



**City of Richmond**  
**Notice of Preparation and Notice of Public Scoping Meeting**  
**Bottoms Property Residential Project**

**Date:** Thursday, October 10, 2013

**To:** Public Agencies and Interested Parties

**From:** Richard Mitchell, Director of Planning and Building, City of Richmond

**Subject:** **Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting for the Bottoms Property Residential Project**

The City of Richmond will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified herein. The project description, location, and probable environmental effects of the Bottoms Property Residential Project are described in the attached materials.

The City of Richmond is soliciting comments from public agencies, organizations, and members of the public regarding the scope and content of the EIR, and the environmental issues and alternatives to be addressed in the EIR. Public agencies may need to use the EIR when considering permitting or other approvals that are germane to the agencies' responsibilities in connection with the project.

Because of time limits mandated by state law, public agencies must submit any comments in response to this notice at the earliest possible date but not later than 30 days after receipt of this notice. The City also will accept comments from other interested parties regarding this notice during this time period. Accordingly, please provide your written response to the address shown below by **5 p.m., November 8, 2013**. If you wish to be placed on the notification list for this project, or if you have any questions or need additional information, please contact the person below.

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Community Development Department  
450 Civic Center Plaza, 2nd Floor  
Richmond, CA 94804  
Attn: Kieron Slaughter, Associate Planner  
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**Public Scoping Meeting**

A public scoping meeting will be held at **5:30 p.m., Tues, October 29, 2013** at 1160 Brickyard Cove Road, Suite 202, Richmond, CA 94801. At this meeting, public agencies, organizations, and members of the public will be able to review the proposed projects and provide comments on the scope of the environmental review process.

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## BOTTOMS PROPERTY RESIDENTIAL PROJECT

### Introduction

Shea Homes filed applications with the City of Richmond to build a residential development of 60 dwelling units adjacent to the San Francisco Bay in Richmond, California. The impacts of the proposed project will be evaluated in the EIR.

### Project Location

The project site is located in the City of Richmond, Contra Costa County, California. The project site consists of five (5) parcels totaling 25.27 acres located east of the intersection of Brickyard Cove Road, Sandpiper Spit, and Seacliff Drive. The project site is bounded by Seacliff Drive (west), Seacliff Estates single-family residential neighborhood (north), Canal Boulevard and Port of Richmond Shipyard No. 3 (east), and San Francisco Bay (south).

### Existing Conditions

The project site is currently vacant and undeveloped. There are no trees on the project site. The relief of the landscape is generally flat, with a small bluff on the north side of the property bordering the existing Seacliff Estates residential development. The project site is designated Medium Density Residential by the Richmond General Plan 2030, which supports the proposed residential use of 60 units. The project site is zoned Planned Area (PA), Coastline Commercial (CC), Community Regional Recreation (CRR), and Marine Industrial (M-4).

### Project Description

The project proposes to develop 60 units of market-rate condominiums. The project will be developed within approximately 6.23 acres of the 25.27-acre site, resulting in a density of 9.63 units per net acre. A total of nine (9) buildings will be developed as part of the project. The average height of structures would be 33.8 feet. The project will provide a total of 134 bedrooms, as follows:

Building Type	Total Number Buildings	Number of Condominiums Per Building	Total Condominiums	Bedrooms Per Unit	Total Bedrooms
2100 (Building 1, 2, 4, 5)	4	5	20	2 or 3	52
2200 (Building 3)	1	4	4	2 or 3	10
4100 (Building 6 and 8)	2	10	20	2	40
4200 (Building 7 and 9)	2	8	16	2	32
<b>TOTAL</b>	<b>9</b>		<b>60</b>		<b>134</b>

Source: Shea Homes, 2013.

