build Area (ft.)	30	3, 4	④
Minimum Building Separation for Buildings with Attached Residential Units	20		

Notes:

1. **Build-to Zone.** Buildings shall be constructed at the street frontage or required setback line (the "build-to" zone) for at least 60 percent of the building frontage on Stenmark Drive. "Build-to zone" is further defined in the Definitions section of the Point Molate Design Guidelines. The build-to zone requirement may be modified or waived by the Zoning Administrator or the Design Review Board, whichever has approval authority, upon finding that:
 - a. Substantial landscaping will be located between the build-to zone and ground floor residential units to soften visual impact of buildings. Transitional entries into residential units such as door yards. These are articulated in the Point Molate Design Guidelines;
 - b. Entry courtyards, plazas, entries, or outdoor eating and display areas will be located between the build-to zone and building, provided that the buildings will be built to the edge of the courtyard, plaza, or outdoor dining area; or
 - c. The building will incorporate an alternative entrance design that will create a welcoming entry feature facing the street.
2. **Open Space Frontages.** In Planning Area H, parking is permitted between the street and building where the building fronts onto a publicly accessible private open space or public open space. See Table 1.050.B(4).
3. **Required Side and Rear Yards for Residential Uses.** In order to provide light and air for residential units, the following minimum setbacks apply to any building wall containing windows for residential units and facing an interior side or rear yard.
 - a. For any wall containing windows, a setback of at least 5 feet shall be provided.
 - b. For any wall containing bedroom windows, a setback of at least 8 feet shall be provided.
 - c. For any wall containing living room or other primary room windows, a setback of at least 10 feet shall be provided.
 - d. The required setbacks apply to that portion of the building wall containing a window and extending three feet on either side of the window.
4. **Corner Build Area.** Buildings on corner lots must be located in accordance with the required setbacks. Any curb cuts for driveways or alleys must be at least fifty (50) feet from street corners. Publicly accessible plazas can abut street corners provided buildings are built to the edge of the public plaza, even if this causes the building to otherwise exceed the maximum allowable setback.

FIGURE FOR TABLE 1.060.C(2): HEIGHT STANDARDS—PMMUD SUBDISTRICTS

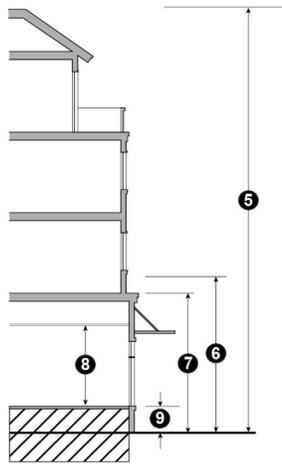


TABLE 1.060.C(2): HEIGHT STANDARDS—PMMUD SUBDISTRICT			
<i>District</i>	<i>PMMUD</i>	<i>Additional Regulations</i>	#
Building Maximum Height (ft.)	105	See § 15.04.601.050 Exceptions to Height Limits; 1	⑤
Building Minimum Height (ft.)	22	2	⑥
Ground Floor Minimum			
<i>Ground Floor Residential Uses (ft.)</i>	12		⑦
<i>Ground Floor Non-residential Uses (ft.)</i>	15		⑦
First Floor Ceiling Height, Non-residential Uses (ft. clear)	12		⑧
Parking Podium	No minimum		⑨

Notes:

1. Exceptions to Height Limits.

Section 15.04.601.050, Exceptions to Height Limits, applies. In addition to the decorative features listed therein, decorative features also can include towers. **2. Minimum Building Height.** Detached accessory dwelling units can have a minimum height of 16 feet or as otherwise stated in state law.

FIGURE FOR TABLE 1.060.C(3): BUILDING FORM STANDARDS—PMMUD SUBDISTRICT

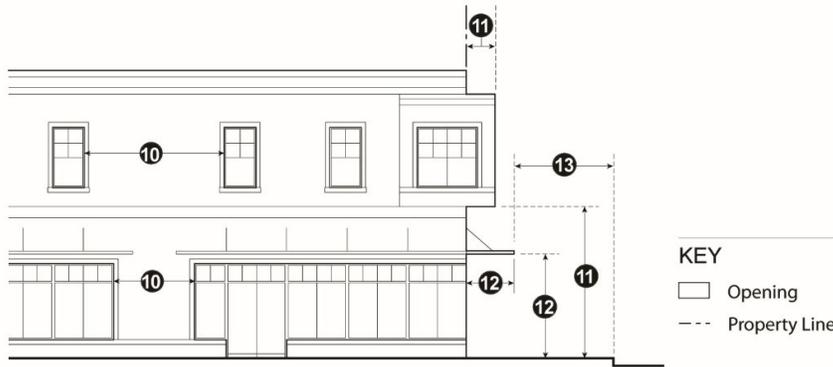


TABLE 1.060.C(3): BUILDING FORM STANDARDS—PMMUD SUBDISTRICT			
<i>District</i>	<i>PMMUD</i>	<i>Additional Regulations</i>	<i>#</i>
Maximum Building Length Without Massing Break (ft.)	225	1	
Maximum Length of Blank Wall (ft.)	25	1	
Bay Window Projections (ft.)	Max. 5 feet from primary façade and min. 12 feet above sidewalk grade	2	⑪
Awnings and Overhangs (ft.)	Min. 4 feet from primary façade and at least 8 feet above sidewalk grade		⑫
Awning setback from Curb	Min 2 feet clear		⑬
Residential Balconies Projections (ft.)	Max. 4 feet into Setback above first story; where no Setback occurs, Max. 4 feet into ROW at least 8 feet		

	above sidewalk grade		
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Notes:

1. **Building Length.** A vertical massing break the entire height of the building is required at a minimum of every 200 feet of horizontal building length.
2. **Maximum Length of Blank Walls.** This limitation does not apply to buildings with unique design requirements, such as gyms and auditoriums.

