

POINT MOLATE MIXED USE PROJECT

NARRATIVE FOR BCDC DRB SUBMITTAL

To: Morgan Chow, Shoreline Development Analyst, San Francisco Bay Conservation and Development Commission

From: City of Richmond and Winehaven Legacy LLC

Subject: Point Molate Mixed-use Development Project, City of Richmond; Initial DRB Review (For DRB consideration on November 9, 2020)

The City of Richmond (City) had received an application from Winehaven Legacy LLC (Winehaven Legacy) for the Point Molate Mixed-Use Development Project (Project) for an approximately 412-acre site that includes approximately 1.5 miles of shoreline along the San Francisco Bay (Project Site). The Project was approved by the City Council on September 8, 2020, with the Rezoning and Development Agreement ordinances approved after a second reading on September 15, 2020. The City, which would maintain ownership of the shoreline and hillside open space areas, and Winehaven Legacy are seeking an amendment to the Bay Plan priority use designation for the Project Site, and Winehaven Legacy will ultimately request permits for activities within the 100-foot band of the Bay proposed as part of the Project from the San Francisco Bay Conservation and Development Commission (BCDC). In advance of the Bay Plan amendment, the City and Winehaven Legacy provide the following information and attached exhibits for the consideration of the BCDC Design Review Board on October 19, 2020.

PROJECT SUMMARY

Project Sponsors: City of Richmond and Winehaven Legacy LLC

Project Representatives: Lina Velasco, Community Development Director (City); Marc Magstadt, Vice President and Chief Operating Officer (Winehaven Legacy)

The Site

Project Site Location: The Project Site is located on the eastern side of the San Pablo Peninsula in the City, which is in Contra Costa County (**Exhibit 01 - Regional Map**). The Project Site is bounded by the San Francisco Bay (Bay) to the west, private parcels to the north and south, and the Chevron®-Richmond Refinery to the east, with Potrero Ridge separating the refinery from the Project Site. Approximately 136 acres of the approximately 412-acre Project Site are submerged in the Bay, leaving approximately 276 acres above mean high tide. The Project Site is approximately 1.5 miles north of Interstate 580 (I-580) and the Richmond-San Rafael Bridge (Bridge) (**see Exhibit 01 – Regional Map**), and has direct freeway access via Stenmark Drive, a City-owned roadway. The Project Site has approximately 1.5 miles of shoreline, resulting in approximately 18.5 acres of land located within the Commission’s 100-foot shoreline band.

Views from the site to the south, west, and northwest include, respectively, the Bridge, San Francisco skyline, and Marin County. Directly north of the site on the San Pablo peninsula are currently abandoned

lands and shoreline that contain remnants of past activities, including tanks and pipelines. Land further north on the San Pablo peninsula is owned by Chevron and other private owners, and is used for two shooting ranges and the San Pablo Marina and Sportsmen's Club. Just south of the Bridge lies Point Richmond, a vibrant historic community within the City with a small commercial area, containing retail and restaurants and other businesses, and many residences.

Site History: The Point Molate site and Bay waterfront has a rich and varied human history (**see Exhibit 02 – Site History**). The first inhabitants were thought to be the Ohlone Native Americans, arriving about 5,000 years ago. The Spanish Franciscans arrived in the area in late 18th Century signaling the end of Native American presence on the site. The site contains both shellmounds and other remnants of this early history.

The Point Molate site was used primarily for fishing, commercial, and naval activities in the 19th and 20th centuries. From around 1890 to 1912, a Chinese shrimp camp where Chinese shrimpers lived and worked operated at Point Molate. From 1906 to 1919, the Winehaven winery occupied the northern portion of the Point Molate Site. Winery facilities included a large fermentation building, cooperage, worker housing, a power plant, hotel, and several other buildings. The winery ceased operations in 1919 when prohibition effectively shut it down. The Winehaven Historic District (Historic District) was added to the National Register of Historic Places (NRHP) in 1986. The 47-acre Historic District contains 35 contributing buildings, including the large winery (Building 1) and cooperage building (Building 6). **Exhibit 08** shows the buildings that contribute to the Historic District. A small corner of Building 1 is within the BCDC 100-foot shoreline band. While the Project would rehabilitate Building 1 for adaptive reuse, it would not cause Building 1 to further encroach into the shoreline band.

From 1942 to September 30, 1995, the Point Molate Site was a U.S. Navy (Navy) fuel storage and transfer facility. In September 2003, after undertaking the required federal studies, the Navy transferred approximately 85 percent of the property to the City pursuant to the Base Realignment and Closure Act (BRAC) of 1990 for use consistent with the City's 1997 Point Molate Reuse Plan (Reuse Plan; City of Richmond, 1997). A 45-member Blue Ribbon Advisory Committee developed the Reuse Plan, which was approved in 1997 by the Richmond City Council acting as the Local Reuse Authority. The Reuse Plan serves as the guide for the reuse and development of the Project Site and contemplated the development of the Point Molate Site with approximately 670 residential units and commercial uses and preservation of just less than 70 percent of the land (191 acres) within the Point Molate Site as open space. In addition, the Reuse Plan envisioned that the Historic District would be generally rehabilitated for adaptive reuse, with the possible exception of Building 6.

The Navy executed the final Finding of Suitability for Early Transfer (FOSET) and Early Transfer Cooperative Agreement (ETCA) on September 8, 2008, and transferred the remaining 15 percent of the land to the City by March 2010. Under the ETCA, the Navy provided the City with funding for cleanup of the Project Site, using a cleanup plan agreed upon by the Navy, the City, and the Regional Water Quality Control Board (RWQCB). The remediation is on ongoing pursuant to Water Board Order No. R2-2011-0087.

The Project Site is now in caretaker status, with the City maintaining the remaining buildings and facilities. Multiple small businesses currently hold licenses to utilize space on the Point Molate Site, but these licenses will be reevaluated for feasibility and may be terminated to allow development of the Project. The City currently uses approximately 15 acres of the southwest portion of the Project Site for the Point

Molate Beach Park (Beach Park), of which 4.5 acres is accessible. The Beach Park includes a paved parking area, picnic tables, portable toilets, and 1300 feet of shoreline access, which can be used by the public during daylight hours.

Existing Site Access and Conditions: The Project Site is accessed by a single, two-lane public roadway, Stenmark Drive, that has no bicycle lane or other shoulder facilities (see **Exhibit 03 – Existing Site Access**). The City and East Bay Regional Parks District (Parks District) have plans to implement a 3-mile extension of the Bay Trail from its current terminus at the I-580/Stenmark Boulevard exit and Richmond Bay Bridge Toll station to the northern property line of the Project Site. Once connected, the Bay Trail would extend from the northern property line of the Project Site to the bike lane across the Richmond-San Raphael Bridge and under the freeway to several open space and recreational resources along the Richmond waterfront. These waterfront parks include the Miller/Knox Regional Shoreline, Rose the Riveter National Historical Park, Lucretia Edwards Shoreline Park, Marina Park, Shimada Friendship Park, and Barbara and Jay Vincent Park. The Bay Trail also connects with the Richmond Ferry Terminal, numerous residential developments, and two marinas.

