

## 8.4 Land Use

This section inventories existing land uses in the vicinity of the proposed site for the Chevron Refinery Power Plant Replacement Project (PPRP, or the Project) Small Power Plant Exemption (SPPE) and discusses the potential land use impacts associated with the proposed Project. The local, state, and federal jurisdictions potentially affecting the proposed Project are identified, as are their respective plans, policies, laws, regulations (including zoning), and potentially sensitive land uses. The conformance of the proposed Project with local plans and regulations, and the compatibility of the proposed Project with land uses in the area, are evaluated. No significant impacts to land use are expected to occur, therefore, no mitigation is necessary.

### 8.4.1 Introduction

Chevron is proposing the PPRP to add an additional 60 megawatts (MW) net generation to its existing refinery electrical generation located within Chevron's Richmond Refinery in the City of Richmond (see Figure 1.2-1) in Contra Costa County, California. The proposed PPRP will be integrated into Chevron's plans to meet its growing refinery electrical load, and produce steam to replace an existing boiler plant that is approaching its end of life. The PPRP is a subset of the larger Richmond Refinery Renewal Project that is concurrently undergoing California Environmental Quality Act (CEQA) review by the City of Richmond. The California Energy Commission (CEC) has jurisdiction for only the PPRP portion of the Renewal Project that is the subject of this application.

The PPRP will consist of the following components:

- A nominal 43-MW net, natural gas- or liquid petroleum gas (butane)-fired cogeneration train consisting of one combustion turbine generator (CTG), a refinery fuel gas-fired heat recovery steam generator, 13.8-kV switchgear and ancillary equipment.
- Shutdown of the existing No. 1 power plant refinery steam boilers currently providing steam to the Refinery.
- A 17-MW net extraction, condensing steam turbine generator (STG), an associated cooling tower, and 12-kV switchgear installed as part of the new hydrogen production facility (the remainder of the hydrogen plant is under CEQA review as part of the Renewal Project). The new hydrogen plant will be a net generator of steam for both the STG and the refinery steam system.
- Reconductoring of approximately 4,000 feet of existing onsite double-circuit overhead 115-kV transmission line to upgrade its ampacity. The reconductoring will reuse existing transmission line structures.
- Adjacent onsite service connections for fuel, reclaimed water, water, wastewater, steam, and electricity to existing piperacks, with the exception of the reconductoring noted above.

The cogeneration portion of the PPRP (Cogen 3000) will occupy approximately 0.5 acre within an existing 5.2-acre cogeneration facility, and the STG and associated equipment (H<sub>2</sub>-STG) will occupy approximately 0.5 acre within a new 7.9-acre hydrogen plant that will

be built as part of the Richmond Refinery Renewal Project. The PPRP will be located well within the heart of the existing 2,900-acre Richmond Refinery. Temporary construction laydown and parking for the PPRP will be provided in various existing laydown areas within the Refinery that are currently used for ongoing maintenance and project laydown. A complete description of the PPRP is provided in Section 2.0.

## 8.4.2 Laws, Ordinances, Regulations, and Standards

### 8.4.2.1 Local Land Use Plans and Policies

The Project site is situated within the existing Chevron Richmond Refinery in the City of Richmond, California. The Project area has been the subject of numerous planning studies and plans aimed at establishing guidelines for development along the Richmond shoreline. A brief summary of the applicable land use plans and policy documents and their relevance to the Project follows.

**City of Richmond General Plan.** Adopted in August 1994 (and currently being updated), the Richmond General Plan establishes the policy framework that serves as the City's basis for both public and private decision-making, and guides the community's long-range development. The goals and policies of the plan reflect the City's philosophy on public and private development, and provide guidance for making decisions on related issues. General Plan Land Use Designations for the Refinery and vicinity are shown in Figure 8.4-1.

The current General Plan Land Use Designations for the Chevron Refinery property are *Heavy Industry (901)*, *Port/Marine Terminal/Ship Repair (906)*, *Recreation Lands (908)*, *Water Related Commerce and Commercial Recreation (910)*, *Light Industry (919)*, and *Preservation/Resource Area* (see Figure 8.4-1). The proposed Project area is classified as *Heavy Industry*. The Land Use Element of the Richmond General Plan states that the heavy industry category "accommodates a wide variety of industrial land uses including, but not limited to, oil refining, contractor storage yards, warehouses, machine shops, co-generation plants, and other 'heavy' industrial type uses."