FIGURE FOR TABLE 1.060.C(4): PARKING AND LOADING STANDARDS—PMMUD SUBDISTRICT

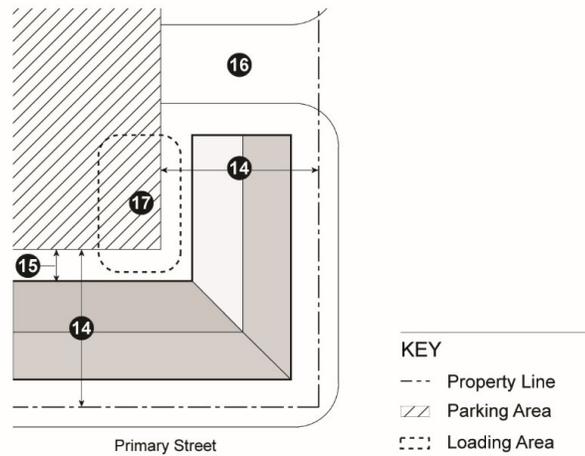


TABLE 1.060.C(4): PARKING AND LOADING STANDARDS—PMMUD SUBDISTRICT			
	<i>PMMUD</i>	<i>Additional Regulations</i>	#
Setback from Street Property Line (ft.)	Buildings shall be placed as close to the street as possible, with parking underground, behind a building, or on the interior side or rear of the site.	1, 2	⑭
Setback from Buildings and Public Plazas (ft.)	Min. 5 ft. walkway plus 3 ft. landscaping; Applicable only to above ground parking.	1	⑮
Access Location	Side street or alley wherever possible		

Curb Cuts	Minimized and in area least likely to impede pedestrian circulation; Min. 50 feet from corner	3	⑩①⑥
Loading/Service Area	Side or rear of lot; must be screened from public ROW		⑩①⑦

Notes:

1. **Building Projections.** The maximum width of any projection, including bay windows, is 12 feet, and the total of all projections along a building face may not be more than 12 feet wide or 30 percent of the building frontage, whichever is greater.
2. **Limitations on Location of Parking.** Parking may be located within 40 feet of the street facing property line in accordance with the following standards.
 - a. *Underground and Partially Submerged Parking.* Parking completely or partially underground, may match the setbacks of the main structure.
 - b. Parking Structures may not be located along Primary Streets; parking structures may match the setbacks of Secondary and Tertiary Streets, with the exception of the first 50 feet from the corner of a Primary Street.
 - c. *Surface Parking.* Minimum setback of 40 feet except in Planning Area H, where parking is permitted between the street and the building under certain conditions specified in Table 1.050.B(1), and for above-ground off-street surface parking.
 - i. In Planning Area H, when parking is located between the street and building, the parking must have screening along the public right-of-way, which can consist of a wall, hedge, trellis, or other landscaping feature.
 - ii. Above-ground off-street surface parking may be located within 40 feet of a street facing property line with the approval of an administrative use permit when the Zoning Administrator makes the following findings:
 - (a) Buildings are built close to the public sidewalk to the maximum extent feasible;
 - (b) The parking area is screened along the public right-of-way with a wall, hedge, trellis, and/or landscaping; and
 - (c) The site is small and constrained such that underground, partially submerged, or surface parking located more than 40 feet from the street frontage is not feasible.
3. **Curb Cuts.** Driveways are particularly discouraged along Stenmark Drive.

1.060.C(5): LANDSCAPING AND OPEN SPACE STANDARDS—PMMUD SUBDISTRICT

TABLE 1.060.C(5): LANDSCAPING AND OPEN SPACE STANDARDS—PMMUD SUBDISTRICT		
<i>District</i>	<i>PMMUD</i>	<i>Additional Regulations</i>
Minimum Residential Private Open Space (sq. ft. per unit)	45	1
Minimum Amount of Landscaping (% of site)	5	

Notes:

1. **Residential Open Space.** Private residential open space must be provided as common or individual open space. Private areas consist of balconies, decks, patios, or fenced yards directly accessible from the residence. Common areas consist of landscaped areas, walks, patios, swimming pools, barbeque areas, playgrounds, turf, rooftop areas, or other such improvements as are appropriate to enhance the outdoor living environment of the development. Landscaped courtyard entries that are oriented towards the public street which create a welcoming entry feature are also considered common areas. All areas not improved with buildings, parking, vehicular accessways, trash enclosures, and similar items or devoted to perimeter landscaping shall be developed as common areas with the types of attributes described above.
 - a. *Minimum Dimensions, Private Open Space.* Private open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than five (5) feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than five (5) feet.
 - b. *Usability.* A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The maximum slope shall not exceed 10 percent.

- c. *Accessibility, Private Open Space.* The space shall be accessible to only one living unit by a doorway to a habitable room or hallway.

1.060.C(6): SIGN STANDARDS—PMMUD SUBDISTRICT

Signs within the PMMUD Subdistrict shall comply with the requirements in Article 15.04.606 for “Mixed Use Districts.” Banners attached to streetlights are permitted only on Primary Thoroughfares.

1.060.C(7): FENCE STANDARDS—PMMUD SUBDISTRICT

Fence design shall comply with Section 15.04.601.060 and the Point Molate Design Guidelines.

1.060.D - Development Standards for PMMUD-H Subdistrict.

1. **New Development.** The development standards for new development other than single-family homes and duplexes in the PMMUD-H subdistrict are the same as the development standards in the PMMUD subdistrict. The development standards for new single-family homes and duplexes in the PMMUD-H subdistrict are the same as the development standards in the PMRD subdistrict. New development in the PMMUD-H subdistrict also must comply with the chapter of the Historic Design Guidelines chapter of the Point Molate Design Guidelines and Sections 15.04.303.100–15.04.303.130 of this code.
2. **Existing Historic Buildings.** Existing historic buildings in the PMMUD-H subdistrict are exempt from all development standards in PM-PAD Sections 1.060.A and 1.060.C and from the requirements in Article 15.04.607. All existing historic buildings are legal, conforming structures in the PMMUD-H subdistrict and are not subject to the regulations in Article 15.04.606. Any alterations, modifications, additions, or changes to existing buildings in the PMMUD-H subdistrict must comply with the Winehaven Historic District Design Guidelines chapter of the Point Molate Design Guidelines and Sections 15.04.303.100–15.04.303.130 of this code.

1.060.E - Development Standards for PMPR. The development standards in the PMPR subdistrict are the same as the development standards for the PR district, located in Section 15.04.205.030.

1.060.F - Development Standards for PMPR-S.

1. **General Standards.** The development standards in the PMPR-S subdistrict are the same as the development standards for the PR district, located in Section 15.04.205.030, and the development standards and public access requirements for the -S overlay, located in Sections 15.04.306.040 and 15.04.306.050.
2. **Public Access and Public Access Staging Areas.** In compliance with Sections 15.04.306.050.B and 15.04.306.050.C, park and recreation areas in the PMPR-S subdistrict must be publicly accessible and at least two public access staging areas must be included in the PMPR-S subdistrict.

1.060.G - Development Standards for PMOS. The development standards in the PMOS subdistrict are the same as the development standards for the OS district, located in Section 15.04.206.030.

1.060.H – Development Standards for PMPCI. The development standards in the PMPCI subdistrict are the same as the development standards for the PCI district, located in section 15.04.205.030.