A substantial portion of the Project Site contains buildings and remnants from past uses (see Site History) including the long Native American occupation, fishing operations, the Winehaven operations, and the Navy fuel depot. **Exhibits 04, 05 and 06** show existing site photos and **Exhibit 07** shows the aerial site view with major existing features indicated. **Exhibit 08** shows the Winehaven Historic District, the proposed Bay Trail, the 100-foot BCDC band, and the Beach Park.

Stenmark Drive and the Point Molate Beach Park (4.5 of the 15 acres) are the only current publicly accessible portions of the site. Much of remainder of the site is fenced and locked due to Brownfield conditions. Most of the Historic District is also behind fences because the buildings are unsafe to permit public access. The Historic District, including condition of the buildings and setting and planned improvements are described in Chapter Four of the Point Molate Design Guidelines (July 2020).

The topography of the Project Site exhibits the characteristics of both the uplands in the coastal range and the tidal flats of the Bay (see **Exhibit 12 – Site Analysis, Elevation Regimes and Slope**). Elevations on the Project Site range from mean sea level along the western shoreline of the Project Site to approximately 350 feet above mean sea level along the crest of the Potrero Ridge that forms the eastern border of the Project Site. The slopes on the Project Site range from relatively flat within the open shoreline areas to over 40 percent along the steep hillsides of the Potrero Ridge. From Potrero Ridge ridgeline spurs run east to west terminating in shallow flatlands or at the water's edge. Along these ridgeline spurs are several flattened areas which house or used to house underground fuel storage tanks. The remaining tanks are not in use. Many of the remaining tanks near will be removed prior to any future use. Valleys leading from east to west are typically riparian in nature and some contain Waters of the US. Other wetland areas and ephemeral drainages are found in drainages and low areas scattered about the site (see **Exhibit 12 – Site Analysis, Site Drainage**). Note: There is no Exhibit 13 in the Exhibits package.

A variety of habitat types are found on the site, some native, some invasive, and some ruderal in the extensive degraded asphalt and concrete areas of the site (see SEIR, July 2020). There is no record of the site being grazed and there continues to be extensive native grass and coastal shrub areas amongst the non-native grasses and shrubs. These native areas include Coastal Terrace Prairie, Coastal Scrub,

Mixed Riparian, and Tidal Marsh. The shoreline consists of a nearly continuous beach strand composed of sand, rock, and revetted areas. Within the Bay, in both the North and South Coves, are significant eelgrass beds. The largest habitat type on the site is Eucalyptus Woodlands (47 acres), which were planted when the Navy controlled the Project Site, and is not a sensitive habitat type. The SEIR has several mitigations measures to protect, enhance, and, where necessary, replace sensitive habitat areas. Several special-status species were found on the Project Site and the SEIR also provides mitigation measures for these species.

Ninety-four acres of the Project Site are considered developed/ruderal. This includes the underground tank locations, project site access roads, a large area covered in asphalt in the southern portion used for oil drum storage, a large concrete pad at the point for shipping, and the remaining buildings and hardscape within the Historic District.

An abandoned Navy Fuel Pier extends from the point on the Project Site into the Bay. The main causeway segment extends out from Point Molate approximately 1,500 feet in a westerly direction into the Bay. An approximately 1,000-foot long "T" section extends from the west end of the main causeway in a north-south direction. This pier is not publicly accessible.

As previously mentioned, within the South Cove, the City operates the Beach Park (**see existing photos – Exhibits 04 and 06**). The southern portion of the Beach Park is publicly accessible. It includes beachfront access, lawn areas and shade trees, picnic tables and grills, and 22 (including 2 ADA) parking spaces. The Beach Park has no permanent restrooms, but one ADA porta-potty. The Beach Park is frequently used on weekends, but not overused, by picnickers, nature observers, anglers, and people using kayaks, canoes, and paddleboards. Prior to COVID-19, park use ranged between 15 and 40 visitors per day. The northern strand of the Beach Park, above the unused Quonset huts, is not publicly accessible. There is a fenced wetland mitigation area that blocks access. What has been known as Burma Road goes through this northern Beach Park area and terminates at the point of Point Molate. Burma Road will be the location of the Bay Trail through this area.

The Historic District is bisected by Stenmark Drive, with the winery and cooperage buildings to the west of Stenmark Drive, and the powerhouse, fire station, shops, and historic cottages to the east of Stenmark Drive (**see Exhibit 08**). Historic rail spurs that served the winery operations also are located west of Stenmark Drive. A large crescent-shaped open area is located between the Buildings 1 and 6 and the shoreline.

The Project

Proposed Community Design Principles and Project Framework: A set of high-level community design principles will guide new development, including development of parks and open spaces, at Point Molate. The principles presented below represent years of City and community input and are expressed in the Project approvals granted by the City, including the Planned Area Development (PM-PAD) and Point Molate Design Guidelines (Design Guidelines). The principles are:

- 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 a minimum of 70% of the site as open space including conservation areas, waterfront and neighborhood parks, compact parks, urban plazas, 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.

The Project Site 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 amazing views, and offer a place that is shared and enjoyed by residents, employees, and visitors. The Project respects the site's dominant physical features—the shoreline coves, upland hills and valleys, and the Historic District—to create an integrated community 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 (**see Exhibit 12 – Open Space Framework**) each planned neighborhood largely avoid ecologically sensitive areas but is integrated into the open space framework. “Green” corridors lead from the conserved uplands through valleys and sensitive drainages and connects with the new shoreline open space. The regional Bay Trail is integrated into a continuous shoreline park (Shoreline Park) and connects to neighborhood streets and sidewalks and upland hiking trails. The point of Point Molate, referred here to as the “Point”, which lies between the Project Site's north and south coves, is an opportunity for both public park land coupled with sensitively sited development. The high bluff above the Point is a major overlook of the Project with sweeping views of San Francisco Bay.

Exhibit 14 – Development Areas, Open Space and Development shows the location of proposed open space resources in the Project and the development areas. Open space includes upland conservation areas, the Shoreline Park, and public parks and plazas. Development areas include roads, development parcels, historic buildings, and utilities. A minimum of 70 percent of the Project will be maintained as open space.

The Illustrative Master Plan (**Exhibit 09 – Illustrative Master Plan**) shows how neighborhoods are woven into the open space framework and complement the Historic District. The unique opportunity afforded by the site's natural and historic features allows the organization of distinct neighborhoods within the open space framework.

