

Soco Montore

From: Cordell Hindler <cordellhindler@ymail.com>
Sent: Monday, June 08, 2020 9:35 PM
To: DRBcomments
Subject: Public Comments

Follow Up Flag: Follow up
Flag Status: Flagged

hello Chair Livingston, Board Members, i have a couple of Comments to go into the Record

1. in Regarding the Aspire Academy item that was Approved a few Months Back, Fairmede hilltop was not happy that the applicant did not communicate with the council in addressing the concerns with the building's location.
2. also in regarding the El Tapatio restaurant Expansion, the applicant needs to communicate with the North & East neighborhood council once this virus gets lifted up.

in conclusion that before any applicants present their projects to the board, they have to speak with the neighborhood councils

sincerely
Cordell



COUNCIL OF BUSINESS & INDUSTRIES
P.O. BOX 70088, PT. RICHMOND, CA 94807
(510)215-9325
501(C)(6) FED ID# 94-0672760

June 7, 2020

To: Design Review Board

To: Planning Director

To: City Manager

RE: Pt. Molate

The West Contra Costa County Council of Business & Industries (COI) proudly advocates for intelligent economic, social and civic growth in West Contra Costa County. As such we support SunCal's Point Molate project as they are committed to continue to work with the community and businesses on a compatible project for the area because it is good for our economy, our residents and the City of Richmond.

Overall, the Point Molate project will:

- Generate millions of dollars in total economic impact and create hundreds of jobs.
- Create new housing including homes that are affordable for local working families.
- Preserve more than 70% of the site as open space and create trails and parks that can be enjoyed by the community.
- Pay for environmental remediation and remove abandoned oil storage tanks.
- Preserve historic buildings in the Winehaven District and restore the Navy Cottages.

We support SunCal's commitment to develop a project that's compatible with the surrounding community and businesses and their efforts to constructively work with the Design Review Board on the details of this project.

Sincerely,

Katrinka Ruk
Executive Director
West Contra Costa County Council of Business & Industries

Cc: COI Board, Richmond Chamber of Commerce

Soco Montore

From: Albert Reinhardt <albert.reinhardt@gmail.com>
Sent: Friday, June 05, 2020 4:18 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlyenneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chair Livingston and DRB Members,

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan .. not the proposed 270 residential units termed "The Point".
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

The Point Molate Trail should be extended to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail. Making this Bay Trail connection would increase visitation to Point Molate while also reducing motor vehicle traffic and alleviating the "significant and unavoidable" traffic impacts cited in the Draft SEIR for the project. East Bay Regional Park District has a 1.1-mile trail easement over Chevron's shoreline land between Point Molate Beach Park and the bridge. Moreover, they have completed a 65% construction design, adopted a Mitigated Negative Declaration under CEQA, applied for major permits and obtained some funding for building the trail. Suncal should provide the balance of funds needed for construction within 30 days following City approval of the Planned Area Plan. This would enable early completion of the Bay Trail to Point Molate Beach Park and showcase Point Molate by linking with the Bay Trail continuing to the Winehaven Historic District and beyond.

The Point Molate headlands should be designed as a shoreline park, rather than the proposed 270 residential units termed "The Point". The City's General Plan 2030 designates the entire headland for Parks and Recreation stating:

- "In the former Point Molate Navy Fuel Depot area, improvements to public areas should be guided by the 1997 Point Molate Reuse Plan."
- "Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan."

The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public

plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

The Circulation diagram of the Preliminary Design Guidelines shows a portion of the proposed Loop Road adjacent to the Bay Trail along the shoreline. The Bay Trail experience at Point Molate would be substantially degraded by being next to a roadway, especially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline. The beauty of the Bay Trail experience between Point Isabel and the ferry terminal on Richmond's southern shoreline is that there is no adjacent road with motor vehicle traffic. A motor vehicle road next to the Bay Trail would be a radical departure from the Reuse Plan, which follows the southern shoreline precedent of keeping roads away from a shoreline accessed by the Bay Trail distant from traffic. The City's General Plan states "improvements to public areas should be guided by the 1997 Point Molate Reuse Plan". Making space for a shoreline road also leaves inadequate space for the Bay Trail width recommended by the Bay Trail Design Guidelines and Toolkit.

Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation. My family and I ride up here and would welcome these changes

Sincerely,

Albert Reinhardt

Albany, CA

Soco Montore

From: Austin McInerny <austin@camtb.org>
Sent: Tuesday, June 09, 2020 5:21 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlyenneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and Design Review Board Members,

I am writing on behalf of the Bicycle Trails Council of the East Bay (BTCEB), a 501(c)(3) community benefits organization with 4,000 followers and as a frequent rider on the Bay Trail. As an organization that works to create and steward public trails and to ensure that responsible outdoor enthusiasts have opportunities to enjoy the outdoors, I am writing to ask that you please ask Suncal to revise their proposed Design Guidelines as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan .. not the proposed 270 residential units termed "The Point".
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- "Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan."