- Buildings 1, 2, 4 & 5 each have 5 units. and a total of (52 Bedrooms)
- Building 3 contains 4 units and a total of 10 Bedrooms
- Buildings 6 and 8 (4100 Building): will contain 20 bedrooms each (40 Bedrooms)
- Buildings 7 and 9 (4200 Building): will contain 16 Bedrooms (32 Bedrooms)

The project would provide landscaped grounds. In addition, the City is constructing a trail within a 22-foot-wide easement, extending the San Francisco Bay Trail between Canal Boulevard and Seacliff Drive, closing a gap in the trail system as contemplated by the City of Richmond’s 2030 General Plan. The project’s primary entrance will be from Seacliff Drive. The project also includes construction of an access from the development to Canal Blvd. This improvement would provide a secondary entrance into the project at the northwest corner of the site. A total of 281 parking spaces would be provided on the project site in accordance with the City’s parking requirements, including 254 off-street parking spaces and 27 on-street spaces. Development of the proposed project would be in one phase, with an anticipated completion date of 2014.

The current design reflects extensive community input gained from over 20 meetings with more than 200 people, including surrounding neighbors and members of the various homeowners associations for Seacliff Estates, Brickyard Cove, Brickyard Landing and Sandpiper Spit; members of TRAC; the Richmond Yacht Club; and City staff and Council Members. On July 25, 2012, the Point Richmond Neighborhood Council voted twelve to four to support the general concept of the proposed development. The project design attempts to minimize impacts upon existing private views and to create a project with staggered and interesting height variations. Since that date, the project has been reduced in size from 74 units to 60 units. See Table 1 for a summary of project components and characteristics.

**Table 1: Project Summary**

<b>Component</b>	<b>Characteristics</b>
Dwelling Units	60 condominiums ranging in size from 2,094 to 3,118 square feet (9.63 dwelling units/net acre)
Roadways	A private roadway system connecting to Seacliff Drive and Canal Boulevard, four roads that stem off the main roadway connection
Parking	254 off-street parking spaces; 27 on-street spaces; 281 total spaces
Storm Drainage	Two 12-inch-diameter storm drain lines that convey flows to a collection main that varies from a 12-inch to 24-inch-diameter storm drain line and ultimately connects to an existing 24-inch-diameter municipal storm drain line within Seacliff Drive;
Potable Water	8-inch-diameter potable water line that connects to an existing, 8-inch-diameter, East Bay Municipal Utility District Potable water line within Seacliff Drive
Sewer	8-inch diameter gravity sewer lines that convey flows to an existing City of Richmond pump station in Seacliff Drive
Recreational Amenities	Passive open space

San Francisco Bay Trail	22-foot-wide trail easement segment between Seacliff Drive and Canal Boulevard along bay frontage
Source: Shea Homes, 2013.	

## Historical Use

The property has been subject to remediation associated with prior industrial uses conducted at the site. All remediation has been completed to the satisfaction of the Department of Toxic Substances Control (DTSC), which issued a No Further Action letter in 2002, indicating that remediation of the site for future residential use is complete on three of the five parcels. The DTSC placed a Covenant to Restrict Use of Property on the two parcels (Assessor’s Parcel Numbers 560-340-042 and 560-660-073) that are located along Seacliff Drive and along the Bay. No residential uses are proposed for either parcel.

## Required Approvals and Intended Uses

The Bottoms Property Residential Project requires the following discretionary approvals from the City of Richmond:

- Site Plan Review
- Vesting Tentative Map

## Environmental Review

### Potential Environmental Effects

The EIR will evaluate whether the proposed project may potentially result in one or more significant environmental effects. Construction activities (grading, etc.) and operational activities (traffic, air emissions, greenhouse gas, light and glare, etc.) will be evaluated in the relevant EIR sections listed below.

- Aesthetics
- Air Quality/Greenhouse Gas Emissions
- Biological Resources
- Land Use
- Cultural Resources
- Geology, Soils, and Seismicity
- Transportation

### Effects Found Not To Be Significant

Unless specific comments are received during the NOP public comment period that indicate a potential for the project to result in significant impacts, the following issues will be addressed in the Effects Found Not To Be Significant section of the EIR.