Proposed Zoning Subdistricts

-  Point Molate Residential District (PMRD)
-  Point Molate Multifamily (PMM)
-  Point Molate Mixed-Use District (PMMUD)
-  Point Molate Mixed-Use District Historic (PMMUD-H)
-  Point Molate Open Space (PMOS)
-  Point Molate Parks & Recreation (PMPR)
-  Point Molate Parks & Recreation - Shoreline (PMPR-S)
-  Point Molate Public, Cultural, and Institutional (PMPCI)
-  Winehaven Historic District Boundary
-  Property Boundary



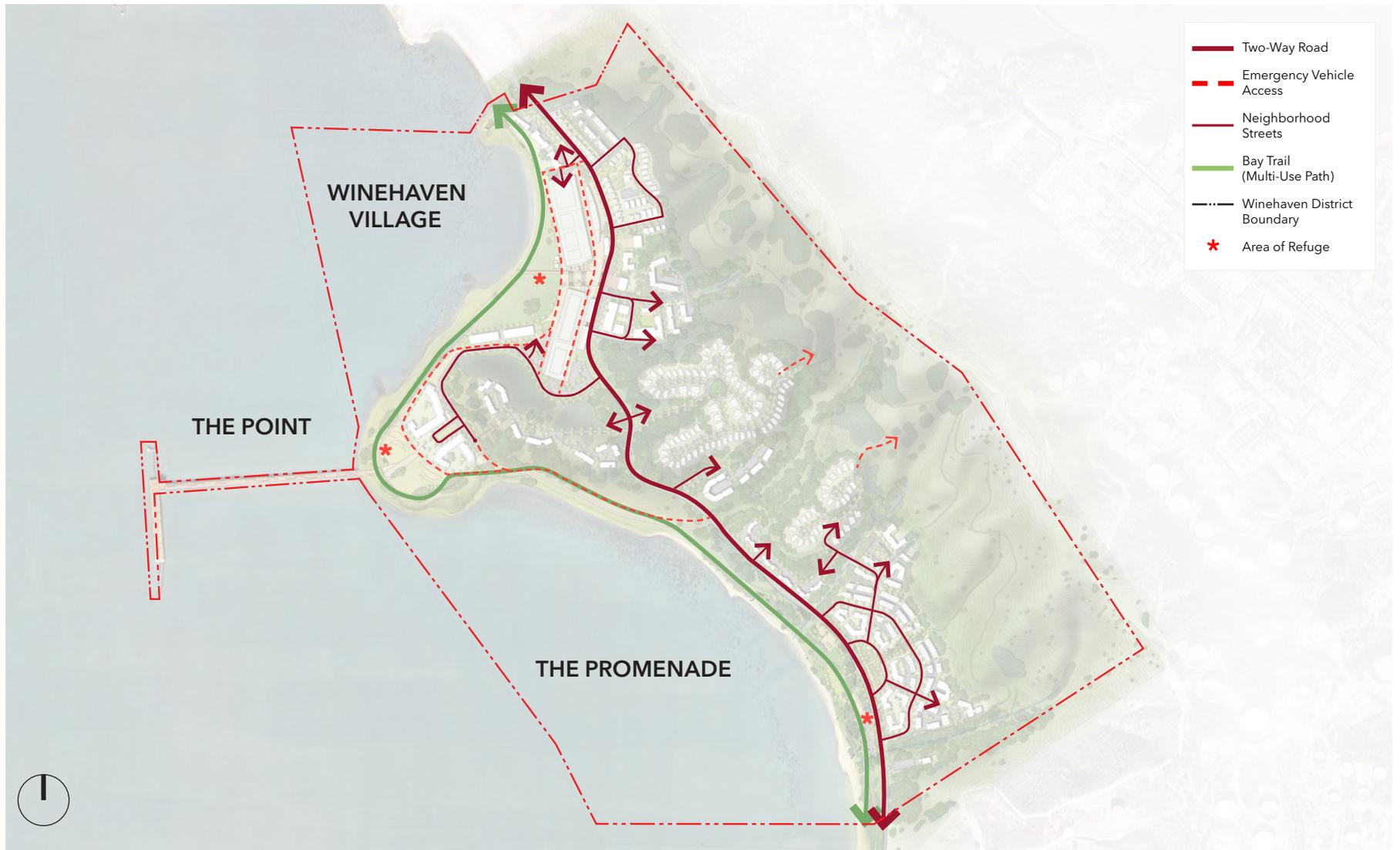
Design Guidelines: Supplemental Information

Prepared for City of Richmond Design Review Board
21 July 2020

SUPPLEMENTAL INFORMATION



SUPPLEMENTAL INFORMATION



Circulation

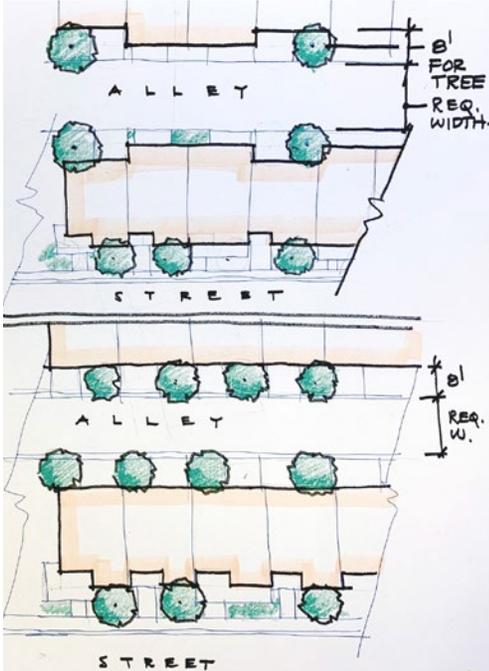
DRB Response to Comments #1: Revised Illustrative Plan
DRB Response to Comments #2: District Experiences

SUPPLEMENTAL INFORMATION

Required Building Separation at Alley-Loaded Townhomes

“No more than seven townhomes should occur without a building separation.”
(Text added to section 3.4)

The alley experience in the Promenade Neighborhood is enhanced with additional green connections at required breaks in rows of town houses, allowing ease of pedestrian connections, additional viable landscape, and enhanced architectural value to corner units.



Open Space Strategy at Alleys

3.0 ARCHITECTURAL GUIDELINES

3.4 MASSING AND ARTICULATION

Height, massing, and articulation of buildings and facades establish building scale and reinforce a human-scaled, pedestrian-oriented environment. Building height is addressed in Section 2. Taller buildings with greater mass will cluster around urban plazas, open space, and major commercial streets. Building heights and massing within residential neighborhoods are commensurate with residential densities and building types.

Building massing should consist of simple, bold forms that create a cohesive public realm through orientation toward street frontages and pedestrian pathways, or by defining and reinforcing public open space. Activated ground floors enhance the pedestrian experience and support greater walkability. Massing should also be used to break down the visual scale of larger buildings.