The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

The Circulation diagram of the Preliminary Design Guidelines shows a portion of the proposed Loop Road adjacent to the Bay Trail along the shoreline. The Bay Trail experience at Point Molate would be substantially degraded by being next to a roadway, especially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline. The beauty of the Bay Trail experience between Point Isabel and the ferry terminal on Richmond's southern shoreline is that there is no adjacent road with motor vehicle traffic. A motor vehicle road next to the Bay Trail would be a radical departure from the Reuse Plan, which follows the southern shoreline precedent of keeping roads away from a shoreline accessed by the Bay Trail distant from traffic. The City's General Plan states "improvements to public areas should be guided by the 1997 Point Molate Reuse Plan". Making space for a shoreline road also leaves inadequate space for the Bay Trail width recommended by the Bay Trail Design Guidelines and Toolkit.

Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Austin McInerny, Advocacy Director
Bicycle Trails Council of the East Bay
austinm@sbcglobal.net

Soco Montore

From: Bradley Justice <bradleyjustice@gmail.com>
Sent: Sunday, June 07, 2020 9:40 AM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

We wish to add our voices in support of TRAC and their recommendations for the development of Point Molate.

Bradley and Susan Justice

Soco Montore

From: Brian Brown <ed.asner@gmail.com>
Sent: Tuesday, June 09, 2020 4:52 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines regarding Point Molate development as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan and not the proposed 270 residential units termed "The Point".
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

Each of these proposed changes will make the development more suitable for the enjoyment of the residents of Richmond and the rest of the Bay Area. As the ongoing COVID-19 pandemic has highlighted, it is critical for people to be able to enjoy open spaces free of cars in and around urban areas.

Eliminating the proposed Loop Road, in particular, would allow visitors to enjoy the beauty of that section of the Bay without it being degraded by being next to a roadway, especially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline.

Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents and visitors and fully accessible for active transportation and recreation.

Sincerely,

Brian Brown

955 Peralta Ave.

Albany, CA 94706

Soco Montore

From: Cheryl Longinotti <cslonginotti@comcast.net>
Sent: Saturday, June 06, 2020 9:03 AM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

I am a Marin County resident who rides her bicycle and enjoys the Bay Trail in Richmond-Albany-Berkeley. Although I am not a Richmond resident, I am a League of American Bicyclists certified instructor. I speak as someone who knows what it takes to attract new and less confident riders to get out on their bikes.

I request that when you meet on June 10, you ask Suncal to revise their proposed Design Guidelines as recommended by TRAC, the Trails for Richmond Action Committee.

The specifics are detailed below at the bottom of this email.

The design changes listed are important to create a comfortable, safe trail network that will attract the full range of users from the confident rider to the parent riding with children.

Anything less will not meet its potential and not have the return on investment it could otherwise have.

Sincerely,
Cheryl Longinotti

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
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The Point Molate headlands should be designed as a shoreline park, rather than the proposed 270 residential units termed "The Point". The City's General Plan 2030 designates the entire headland for Parks and Recreation stating:

- "In the former Point Molate Navy Fuel Depot area, improvements to public areas should be guided by the 1997 Point Molate Reuse Plan."

- "Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan."

The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

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Soco Montore

From: CLEMENT DIAZ <donaldbastin@comcast.net>
Sent: Wednesday, May 20, 2020 2:08 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members:

I am a long-time member of the TRAC (Trails for Richmond Action Committee) Steering Committee, and I am joining with my committee members to urge the following:

When you meet on May 27, please ask Suncal revise their proposed Design Guidelines as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan not the proposed 270 residential units termed "The Point".
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

These design changes are needed to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Thank you so much for your understanding,
Sincerely,
Donald Bastin,. Chair, TRAC Interpretive Subcommittee

Soco Montore

From: craig flax <craig@yoots.org>
Sent: Saturday, June 06, 2020 9:05 AM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

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- "In the former Point Molate Navy Fuel Depot area, improvements to public areas should be guided by the 1997 Point Molate Reuse Plan."
- "Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan."

The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is

central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

The Circulation diagram of the Preliminary Design Guidelines shows a portion of the proposed Loop Road adjacent to the Bay Trail along the shoreline. The Bay Trail experience at Point Molate would be substantially degraded by being next to a roadway, especially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline. The beauty of the Bay Trail experience between Point Isabel and the ferry terminal on Richmond's southern shoreline is that there is no adjacent road with motor vehicle traffic. A motor vehicle road next to the Bay Trail would be a radical departure from the Reuse Plan, which follows the southern shoreline precedent of keeping roads away from a shoreline accessed by the Bay Trail distant from traffic. The City's General Plan states "improvements to public areas should be guided by the 1997 Point Molate Reuse Plan". Making space for a shoreline road also leaves inadequate space for the Bay Trail width recommended by the Bay Trail Design Guidelines and Toolkit.

Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Craig Flax

Founder, President
[Youth Transportation Organization](#)
415.610.7599
craig@yoots.org



Soco Montore

From: eliaracah@gmail.com
Sent: Friday, June 05, 2020 4:18 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Follow Up Flag: Follow up
Flag Status: Flagged

Keep pt molate as a park. No housing development there

Sent from my iPhone

Soco Montore

From: Gay Timmons <gayt@mac.com>
Sent: Wednesday, June 10, 2020 9:41 AM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; Trac
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear People Who Are Supposed to Represent All of Us:

I've lived and worked in Richmond for 6 years. I love it here.