Three distinct neighborhoods, the Promenade, Point, and Village, are defined by the two major coves, the Point's flat area and bluff, the Historic District, and “drum lot” and adjacent low hills at the southern portion of the site (**see Exhibit 14 – Development Area, Neighborhood Organization**). Individual neighborhoods are no more than a 5-minute walk from the center to the perimeter and neighborhood centers are within a 10-minute walk of each other. Each neighborhood is framed by the site's natural features and is organized to maximize connectivity to open space, to provide pedestrian connections to

the shoreline, and to take advantage of expansive views. Neighborhoods include a multi-modal circulation system, access to infrastructure, and a diversity of building types.

Allowable Building Height: Building height allowances are shown by development parcel in **Exhibit 14 – Development Area, Building Height**. Several factors were considered in setting the maximum building height:

- Buildings should not rise above the ridgelines when viewed from public areas on-site or the the Bridge except for the Point neighborhood where the peninsula frames buildings against the skyline 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 Historic 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 PM-PAD zoning, with further restrictions as noted in **Exhibit 14 – Building Height**.

The rendering in **Exhibit 10 - View from Bridges** shows an illustrative view of the south cove neighborhoods from the Richmond – San Rafael bridge expresses maximum building heights. This vantage point represents a view from the new dedicated bike and pedestrian lane on the upper level of the Bridge. As shown building heights fall below the primary ridgeline and hug hillsides. Buildings in the Promenade neighborhood have expansive Bay views. Buildings at the Point reflect the former topography where the Bluff grading sloped down to the water’ edge. The Navy created a large flattened area on the point for shipping and storage activities.

Project Access and Circulation: The Project has a single vehicular access from the existing Stenmark Drive which is a west bound exit off I-580 just east of the Richmond-San Rafael Bridge Toll Plaza. The Project Site begins approximately 1.0 miles north of the exit. The Project would widen and improve Stenmark to create a primarily two-lane road with a sidewalk and bike lane, with a third southbound lane for the first 500 feet from the east and west on-ramps for I-580. As noted above, a three mile extension of the Bay Trail is planned, allowing it to connect to the northern edge of the Project Site from its existing terminus north of the toll plaza through primarily Chevron lands adjacent to the Bay shoreline. Winehaven Legacy, as part of the Project, would construct the 1.5-mile portion of the Bay Trail within the Project Site and construct or contribute funds to the construction of the 1.5-mile portion of the Bay Trail between the Project Site’s southern property line and I-580. As discussed below, the Project also would include a shuttle to the Richmond BART station and would retrofit the existing pier to allow water taxi service to and from the Project Site.

Circulation is intended to be multi-modal and equitably serve pedestrians, bicyclists, private vehicles and transit. This requires that new streets be “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.

- A. **Vehicular Circulation:** Stenmark Drive, the existing arterial that connects the site to Point Richmond and Interstate 580, becomes the backbone “main street” of the new community (**see Exhibit 15 – Circulation, Vehicular Circulation**). Along the length of Stenmark Drive within the Project site, 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 loop road through the Point neighborhood and to the Village core. Neighborhood streets are residential in character with sidewalks, street trees, and planted verges. Neighborhood streets connect from east to west to the shoreline park system and the Bay Trail.
- B. **Pedestrian Circulation:** A robust pedestrian and bicycle circulation network connects neighborhoods, increases the sense of community, provides health benefits, and reduces vehicular trips (**see Exhibit 15 – Circulation, Pedestrian Circulation**) 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 to the neighborhoods 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.

The pedestrian circulation plan includes sidewalks along both sides of major streets, a public promenade in the Promenade neighborhood, and significant walking paths within shoreline zone. In the Point neighborhood, a “Sea to Skyline Trail” leads from the shoreline up to a highpoint on the immediate ridge. An overlook at the bluff captures the wide spanning views of San Francisco and San Pablo Bay. The “walks” in the Historic District west of Stenmark Drive are pedestrian and cyclists only, except for service vehicles. These pedestrian ways connect all the special public spaces and buildings in the Historic District to the Shoreline Park.

- C. **Public Access:** A key component of the community and open space plan are diverse, varied, and accessible public access points complemented by parking, restrooms, and wayfinding. **Exhibit 15 – Circulation, Public Access** shows the public access and trailhead locations for access to the shoreline park, retail, restaurant and community facilities, plazas and parks, and upland hiking trails. Public parking is provided in several areas including dedicated lots and on the street.
- D. **BART Shuttle and Potential Water Taxi:** The Project Site currently has no direct transit service. Three types (bus, rail, and ferry) of public mass transit provide service in Richmond, but all are at least two miles from the project site. The Richmond Ferry Terminal is approximately 1.5 miles south of the City’s downtown core and connects Richmond passengers to San Francisco in approximately 30 minutes. The Richmond BART station is approximately 5 miles from the Project Site. A draft Transportation Demand Management (TDM) Plan has been prepared for the project. The TDM Plan includes shuttle service to the Richmond BART Station and facilities for bicycle commuters. In addition, as discussed under “Pier Improvements,” the existing pier would be retrofitted to accommodate future water taxi service. It is anticipated that a water taxi would take passengers to San Francisco during weekdays and Marin on the weekends.

- E. **Barrier-Free Design:** All major public access points within the shoreline park will be barrier free following the ADA Act of 1990, as amended. This includes parking areas at the Point Molate Beach Park and the Point. Designated paths leading to and through the Beach Park, Point, and Winehaven shoreline areas will be barrier free. Such paths will be a minimum of 5-foot wide and have a smooth, but not slippery, surface. Slopes on accessible paths will not exceed 1:12. All accessible ramps and curb ramps will follow current codes. Interpretive signage will include accommodations for the visually impaired.

Overall Project Program: The Project is divided into eight planning areas (**see Exhibit 14 – Development Areas, Planning Areas and Proposed Shoreline Park**), Planning Areas A through H. The PM-PAD defines the Project Site’s maximum development capacity as follows:

- A. **Residential Capacity:** up to 2,040 residential units in eight planning areas as follows:

- Planning Areas A and B: 408 new units
- Planning Area C: 168 new units
- Planning Area D: 66 new units
- Planning Area E: 300 new units
- Planning Areas F, G, and H: 625 new units and up to 473 units in the existing historic buildings

The PM-PAD allows units to be transferred between Planning Areas A through G, with a maximum change in the residential development capacity of any planning area of 20 percent so long as the total number of residential units in the PM-PAD Plan Area does not exceed 2,040 residential units.

- B. **Historic District:** The allowable development capacity in the Winehaven Historic District (Planning Areas F, G, and H), can fall within the range of (1) 1,098 residential units with up to 40,000 square feet of general commercial space; (2) 318 residential units with up to 624,572 square feet of general commercial space; or (3) anything in between on the basis that each residential unit is interchangeable with 750 square feet of general commercial space, up to 780 units.

- C. **Commercial Capacity:**

- Planning Areas F, G, and H: The PM-PAD 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 comprise high-trip commercial uses such as region-serving retail and restaurant uses.
- Planning Areas A and E: The PM-PAD allows up to 15,000 square feet of neighborhood-serving commercial spaces.

- 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 are also permitted in other planning areas as per the proposed PAD zoning. 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.