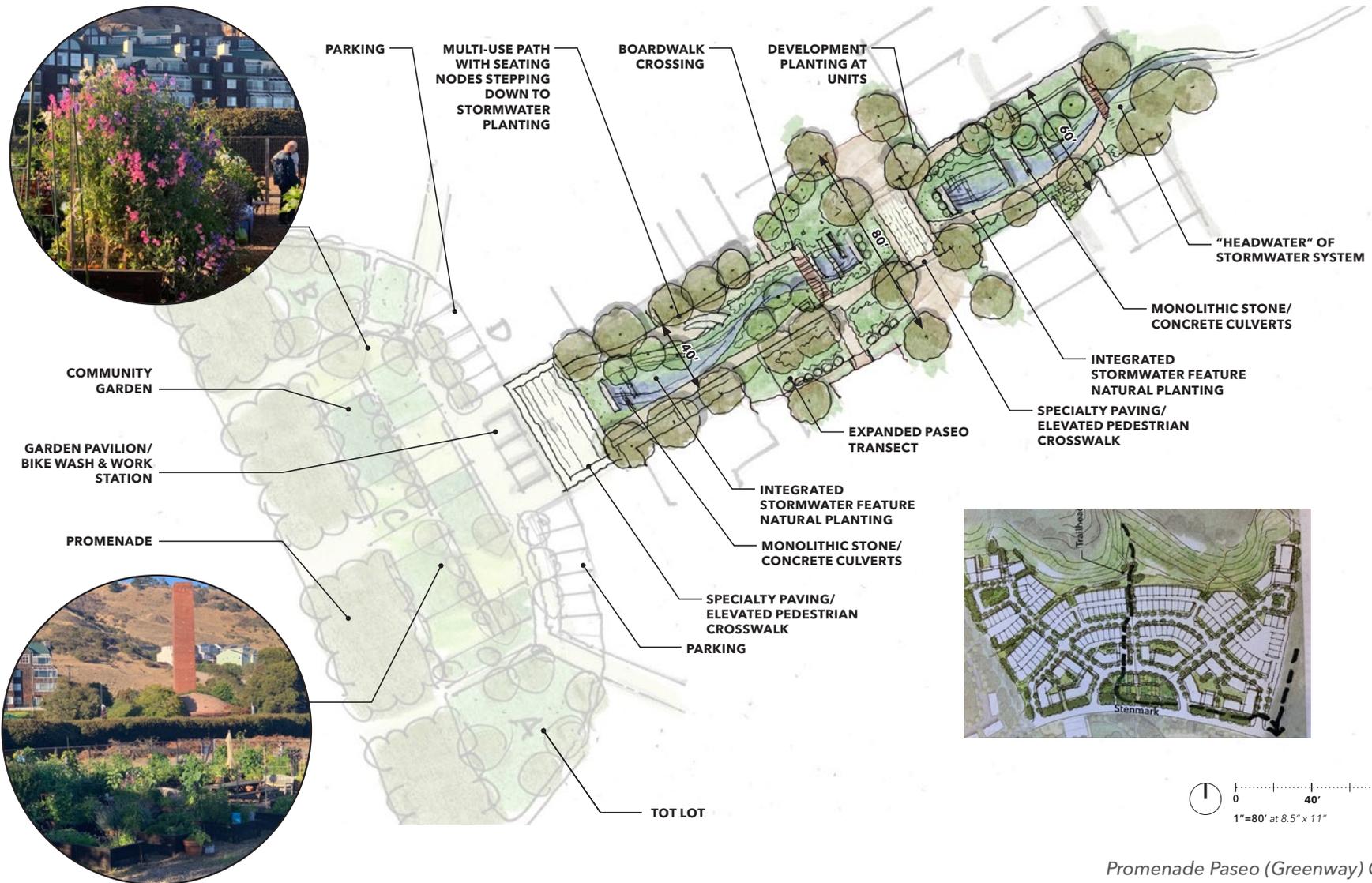
Individual buildings are not conceived as isolated or stand-alone projects, but part of a greater neighborhood. Larger new buildings will be generally built close to the property lines of streets and parks to provide definition and containment, but should be massed and articulated to avoid the creation of an undifferentiated and monolithic environment.

Building walls will become important edges to streets and open spaces through the variation of building materials and planes, and the introduction of architectural elements like balconies, loggias, stepbacks, etc. Design standards and guidelines include:

Building volumes should be articulated separately to break down the perceived scale and mass of the structure and to provide visual interest.

- Massing at major corners, terminating vistas, building entries, significant intersections, or pedestrian pathways should consider:
 - Articulation through plane changes, volumes, and building height.
 - Use of contrasting materials (e.g., glazing), colors, and textures.
 - Pedestrian-scaled massing elements.
 - Consideration of a signature building element (see PM-PAD zoning for building height exemptions).
- Buildings in Point Molate should have four-sided architecture. With open space integrated into neighborhoods and upland views across the project, buildings are visible from many areas of the site.
- Runs of attached buildings such as townhomes should allow individual homes a finer grain of building mass to be visually perceived. Variety in both the facades of larger buildings and smaller buildings such as single family homes is strongly encouraged as follows:
 - Massing Breaks shall extend vertically the entire height of the building. Building step backs on upper floors are encouraged.
 - **Massing Break - Townhomes: No more than seven townhomes should occur without a building separation.**
 - Identical attached townhome buildings and detached single family homes should not repeat on a block frontage more than 3 times including both sides of the street. Variances between buildings should include massing, entries, garage doors, window placement,

SUPPLEMENTAL INFORMATION



SUPPLEMENTAL INFORMATION

2.12.1 Retail or Active Uses

Articulation of any retail or active ground floor uses of a mixed-use building should have a direct relationship to the architectural elements and massing above. The height of retail or active ground floor uses should be appropriate to the scale of the pedestrian and should be proportioned to the overall building scale.

Active ground floor uses promote an active pedestrian environment or public realm and may include retail, neighborhood serving or pedestrian oriented uses such as building lobbies, health facilities and professional offices, studios or galleries, residential amenity spaces for multi-family buildings, among others.

Ground floor retail/Active Uses will be oriented towards the street or public plaza/open space to promote an active pedestrian environment but need not occupy the entire ground floor of mixed-use buildings; accordingly, Ground Floor Retail/Active Uses may occupy portions of the first floor, along with uses otherwise permitted in the mixed-use building.