Below are my requests (in agreement with so many in this community) with the additional note that the cost of the infrastructure needed to support 270 homes is ludicrous and wasteful and totally unnecessary. We do not need more luxury homes for people who only buy them and then rent them when they figure that the city has not put sufficient investment into the community and the schools and libraries needed to create true community. Please re-direct your priorities. I'm older and my kids are grown but I need employees with a good education and a sense of value and place. And we all need more places to hike.

Open space is sacred and disappearing. Please see my values for the Point Molate space below:

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2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan not the proposed 270 residential units termed "The Point". (It's not "The Point", the existing Point is The Point. Geez).
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

Respectfully,

Gay Timmons and Stephen Jarvis



Gay Timmons • Oh, Oh Organic, Inc. • 510/412-1072 • Organic Ingredients • R & D • Regulatory Support
Save the planet. Look good doing it. www.ohohorganic.com



Soco Montore

From: JAZ Zaitlin <jaz.zaitlin@gmail.com>
Sent: Monday, June 08, 2020 8:38 AM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Comments on preliminary General Plan Map and Text Amendments, Rezoning Map, Planned Area Plan, and preliminary Design Guidelines for the Point Molate Mixed-Use Development Project.

I urge you to:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
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J.A. Zaitlin
Kensington, CA

Soco Montore

From: JM Enjuto <jenjuto@outlook.com>
Sent: Friday, June 05, 2020 10:17 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
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Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

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Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

JM Enjuto
244 Trinity Ave
Kensington
Sent from my iPhone

Soco Montore

From: Katrinka Ruk <kpruk@sbcglobal.net>
Sent: Monday, June 08, 2020 6:49 PM
To: DRBcomments
Cc: Lina Velasco; Laura Snideman
Subject: Public Comments Agenda Item#2 PLN20-057 POINT MOLATE MIXED USE DEVELOPMENT PROJECT
Attachments: 06.07.20 COI PtMolate ltr support DRB.docx
Follow Up Flag: Follow up
Flag Status: Flagged

COUNCIL OF BUSINESS & INDUSTRIES

P.O. BOX 70088, PT. RICHMOND, CA 94807

(510)215-9325

501(C)(6) FED ID# 94-0672760

June 7, 2020

To: Design Review Board

To: Planning Director

To: City Manager

RE: Pt. Molate

The West Contra Costa County Council of Business & Industries (COI) proudly advocates for intelligent economic, social and civic growth in West Contra Costa County. As such we support SunCal's Point Molate project as they are committed to continue to work with the community and businesses on a compatible project for the area because it is good for our economy, our residents and the City of Richmond.

Overall, the Point Molate project will:

- Generate millions of dollars in total economic impact and create hundreds of jobs.
- Create new housing including homes that are affordable for local working families.
- Preserve more than 70% of the site as open space and create trails and parks that can be enjoyed by the community.

- Pay for environmental remediation and remove abandoned oil storage tanks.
- Preserve historic buildings in the Winehaven District and restore the Navy Cottages.

We support SunCal's commitment to develop a project that's compatible with the surrounding community and businesses and their efforts to constructively work with the Design Review Board on the details of this project.

Sincerely,

Katrinka Ruk
Executive Director
West Contra Costa County Council of Business & Industries

Cc: COI Board, Richmond Chamber of Commerce

Katrinka Ruk
Executive Director
Council of Business & Industries
510)260-4820 cell
www.councilofindustries.org

Soco Montore

From: lauren schiffman <crackmagazine@hotmail.com>
Sent: Sunday, June 07, 2020 10:16 PM
To: michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com; jlivingston7096@gmail.com
Cc: Lina Velasco; DRBcomments; TRAC
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

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Sincerely,
Lauren Schiffman
Richmond, CA

Soco Montore

From: Margaret Murray <writewordspress@gmail.com>
Sent: Saturday, June 06, 2020 7:54 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlyanneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

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Sincerely,

Margaret Murray

995 Nob Hill Ave

Pinole, CA 94564

--

Margaret C. Murray

[*My Book in a Little Free Library?*](#)

Soco Montore

From: Melanie Clark <mmetta@pacbell.net>
Sent: Saturday, June 06, 2020 2:52 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com; Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

I'm writing to request when you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
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Sincerely,

Melanie Clark
6146 McBryde Ave
Richmond CA 94805

Soco Montore

From: Miriam Joscelyn <joskels@icloud.com>
Sent: Friday, June 05, 2020 4:53 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlyanneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Follow Up Flag: Follow up
Flag Status: Flagged

Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

I have been biking to Point Molate for many year, long before Winehaven began to be used again commercially. I have looked forward to a trail along the shoreline for bikers and hikers. I particularly looked forward to the trail being removed from traffic.