- E. **Parks and Open Space:** A minimum of 70 percent of the Site (about 193 acres) would remain as public parks and natural open space, including miles of hiking and biking trails. The Project will increase the shoreline access by extending and improving the existing shoreline park and completion of the portions of the Bay Trail. Further, the Project will provide pier upgrades and a parking lot to accommodate a ferry or water taxi service.

Project Phasing: The Project is divided into two phases as shown in **Figure 11 – Phasing**. Phase 1 includes development of the Point and Promenade neighborhoods, the Shoreline Park that fronts these neighborhoods, and the Bay Trail throughout the site. Phase 1 also provides utilities the length of Stenmark Drive within the Project and the off-site extension and connection of utilities south of the site. Phase 1 also includes off-site improvements to Stenmark Drive to the south of the Project Site. Historic work will commence promptly after the first phase of infrastructure work has provided sufficient access and utilities to the site. Phase 2 includes new construction and any remaining rehabilitation to historic buildings within the Historic District.

Neighborhood Descriptions: The Project is organized into three new neighborhoods (**see Exhibit 14**); two mixed-use residential areas (The Promenade and The Point) that include neighborhood-serving commercial uses; and a third neighborhood (The Village) centered around the rehabilitation and renovation of the Winehaven Historic District.

A. **Promenade Neighborhood**

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 from the shoreline through the neighborhood to upland trails. From the upland neighborhoods there are spectacular views towards San Francisco, the Bridge, Mount Tamalpais, and Marin County. Along the promenade, there is the potential for mixed-use buildings with ground floor neighborhood-serving commercial uses and residential above. The neighborhood may include a mix of housing types including condominium, apartments, townhouses, duplex, and single family detached. Key attributes of this neighborhood include:

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

Exhibit 16 – The Promenade Neighborhood

Exhibit 17 – Section at the Promenade

Exhibit 18 – View 01-View from View Beach Park Area to Promenade

B. 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 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. The Point provides an opportunity for Richmond residents to connect to the water with a publicly accessible potential kayak and canoe launch and potential water taxi service. The promontory, or bluff, will include a public overlook and sensitively scaled development with high quality residential buildings offering sweeping views over the Bay. New development will have a distinctive, contemporary style and activate the shoreline park with residents and visitors, potential cafes, and other active uses. Up to 10,000 square feet of ground floor or detached retail or restaurant/café is allowable that will activate the ground floor of new residential buildings facing the Shoreline Park. Renovation of an approximately 5,000 square-foot building for use as a water transit terminal/waiting area is allowed. Key attributes include:

- Contiguous shoreline park with minimal road frontage
- 0.75 miles of publicly accessible shoreline with continuation of the Bay Trail
- Limited neighborhood retail/restaurant/cafe to serve shoreline park and residents
- Multifamily set against bluff with views over park to the bay
- Public Hiking trails up to overlook with sweeping views
- Public canoe, kayak, paddleboard launch on existing concrete ramp
- Future use of the pier for ferry/water taxi access and public access.

Exhibit 29 – The Point Neighborhood

Exhibit 30 – Section at the Point

Exhibit 31 – View 03 Aerial Illustrative View of the Point

C. Winehaven Historic District (The Village)

The historic Winehaven buildings, part of the early 19th century industrial waterfront, are located at the north end of Point Molate. The Project would rehabilitate and adaptively reuse the 35 contributing historic structures in the Historic District. Historic buildings include a large fortress-like winery with Teutonic influences (Building #1), a large historic cooperage and cellar (#6), a Powerhouse (#13), fire station (#63), and 29 historic cottages (#32–#59). The rehabilitation of these historic structures is designed to honor the past while also saving the buildings—many of which are in fragile and dilapidated condition—and returning them to

productive reuse. Upon completion, the project in the historic core will meet the Secretary of Interior's Standards for historic preservation and will complement the other new construction planned for the site. Uses for the buildings may include mixed-use (mixed commercial and residential), commercial (including retail and restaurant uses), or residential uses.

Design in the Historic District is organized around Stenmark Drive as a "Main Street," with public trails, parks, and plazas that create gathering places and a pedestrian connection that runs north-south and east-west, from the Bay Trail and shoreline, through a central plaza between the historic buildings, across Stenmark Drive, and to a hillside trail system. This central plaza will serve as a visual focal point and gathering spot for residents and the public. The plaza is designed for a variety of uses and events, including passive recreation, dining and neighborhood-serving retail, and public and private events such as farmers markets, cultural events, community events, weddings, live music, and outdoor meetings. The Power House, with its landmark vertical chimney, sits within a second public plaza, overlooking the Winehaven Historic District central plaza.

Recognized on the National Register of Historic Places, the Winehaven Historic District contains 35 contributing historic structures. While none of the 35 buildings are located within the 100' shoreline band, a few feet of Building 1's northwestern corner appear to overlap with the edge of the shoreline band. The first structure built during the Winehaven era, Building 1 is the most historically and architecturally significant building in the district. Currently being used for storage, the structure has not had an active use in over 25 years. The existing building is in fragile condition, with existing brick walls and parapets cracked and continuing to deteriorate. The redevelopment of Building 1 will save the dilapidated structure and repurpose it to a mixed-use, neighborhood and regional serving building that may include retail, general commercial, live/work, and residential space. In addition, Building 1 is a central part of the pedestrian plan, which provides publicly accessible pathways around the historic structure that connect with the Bay Trail, publicly accessible plazas, and hillside trails. The redevelopment of all the historic structures will be to the highest standards, meeting the Secretary's Standards for historic rehabilitation, and will allow the waterfront historic district to finally be accessible to the public after decades of closure.

Exhibit 36 – Winehaven Village

Exhibit 37 – Section at Winehaven Village

Open Space and Parks: The Open Space and Parks 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 relate to 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. Over 193 acres of open space and parkland will be created including a 35-acre shoreline park much of is within BCDC jurisdiction.

Exhibit 14 – Development Areas, Open Space & Development, shows the composition of open space and park lands proposed for the Project. Generally open space is composed of conservation

lands in the uplands, the Shoreline Park, Neighborhood and local parks, and public plazas. All park lands are publicly accessible and connected by the Bay Trail and/or local trails and sidewalks.

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 to blend with the surroundings.

