5 IMPLEMENTATION

This Physical Design Framework provides guidance to decision-makers, campus staff, planners, and design professionals who will be responsible for development of the campus.

Implementation of the Richmond Bay Campus will take place over several decades and will require ongoing coordination between UC Berkeley and LBNL.

CONTEXT

The University is committed to continuously delivering innovations in science and technology which address significant problems facing humankind and the environment. Discoveries across a broad range of scientific disciplines promise to advance human knowledge and improve health, environmental protection, and our economy. Research facilities purpose-built to achieve these discoveries will be the key to future global competitiveness. Demand for such facilities at the Richmond Bay Campus will evolve as science and technology advance and national priorities emerge. The long-term success of the campus as a place for state-of-the art research will also depend on the provision of adequate infrastructure, attractive open spaces, efficient services, and amenities.

OPERATIONAL STRUCTURE

Land use and design process responsibility at the University's Richmond properties currently are held by the UC Berkeley campus, and will continue to be held by UC Berkeley under the LRDP. The UC Berkeley Chancellor will continue to have ultimate operational responsibility and land use authority for the site. However, development of the Richmond Bay Campus will be a cooperative effort of LBNL and UC Berkeley. While the entities have a close existing partnership and both are managed under the auspices of the University of California, the institutions are distinct administrative entities of the University. Upon determination by the Regents to adopt the 2014 LRDP and certify the LRDP EIR, an organizational structure will be established to oversee operations at the RBC and implement the LRDP, subject to the ultimate administrative control of the UC Berkeley Chancellor.

Some of the facilities developed on the Richmond Bay Campus will be used by LBNL to accomplish the missions and activities assigned and funded by the US Department of Energy (DOE). Some of the existing buildings and new buildings on the Richmond Bay Campus site will be occupied by UC Berkeley teaching and research programs. The laws, regulations, and policies that will apply to design and construction of an individual facility will depend on its funding source; and the laws, regulations, and policies that apply to the operation of an individual facility will depend on the organization occupying the facility.

It is expected that facilities primarily occupied by LBNL programs or UC Berkeley programs would be maintained and operated by LBNL or UC Berkeley, respectively. The facilities LBNL will be responsible for will be managed in accordance with applicable policies and federal and state regulations as outlined in the University's contract with the Department of Energy. The facilities UC Berkeley will be responsible for will be managed primarily in accordance with state regulations. New facilities completed by private sector entities will be subject to operational oversight by either LBNL or UC Berkeley, as determined by the LBNL Director and the UC Berkeley Chancellor.

PROJECT IMPLEMENTATION

The LRDP contains policies to guide campus implementation including phasing and the development of Neighborhood Concept Plans. The policies ensure that the campus will possess a strong identity and sense of place and that a highly functional work environment will be provided from the outset. They also ensure that more detailed planning studies for each neighborhood are conducted prior to development. These plans will be reviewed by the UC Berkeley Design Review Committee and Campus Architect and approved by the Chancellor or the Chancellor's delegate.

Specific development projects undertaken upon completion of the Neighborhood Concept Plans are guided by the LRDP implementation policy on individual projects which states the following:

- Proposals for individual project development at the Richmond Bay Campus will be reviewed for consistency with the LRDP, its EIR, and any necessary further compliance with CEQA and NEPA.
- All capital projects and related improvements will be reviewed in accordance with UC Berkeley's Design Review process, consistent with the administrative control of the Richmond Bay Campus delegated to the UC Berkeley Chancellor; and consistent with UC Regents policy.
- UC Berkeley's design review process entails initial consultation with staff responsible for compliance with adopted plans, landscape design and physical plant maintenance. As detailed in UC Berkeley's 2020 Long Range Development Plan EIR, project-specific design guidelines are prepared for major new projects, and reviewed with the UC Berkeley Design Review committee, composed of independent design professionals. The UC Berkeley Design Review committee reviews the project during the design phases and makes recommendations to the campus regarding design.
- Depending on project cost and in accordance with University policy the UC Berkeley Chancellor, UC Board of Regents, or their designee will approve design following a CEQA determination.
- The UC Berkeley Campus Architect will issue a Finding that the project will bear an appropriate share of public realm improvements cost consistent with the Concept Plan and that the improvements will be provided in a timely way.
- The design and construction of capital projects subject to the procurement policies and regulations of the Department of Energy will be managed by LBNL. The design and construction of capital projects subject solely to the procurement policies and regulations of the University of California will be managed by UC Berkeley. The design and construction of 3rd-party capital projects will be managed by either LBNL or UC Berkeley depending on the institution defining the need for the building.
- Capital projects managed by UC Berkeley will be designed and constructed in accordance with the goals and strategies adopted in the UC Berkeley Sustainability Plan. Capital projects managed by LBNL will be designed and constructed in accordance with the LBNL Sustainability Standards for New Construction. All capital projects will be designed and constructed in accordance with the University of California Sustainable Practices Policy.

6 APPENDICES

Appendix A: Excerpts from the City of Richmond General Plan

Appendix B: Acknowledgements

APPENDIX A: EXCERPTS FROM THE CITY OF RICHMOND GENERAL PLAN

Development Framework

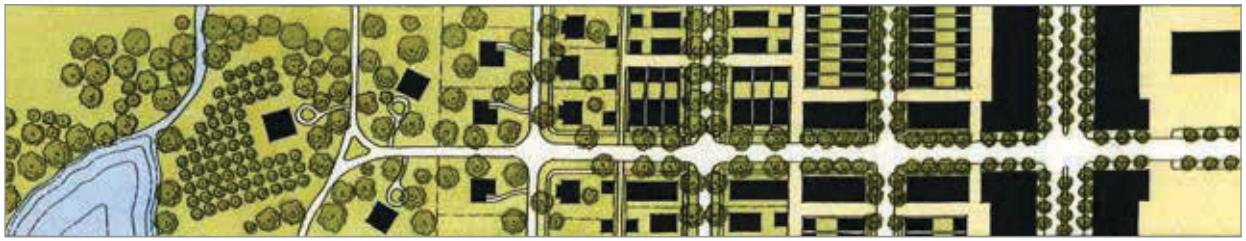
The development framework portion of this Element describes citywide design principles, defines Richmond's land use classifications, discusses urban design features that make for attractive urban environments; and describes an overarching development strategy for Richmond that includes stable areas, conservation areas and various "change areas" in which new uses, development and redevelopment are anticipated.

Citywide Urban Design Principles

Citywide urban design principles define Richmond's preferred character for public areas: street rights-of-way, pathways, plazas and open space, and private areas: privately-owned buildings or parcels. While public and private areas are regulated differently, the interface between the two is critical to shaping the urban environment as a whole. For example, in commercial areas features such as building scale and setbacks, facade articulation and window display areas can combine with sidewalk treatment, landscaping and street type to create stimulating, pedestrian-friendly and safe conditions. Careful consideration of surrounding context, design treatment and emphasis on public-private connections can contribute to distinct and enjoyable places.

The following citywide urban design principles will guide the City in achieving high-quality urban environments that address both public and private areas.

- **Context**: Respect and respond to an area's immediate context. Responsive, place-based design helps create distinctive places that are compatible with surroundings, ecologically sustainable and inclusive of all people.
- **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.



The community development framework in this Element gets its inspiration from the traditional rural-to-urban development pattern which has regained popularity in American planning as cities start to react to the consequences of suburban auto-oriented development patterns.

Aerial of the Regatta/Marina Bay area

Existing underutilized buildings and sites in the Regatta/Marina Bay area

Regatta/Marina Bay (CA-15)

This change area is bounded by Regatta Boulevard to the south, Interstate 580 to the north, Marina Way to the west and Sycamore Avenue to the east (refer to Land Use Map 3.17). A mix of large-scale office, light industrial and some commercial development defines the character of the area.