Policies in the Richmond General Plan relevant to the Project are:

- **Land Use Element Policies**

- **LU-A.1:** Evaluate project proposals for their contribution to improving Richmond's aesthetic and economic values.
- **LU-B.2:** Accommodate heavy industrial uses in large areas buffered from major arterials and adjacent uses.
- **LU-B.4:** Establish performance standards to govern the development and operation of industrial facilities to safeguard adjacent industrial uses, residential areas, and other land use in the community which might otherwise be affected.
- **LU-B.5:** Require sufficient visual open space and/or landscaped screening between industrial operations and adjacent residential or recreational activities in order to create adequate buffers.

- **LU-O.5:** Use established standards to limit industrial activities that may be objectionable due to odors, noise, fumes, or other emissions.
- **LU-O.6:** Use established standards to limit industrial activities that may endanger human health and may cause damage to the environment.
- **LU-P.1:** Promote industrial development that creates maximum job opportunities for area residents.
- **Economic Development Policies**
  - **ED-H.2:** Encourage the conversion of underutilized industrial areas to more intensive uses.
  - **ED-G:** Retain and encourage upgrading and expansion of existing industrial development.
- **Safety Element Policies**
  - **SF-B:** Minimize the risks to people, property, and the environment due to fire hazards and the use and storage of hazardous materials.
  - **SF-A.17:** Establish thresholds and require health risk assessments; where appropriate, provide necessary buffers for all new operations handling substantial amounts of hazardous material.

Additionally, the following guideline pertains to the West Shoreline area and would be relevant to the Project:

- **Land Use Element Shoreline - General Guideline**
  - **3.** Develop Richmond’s *shoreline* potential for residential, commercial, and recreational uses, as well as for port/maritime and industrial uses.

#### 8.4.2.1.1 City of Richmond Zoning Ordinance

The proposed Project site is zoned M-3 (Heavy Industrial) (see Figure 8.4-2: Zoning Districts: Refinery and Vicinity). The Zoning Ordinance states that “[t]he M-3 zone is intended to create, preserve and enhance areas containing a wide variety of industrial uses including but not limited to manufacturing and related establishments which are potentially incompatible with most other establishments, and is generally found in areas which are distant from residential areas and which provide a wide variety of sites with good rail and highway access” (Section 15.04.330.010).

Other zoning designations within the Refinery property boundaries (see Figure 8.4-2) include M-2 (Light Industrial), M-4 (Marine Industrial), and CRR (Community and Regional Recreation District). As illustrated in Figure 8.4-2, zoning districts immediately adjacent to the Refinery include CRR, MFR-1 (Multi-Family Residential), M-4, and PC (Public and Civic Uses).

#### 8.4.2.1.2 Contra Costa County General Plan and Zoning Ordinance

The Contra Costa County General Plan: 2005-2020, adopted in January, 2005, “expresses the broad goals and policies, and specific implementation measures, which will guide decisions

on future growth, development, and the conservation of resources through the year 2020” (p. 1-1). The North Richmond unincorporated area of Contra Costa County, which is one of the larger unincorporated areas within the Richmond Planning Area, has generally been designated by the County General Plan for single-family residential use in the urbanized North Richmond community, and for light and heavy industry uses between San Pablo and Wildcat Creeks, as the primary land uses. Other land uses in unincorporated Contra Costa County near the Refinery include light and heavy industrial, commercial nursery, and open space (Richmond, 2005).

All Refinery property lies within the City of Richmond, except an approximately 320,000-square-foot area (400 feet by 800 feet, or 7.3 acres) north of Gertrude Avenue that lies in the unincorporated North Richmond area. This area is designated by the Contra Costa County General Plan as *HI (Heavy Industry)*, a designation that “allows activities requiring large areas of land with convenient truck and rail access. Uses may include metalworking, chemical or petroleum product processing and refining, and heavy equipment operation and similar activities” (p. 3-19). The Contra Costa County Zoning Ordinance designates the Chevron Refinery property as *HI*. Chevron has no facilities in this area, nor any plans to construct in this area, which is located within the internal Refinery buffer zone (ESA, 2006).