A. **Shoreline Park:** The new 35-acre shoreline park is shown in **Exhibit 14 – Development Areas, Planning Areas & Shoreline Park** and consists of five sections from south to north all connected by the Bay Trail and inward towards the neighborhoods and upland trails. These include a. Point Molate Beach Park South, b. Point Molate Beach Park North, b. Shoreline Park at the Point, c. Winehaven Shoreline Park and d. Winehaven North Shoreline. A description of the five sections of the shoreline park follow below:

- a. **Point Molate Beach Park South:** West of Stenmark Drive at the southernmost entrance to Point Molate is Point Molate Beach Park. Eleven acres of the already established Point Molate Beach Park will continue to act as a community destination but be enhanced by improving current conditions and introducing key program elements. **Exhibit 20** shows how the park is connected south to north with the Bay Area and east to west to adjacent neighborhoods using safe crossings of Stenmark, a central public paseo and trailheads in addition to the neighborhood promenade and sidewalks. Landscape improvements include sensitively removing dead or dying plant material and introducing a low-maintenance native plant palette used to define outdoor rooms while protecting more fragile and erosion prone portions of bayfront. Vehicular access is accommodated by a parking lot at the parks southern entrance. Visual access is gained by leaving key openings in larger vegetative communities along Stenmark Drive, visually opening the site to the Bay and dramatic views beyond. Programs and facilities may include small picnic areas, adventure play elements, unprogrammed open space, and a fenced dog run. **Exhibit 21** highlights the new programmatic elements. Parking would be increased to 53 spaces with an additional bus turn-around and parking. Shaded seating, wayfinding, and interpretive signage would also be provided as an integral part of the design. Pedestrian pathways and trails, including the multi-use Bay Trail, run north and south while secondary pedestrian paths connect the bayfront with the neighborhoods to the east. Pedestrian access to the beach and Bay would be provided by way of gravel paths. **Exhibit 22** provides a section through the Beach Park. **Exhibit 23** provides an illustrative

view from the Beach Park towards the Point. **Exhibit 24** provides an illustrative view from Stenmark Drive and the Promenade neighborhood towards the Beach Park and the Bay.

Exhibit 19 – Point Molate Beach Park

Exhibit 20 – Point Molate Beach Park Circulation

Exhibit 21 – Point Molate Beach Park Program Areas

Exhibit 22 – Section A at Point Molate Beach Park

Exhibit 23 – View 02-View from Beach Park to the Point

Exhibit 24 – View 06-View of Beach Park from Stenmark Drive

- b. **Point Molate Beach North:** The five-acre open space at the northern end of Point Molate Beach Park is to be a simply designed, vegetated open space with an emphasis on stormwater management and strong visual connections to and across the Bay. The landscape design language of sinuous planting arcs and elongated shrub and grass beds continue from Point Molate Beach farther south and help to illustrate where drainage moves through the space through vegetated beds designed to accommodate such movement. These beds coupled with appropriate interpretive signage can act as living demonstrations of low impact stormwater management systems. The pedestrian pathways and the Bay Trail follow the north/south fluvial design while water access to the Bay is limited by the naturally rocky edge which becomes increasingly steep in areas.

Exhibit 25 – Point Molate Beach Park North

Exhibit 26 – Point Molate Beach Park North Circulation

Exhibit 27 – Point Molate Beach Park North Program Areas

Exhibit 28 – Section B at Point Molate Beach Park North

- c. **Shoreline Park at the Point:** Reaching out into the Bay, the Point is the westernmost destination of Point Molate. The open space here responds to the more modern typologies of the building architecture and utilizes materials with industrial undertones such as brick, concrete, dark metals, and weathered wood to frame planted areas. Areas not filled with native plantings are left more open, providing flexibility in the design for community events and flexible spaces. Vehicular access to this area is located to preserve the water's edge for open space and the Bay Trail. Guests arriving by car will have access to a public parking area via a roadway connection to the Village while pedestrian and bicycle access enters on the Bay Trail, a separated multi-use trail system (**see Exhibit 33**). There is the possibility for a water access program here, as the established eel grass communities located north and south of the Point do not exist here. This would also be a prime location for public artwork responding to the Bay or surrounding hills.

Exhibit 29 - The Point Neighborhood

Exhibit 30 – Section at the Point

Exhibit 31 – View 03-Aerial View of Point

Exhibit 32 – Open Space Plan at the Point

Exhibit 33 – The Point Circulation

Exhibit 34 - The Point Program Areas

Exhibit 35 – Section C at the Point

- d. **Winehaven Shoreline Park and Open Space:** Traveling north from The Point, the Project Site opens onto an approximately 3.5 acre crescent-shaped public park that spans from the shoreline Bay Trail to the historic Winehaven buildings. This large open space will be naturally planted and will be used for bioretention, and active and passive recreation, with open space for sports and athletics, games, picnicking, and events such as outdoor movies, festivals, and live music.

East of the open space, a large, publicly accessible stepped plaza provides a pedestrian connection through the Historic District to Stenmark Drive. This civic plaza is a central gathering place for the Winehaven District and will also be used for recreation, gathering, and events. West of the Open Space, the Bay Trail will run along the waterfront, providing additional opportunities for pedestrians and bicycles. The shoreline edge will be naturally planted, protecting the edge condition from erosion and reducing flood impacts.

Situated on the Richmond waterfront with views to Mt. Tam, the Winehaven Historic District of Point Molate is a beautiful landscape with potential to host a variety of events for the local community and the broader region. With over four acres of publicly accessible space in the Winehaven Waterfront Park and the planned Plaza between Historic Buildings 1 and 6, there is a clear opportunity to provide a best-in-class event and gathering space in the City of Richmond that pays tribute to Winehaven's significant history, and is inviting to all of Richmond's diverse residents. In addition to being used for passive recreation, dining, and general gathering, special event programming in these spaces could include events such as farmers markets, concerts, community and cultural gatherings, and outdoor meetings. Consistent with the project SEIR, events will not exceed 3200 people, with large events expected no more than once a quarter, and smaller events occurring regularly.

Exhibit 39 - Winehaven Village Shoreline Park and Open Space

Exhibit 40 – Winehaven Village Circulation

Exhibit 41 – Winehaven Village Program Areas

Exhibit 42 – Section D at Winehaven Village

Exhibit 43 – View 05-Illustrative View of Civic Plaza at Winehaven Village

- e. **Winehaven North Shoreline:** At the northern terminus of Point Molate the Bay Trail passes east of an elevated point jutting into the Bay. Plantings here are kept natural without clean edging and allowed to blend with the adjacent landscape. Limited clearings provide for picnic spots or small gathering destinations where people can come to enjoy

the view of the Bay from a more isolated location. Pedestrian trails are gravel and Bay access is limited due to the naturally rocky and steep coastline.

Exhibit 44 - Winehaven North Shoreline

Exhibit 45 - Winehaven North Circulation

Exhibit 46 – Winehaven North Program Areas

Exhibit 47 – Section E at Winehaven North

B. Point Molate Open Space (Outside of Shoreline District Open Space described above)

- a. **Streetscapes:** While the basic design principles of native planting and best management practices (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.
- b. **Neighborhoods, Parks, and Paseos:** Smaller, publicly accessible 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 include playgrounds with natural play features, vegetable and herb gardens, sensory gardens with emphasis on color, scent, acoustics, and rain gardens.
- c. **Hillside Conservation and Wooded Hillside Open Space:** 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, and interpretive signage highlighting native plants and their use by indigenous groups.

Site Lighting: Site and landscape 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.

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 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.

