

RESOLUTION NO. 15-06

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHMOND IN SUPPORT OF A FERRY TERMINAL IN THE CITY OF RICHMOND

WHEREAS, for years, the City of Richmond has envisioned a ferry terminal at Marina Bay, and,

WHEREAS, In 1999 and 2000, the Red & White Fleet experimented with ferry service with a terminal at Ford Point but failed to attract sufficient passengers, and,

WHEREAS, the failure of the Red and White Fleet experiment was widely accepted as being due to a slow boat, minimal scheduled trips and lack of an operating subsidy, and

WHEREAS, in 2001, the Richmond Redevelopment Agency commissioned a study of the feasibility of ferry service that laid out a plan of how Richmond could realize a viable ferry operation. The study noted:

Under the direction of its elected leadership and staff, Richmond has fostered a remarkable transformation of its waterfront. Heavy industrial properties are being redeveloped for high technology and other commercial uses, bringing new jobs to the City. Concurrently, residential and service business development is creating new communities around the waterfront. Recreation and entertainment destinations, including a new national historic park, may further increase Richmond's attraction to visitors.

Richmond's metamorphosis introduces key considerations for those who plan and implement the community's change. In particular, transportation is among the leading issues associated with Richmond's development, as it is for the entire bay area. New businesses depend on convenient access for their employees, clientele and operations. Likewise, residents require convenient transportation within Richmond and to the rest of the Bay area.¹

and,

WHEREAS, In a presentation to the Richmond City Council on March 27, 2001, Booz-Allen Hamilton, Inc., concluded that "Richmond may realize significant benefits from maintaining a commitment to water transit," as follows:

- Increase transportation options
- Improve quality of life
- Foster waterfront development and business potential
- Develop maritime focus and character for waterfront
- Improve public perception and attraction of Richmond

The value of Richmond's location and bay frontage are exceptional, and should be factored into the City's development and transportation plans.

and,

WHEREAS, on April 1, 2003, Mayor Anderson wrote:

During the past several weeks I have worked diligently on a Richmond Ferry with regional planning bodies that include but are not limited to: Water Transportation Authority (WTA), Contra Costa Transportation Authority (CCTA), West Contra Costa Transportation Advisory Commission (WCCCTAC), and Metropolitan Transportation Commission (MTC). Richard Mitchell of Redevelopment has been staffing the project during this endeavor to prioritize a Richmond ferry service in any future Bay Area transportation plans... Additionally, the Richmond City Council approved the attached resolution to support ferry service in Richmond which copies of the WTA study of bay Area ferry service were distributed.

and,

¹ *Business Case for Water Transit* for Richmond Redevelopment Agency (Booz-Allen & Hamilton, February 20, 2001) ES 1-2

WHEREAS, when the Water Transit Authority was formed by the California legislature, Richmond fought hard to become recognized as a future terminal location. On April 3, 2003, County Supervisor John Gioia wrote to Senator Don Perata:

The Board of Supervisors today authorized me to request a Richmond ferry project be included in the Tier 1 project list for the Bay Area Bridge Toll expenditure plan being prepared by your office.

and,

WHEREAS, ultimately, Richmond has become a planned ferry terminal location by the Water Transit Authority. If you go to the WTA web site², you will find a complete summary of the implementation schedule and funding sources for Richmond ferry service along with the following:

Why Richmond Ferry Service? Richmond ferry service could potentially reduce traffic congestion on the Richmond Parkway, Interstates 80 and 580, as well as on the Richmond-San Rafael and Bay bridges. The proximity of new development including the adaptation of the historic Ford Plant allows water transit to serve both commuters and residents. Ford Point includes sites for the Regatta Center, Westshore Business Park and Marina Center Developments. The planned development of employment centers is likely to transform Richmond into a destination as well as an origin for ferry service. The WTA will also evaluate the ridership benefits of locating the terminal close to the Rosie the Riveter National Park.³

and,

WHEREAS, Measure J (Measure C Reauthorization – Contra Costa’s Transportation Sales Tax Expenditure Plan) passed by the Contra Costa County voters in 2004 will provide \$45 million for West County ferry service.