#### **8.4.2.2 Regional Land Use Plans and Policies**

##### **8.4.2.2.1 Association of Bay Area Governments Bay Trail Plan**

As mandated by Senate Bill 100, the Association of Bay Area Governments (ABAG) prepared the Bay Trail Plan, which proposes the development of a 400-mile regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo bays. A trail alignment has been proposed along the western shoreline, from the Point Richmond neighborhood to the Richmond/San Rafael Bridge, continuing north along Western Drive through Point Molate and Point San Pablo to the Point San Pablo Yacht Harbor.

##### **8.4.2.2.2 Bay Conservation and Development Commission San Francisco Bay Plan**

The San Francisco Bay Plan was prepared in January 1969 and amended in July 1988. The Plan establishes policies which guide development along San Francisco Bay within 100 feet of the shoreline extending from the mean high tide line inland. The Commission also has permit authority over filling, dredging, and shoreline development along the Bay. A substantial portion of Richmond’s shoreline has been designated as Priority Use Areas for (1) Port; (2) Water-Related Industry; (3) Waterfront Park, Beach; and (4) Tidal Marsh (SFBCDC, 2003). Water-related industry is defined as “certain industries requiring a water-front location on navigable, deep water to receive raw materials and distribute finished products by ship, thereby gaining a significant transportation cost advantage.” The Chevron Refinery is shown as a water-related industry, which is a consistent use under the Plan (SFBCDC, 2003).

##### **8.4.2.2.3 Contra Costa Countywide Bicycle and Pedestrian Plan**

On December 17, 2003, the Contra Costa Transportation Authority adopted its first ever Countywide Bicycle and Pedestrian Plan. This effort was coordinated with other regional agencies and plans, including the Metropolitan Transportation Commission, the East Bay Regional Park District (EBRPD) (EBRPD Master Plan), and the Association of Bay Area

Governments (San Francisco Bay Trail). The Bay Trail Plan also identifies a bicycling trail near the Richmond Refinery.

#### 8.4.2.2.4 East Bay Regional Park District Master Plan

The EBRPD Master Plan, adopted in 1997, states that future acquisition plans could include Point Molate. Point Molate, located adjacent to the Refinery, is identified as a potential regional shoreline park that would provide “significant recreational, interpretive, natural, or scenic values on land, water, and tidal areas along the San Francisco Bay, San Pablo Bay, and Sacramento/San Joaquin Delta” (p. 52). In addition, the Master Plan indicates that plans for the Bay Trail may include the shoreline lands of the Refinery.

#### 8.4.2.2.5 San Pablo Peninsula Open Space Study

The San Pablo Peninsula Open Space Study was completed in May 2005. The study area is roughly bound by the San Francisco Bay shoreline on the west, Potrero Ridge on the east, the Richmond-San Rafael Bridge on the south, and Point San Pablo on the north. The study presents the following recommendations for future uses of the Peninsula and conceptual plans:

- Developing Point San Pablo (Terminal 4) for public recreation use
- Establishing a park along the Point Molate shoreline
- Preserving the western slopes of the Peninsula as protected open space, providing interpretive facilities to highlight the Peninsula’s unique amenities, and establishing the Bay Trail along the shoreline

Chevron land comprises a substantial portion of the southwestern portion of the study area, and plans for this property include provision of Class I and Class II recreational trails through the property (ESA, 2006).

### 8.4.2.3 State Policies

The California Energy Commission has both policy development and permitting responsibilities for thermal generating projects that have a capacity of over 50 MW. Generating facilities such as the proposed Project require CEC approval; however, since the Project is below 100 MW, it may obtain a SPPE from the CEC. The CEC’s siting process has been deemed functionally equivalent to CEQA. The CEC serves as the lead agency and must follow appropriate State of California (State) law and guidelines.

#### 8.4.2.4 Federal Policies

No applicable federal land use policies have been identified for the proposed Project.