Shoreline Erosion: There is existing shoreline erosion at the northern end of the existing Point Molate Beach Park. The City is currently preparing a separate CEQA analysis and coordinating with BCDC on a permit to implement shoreline protection consisting of an approximately 300-foot-long rock revetment in the area of erosion. The City is aware of BCDC's policies related to shoreline protection, including a preference for nature-based features, such as native vegetation buffer areas, rather than hard shoreline, and has been working with BCDC on a solution that meets BCDC's policies and protects against future erosion. The Bay Trail project along the project frontage, which was approved by the Parks District, did not propose shoreline protection and the project also does not require shoreline protection.

Pier Reuse: At the end of Point Molate, there is an existing fuel pier that appears to be on structurally sound pilings. The project would upgrade the pier and possibly reconfigure the southernmost end of the "T" to provide a better berthing area for water taxis. This reconfiguration would not do any of the following: increase the size of the pier in the water, require work on the pilings, or require dredging. Berthing at the pier would be limited to boats providing water transit service. Despite the pier's length, to avoid having recreational boaters inadvertently pass through the nearby eelgrass beds, the project does not propose recreational boat berthing or docks along the pier.

In addition, to make the pier useable for water transit, the project would remove remaining pipelines, install utility lines along the underside of the decking, add railings, cover the pedestrian walkway, and renovate an existing 5,000 square-foot building to act as a water transit terminal. This building could include offices, a passenger waiting area, small food service areas, and small retail areas. To ensure water transit service is accessible to all, the project would provide electric golf cart service to passengers who cannot walk the length of the pier.

Prior and Current Environmental Review: A Draft Environmental Impact Statement/Environmental Impact Report for the proposed Casino Project was released in July 2009 (2009 DEIS/EIR). The 2009 DEIS/EIR fully analyzed five development alternatives for the Point Molate Site, including one that contained substantial commercial and residential components without a casino (e.g., Alternative D). Because the City prepared the 2009 DEIS/EIR jointly with the Bureau of Indian Affairs (BIA) to satisfy the National Environmental Policy Act (NEPA), it addressed all six alternatives to the same level of detail as the proposed Casino Project. (40 C.F.R. § 1502.14.) After the 2009 DEIS/EIR was completed and circulated for public review and comment, the City and BIA determined that due to their differing internal

procedures and timelines, the state and federal environmental review processes should be completed separately. For that reason, the City completed the 2011 FEIR under CEQA and independent of the NEPA process. The 2011 FEIR included a full analysis of the five alternatives addressed in the 2009 DEIS/EIR, as well as a sixth alternative added in response to comments, Alternative B1 "Preserve Building 6" Mixed Use Tribal Destination Resort and Casino. In March 2011, the City Council certified the 2011 FEIR for the Point Molate Mixed Use Tribal Destination Resort and Casino. However, after certifying the 2011 FEIR, the Richmond City Council discontinued consideration of the destination resort and casino project. The Regional Water Quality Control Board relied on the CEQA analysis in the 2011 FEIR in order to approve a Final Feasibility Study/Remedial Action Plan for remediation for the Project Site in June 2014.

Following litigation between the City and the Casino Project proponents, the United States District Court entered a Judgment on April 12, 2018, pursuant to a settlement between the parties. The settlement agreement, as amended, provides that the City, in accordance with CEQA and other applicable law, shall provide certain discretionary City approvals for a project on the Project Site by the end of September 2020.

Because the City had undertaken prior environmental review in an EIR of a project on the Project Site, the City was required to determine whether additional CEQA environmental review would be required for the Project in accordance with Public Resources Code section 21166 and CEQA Guidelines section 15162. Under CEQA, a lead agency shall not undertake further environmental review unless the Project would have new or substantially more severe impacts than those previously analyzed. Because the Project may result in new and substantially more severe impacts than the project analyzed in the 2011 FEIR, the City prepared a Subsequent EIR (SEIR) for the Project. The SEIR, comprised of a Draft and Final SEIR (including Responses to Public Comments) and Mitigation Monitoring and Reporting Program (MMRP) were approved by the City Council on September 8, 2020, and are available on the City's website, at <http://www.ci.richmond.ca.us/3757/Point-Molate-Mixed-Use-Project>

Community Engagement:

A. Engagement Conducted

The tenets of environmental justice and social equity have been cornerstones of the mission of the parent of Winehaven Legacy since its inception more than 75 years ago. The company's founder was a first-generation immigrant and we strive in every project to become long-term partners with non-profits and other groups meeting the needs of the communities Winehaven joins. This same approach is reflected in the company's efforts at Point Molate.

The following paragraphs outline the community engagement conducted in association with the development of the Point Molate Project, including outreach to vulnerable nearby communities and environmental justice organizations:

The development plan for Point Molate is the product of a 25-year discussion between the City of Richmond and local residents about the future of this important property. Following closure of the Richmond Naval Fuel Depot in 1995, several development proposals for the property received significant public input and review but failed to move forward. Over the early part of 2018, the City of Richmond conducted a comprehensive community engagement program to gather input for the Point Molate visioning for the selection of a new developer for the site:

- 3 Community Workshops
- 4 Site Tours
- 1 Youth Summit
- 3 Special Topic Forums
- 5 Pop-up Events
- Digital Engagement Activities through a Project Website
- Outreach through social media, flyers, and newspaper announcements

The result of this effort was more than 830 in-person engagements and over 4,000 website visits capturing voices from every community within Richmond and designated environmental justice organizations, including the Richmond Progressive Alliance and the West County Toxics Coalition. This engagement informed a 73-page vision report outlining principles any development on the property should follow. Those include preserving a minimum of 70 percent of the property as open space, developing a connection to the Bay Trail, providing affordable housing and rehabilitating the historic Winehaven District buildings with a mix of uses, including shops, restaurants, and small businesses. This vision document was subsequently accepted by the Richmond City Council in a public hearing on October 23, 2018, that included significant public comment.

The City of Richmond then released a request for proposals seeking a development partner to develop at Point Molate using the framework outlined in the Vision report as a guide. In 2019, the City selected Winehaven Legacy based on its experience with military base conversions, including the Oakland Naval Hospital site, brownfield redevelopment, and history of inclusive community engagement. The plan Winehaven developed for Point Molate is consistent with all requirements of the settlement agreement and the principles identified in the Point Molate Vision report.