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

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Sincerely,

Miriam Joscelyn

380 Key Blvd.

Richmond, CA

Soco Montore

From: ms.marsha-v-l@comcast.net
Sent: Saturday, June 06, 2020 1:47 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlyenneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Re: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

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Please Note:

Now while this email IS similar to others, it does NOT negate the issue here of what is proposed at Point Molate!

This is a Gem of Richmond's. For Richmond and East Bay Residents for now and years to come, Please DO NOT Turn this Gem into just another part of Richmond like all the rest.

Please DO not make this a Park for the rich or the folks deemed applicable for the purchase of these 270 proposed houses.

Sincerely,

Marsha Lowry

1070 Mitchell Way,
El Sobrante, Ca, 94803-1023

"But man is a part of nature, and his war against nature is inevitably a war against himself." - [Rachel Carson](#)

Soco Montore

From: Natalie Crowley <natalie.g.crowley@gmail.com>
Sent: Saturday, June 06, 2020 11:20 AM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
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Sincerely,

Natalie Crowley

158 Bayside Ct.

Richmond 94804

Soco Montore

From: Paul Fogel <p1fogel@gmail.com>
Sent: Friday, June 05, 2020 10:36 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
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The Circulation diagram of the Preliminary Design Guidelines shows a portion of the proposed Loop Road adjacent to the Bay Trail along the shoreline. The Bay Trail experience at Point Molate would be substantially degraded by being next to a roadway, especially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline. The beauty of the Bay Trail experience between Point Isabel and the ferry

terminal on Richmond's southern shoreline is that there is no adjacent road with motor vehicle traffic. A motor vehicle road next to the Bay Trail would be a radical departure from the Reuse Plan, which follows the southern shoreline precedent of keeping roads away from a shoreline accessed by the Bay Trail distant from traffic. The City's General Plan states "improvements to public areas should be guided by the 1997 Point Molate Reuse Plan". Making space for a shoreline road also leaves inadequate space for the Bay Trail width recommended by the Bay Trail Design Guidelines and Toolkit.

Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Paul Fogel
3030 Benvenue Avenue
Berkeley 94705
plfogel@gmail.com

Soco Montore

From: TRAC <tracbaytrail@earthlink.net>
Sent: Monday, June 08, 2020 1:51 PM
To: Jonathan Livingston; Michael Hanna; Kim Butt; Brian Carter; Jessica Fine; Macy Leung; Karlyn Neel
Cc: Lina Velasco; DRBcomments; TRAC; Phyllis Orrick
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Chair Livingston and DRB Members,

Phyllis Orrick asked TRAC to forward the following message to you.

Bruce

Bruce Beyaert, TRAC Chair
tracbaytrail@earthlink.net
tel. 510-235-2835
<http://www.pointrichmond.com/baytrail/>
<http://www.ci.richmond.ca.us/109/TRAC>
Photos: <https://sfbaytrailinrichmond.shutterfly.com/pictures/5> .

Begin forwarded message:

From: Phyllis Orrick <poberkeley@gmail.com>
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project
Date: June 8, 2020 at 10:59:14 AM PDT
To: TRAC <tracbaytrail@earthlink.net>

Please forward this to appropriate recipients

Hello,

As a longtime user of the Richmond portion of the Bay Trail (which has some of the best views of the SF Bay), I urge you to support completion of the Pt Molate section and full connection with existing trails including the Richmond-San Rafael Bridge path. It is always so inspiring to see the diversity of Trail users, and this will do a lot to enhance their enjoyment.

Phyllis Orrick
94702

Soco Montore

From: Sandy <szir@earthlink.net>
Sent: Friday, June 05, 2020 8:17 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

Point Molate is an absolutely unique and beautiful waterfront area

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan .. not the proposed 270 residential units termed "The Point".
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

The Point Molate Trail should be extended to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail. Making this Bay Trail connection would increase visitation to Point Molate while also reducing motor vehicle traffic and alleviating the "significant and unavoidable" traffic impacts cited in the Draft SEIR for the project. East Bay Regional Park District has a 1.1-mile trail easement over Chevron's shoreline land between Point Molate Beach Park and the bridge. Moreover, they have completed a 65% construction design, adopted a Mitigated Negative Declaration under CEQA, applied for major permits and obtained some funding for building the trail. Suncal should provide the balance of funds needed for construction within 30 days following City approval of the Planned Area Plan. This would enable early completion of the Bay Trail to Point Molate Beach Park and showcase Point Molate by linking with the Bay Trail continuing to the Winehaven Historic District and beyond.

The Point Molate headlands should be designed as a shoreline park, rather than the proposed 270 residential units termed "The Point". The City's General Plan 2030 designates the entire headland for Parks and Recreation stating:

- "In the former Point Molate Navy Fuel Depot area, improvements to public areas should be guided by the 1997 Point Molate Reuse Plan."
- "Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan."