## 8.4.3 Setting

### 8.4.3.1 Regional Land Uses

Contra Costa County encompasses approximately 480,000 acres located along the eastern edge of San Francisco Bay and the southern edge of San Pablo Bay and the Carquinez Strait, and is one of the nine counties that comprise the Bay Area.<sup>1</sup> Nearly 75 percent of the land area in Contra Costa County remains undeveloped, and most of the existing development

<sup>1</sup> The following counties comprise the Bay Area: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties (ABAG, 2006).

consists of residential and commercial development, as well as streets and highways. The County is divided into three primary planning areas: West Contra Costa County (West County), Central Contra Costa County, and East Contra Costa County. West County includes the cities of Richmond, El Cerrito, Hercules, Pinole, and San Pablo and the unincorporated urbanized areas of North Richmond, Rodeo, Crockett, and Port Costa.

West County is partially located along San Francisco Bay, and with the exception of El Cerrito, all of the incorporated cities in West County include land along the waterfront (the unincorporated areas of North Richmond, Rodeo, Crockett, and Port Costa also include shoreline areas along the Bay). Most of these waterfront areas continue to serve heavy industrial uses, and marine and port-based operations; however, as heavy industrial uses have moved away, there has been a trend toward providing more recreational and residential access along the waterfront. These waterfront areas now include regional open space preserves, public hiking and bicycle trails, public plazas and piers, public marinas, parks, restaurants, stores and shops, and multi-family residential complexes. Regional open spaces along the West County waterfront include the 2,315-acre Point Pinole Regional Shoreline Park, the 295-acre Miller-Knox Regional Shoreline Park, the 2,795-acre Carquinez Regional Shoreline Park, and other smaller regional or municipal parks and marinas.

Contra Costa County is also home to four of the Bay Area's five refineries, two of which are located in West County in the City of Richmond and in the unincorporated community of Rodeo. The combination of undeveloped agricultural land and marshes; natural deep water ports; the development of the railroad; local and national demand for refined oil products; access to San Francisco, the Sacramento/San Joaquin valleys, and the Pacific Ocean; and the proximity of available workers encouraged refinery development in Contra Costa County. In many cases, the refineries were established at or near long-standing ferry routes, existing ports, or trading posts that preceded the development of nearby cities. In almost every case, refineries were one of several waterfront industrial land uses that included shipbuilding, commercial and agricultural shipping, assembling and processing plants, ferry transit, and military use.

### 8.4.3.2 City of Richmond

The City of Richmond encompasses 15,740 acres of land<sup>2</sup> along the eastern edge of San Francisco Bay and the western edge of Contra Costa County. Richmond's borders include unincorporated land (north, northeast, west, including the community of Rodeo), and the cities of San Pablo (northeast), El Cerrito (west), and Albany (south). The City has over 32 miles of shoreline, more shoreline than any other city in the Bay Area.

Land uses in the City of Richmond were, before the turn of the last century, primarily agricultural or related to fishing and maritime use until the arrival of the Santa Fe Railroad in 1900 and the construction of the Standard Oil refinery soon thereafter in 1901-1902.<sup>3,4</sup> The Refinery provided housing for its workers in nearby Point Richmond and, in its efforts to provide employee amenities, developed an infrastructure that included roadways and other facilities, such as the Rod and Gun Club. Located near the Richmond-San Rafael ferry line,

---

<sup>2</sup> The City's boundary also encompasses open waters.

<sup>3</sup> When built, the Standard Oil refinery was reportedly the largest on the Pacific coast and the third largest in the world (Fridell, 1954).

<sup>4</sup> Standard Oil became Chevron in 1977; the corporate identity became Chevron in 1984.

the Refinery originally occupied approximately 600 acres. Industries along the waterfront came to include the Ford Motor Company, shipbuilders (especially during World War II), iron and metal factories, other facilities that processed raw materials, and military facilities. Most of these industries are no longer located along the Bay.

Land uses in the western section of the City of Richmond now include a mixture of remaining industrial uses, open space, single-family and medium-density residential, commercial, military, and port/maritime-related uses. In 1984, the Richmond General Plan designated approximately 3,780 acres of the City (or approximately 24 percent of its land) for heavy industrial, port, maritime, and light industrial uses (amendments to the General Plan since 1984 have reduced some of this acreage.)