General Plan Land Use

Regatta/Marina Way is envisioned as part of a new and vibrant mixed-use community node that enjoys convenient access to Interstate 580 to the north, and proximity to the waterfront and proposed ferry terminal to the south. The primarily high-intensity, transit-oriented neighborhood maximizes unique bay views and complements adjoining development in Marina Bay with strong pedestrian connections to the waterfront. Specific land uses for this change area are described below.

- The area east of Marina Bay Parkway is designated as Business/Light Industrial to promote employment-generating uses.
- The area west of the parkway is designated as Medium-Intensity Mixed-Use (Commercial Emphasis) to complement the transit-oriented development around the proposed ferry terminal in the Ford Peninsula area in Marina Bay.

Desired Urban Form

A new network of north-south neighborhood streets and pedestrian and bicycle-oriented paths connecting existing streets and new development to the waterfront should be provided in order to improve the overall connectivity of the area. The pedestrian environment should be enhanced with sidewalk planter strips and median landscaping along curvilinear multi-lane streets, including Regatta Boulevard and Marina Bay Parkway.

A variety of new open spaces should be introduced along revitalized streets to create gathering spaces for residents, employees or other visitors. Key intersections such as Marina Way and Regatta Boulevard should serve as gateways to delineate entry to the Regatta/Marina Bay, one of Richmond's three major activity centers.

New development should take advantage of the convenient access to multiple types of transit as well as local and regional vehicular routes. The area is composed of a mix of residential, commercial, civic, transportation, and entertainment uses. The strategy for development encourages a high-intensity neighborhood that draws on the historic large-scale industrial building fabric and capitalizes on its transit-rich context.

Signature "point tower" buildings of up to 10 or 12 stories high would maximize dramatic views of the Bay enhance the identity of the area for motorists driving along Interstate 580, and provide a welcoming context to the Ford Peninsula in Marina Bay. Buildings should step down as they approach public areas to respect the pedestrian experience and to tie in with the scale of nearby residential developments.

Aerial of the Southern Gateway area

Potential redevelopment site adjacent to University of California, Berkeley Field Station

Existing industrial buildings in the Seaport area

Southern Gateway (CA-16)

This change area is located to the south and west of Interstate 580 and east of 32nd Street (refer to Land Use Map 3.18). The area is composed of several large parcels that house industrial and office uses including Campus Bay Business Park and the Harbour Front Tract. Immediately adjacent to the Campus Bay Business Park is the 150-acre University of California Richmond Field Station, which includes research facilities and undeveloped land supporting natural resource conservation. The area is underutilized and subject to environmental clean-up requirements.

Existing transportation facilities include a network of relatively narrow streets providing limited access to Marina Bay such as Seaver Avenue (Dido Albert Federowich Memorial Drive), South 49th and South 50th Street. The University of California Richmond Field Station operates a shuttle service that connects the facility to the main campus in Berkeley.

General Plan Land Use

This change area is envisioned as a revitalized area that would include a mixture of high-intensity light industrial and commercial uses anchored by a large-scale research and development campus at the University of California Field Station. A vibrant mix of new and existing uses would harmonize with ecologically-sensitive areas, maximizing Bay views and providing efficient connections to regional transportation routes, including Interstates 80 and 580, as well as the multimodal San Francisco Bay Trail. The entire area is designated Business/Light Industrial in order to achieve this vision.

Desired Urban Design Form

The City will work with area stakeholders to develop urban design guidelines for future development in the Southern Gateway Change Area. A strong grid street pattern should be incorporated into new development to ensure a high level of connectivity in the area. New streets and buildings should be aligned to take advantage of the Bay views in the area. An appropriate transitional habitat zone, including development setbacks shall be observed in order to respect the natural habitats in adjacent marsh areas. New development should also incorporate pedestrian and bicycle connections and improvements to complement the existing Bay Trail. Gateway elements including signage and landscaping should be used to mark entry into Richmond.

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