Winehaven Legacy's outreach program for Point Molate since its selection as the developer has been robust, with special attention paid to vulnerable and underrepresented communities. To date, project representatives have met with numerous community organizations whose members represent Richmond's diverse residents. These groups include:

- Black Advocates for Progress and Change (BAPAC)
- Black Women for Progress and Change (BWPAC)
- Richmond Chapter of NAACP
- The 23rd Street Merchants Association
- Richmond Neighborhood Coordinating Council and local neighborhood councils
- Richmond Chamber of Commerce
- West Contra Costa County Council of Industries (COI)
- A number of former elected officials
- A number of Richmond small business owners

Winehaven Legacy has worked with several local building trades to secure a Project Labor Agreement (PLA) for its portion of the development project. The agreement with Northern California Carpenters Regional Council, Plumbers and Steamfitters Local 159, Sheet Metal Worker Local 104, IBEW Local 302 and Sprinkler Fitters Local 483 includes a 35 percent local hire goal and the company has worked with local African-American construction advocates to

ensure the agreement includes provisions to further encourage the hiring of diverse Richmond residents. Winehaven Legacy is also working with RichmondWorks, a local career center, to ensure Richmond residents are trained and placed in any of the 9,000+ jobs that will materialize as a result of this project.

Winehaven Legacy launched a project website on January 30, 2020, with information about the plan in English and Spanish. Additionally, project print materials and social media efforts include Spanish language versions. The project launch was announced in a widely distributed news release, which garnered coverage on the local ABC and Fox affiliates, and in a widely distributed email newsletter, with recipients including the following environmental and social justice organizations:

- The RYSE Center
- Richmond Community Foundation
- The Family Justice Center
- Bay Area Rescue Mission

B. Resulting Project

	Requirements and Public Framework for Point Molate	✓ Winehaven Plan
 <p>HOUSING</p>	<ul style="list-style-type: none"> • Provide at least 670 residential units • Comply with the requirements of the City's inclusionary housing ordinance • Housing at different densities 	<ul style="list-style-type: none"> ✓ 1,260 homes ✓ At least 67 units reserved for those most in need ✓ Additional homes priced for working families ✓ Range from apartments to larger homes
 <p>OPEN SPACE + RECREATION</p>	<ul style="list-style-type: none"> • Reserve at least 70% of the land as open space • Hiking trails • Parks • Accessible shoreline • Improved bike and pedestrian paths 	<ul style="list-style-type: none"> ✓ 17+ acres of new parks ✓ More than 70% open space ✓ 193 acres of open space preserve ✓ 3+ miles of trails ✓ 1.5-mile Bay Trail connection ✓ Acres of parks ✓ New waterfront park
 <p>HISTORIC PRESERVATION</p>	<ul style="list-style-type: none"> • Preserve historic buildings in the Winehaven Historic District for adaptive reuse 	<ul style="list-style-type: none"> ✓ Restored Winehaven District ✓ Restored Navy cottages
 <p>RETAIL + COMMUNITY</p>	<ul style="list-style-type: none"> • Restaurants/cafes • Public art • Outdoor community plazas 	<ul style="list-style-type: none"> ✓ New shops and restaurants ✓ Community gathering at restored Winehaven District ✓ New fire station ✓ New police substation
 <p>ENVIRONMENTAL</p>	<ul style="list-style-type: none"> • Site clean up • Habitat protection and restoration 	<ul style="list-style-type: none"> ✓ Millions to clean and remove hazardous soil ✓ Enhanced open space preserve ✓ Protection of wildlife corridors and ocean estuaries ✓ Removal of 12 fuel storage tanks

After Winehaven Legacy was selected by the City, it carefully reviewed the requirements from the settlement agreement and the results of the framework that was developed through the community visioning process. Winehaven Legacy used this information to inform its current land plan, which meets or exceeds each requirement from the settlement agreement and incorporates recommendations that were outlined in the community vision report.

In response to the community's request for an inclusive development with a diversity of home types, Winehaven Legacy's Project includes a wide range of residential types, from apartments to

larger homes, to accommodate future residents with a mix of income levels. The Project also features connections to public transit, including bus or shuttle service to and from the Richmond BART station and, if sufficient demand, the Richmond Ferry Terminal, and includes improvements to the pier to make it suitable for water taxi service that could connect Point Richmond to other water terminals around the Bay.

During the community visioning process, concerns were raised about entry and exit to Point Molate and associated traffic impacts. To address this, Winehaven Legacy will widen Stenmark Drive and make additional off-site road improvements to enhance local mobility as well as to develop a robust Transportation Demand Management Plan to reduce Project trips. In addition, Winehaven Legacy is exploring a partnership with a water taxi service provider to provide service between Point Molate and other work and recreational areas around the Bay, including San Francisco and Marin. A robust water taxi service will reduce the number of cars relying on Stenmark Drive to access the property.

The Point Molate vision report also calls for the chosen developer to remediate toxic soils on the property. Decades of industrial use left portions of Point Molate full of hazardous materials and abandoned storage tanks, making it unsafe for public use. Winehaven Legacy is committed to ensuring that the Project Site is remediated to the appropriate levels to make it safe and healthy for Project users.

- C. **Outstanding Concerns.** During the City hearings on the Project, the public continued to express concerns about aesthetics, cultural resources, traffic, wildfire risk, impacts to biological resources, emergency response plans, and profitability of the Project. These concerns are addressed in the Response to Comments Document and by statements made by City staff and consultants, as well as Winehaven Legacy's consultants, during public hearings.

- D. **Interested Parties.** The list of interested parties contacted by the City included 60 organizations, businesses, and private citizens including the West Contra Costa Transportation Advisory Committee (WCCTAC), Chevron USA Inc., and the Confederated Villages of Lisjan. The parties that participated in Winehaven Legacy's outreach program are listed above under the discussion of "Engagement Conducted."

City Public Hearing Process: As shown in the exhibit below, **City of Richmond Public Hearing Process**, the City of Richmond Design Review Board (DRB), Historic Preservation Commission (HPC), Planning Commission and the City Council conducted 21 public hearings or study sessions between January and September of 2020. Substantial public comment resulted in modifications to the Project to satisfy public concerns. Many of these concerns were also raised during earlier public engagement as described in the previous section. Also, significant modifications were made to address sub-committee, committee, and Planning Commission concerns. In general, modifications and improvements to the original project submission included:



Project Modifications and Improvements

- Improved trail access sitewide including a parking lot and restrooms for trail users at Project entry and additional locations for trailhead parking
- Modified Beach Park to include more parking and bus accommodations
- Improved stormwater approach to include additional low impact development (LID) features and stormwater basins as landscape buffers
- Reduced grading extent and quantities for new development
- Added pedestrian-friendly features including continuous pedestrian connections throughout site, promenade, and additional shade trees
- Building location adjustments in the Winehaven Historic District to improve view corridors and improve user experience
- Several revisions to the Point neighborhood to increase size of the Shoreline Park, improve pedestrian and Bay Trail experience, and refine profile of new buildings.
- Established view corridors at natural drainage ways, hillside trails and overlooks, and mandated minimum of one east west greenway connection as public park within The Promenade neighborhood
- Increased size of rear yard setbacks (backyards) on single-family homes
- Added step-backs in building massing, massing breaks, etc. at the Point and Promenade

- Overlook as part of Interpretive Trail/Signage program
- Applicant contribution to the building of the off-site Bay Trail connection to the Bridge
- Elimination of a proposed southern vehicular road from Stenmark Drive to the Point
- Inclusion of an Indigenous Peoples Interpretive/Cultural Center
- Commitment to include a Cultural Center inclusive of Richmond's African American History
- Relocation of utilities previously located on the west side of Stenmark Drive