### 8.4.3.3 Site Vicinity

The Refinery, located in Richmond's West Shoreline area at 841 Chevron Way, is the largest in the Bay Area, and occupies an estimated 2,900 acres, including a major portion of the Point San Pablo Peninsula. Most of the remainder of San Pablo Peninsula is used as open space or for recreation, and includes the Point San Pablo Yacht Harbor, Red Rock Marina, undeveloped marsh lands, Point Molate Beach Park (a 15-acre site), portions of the Bay Trail, Point Pinole Regional Park, and the Molate Naval Fuel Depot (a 303-acre site that is considered an important potential open space resource once the Navy vacates the property). South of the Refinery lies Miller-Knox Regional Shoreline Park.

The Refinery is also located at the eastern terminus of the Richmond-San Rafael Bridge. Its perimeter is formed by Interstate 580 (I-580)<sup>5</sup> to the south, the former Point Molate Naval Fuel Supply Depot and San Francisco Bay to the west, San Pablo Bay to the north, an active landfill to the northwest, industrial developments including the Santa Fe Intermodal Facility and rail yards (also to the north and east), and Castro Street to the east. A small portion of the property (400 by 800 square feet) just north of Gertrude Street is located in an unincorporated portion of Contra Costa County. No development is proposed within that small, unincorporated area.

With the exception of the Point Richmond area and marsh lands, in general, land uses immediately adjacent to and in the immediate vicinity of the Refinery are industrial and recreational, as listed in Table 8.4-1.<sup>6</sup> The closest residential uses to the Project site consist of multi-family housing situated south of the laydown area, outside of the southern boundary of the Refinery.

TABLE 8.4-1  
Land Uses Adjacent to and in the Immediate Vicinity of the Refinery

Name	Address	General Land Use Type	Proximity to Refinery
General Chemical Company	500 Castro Street	Industrial	East (adjacent)
West Contra Costa County Sanitary Landfill	Foot of Parr Boulevard	Industrial	North (adjacent)

<sup>5</sup> Interstate 580 (I-580) links western Contra Costa County with Marin County and US 101 via the Richmond-San Rafael Bridge.

<sup>6</sup> Biological resources, such as creeks and marsh, are discussed in detail in Chapter 4.4, *Biological Resources*.

TABLE 8.4-1  
Land Uses Adjacent to and in the Immediate Vicinity of the Refinery

Name	Address	General Land Use Type	Proximity to Refinery
Terminal Four	Northern tip of Point San Pablo Peninsula	Industrial	North (adjacent)
Point Molate	Western edge of Point San Pablo Peninsula	Former military and vineyard uses	West (adjacent)
San Pablo Yacht Harbor	Northern edge of Point San Pablo Peninsula	Recreation	North (adjacent)
Point Molate Beach Park	Western edge of Point San Pablo Peninsula (adjacent to Point Molate and the Refinery)	Recreation	West (adjacent)
Santa Fe Intermodal Facility	East	Industrial	East (adjacent)
Point Richmond	South (south of I-580)	Residential and Commercial	South (adjacent)
Richmond-San Rafael Bridge toll plaza	East	Institutional	East (adjacent)

Portions of five residential neighborhoods are located within one mile of the Refinery (see Figure 8.4-3). These are:

- **Shields-Reid (North Richmond)**

The Shields-Reid community, in the unincorporated North Richmond area, is located east of Richmond Parkway and the Refinery, and includes single-family and medium-density housing; industrial, agricultural, open space, and undeveloped land. Besides residential uses, land uses in this area include portions of San Pablo Creek and Wildcat Creek, the Verde Elementary School, a nursery, the North Richmond Ball Park, and the Shields-Reid Community Center

Major land uses nearest to the Refinery site (and Richmond Parkway) include commercial nurseries, Verde Elementary School, West County Sanitary Landfill, Wildcat Creek, San Pablo Creek, and the Shields-Reid Community Center.

- **Iron Triangle North and South and Atchison Village**

The Iron Triangle North, Iron Triangle South, and Atchison Village neighborhoods of Richmond, located east of the Refinery, include single-family, low-, medium-, and high-density housing units; and commercial, open space and industrial uses. Some of its major land use features include Atchison Village,<sup>7</sup> Atchison Park, the Richmond Museum of History, Nevin Park and Community Center, Hacienda Homes, Peres Elementary School, Roosevelt Junior High School, and Triangle Court. The Santa Fe Intermodal Rail Facility and Richmond Parkway separate these three neighborhoods from the Refinery.