#### Agriculture and Forest Resources

According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is classified Urban Built Up Land and thus is not classified as Prime Agricultural Farmland, Unique Agricultural Farmland, or Farmland of Statewide Importance. The project site is not zoned for agricultural uses and is not under a Williamson Act contract. According to the City of Richmond General Plan, the project site is not zoned for forest land and does not contain forest land; therefore, the project would not convert forest land to non-forest use. The project site is located near

already developed land and is not located close to any existing agricultural uses; thus, the project would not encourage the conversion of Farmland to nonagricultural use. No impacts would occur.

### **Hazards and Hazardous Materials**

A portion of the project site was used for shipbuilding, ship repair, ship scrapping, and metal recycling. Past activities had contaminated soils at the project site. However, in 2002, the owner remediated the Restricted Property under the supervision and authority of the DTSC. The project site was remediated pursuant to a Remedial Action Plan (RAP) and an Explanation of Significant Differences (ESD) prepared and approved pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code. All soils containing contaminants above the residential cleanup levels established in the RAP and ESD have been removed from the Restricted Property.

In addition, the project is not located near a public airport or within 0.25 miles of an existing or proposed school. Furthermore, the proposed project site is not located adjacent to areas designated as having a high, extreme, or severe wildland fire hazard (CALFIRE, 2007). Therefore, exposure to the risk of wildland fires would be minimal.

### **Hydrology and Water Quality**

Although the project site is located adjacent to San Francisco Bay, the project will observe a setback from the shoreline. In addition, the project Applicant will be required to comply with the City of Richmond Municipal Code relating to grading projects and erosion control (Section 12.44.060: Design Standards and Grading Regulations), which requires storm drainage structures, systems and facilities to be consistent with state and federal National Pollution Discharge System requirements. The project applicant will also prepare a Storm Water Pollution Prevention Plan designed to reduce the potential impacts to surface water quality through the construction period of the project.

There are no creeks or streams that cross the project site. The project does not include the use of groundwater and is not located within a 100-year flood hazard area, nor is it in an area that would be affected as a result of dam or levee failure. The project site has low susceptibility to seiche, and mudflow events. In addition, the project site is located within a tsunami inundation area; however, no residential structures will be located within the tsunami inundation area. Therefore, impacts in this regard will be minimal.

### **Land Use and Planning**

The proposed project would not physically divide an established community. The project site is located in an existing urbanized area with similar residential uses within the project vicinity. Additionally, the project site will include a segment of the Bay Trail, which will connect to other portions of the Bay Trail, thereby creating easier access through the residential neighborhood and surrounding activities.

The proposed project would adhere to all requirements set forth in Section 15.04.520.060 of the Richmond Zoning Code. The proposed project is designated Medium Density Residential by the Richmond General Plan 2030, which supports the proposed residential use of 60 units. The proposed project currently includes three Zoning Code land use designations that have not been

updated to reflect the Richmond General Plan 2030: Planned Area (PA), Coastline Commercial, and Community Regional Recreation (CRR). Pursuant to state law, if the General Plan and Zoning Ordinance designations conflict, the General Plan designation shall take precedent. Therefore, as part of this application process, the Planning Director will make a recommendation to the City Council as to which Zoning Designation to apply to ensure consistency with the adopted General Plan.

Because the project is located along a shoreline under the jurisdiction of the Bay Conservation Development Commission (BCDC), it would be required to adhere to BCDC policies and obtain a Major Permit. Thus, the proposed project is in accordance with the Richmond General Plan 2030, BCDC requirements, and all other applicable plans and policies. The project site is not included in a habitat conservation plan or natural communities conservation plan, precluding any potential impacts.