Off-Site Modifications and Improvements

- Extension of Bay Trail from I-580 to Project Site
- Traffic capacity improvements to Stenmark Drive at I-580 entrance ramps
- Addition of bike paths to Stenmark Drive
- Elimination of proposed sewer lift station on west side of Point Richmond
- Construction of or fair share contribution towards five off-site intersections

City Entitlements: On September 8, 2020, the City Council considered the written record, as well as all oral public comments, and voted to approve the following entitlements: General Plan amendment, Design Approval of the Master Planned Development Plan, Historic Conservation Plan, Design Guidelines (which include the Master Planned Development Plan and Historic Conservation Plan), Use Permit to allow construction of the Shoreline Park, Vesting Tentative Tract Map, and Development and Disposition Agreement (DDA). The City Council also certified the SEIR, made the appropriate CEQA and Subdivision Map Act findings, and adopted a statement of overriding considerations and a Mitigation and Monitoring Reporting Plan. In addition, the City Council had its first reading of the ordinances adopting a Development Agreement (DA) and Zoning. The City Council approved the Development Agreement and Zoning after its second reading of their adopting ordinances, on September 15, 2020. Prior to construction of commercial or residential uses, the Project Applicant must obtain Development Plan approval, and in the Historic District, Certificates of Appropriateness. The Project Applicant also likely will seek additional tentative maps to further subdivide the Property.

Both the DA and DDA have requirements relating to the construction of the Bay Trail, Shoreline Park, Park Maintenance Obligations, and Historic District improvements.

- A. **Bay Trail:** Under the DA, the Project Applicant is responsible for the construction of the portion of the Bay Trail on the Project Site in substantial conformance with the current configuration and sixty-five (65) percent design drawings, which construction is currently estimated to cost \$3,200,000. The Project Applicant's obligation to construct and pay for the on-site portion of the Bay Trail remains, even if the City secures grant funds for the construction of the on-site portion, and to the extent grant funds are secured and made available to the Developer to pay all or a portion of the cost of constructing the on-site portion of the Bay Trail, the Developer shall contribute an amount equal to such grant funds to other on-site or immediate off-site improvements. Under the DA, the City has the right to elect to construct the portion of the Bay Trail on the Project Site, and if the City makes this election, then the Project Applicant still must pay the City up to \$3,000,000 to cover construction costs. In addition, the Development Agreement requires the Project Applicant to construct the portion of the Bay Trail between the Project Site and I-580 and to contribute up to \$750,000 towards this work. The City also retains

the right to construct this portion at the City's election, or have another party construct this portion, in which case the Project Applicant would still contribute up to \$750,000 towards construction costs.

- B. **Shoreline Park and other Public Improvements:** The DDA requires the Project Applicant to construct many public improvements, including the widening of Stenmark Drive to facilitate Project Site access and work within the Historic District and the Shoreline Park, as part of the initial phase of Project work. Other features that must be completed in the first phase of Project work include the affordable housing, trails through the Open Space, viewpoint improvements, a scenic overlook, and shoreline access improvements (including the Shoreline Park parking lot).
- C. **Open Space and Park Maintenance:** The Applicant must create a Community Facilities District (CFD) and a Master Association (MA) to fund open space and park maintenance.
- D. **Historic District:** The DDA requires that the weatherization of the Project Site's historic resources occur as soon as possible to prevent further deterioration of these important buildings. As noted above, ultimately, the Project would rehabilitate all of the historic buildings that contribute to the Winehaven Historic District so that they can be adaptively reused for a mix of uses.

Sea Level Rise: The Project Site is anticipated to experience minimal encroachment from future sea level rise; therefore, no fill/dredging of the Bay is anticipated to protect the shoreline. **Exhibits 48 and 49** show the 2050 and 2100 anticipated sea level rise impacts to the site, respectively. **Exhibit 50 - Shoreline Areas Vulnerable to 1.9 foot Sea Level Rise** shows the average flood depth over the Mean Higher High Water (MHHW) for a 1.9 foot sea level rise scenario as well as average flood depths for a 1.9 feet sea level rise scenario in combination with the 100-year storm scenario. These projections are consistent with the projections for San Francisco under the year 2050 high emissions scenario (CA SCI UPDT, RCP 8.5). **Exhibit 49 - Shoreline Areas Vulnerable to 6.9 foot Sea Level Rise** shows the average flood depth over the MHHW for a 6.9 feet sea level rise scenario as well as average flood depths for a 6.9 feet sea level rise scenario in combination with the 100-year storm scenario. These projections are consistent with the projections for San Francisco under the year 2100 high emissions scenario (CA SCI UPDT, RCP 8.5). The Project proposes no new development at the shoreline edge; however, the shoreline edge will be further assessed during design of the Bay Trail to determine proper maintenance and if reconstruction may be required to stabilize specific areas, reduce erosion, and protect future improvements. The segment of the Bay Trail proposed within the Project Site would be constructed in accordance with the 2016 San Francisco Bay Trail Design Guidelines and Toolkit. These objectives include elevating the Bay Trail above expected extreme tides, storm surges, and flood levels, and designing the Bay Trail to tolerate occasional flooding, as needed.

Bay Fill and Dredging: No fill or dredging within the Bay is proposed as part of the Project.

Board Review: The upcoming review by the BCDC DRB will be the first review of the Project. This review is intended to provide a project overview to the BCDC DRB and obtain initial feedback on the design of the Project.

San Francisco Bay Plan Policies: The SEIR prepared by the City addressed the Project's consistency with the Bay Plan. The SEIR found that uses within and supporting the shoreline areas subject to BCDC jurisdiction would be consistent with and carry out the Bay Plan, including Bay Plan policies on public access to the shoreline, recreation, environment, historic resources, scenic views, and cultural education

and interpretation. The SEIR also found that the uses within Project beyond BCDC jurisdiction would not be consistent with the advisory portions of the Bay Plan that restrict the Project Site to park uses. The following SEIR Sections are applicable to the Bay Plan consistency analysis:

- Project's relationship with the Bay Plan is discussed in Section 4.9.2.3 of Draft SEIR
- Consistency with Bay Plan described in Section 4.9.5.4 of Draft SEIR
- Consistency with each individual policy included in Appendix O of Draft SEIR
- Potential effects to views of the Bay from Stenmark Drive and public vistas is discussed in Section 4.1 of Draft SEIR
- Biological Resources impacts discussed in Section 4.3 of Draft SEIR
- Hydrology/Water Quality impacts discussed in Section 4.8 of Draft SEIR
- Hazards, Hazardous Materials, and Wildfire impacts discussed in Section 4.7 of Draft SEIR
- Public Trust Doctrine/State Lands Commission discussed in Section 3.2.7 of Draft SEIR