The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is

central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

The Circulation diagram of the Preliminary Design Guidelines shows a portion of the proposed Loop Road adjacent to the Bay Trail along the shoreline. The Bay Trail experience at Point Molate would be substantially degraded by being next to a roadway, especially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline. The beauty of the Bay Trail experience between Point Isabel and the ferry terminal on Richmond's southern shoreline is that there is no adjacent road with motor vehicle traffic. A motor vehicle road next to the Bay Trail would be a radical departure from the Reuse Plan, which follows the southern shoreline precedent of keeping roads away from a shoreline accessed by the Bay Trail distant from traffic. The City's General Plan states "improvements to public areas should be guided by the 1997 Point Molate Reuse Plan". Making space for a shoreline road also leaves inadequate space for the Bay Trail width recommended by the Bay Trail Design Guidelines and Toolkit.

Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Sandy Zirulnik

Soco Montore

From: TRAC <tracbaytrail@earthlink.net>
Sent: Tuesday, June 09, 2020 9:50 PM
To: Jonathan Livingston; Michael Hanna; Kim Butt; Brian Carter; Jessica Fine; Macy Leung; Karlyn Neel
Cc: Lina Velasco; DRBcomments; TRAC; Sara Goolsby
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Chair Livingston and DRB Members,
TRAC is forwarding to you the email below from Richmond resident Sara Goolsby.
Bruce

Bruce Beyaert, TRAC Chair
tracbaytrail@earthlink.net
tel. 510-235-2835
<http://www.pointrichmond.com/baytrail/>
<http://www.ci.richmond.ca.us/109/TRAC>
Photos: <https://sfbaytrailinrichmond.shutterfly.com/pictures/5> .

Begin forwarded message:

From: sara goolsby <spg817@att.net>
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project
Date: June 9, 2020 at 8:05:26 PM PDT
To: TRAC <tracbaytrail@earthlink.net>
Reply-To: sara goolsby <spg817@att.net>

Dear Chair Livingston and DRB Members,

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
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3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

Sincerely,

Sara Goolsby
817 37th St.
Richmond, CA 94805

Soco Montore

From: Scott Amundson <scott.amundson@gmail.com>
Sent: Friday, June 05, 2020 4:13 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlyenneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chair Livingston and DRB Members,

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Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,
Scott Amundson
3366 Kiwanis St
Oakland, CA 94602

Soco Montore

From: Scott Harris <scott@clientclicks.com>
Sent: Saturday, June 06, 2020 11:35 AM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; TRAC
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

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Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Scott Harris
81 Seabreeze Drive, Richmond, CA

Soco Montore

From: TRAC <tracbaytrail@earthlink.net>
Sent: Sunday, June 07, 2020 6:37 PM
To: Jonathan Livingston; Michael Hanna; Kim Butt; Brian Carter; Jessica Fine; Macy Leung; Karlyn Neel
Cc: Lina Velasco; DRBcomments; TRAC; Shanna O'Hare
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Chair Livingston and DRB Members,

Albany bicyclist Shanna O'Hare asked TRAC to forward her email below to you. In part she states:

"I recently rode the Richmond-San Rafael bridge access piece from Pt. Richmond and was delighted to see the sign at the bridge connection showing access to Pt. Molate. As I started to ride Stenmark Drive toward Pt. Molate, several trucks came by and I felt very unsafe sharing the road with them, so I aborted my trip to Pt. Molate. I was thinking "We need a motor vehicle-free Pt. Molate shoreline Bay trail now!"

Bruce

Bruce Beyaert, TRAC Chair

tracbaytrail@earthlink.net

tel. 510-235-2835

<http://www.pointrichmond.com/baytrail/>

<http://www.ci.richmond.ca.us/109/TRAC>

Photos: <https://sfbaytrailinrichmond.shutterfly.com/pictures/5> .

Begin forwarded message:

From: Shanna O'Hare <shannaohare@sbcglobal.net>

Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Date: June 7, 2020 at 6:09:53 PM PDT

To: TRAC Bruce Richmond Bat Trail <tracbaytrail@earthlink.net>

Good Evening Bruce,

Please forward my message below regarding the Bay Trail Revisions for the Proposed Point Molate Mixed-Use Project to the City of Richmond's Design Review Board for consideration at their meeting on Wednesday, June 10.

I strongly support requesting the following revisions to the current proposal by developer Winehaven Legacy LLC (Suncal):

1. **Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.**

- 2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan .. not the proposed 270 residential units termed "The Point".**
- 3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.**

The City of Richmond and the Bay Trail Network have done an excellent job planning and building segments of the San Francisco Bay Trail which I regularly access from my home. Thank you for all your hard work and congratulations on your accomplishments to date.

I recently rode the Richmond-San Rafael bridge access piece from Pt. Richmond and was delighted to see the sign at the bridge connection showing access to Pt. Molate. As I started to ride Stenmark Drive toward Pt. Molate, several trucks came by and I felt very unsafe sharing the road with them, so I aborted my trip to Pt. Molate. I was thinking "We need a motor vehicle-free Pt. Molate shoreline Bay trail now!" These safe biking spaces are more important than ever with the exponential increase in bicycling due to Covid-19. They provide an important refuge for people wishing to exercise in a safe, nurturing environment.

Thank you for your making Richmond a safe, inviting place to ride and visit.