<sup>7</sup> Atchison Village is listed on the National Register of Historic Places.

- **Point Richmond**

The Point Richmond<sup>8</sup> neighborhood of Richmond, located south of the Refinery, encompasses a mix of single-family, low- and medium-density residential units, commercial, open space, and industrial land uses. I-580 separates most of the Refinery from the Point Richmond community. The single-family residential area east and south of Western Drive and Golden Street abuts portions of the Chevron property. Major land use features in the area include Washington Elementary School, Washington Park, Miller-Knox Regional Shoreline Park, and the Richmond Natatorium.

- **Santa Fe Neighborhood/Santa Fe Channel Area**

The Santa Fe neighborhood of Richmond is primarily a single-family, low density residential area; the Santa Fe Channel area is comprised of industrial uses. Major facilities within these two areas within a one-mile radius of the Refinery include the North Face Distribution Center, the Richmond Public Works Corporation Yard, Richmond Municipal Wastewater Treatment Plant, and the Richmond Point Quarry. This area is separated from the Refinery by Point Richmond, the railroad tracks, and I-580.

- **New Development in Richmond**

Several established residential communities occupy the areas south and east of the Refinery, and south of I-580 along San Francisco Bay, the largest and oldest of which is the Marina Bay Residential development, which is also a Master Plan development community. Most of this area is separated from the Refinery by the Point Richmond area, and/or the Santa Fe neighborhood and Santa Fe Channel area. New development that has either been approved or proposed in the Marina Bay area of Richmond, east of the Harbor Channel, include the Ford Building, which was approved in 2004 as a mixed use commercial/residential project and was envisioned to serve as a center for commercial and cultural activities to vitalize the Ford Peninsula area. Other developments include: Westshore Marina (269 residential condominiums); Seacliff Marina (300 residential condominiums); Anchorage at Marina Bay Anchor Cove (mixed use: 46,000 square feet of retail and 128 townhouses); and The Crossing at Marina Bay (80,156 square feet of office space). New development is also underway.

Another residential development in this area south of the Refinery is Seacliff Estates, and the Brickyard Cove Marina and residential development. The City of Richmond is currently considering a proposal to develop up to 51 additional units in the Brickyard Cove subdivision. East of Brickyard Cove is another residential development proposal (Point Richmond Shores) that could result in an additional 310 units on 11 acres at the end of Dornan Drive.

#### 8.4.3.4 Land Use within the Refinery

The Refinery consists of several plants that process crude oil into a variety of products, including LPG, gasoline, aviation gasoline, jet fuel, diesel fuel, and lube oils. The Refinery also produces steam, electricity, gas, and hydrogen primarily for its own use. Examples of

---

<sup>8</sup> The Point Richmond area is listed on the National Register of Historic Places.

existing plants onsite include No. 4 Crude Unit, which distills crude oil; a 99-MW Cogeneration Plant; several processing plants that produce motor gasoline components including reforming, alkylation, isomerization, conversion of gas oil and residuum, and blending; an effluent water treating plant, steam and electrical generating plant, and several tank yards.

Within the Refinery, related facilities and operations are concentrated in specific centralized portions of the site. Most of the Refinery storage tank fields are situated to the west of the center of the property along the north-south axis of the hills. Some storage tanks, and the marine terminal called the Long Wharf, lie south of I-580. Since the 1970s, Chevron has been systematically removing petroleum processing units from areas near public land uses. As a result, the central portion of the Refinery site contains the bulk of Chevron's oil refining process equipment and supporting infrastructure. Chevron characterizes the resulting vacant land areas near the Refinery's southern and eastern perimeter as an "internal refinery buffer area." The rail terminal is located near the center of the Refinery and the truck loading terminal is located on the southeastern edge of the property.

Within the existing Refinery site, Project related structures would be located adjacent to existing wastewater processing and oil processing areas, the rail yard area, and the boiler and cogeneration area. Project laydown areas would be situated within the existing storage tank fields.

#### 8.4.4 Impacts

In accordance with CEC guidelines, potential impacts to land use, planning, and recreation are summarized below.

##### 8.4.4.1 Environmental Checklist

Table 8.4-2 includes the checklist used by the CEC to assess the significance of potential impacts.