 Indicates area depicted in market layout scenario, following page

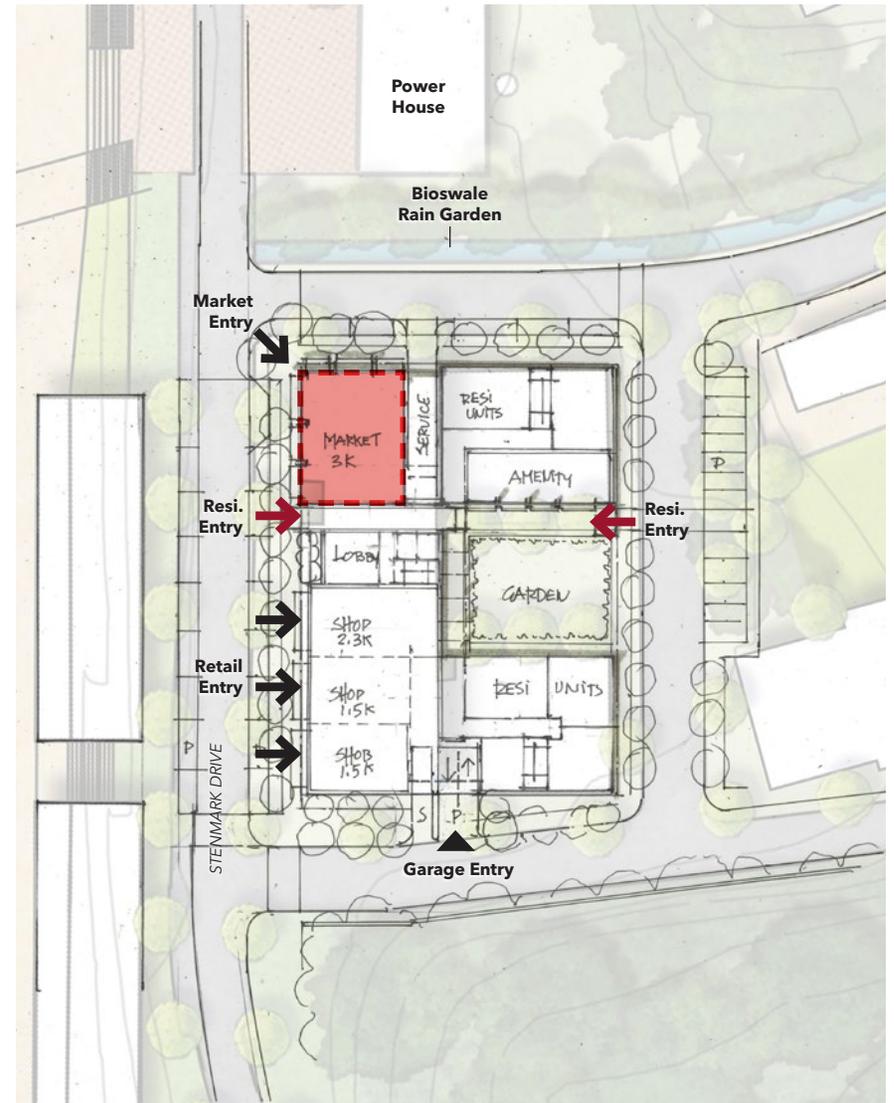


Potential Retail Locations

SUPPLEMENTAL INFORMATION

Potential Retail Scenario: Winehaven Village

- 3,000 SF Market
- 5,300 SF Potential Ground Floor Retail
- 35 On Street Parking Spots Provided (4/1,000 SF)



Market Scenario

SUPPLEMENTAL INFORMATION



Option 01
50 Spaces in Beach Parking Lot



Option 02
53 spaces in Beach Parking Lot

SUPPLEMENTAL INFORMATION

1	The Bay Trail
2	Parking (± 53 stalls w/ bus parking and turnaround)
3	Arrival Signage
4	Hiking Trail Parking Area
5	Bioretention
6	Interpretive Center / Restrooms
7	Bus Turnaround



Option 02 - Shoreline Open Space Enlargement at Point Molate Beach Park

SUPPLEMENTAL INFORMATION

1	The Bay Trail
2	Parking (± 50 stalls w/ bus parking and turnaround)
3	Sand Beach
4	Lawn Area
5	Playground
6	Pedestrian Paths
7	Picnic Area (under existing trees)
8	Wetland Mitigation (existing)
9	Riparian Areas/ Drainage Courses
10	Natural Planting
11	Potential Interpretive Center location
12	Stenmark Promenade
13	Community Gardens/ Hiking Trail Head
14	Promenade Paseo
15	Tot Lot
16	Point Molate Trail Head Parking (± 30 stalls)
17	Restrooms
18	Daylit Stream
19	Bioretention
20	Trailhead Pull-in Parking
21	Gateway Signage
22	Special Paving / Crosswalk



Option 01 - Shoreline Open Space Enlargement at Point Molate Beach Park Including Expanded Shoreline Park

5.0 LANDSCAPE GUIDELINES

- Retaining walls may be used where necessary to preserve unique site attributes such as existing trees. Walls may also be designed as extensions of the architecture. Multiple walls with planting areas between walls are encouraged.

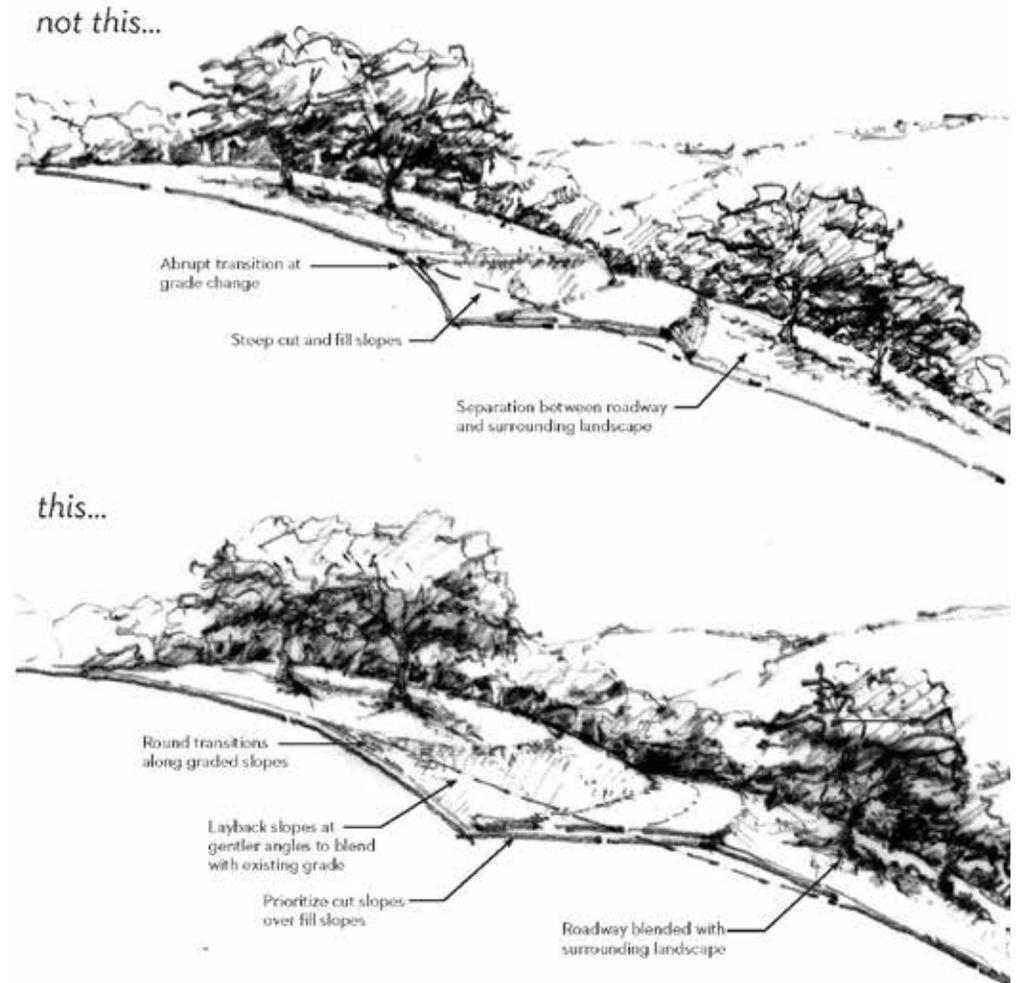
For further grading recommendations and requirements refer to RMC 12.44.060 - Design Standards and Grading Regulations.