Sincerely,

Shanna O'Hare
1032 Neilson Street
Albany, CA 94706

Soco Montore

From: Steve Goldfinger <steve@ecomind.net>
Sent: Friday, June 05, 2020 5:00 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

I am a kayaker who enjoyed using Pt. Molate as a launch and landing area. As such for the meeting on June 10, I request the following revision to SunCal's proposed Design Guidelines:

request the following revisions to the current proposal by developer Winehaven Legacy LLC (SunCal):

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
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3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

Thank you for considering these revisions. Let's make this plan work for everyone, not just a select group.

Steve Goldfinger
steve@ecomind.net

"Sustainability means not turning resources into junk faster than nature can turn junk back into resources."

Soco Montore

From: Sue Estey <sue.estey@sonic.net>
Sent: Friday, June 05, 2020 6:12 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Dear Chair Livingston and DRB Members,

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Making this Bay Trail connection would increase visitation to Point Molate while also reducing motor vehicle traffic and alleviating the "significant and unavoidable" traffic impacts cited in the Draft SEIR for the project. East Bay Regional Park District has a 1.1-mile trail easement over Chevron's shoreline land between Point Molate Beach Park and the bridge. Moreover, they have completed a 65% construction design, adopted a Mitigated Negative Declaration under CEQA, applied for major permits and obtained some funding for building the trail.

Suncal should provide the balance of funds needed for construction within 30 days following City approval of the Planned Area Plan. This would enable early completion of the Bay Trail to Point Molate Beach Park and showcase Point Molate by linking with the Bay Trail continuing to the Winehaven Historic District and beyond.

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The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

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Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Sue J. Estey

216 Carmel Ave

El Cerrito, CA 94530

Soco Montore

From: Thomas Guldman <tguldman@gmail.com>
Sent: Saturday, June 06, 2020 3:14 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

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Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Tom Guldman

378 Camellia Circle, Larkspur, CXA 94939

Soco Montore

From: TRAC <tracbaytrail@earthlink.net>
Sent: Tuesday, June 09, 2020 1:06 PM
To: DRBcomments
Subject: DRB Agenda Item #2 - Point Molate Mixed-Use Project
Attachments: SunCalTRAC052120.pdf; PM Design GLsTrails051020.pdf

Chair Livingston and DRB Members,

Please refer to TRAC's attached May 21 letter to SunCal Sr. VP David Soyka as you prepare for your June 10 study session on the Point Molate Mixed-Use Project. We've had no response from SunCal to our request that the Design Guidelines be revised to:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge in order to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan not the proposed 270 residential units termed "The Point".
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

We are encouraged that the shoreline portion of the Loop Road may be eliminated based upon Hart Howerton's June 5 Response to Comments concerning the DRB's April 22 study session comment "**No Southern Loop Road, just EVA**"

"1. It was **unanimous with the Board** that the southern access road that follows the proposed Bay Trail be EVA/ Bike Ped only. Please adjust your circulation drawings to reflect this."

TRAC hopes that the DRB will support items 1 and 2 above to extend the Bay Trail to the spine at the RSR Bridge and eliminate "The Point" with its 270 residential units on headlands designated for Parks and Recreation in the General Plan.

You might wonder how SunCal manages to satisfy the 70% open space requirement while inserting 270 residential units on land designated for Parks & Recreation in the General Plan and Shoreline Park in the Reuse Plan. They do this in part by the ploy of counting 8.4 acres of neighborhood and pocket parks within developed areas as public open space. (The 8.4 acres is from Vesting Tentative Map Dwg. C3.0 lot parcels and is more than the 6 acres stated on page 2-14 of the Design Guidelines.) This is at odds with the Reuse Plan, which states "The framework for the Plan is the open space, which connects all the development areas" (emphasis added), rather than tot lots and such within development areas. Please voice opposition to this shell game.

SunCal's disrespect for the value of shoreline parks extends to the City's current Point Molate Beach Park, which they will purchase and control under terms of the Land Disposition Agreement. Portions of this park, including public parking, would be wiped out by installation of potable water, stormwater and sewage handling facilities, i.e.:

1. An expanse of stormwater treatment ponds/bio-retention facilities shown on Vesting Tentative Map (VTM) Dwgs. C 6.2, 6.3 & 7.0,

2. EBMUD water booster pump facility Parcel F of 0.5 acres on VTM Dwgs. C3.0 and measuring 150' x 67' on Dwg. C6.0,
3. Sanitary sewer lift station of 25' x 60' on VTM Dwg. C6.1,
4. Storm drain catch basins and manholes on VTM Dwg. C6.2 and
5. Storm drain structures on VTM Dwg. C6.3

Both the Beach Park's paved 25-space and its overflow parking areas will be sorely needed as Point Molate is developed, including shoreline park and open space lands. Unfortunately, the proposed Development Guidelines emphasize a trail network, parks and open space for use by those residing at Point Molate. There is no significant new parking for shoreline parks or trailhead staging areas and are no public restrooms to serve visitors to Point Molate. All but one of the ten hillside open space trailheads are located in residential areas as shown by the attached Path and Trail Network map. Residents would be very unhappy to have their streets clogged with cars of park visitors and creating conflicts as for the Mission Peak trailhead in Fremont. In short, the project is not designed to provide parks, open space and trails for the public.