TABLE 8.4-2  
CEC Checklist to Assess Potential Impacts

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
<b>LAND USE AND PLANNING</b> —Would the Project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

TABLE 8.4-2  
CEC Checklist to Assess Potential Impacts

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
<b>RECREATION</b> —Would the Project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

## 8.4.4.2 Discussion of Impacts

### 8.4.4.2.1 Land Use Impacts

In accordance with the checklist criteria to address potential impacts to land use, the proposed Project will not have a significant impact to land use. The proposed Project is an allowable use within the existing land use designations and zoning districts prescribed by the jurisdictions affected by the Project. The Project would be compatible with existing, surrounding land uses, which predominantly consist of commercial and industrial uses. The Project would not divide an established community. No habitat conservation plan (HCP) applies at the Project site or nearby area.

The proposed Project would include the replacement and addition of certain electric generation facilities to improve the Refinery's ability to supply its own electrical demand. The proposed Project would not expand the Refinery's perimeter boundary, and would maintain the existing buffer between existing areas of operation and the Refinery's eastern and southern boundaries.

#### ***Construction***

In general Project facilities and equipment would be constructed on disturbed soils within current and previously used areas within the Refinery. All construction would take place within the Refinery boundaries. Any required staging, fabrication, or laydown areas would also be within Refinery boundaries, and would not result in significant impacts to adjacent land uses. Temporary construction related impacts are addressed in Sections 8.1, Air Quality; 8.5, Noise; and 8.9, Traffic and Transportation.

#### ***Operation***

The Project would not include any new uses that would physically divide an established community. Any potential land use conflict within the Refinery, or between the proposed Project and the surrounding community, would be less than significant.

Although the Project would intensify operational uses at the Refinery, it would not present a land use conflict outside of or within the Refinery. Chevron has been consolidating its operations toward the center of its site in order to create a buffer between its operations and

its site perimeter, as well as a buffer between the southern and eastern perimeters of the site and land uses adjacent to the site perimeter. This consolidation further ensures that the proposed Project would not divide an established mixed-use community that includes industrial/marine-based businesses, recreational uses, and residential neighborhoods in the Project vicinity. With the exception of the Point Richmond residential community, the Refinery is buffered by industrial, recreational, and institutional uses, including a landfill and a railroad yard. The Point Richmond area is located south of the Project site, and is separated by roadways and other Refinery uses from the Project.

The Project would be located in an area designated by the General Plan as *Heavy Industry*, and by the Zoning Ordinance as M-3 *Heavy Industrial*. The proposed Project would, therefore, be consistent with both the General Plan land use designation and the Zoning. The Project would also conform to the San Francisco Bay Plan water-related industry priority use designation, and Contra Costa County's General Plan and Zoning designations.

The proposed Project complements an historic land use begun in 1901, and would be built within existing Chevron operations.

There are no habitat conservation plans or natural community conservation plans in the Refinery area. The proposed Project would have no impact on habitat conservation plans or natural community conservation plans.

#### **8.4.4.2 Recreation Impacts**

The proposed Project will not have an impact to recreational uses. The Project would not include any new residential or commercial development that would contribute to increased use of open space resources in the Project area. Therefore, no recreational areas would be affected such that increased demand would contribute to the deterioration of a recreational resource. The proposed Project does not involve a recreational project that could have an adverse physical effect on the environment.

#### **8.4.4.3 Cumulative Impacts**

The proposed Project is part of a larger Renewal Project that would intensify the use of land onsite that is developed for Refinery-related operations. As part of the Conditional Use Permit (CUP) approval for the larger Renewal Project, the Planning Commission may impose additional conditions requiring that the Renewal Project comply with the applicable Commercial and Industrial provisions in Section 15.04.820 of the Zoning Ordinance.

Further, the Design Review Board may impose conditions requiring that the Renewal Project comply with Performance Standards in Section 15.04.840 of the Zoning Ordinance related to screening of mechanical equipment, landscaping, and buffering the facilities onsite from neighboring properties. Adoption of any specific screening, landscaping, and buffering requirements by the Planning Commission as part of the Renewal Project approval, and implementation of the conditions by Chevron, would minimize both Project specific and cumulative impacts associated with potential land use conflicts.