5.2.4 Wildfire Planting

Point Molate falls within the jurisdiction of the Richmond Fire Department. Fuel zones and appropriate planting should be considered when planting to limit potential wildfire damage.

5.2.5 Transitional Landscape Guidelines

Transitional landscape areas consist of the areas located between buildings or private open space and public open space such as the shoreline park and adjacent residential buildings. These areas provide park users and private residents with privacy, screening, and a feeling of security. These transition zones should complement surrounding landscapes to provide a unified setting, be compatible to surrounding ecology, and appear blended, natural, and seamless. The specific landscape designs of transition areas should reflect site conditions, use of public and private areas, and the adjacent landscape conditions.



SUPPLEMENTAL INFORMATION



Promenade South- East-West Section



Promenade South - Site Section Enlargement

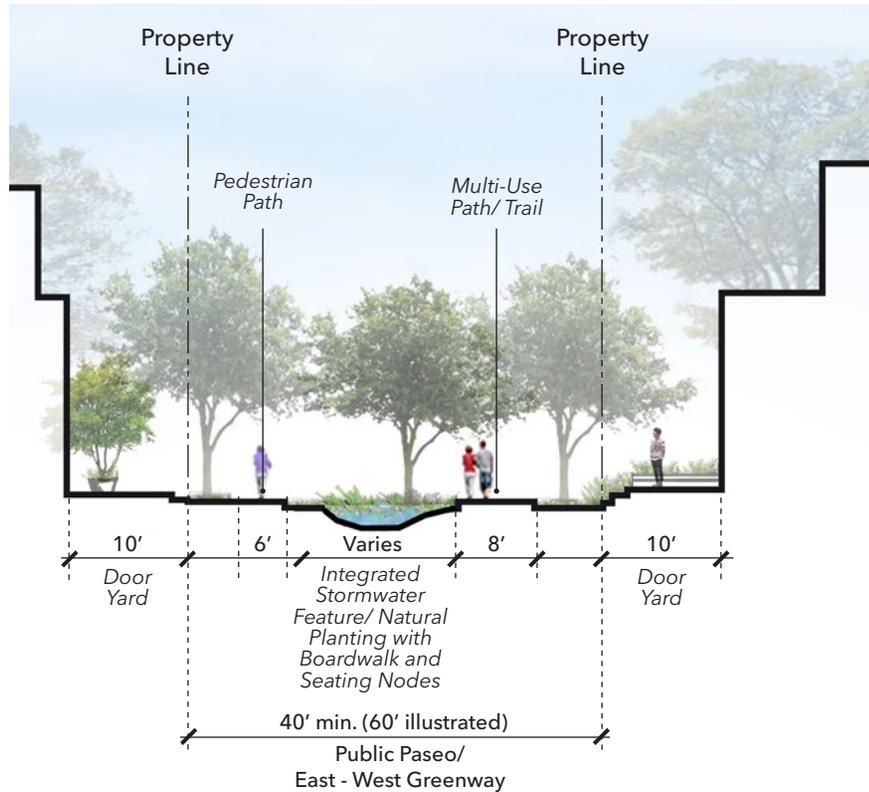
DRB Response to Comments #4: Illustrative Cross Section
DRB Response to Comments #5: Naturalized Storm Water Management

SUPPLEMENTAL INFORMATION

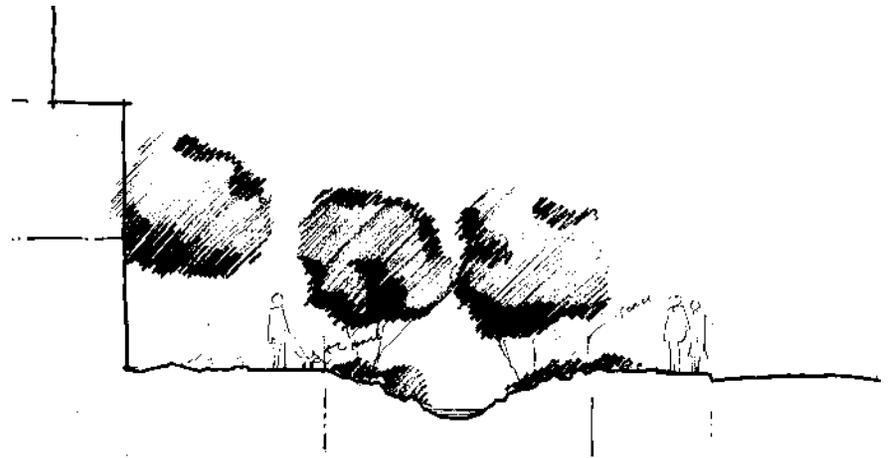
- Paseo: From the Spanish word meaning a leisurely walk or stroll especially in the evening. As an urban design term means a pedestrian-only walkway (can be public or private) between buildings that usually connects streets or other open spaces. Paseo often have decorative paving and plantings to enhance the pedestrian experience. May include integrated storm water drainages.



Paseo Paths



Typical Paseo Section



Process Sketch for Paseo Section

2.0 COMMUNITY DESIGN GUIDELINES

2.9.1 Major Parklands

- **Conservation Land:** Conservation lands are largely the steeper upland hillsides and valleys which include both native and non-native plant communities. In the uplands adjacent to new development, restoration and replanting of native plant species in disturbed areas is a priority. A trail system winds through conservation lands utilizing advantage of existing trails and fire roads and connects to new neighborhoods. Overlooks are created utilizing the former tank sites and other natural promontories.

Within the conservation lands are several major east to west natural drainages that contain ephemeral streams and/or natural drainages. These ephemeral streams and/or natural drainages terminate typically at Stenmark Drive or further east. At that point the ephemeral stream or drainage channel enters a pipe or culvert that terminates at an existing outfall at the shoreline. The ephemeral streams are protected with a 50-foot buffer on each side where no grading or disturbance may occur during development. This is to protect the drainage and associated riparian habitat. New drainage structures may not be placed within these buffers and no new drainage outfalls shall be placed outside the buffer where stormwater may enter the buffer zone. Two drainages within the South Cove are recommended for daylighting with new riparian planting between Stenmark Drive and the shoreline.