Parking is removed at the existing beach park, and residential development is proposed on the headland where the Reuse Plan recommends parking for shoreline park lands. As a guide to parking needs, 307-acre Miller/Knox Regional Shoreline, which has 1.05 miles of shoreline compared to Point Molate's 1.5 miles, has 238 developed parking spaces plus room for an additional 475 cars along 0.9 miles of Dornan Drive, as well as a large, unpaved public parking area around the Ramblers' clubhouse.

In summary, please ask SunCal to:

1. Extend the Bay Trail to the spine at the RSR Bridge,
2. Eliminate "The Point" with its 270 residential units on the headland,
3. Refrain from counting neighborhood and pocket parks within residential areas as public open space,
4. Move all potable water, stormwater and sewage facilities from the Beach Park to the residential area being served,
5. Provide ample public toilets and parking for access to parks, open space & trails and
6. Provide trailhead staging areas from locations outside of residential neighborhoods.

Thanks very much for considering TRAC's recommendations.

Bruce

Bruce Beyaert, TRAC Chair

tracbaytrail@earthlink.net

tel. 510-235-2835

<http://www.pointrichmond.com/baytrail/>

<http://www.ci.richmond.ca.us/109/TRAC>

Photos: <https://sfbaytrailinrichmond.shutterfly.com/pictures/5> .



73 Belvedere Avenue
Richmond, CA 94801
Phone/Fax 510-235-2835
tracbaytrail@earthlink.net

May 21, 2020

Via Email:

Mr. David Soyka, Senior Vice President, Public Affairs
SunCal
Irvine, CA

Dear David,

I hope that you're doing well during these challenging times. We haven't communicated since the COVID-19 restrictions were put in place, so I thought that a letter might be useful at this time to explain TRAC's concerns about SunCal's current proposal for the Point Molate Mixed-Use Project. These concerns are largely congruent with those expressed by the City of Richmond's DRB during their April 22 study session.

In short, we request that SunCal revise the proposed Design Guidelines to:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan not the proposed 270 residential units termed "The Point".
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

Extension of Point Molate Trail to Spine Bay Trail:

The Point Molate Trail should be extended to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail. Making this Bay Trail connection would increase visitation to Point Molate while also reducing motor vehicle traffic and alleviating the "significant and unavoidable" traffic impacts cited in the Draft SEIR for the project. East Bay Regional Park District has a 1.1-mile trail easement over Chevron's shoreline land between Point Molate Beach Park and the bridge. Moreover, they have completed a 65% construction design, adopted a Mitigated Negative Declaration under CEQA, applied for major permits and obtained some funding for building the trail. TRAC asks that SunCal provide the balance of funds

needed for construction within 30 days following City approval of the Planned Area Plan. This would enable early completion of the Bay Trail to Point Molate Beach Park and showcase Point Molate by linking with the Bay Trail continuing to the Winehaven Historic District and beyond.

Design Headlands for Shoreline Park:

The Point Molate headlands should be designed as a shoreline park, rather than the proposed 270 residential units termed “The Point”. The City’s General Plan 2030 designates the entire headland for Parks and Recreation stating:

- “In the former Point Molate Navy Fuel Depot area, improvements to public areas should be guided by the 1997 Point Molate Reuse Plan.”
- “Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan.”

The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC’s Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

Please recognize that converting some nine acres of headland from Parks & Recreation to residential housing would make it very difficult, if not impossible, to achieve the 191.7 acres of Parks and Open Space specified by the City’s Settlement Agreement with the Guidiville Band and Upstream Point Molate LLC. This Open Space is to be outside of development areas, e.g. the Reuse Plan states: “The framework for the Plan is the open space, which connects all the development areas”. It does not include the many public areas on the edges or between structures within the three development areas and the Core Historic District. However, the DSEIR states on Page 3.21:

“Interspersed within the residential development areas, neighborhood parks would be constructed as part of the Modified Project. These neighborhood parks would be part of the total open space acreage on the Project Site and include recreational amenities, such as picnic tables and playgrounds.”

Tot lots and picnic tables tucked away in residential housing areas can not substitute for such facilities in a shoreline park with dramatic Bay vistas and would not serve to “connect development areas”. Moreover, families are not going to drive around on residential streets searching for tot lots or picnic tables with public parking. They would, however, be delighted with picnic areas and children’s play equipment on the headland of Point Molate as specifically recommended in the Reuse Plan.

Eliminate Loop Road Adjacent to Bay Trail:

The Circulation diagram of the Preliminary Design Guidelines shows a portion of the proposed Loop Road adjacent to the Bay Trail along the shoreline. The Bay Trail experience at Point Molate would be substantially degraded by being next to a roadway, es-

pecially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline. The beauty of the Bay Trail experience between Point Isabel and the ferry terminal on Richmond's southern shoreline is that there is no adjacent road with motor vehicle traffic. A motor vehicle road next to the Bay Trail would be a radical departure from the Reuse Plan, which follows the southern shoreline precedent of keeping roads away from a shoreline accessed by the Bay Trail distant from traffic. The City's General Plan states "improvements to public areas should be guided by the 1997 Point Molate Reuse Plan". Making space for a shoreline road also leaves inadequate space for the Bay Trail width recommended by the Bay Trail Design Guidelines and Toolkit.