Further, the Project would be within the scope of development of the Richmond General Plan and would not make a cumulatively considerable contribution to future cumulative development within the city. For these reasons, the cumulative impacts of the proposed

Project in relationship to existing land uses onsite and in the proposed Project vicinity would be less than significant.

## 8.4.5 Involved Agencies and Agency Contacts

Table 8.4-3 provides a list of interested agencies and agency contacts.

TABLE 8.4-3  
List of Agency Contacts for the Proposed Project

Agency	Name/Title	Phone Number and Address
City of Richmond Planning Department	Richard Mitchell/Director of Planning and Building	(510) 620-6706 1401 Marina Way South Richmond, CA 94804
Bay Conservation and Development Commission	Andrea Guat/Principal Permit Analyst	(415) 352-3618 50 California Street, Suite 2600 San Francisco, CA 94111

## 8.4.6 References

City of Richmond. 2005. City of Richmond website: <http://ca-richmond.civicplus.com>

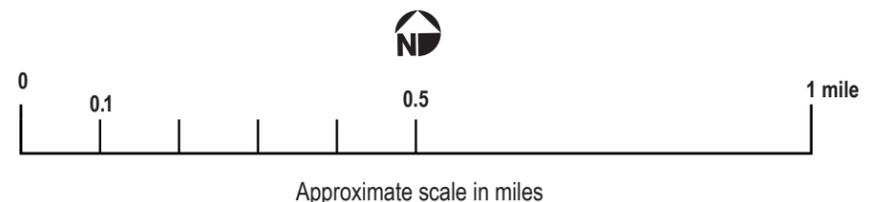
Contra Costa County. 2005. *Contra Costa County General Plan: 2005-2020*. January.

Environmental Science Associates (ESA). 2006. *Chevron Energy and Hydrogen Renewal Project Administrative Draft EIR* (State Clearinghouse No. 2005072117). Prepared for City of Richmond, CA October.

San Francisco Bay Conservation and Development Commission (SFBCDC). 2003. *San Francisco Bay Plan*.



- Refinery Boundary
  - General Plan Designation
  - Transmission Line
  - Plant Area
  - Laydown Area
- 
- 901 - Heavy Industry
  - 906 - Port/Marine Terminal/Ship Repair
  - 908 - Recreation Lands
  - 910 - Water Related Commerce and Commercial Recreation
  - 917 - Low Density Residential
  - 918 - Medium Density Residential
  - 919 - Light Industry
  - 922 - General Commercial
  - 922A - Neighborhood Retail
  - 931 - City Center



**FIGURE 8.4-1**  
**GENERAL PLAN LAND USE DESIGNATIONS:**  
**REFINERY AND VICINITY**  
 CHEVRON POWER PLANT REPLACEMENT PROJECT  
 RICHMOND, CA

SOURCE: Chevron, 2005



- Refinery Boundary
  - 996 General Plan Designation
  - Transmission Line
  - Plant Area
  - Laydown Area
- M-2 - Light Industrial  
 M-3 - Heavy Industrial  
 M-4 - Marine Industrial  
 PC - Public and Civic Uses  
 CRR - Community and Regional Recreation District  
 MFR-1 - Multi-Family Residential  
 SFR-2 - Single-Family-Very Low Density Residential  
 C-1 - Neighborhood Commercial  
 C-2 - General Commercial



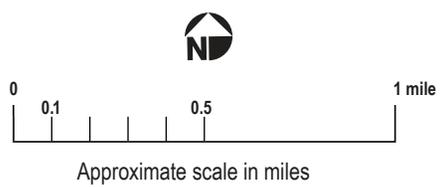
Approximate scale in miles

**FIGURE 8.4-2**  
**ZONING DISTRICTS**  
**REFINERY AND VICINITY**  
 CHEVRON POWER PLANT REPLACEMENT PROJECT  
 RICHMOND, CA

SOURCE: Chevron, 2005



- Refinery Boundary
- Transmission Line
- Internal Refinery Buffer Area
- Plant Area
- Laydown Area



**FIGURE 8.4-3**  
**CHEVRON REFINERY FUNCTIONAL LAND USE**  
**AND RICHMOND NEIGHBORHOODS MAP**  
 CHEVRON POWER PLANT REPLACEMENT PROJECT  
 RICHMOND, CA

SOURCE: ESA, 2005