Conservation Land



Proposed EVA

3.0 ARCHITECTURAL GUIDELINES

3.13 ELEMENTS REQUIRING SCREENING

Rooftop mechanical equipment must be screened by an enclosure or parapet wall. Rooftop screening shall be constructed with the same materials as the building exterior or other compatible materials.

Trash and recycling bins and staging areas for collection should be designed to be hidden from view from the street and within the blocks as much as possible. If staging areas for common bins are necessary for any building types, they must be screened from view with perimeter walls, landscaping elements, and overhead devices which complement the architecture of the neighboring buildings. Staging areas for garbage and recycling service must not be on Primary Streets.

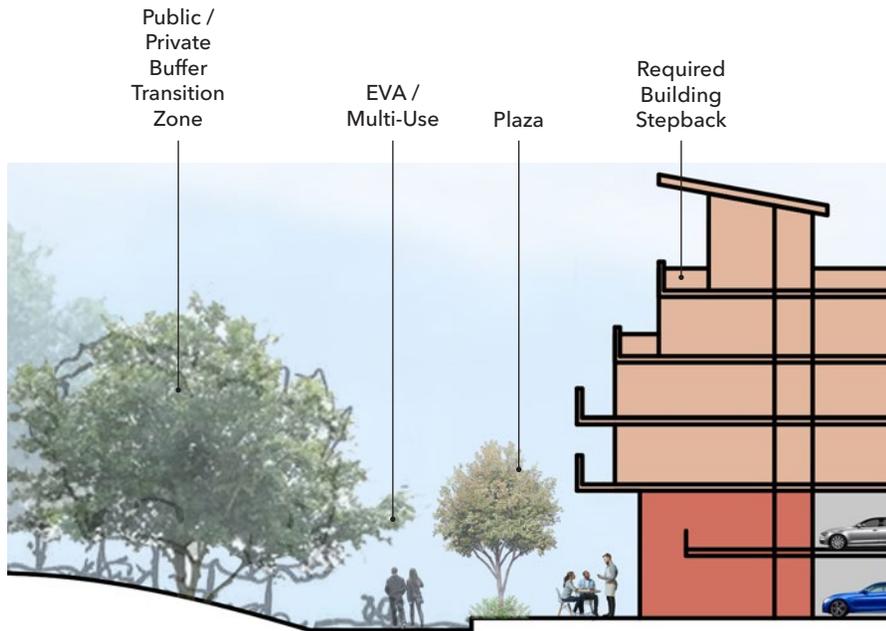
Parking structures including above grade podium are not allowed to face Primary Streets and are to be screened to reduce their visual presence from the Shoreline Park. Appropriate ways to screen parking structures or above grade podiums along the shoreline park include:

- Ornamental building treatments,
- Free-standing or projecting shade-structures/pergolas,
- Gradually sloping earth berms,
- New planting and/or preservation of existing trees,
- Green vegetative facades and roofs.

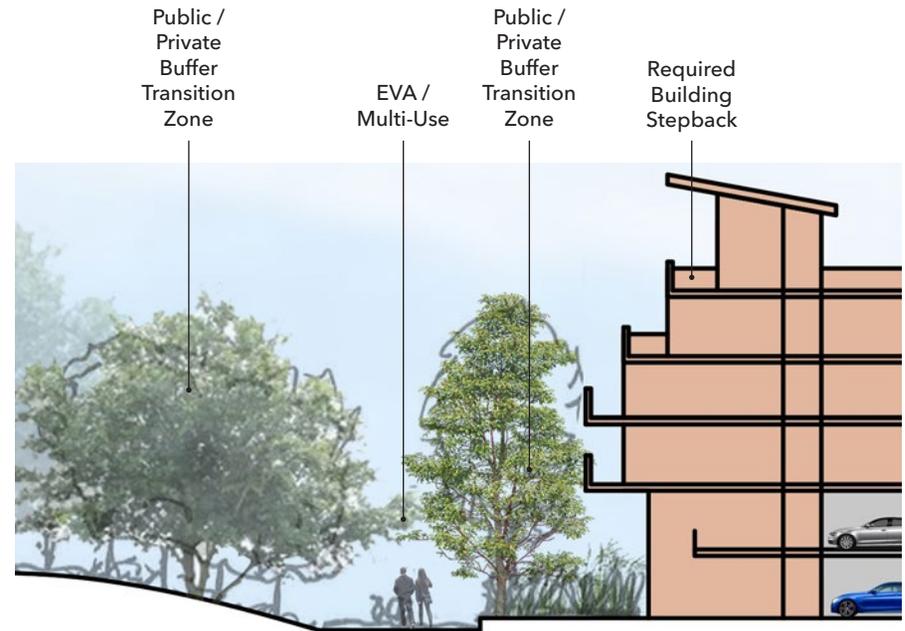


Integrated architectural and landscape screening.

SUPPLEMENTAL INFORMATION



Public Private Transition - Mixed-Use Commercial



Public Private Transition - Multi-Family Residential

5.2.5 Transitional Landscape Guidelines

Transitional landscape areas consist of the areas located between buildings or private open space and public open space such as the shoreline park and adjacent residential buildings. These areas provide park users and private residents with privacy, screening, and a feeling of security. These transition zones should complement surrounding landscapes to provide a unified setting, be compatible to surrounding ecology, and appear blended, natural, and seamless. The specific landscape designs of transition areas should reflect site conditions, use of public and private areas, and the adjacent landscape conditions.

SUPPLEMENTAL INFORMATION

5.5 SIGNAGE AND LIGHTING

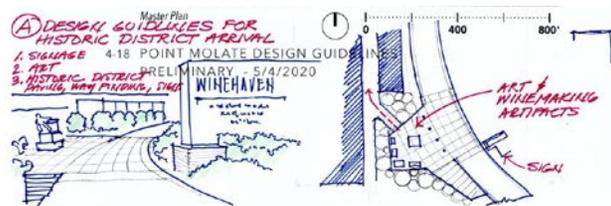
The commercial signage and lighting within Point Molate will add another level of richness, texture, and interest to the street scape and pedestrian experience. Refer to Section 4.0 for guidance on signage and lighting within the Winehaven Historic District.

5.5.1 Signage

The main objective of signage is to display wayfinding and key destinations in ways that reinforce the community as a vibrant and dynamic place to visit, shop, and live. All signage within Point Molate shall be in accordance with the RMC and should represent an extension or reflection of the business, its services and offerings. Like the architecture, signage should be informed by the district in which it is located and site specific to the business's context within the district.

Commercial signage is to clearly perform three functions: to IDENTIFY the businesses, services and entertainment experiences; to INFORM guests of the spectrum of choices and offerings and to DIRECT guests to the various facilities and venues.