22b Ferry Service in West County: 2.3% (\$45 million)
Funds for ferry service in West County from Richmond, and Hercules or Rodeo to San Francisco (with potential stops in-between). The funds may be used for capital improvements (landside improvements, parking, lighting, etc.), operating the service, transit feeder service, way-finder signs, and/or other components of ferry service to be determined by WCCTAC and the San Francisco Bay Area Water Transit Authority (WTA), the agency authorized by the State to provide a comprehensive water transit system for the Bay Area. If the WTA is not able to use these funds, WCCTAC and the Authority will designate alternative recipient(s). Funding priority should be given to routes that demonstrate long-term sustainability (Measure J).

and,

WHEREAS, the Knox Freeway/Cutting Boulevard Corridor Specific Plan limits new development in the area between Harbour Way and Marina Way to the following:

Research and Development/Business (R&D/Business) - R&D/Business land uses include research and development office, professional office, hybrid flexible office and distribution space, and light assembly and manufacturing. Light assembly and manufacturing are uses conducted wholly within a completely enclosed building which is generally one tone and a half stories in height and designed for flexible space. Typical types of uses include the following:

- a. The manufacture, compounding, processing, packaging or treatment of such light industrial products as bakery goods, candy, cosmetics, drugs, perfumes, pharmaceutical, toiletries and food products (except fish and meat products, vinegar and similar odorous materials).
- b. The manufacture, compounding, assembling or treatment of articles or merchandise from previously prepared materials such as bone, cellophane, canvas, clothing materials, cork, feathers, felt, paper, plastics, and precious or semiprecious metals or stones.

² http://www.watertransit.org/richmond_overview.shtml

³ http://www.watertransit.org/richmond_overview.shtml

c. Assembly of electrical appliances, electronic instruments and devices, radios, and stereos, including the manufacture of small parts only. Other allowable uses include convenience retail, sales and services, regional commercial uses such as off-price retail, hotel and motel, health and fitness centers, day care centers, restaurants, and public assembly space.

Residential medium and high density are conditional uses. Open lot storage and residential low density uses are prohibited.⁴

and,

WHEREAS, the bay Area Water Transit Authority in September 2005 completed a *Summary Report, Richmond Ferry Terminal Location Study* confirming that Richmond is well situated for a terminal with highway access and proximity to central San Francisco Bay and that Richmond's waterfront is experiencing increasing residential and commercial development; however, before a ferry terminal can be sited in the City, Richmond will need to update its General Plan to provide for higher residential and job density. The study concluded that Richmond can play a pivotal role in helping to bring ferry service one step closer to reality by:

1. Defining land use plans that promote TOD levels of density in and around the Ford Peninsula.
2. Formally designating a ferry terminal location including land use plans.
3. Designating a location for ferry terminal parking (3.1 acres), including land use plans.
4. Eliminating grade crossing delays caused by freight trains and
5. Improving access routes and signage between I-580 and the Harbour Way South ferry terminal location.

and,

WHEREAS, the City and the Redevelopment Agency have made significant investments in the seismic retrofit and historic preservation of the Ford Assembly Building, with the preservation of the craneway as public space, for the purpose of creating a waterfront destination that will include the Rosie the Riveter World War II Home Front National Park Visitors Center;

and,

WHEREAS, the City and the Redevelopment Agency have recognized the importance of linking water and ground transportation locally and regionally as part of an economic development strategy that uses smart-growth principles to intensify densities on valuable shoreline properties, which will increase the number of jobs, homes and retail activity, thus providing funding for much needed inner-city redevelopment and much needed increases in the level of service that the City can provide to the community.

THEREFORE IT BE RESOLVED, that the Richmond City Council declares that the objective of establishing a ferry terminal in Richmond is official public policy and that the City of Richmond has:

1. Designated the location at the foot of Harbour Way South as recommended by the Summary Report, Richmond Ferry Terminal Location Study as the future location of Richmond's ferry terminal.
2. Set aside 3.1 acres of prime waterfront property valued at over \$3 million at the foot of Harbour Way South owned by the City of Richmond and/or the Richmond Community redevelopment Agency for future ferry parking.
3. Engaged BKF Engineers at a cost of \$150,000 to prepare a feasibility study for a Marina Bay Area grade separation railroad crossing. The study will be completed in the spring of 2006, and \$3.5 million has already been committed by Pulte Homes for its construction.

⁴ Knox Freeway/Cutting Boulevard Corridor Specific Plan 4-5

4. Engaged MIG as the prime consultant for a comprehensive General Plan update the will begin in the spring of 2006 and will study TOD and density in the vicinity of the Ford Peninsula.
5. Directed staff to develop a strategy, a timeline and a budget to accomplish this goal and report back to the City Council in April of this year.

I certify that the foregoing resolution was passed and adopted by the Council of the City of Richmond, California at a regular meeting held on February 28, 2006, by the following vote:

AYES:	Councilmembers Bates, Butt, Griffin, Marquez, Rogers, Thurmond, and Mayor Anderson
NOES:	None
ABSTENTIONS:	None
ABSENT:	Councilmember McLaughlin and Vice-Mayor Viramontes

SANDRA THOMPSON
Acting Clerk of the City of Richmond

(SEAL)

APPROVED:

IRMA L. ANDERSON
Mayor

APPROVED AS TO FORM:

JOHN EASTMAN
City Attorney

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

I certify that the foregoing is a true copy of Resolution No. 15-06, finally passed and adopted by the Council of the City of Richmond at regular meeting held on February 28, 2006, and published in accordance with law.