### **Mineral Resources**

The project site is not known to contain mineral resources or aggregate deposits. The project site is not mapped as a significant “Mineral Resource Zone” by the State of California or the City of Richmond. Additionally, the project site has not historically supported mineral extraction operations. This precludes the possibility of the loss of mineral resources of statewide or local importance. No impacts would occur.

### **Noise**

In accordance with the City’s Noise Ordinance under Chapter 9.52 of the City of Richmond Municipal Code, all construction and transport equipment shall be muffled in accordance with state and federal laws. Grading operations within 0.25 mile of residential units shall be limited to between 7 a.m. and 7 p.m., or as otherwise restricted as part of project approval. During construction, trucks and equipment will be running only when necessary. Therefore, project construction-related activities would have a less than significant impact assuming compliance with city ordinance requirements. Furthermore, site preparation does not include activities known to induce strong vibration effects, such as those produced by tunneling or blasting.

The primary noise source in the project vicinity is vehicle traffic on Seacliff Drive and from employees of the Foss Maritime Company. In addition, operational noise levels attributed to the proposed project are not anticipated to exceed applicable noise standards and/or result in any noticeable increase of 3 dBA or more in average daily ambient noise levels. The project is not located within the vicinity of a public or private airstrip.

### **Population and Housing**

The expected population increase due to the development of the project is not considered significant or unexpected, and is in keeping with the General Plan land use classification already designated for this site. The California Department of Finance reports that the average persons per household in the City of Richmond is 2.8 (California Department of Finance 2013). Therefore, by multiplying the total number of units proposed by the average number of people per household, the population increase from the project would be approximately 172 (Total units proposed x average persons per household = 60.0 x 2.87 = 172.2 people per household).

Furthermore, the Association of Bay Area Governments (ABAG) recently produced the 2014–2022 Regional Housing Need Allocation Plan, which determined that Richmond’s housing need for the 2014–2022 period is 2,435 people, of which 1,282 are considered above moderate average area income. Therefore, the proposed project would serve the anticipated need for above moderate average housing in Richmond California and would complement the ABAG projections and California Department of Finance forecasts. Furthermore, the Richmond General Plan 2030 designates the project area as Medium Density Residential, indicating that the project is already accounted for in the City’s planned and initiated growth.

Construction of the proposed project could temporarily increase employment in the City of Richmond but is not expected to result in a substantial in-migration of residents. There may also be indirect population growth associated with the development of roads and additional infrastructure for the project site; however, it is not expected to result in substantial population growth. The proposed project site is currently undeveloped and vacant with no residences occupying the site. Therefore, development of the project will not require the displacement of existing residents or housing structures.

### **Public Services**

The project area is located within an existing urban and developed community served by various public services, including the City of Richmond Fire and Police Departments and the West Contra County Unified School District (WCCUSD). In accordance with California Development Code Section 53090, development impact fees will be paid to offset any additional fire, police, park, school, and other service needs. With payment of these fees, impacts to fire protection, police, park, and school services are anticipated to be less than significant.

### **Recreation**

The development of the project may increase the use of existing neighborhood and community amenities such as the shoreline, parks, trails, etc. in the project vicinity by the residents of the proposed project. The project will create pedestrian pathways connecting to a segment of the Bay Trail along the southern boundary of the project. The project would not require additional expansion or construction of recreational facilities that could adversely impact the environment. The proposed project would not result in any significant impacts associated with parks and recreation in the project vicinity.

### **Utilities and Service Systems**

As an infill site already planned for residential development, existing infrastructure can likely serve the project. Utility providers will be contacted to confirm that existing facilities will not require expansion.

## **Scoping Meeting**

A public scoping meeting will be held at **5:30 p.m., Tues, October 29, 2013**, at the following location:

**1160 Brickyard Cove Road, Suite 202  
Richmond, CA 94801**



At this meeting, agencies, organizations, and members of the public will be able to review the proposed project and provide comments on the scope of the environmental review process.