Making these design changes will ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Beyaert". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Bruce Beyaert, TRAC Chair

cc: Nicole Emmons - Hart Howerton
Marc Magstadt - SunCal
Lina Velasco - City of Richmond

5.0 LANDSCAPE GUIDELINES



Path and Trail Network

Soco Montore

From: WILLIAM HELSEL <billhessel@sbcglobal.net>
Sent: Friday, June 05, 2020 4:43 PM
To: jlivingston7096@gmail.com; michaelhannah@gmail.com; thekimbutt@gmail.com; brianpscarter@gmail.com; jessicasharonfine@gmail.com; macy.m.leung@gmail.com; karlynneel@gmail.com
Cc: Lina Velasco; DRBcomments; tracbaytrail@earthlink.net
Subject: Bay Trail Revisions for Proposed Point Molate Mixed-Use Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chair Livingston and DRB Members,

I have recently biked across the RSR Bridge and have visited Pt. Molate several times, including during one of the city-guided tours and planning sessions. It's a great place for recreation, and I hope to walk and bicycle there often in the future, but it's an impractical place for many people to live due to poor access and being adjacent to the Chevron refinery.

When you meet on June 10, please ask Suncal to revise their proposed Design Guidelines as follows:

1. Extend the Point Molate Trail to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail.
2. Design the Point Molate headlands as a shoreline park in accord with the City's General Plan and Point Molate Reuse Plan .. not the proposed 270 residential units termed "The Point".
3. Eliminate the proposed Loop Road adjacent to the Bay Trail along the shoreline.

The Point Molate Trail should be extended to the Bay Trail spine at Stenmark Drive near the Richmond/San Rafael Bridge to provide pedestrian and bicyclist access to Point Molate from the East Bay via Point Richmond and the North Bay via the RSR Bridge Trail. Making this Bay Trail connection would increase visitation to Point Molate while also reducing motor vehicle traffic and alleviating the "significant and unavoidable" traffic impacts cited in the Draft SEIR for the project. East Bay Regional Park District has a 1.1-mile trail easement over Chevron's shoreline land between Point Molate Beach Park and the bridge. Moreover, they have completed a 65% construction design, adopted a Mitigated Negative Declaration under CEQA, applied for major permits and obtained some funding for building the trail. Suncal should provide the balance of funds needed for construction within 30 days following City approval of the Planned Area Plan. This would enable early completion of the Bay Trail to Point Molate Beach Park and showcase Point Molate by linking with the Bay Trail continuing to the Winehaven Historic District and beyond.

The Point Molate headlands should be designed as a shoreline park, rather than the proposed 270 residential units termed "The Point". The City's General Plan 2030 designates the entire headland for Parks and Recreation stating:

- "In the former Point Molate Navy Fuel Depot area, improvements to public areas should be guided by the 1997 Point Molate Reuse Plan."

- "Open Space and Parks and Recreation to reflect the conceptual land uses in the adopted 1997 Point Molate Reuse Plan."

The Reuse Plan recommends a Shoreline Park on the headland designed to include the Bay Trail, a public promenade linkage with the Winehaven Historic District and public parking, all providing access to a public plaza, playing fields, play structure, interpretive facility and waterfront commercial area. This shoreline park is central to public enjoyment of the Bay Trail. These Point Molate headlands also are designated for Shoreline Park in BCDC's Bay Plan and the San Pablo Peninsula Open Space Feasibility Study prepared by the City of Richmond, California Coastal Conservancy, Chevron, EBRPD, Muir Heritage Land Trust and TRAC.

The Circulation diagram of the Preliminary Design Guidelines shows a portion of the proposed Loop Road adjacent to the Bay Trail along the shoreline. The Bay Trail experience at Point Molate would be substantially degraded by being next to a roadway, especially one which is likely to be very popular and heavily trafficked as the only place at Point Molate where it would be possible to drive along the shoreline. The beauty of the Bay Trail experience between Point Isabel and the ferry terminal on Richmond's southern shoreline is that there is no adjacent road with motor vehicle traffic. A motor vehicle road next to the Bay Trail would be a radical departure from the Reuse Plan, which follows the southern shoreline precedent of keeping roads away from a shoreline accessed by the Bay Trail distant from traffic. The City's General Plan states "improvements to public areas should be guided by the 1997 Point Molate Reuse Plan". Making space for a shoreline road also leaves inadequate space for the Bay Trail width recommended by the Bay Trail Design Guidelines and Toolkit.

Please recommend these design changes to ensure that the shoreline of Point Molate will be an attractive asset for Point Molate residents & visitors and fully accessible for active transportation and recreation.

Sincerely,

Bill Helsel

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www.billhelsel.com