For further signage recommendations and requirements refer to RMC 15.04.609 - Signs.

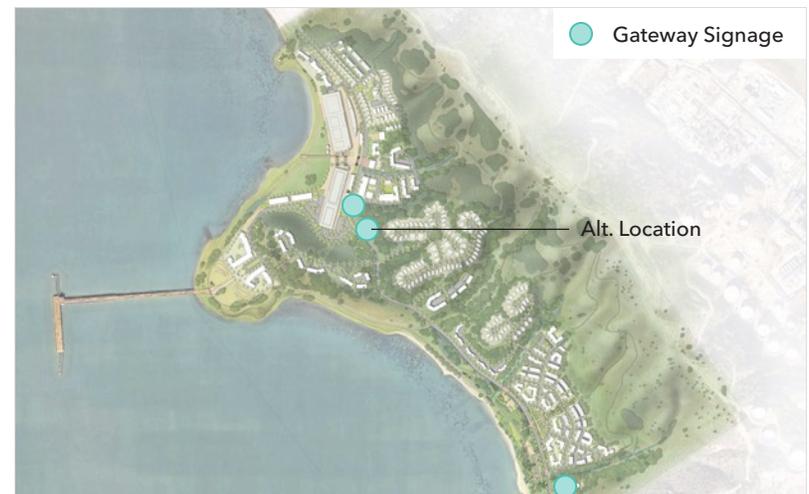


Concept Sketch Illustrating Gateway Experience

5.5.2 Gateway Signs

Key entry nodes may be marked with gateway signage. This type of signage is can be comprised of elements at a monument-scale used to define a boundary, generally located at major entrances or corners of the property that are visually prominent, or at a secondary scale, used to define neighborhoods and smaller community thresholds. Gateway signage should:

- Be unique to the project, complimenting the architectural character of the development and designed in such a way as to add value;
- Be complimented with landforms, features, special paving, or landscaping as appropriate to enhance gateway signage and give prominence appropriate to the role of the gateway;
- Be lit using full-cutoff dark-sky compliant lighting as appropriate without showing visible raceways or other supporting hardware.



Recommended locations for primary Gateway Signs

DRB Response to Comments #10: General Plan Map 10.1

DRB Response to Comments #11: General Plan Map 3.2b

SUPPLEMENTAL INFORMATION



General Plan Map 10.1 - Parks, Trails, and Open Space



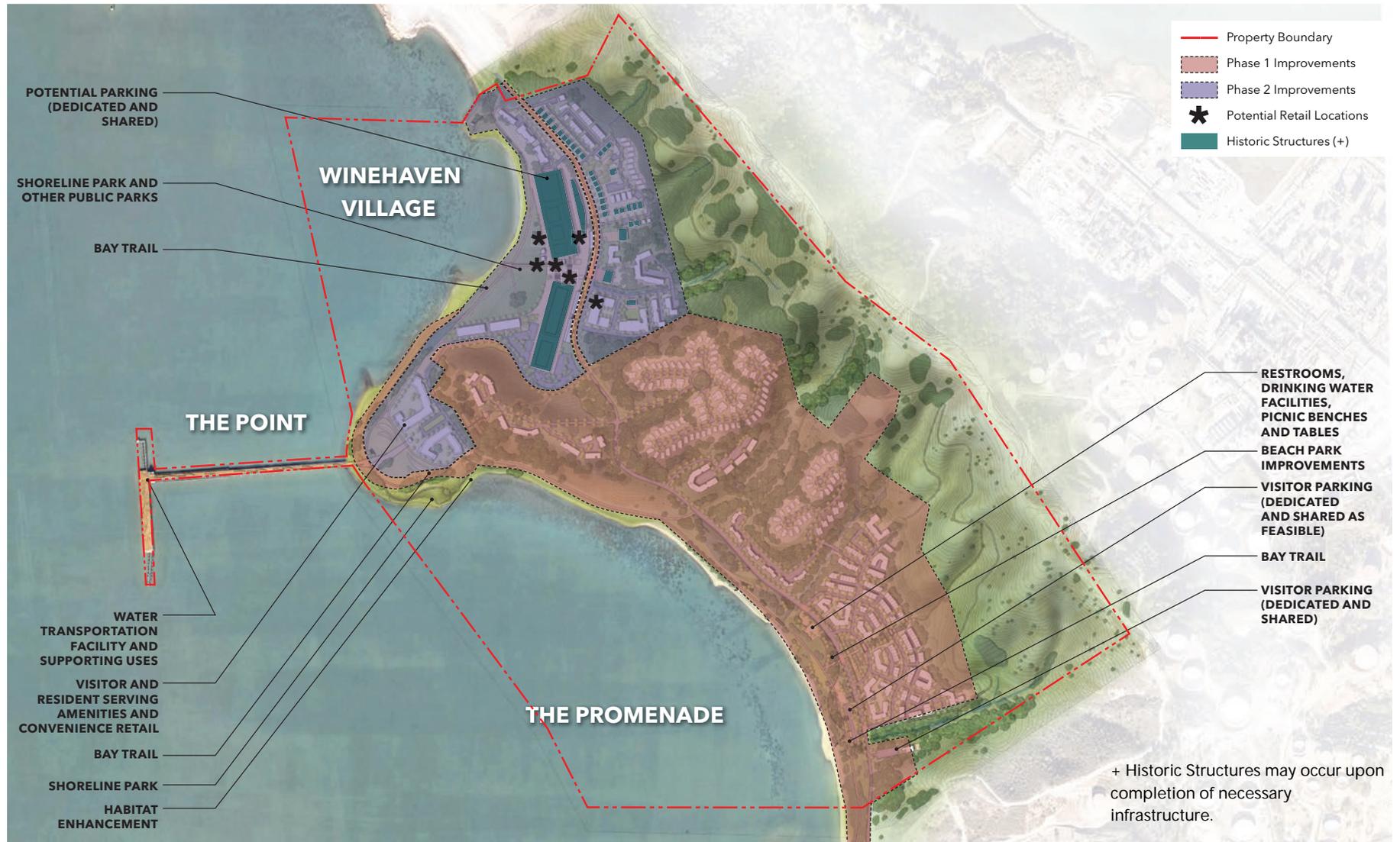
General Plan Map 3.2b - General Plan Land Use Map

-  CITY OF RICHMOND
-  CURRENT REGIONAL PARKS AND OPEN SPACE
-  CURRENT CITY AND COUNTY PARKS
-  PLANNED BICYCLE AND PEDESTRIAN TRAIL

The Parks & Recreation boundary may be adjusted to accommodate future site planning needs, provided total acreage of shoreline park on the Point remains the same and a minimum width of 100' of the park measured from the shoreline is maintained.

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY MIXED USE
-  OPEN SPACE
-  PARKS & RECREATION

SUPPLEMENTAL INFORMATION



Phasing