

PUBLIC HEALTH AND SAFETY

The proposed food-serving facilities under the proposed project would be subject to the standards and provisions of the City's Municipal Code Article IX, Health, Chapter 9.16 (Food Establishments) and would be subject to annual inspection fees.

Law Enforcement

The project site would be owned in fee title, and would be under the jurisdiction of the City Police Department. The Developer and the City would reach an agreement regarding the need for additional police department staff, as is normally done for new subdivision and high intensity developments.

Fire and Emergency Medical Services

Under this alternative, the existing on-site fire station would be renovated to serve the needs of the project. As with Alternative A, a redundant water supply for emergency fire protection would be provided by upgrading and reusing existing fire suppression water tanks on-site, in combination with a connection to water supplied by EBMUD.

Phasing and Project Schedule.

The infrastructure required to support the project would be developed from the I 580 corridor into the project or from generally west to east. As the residential neighborhood Area K is the westerly most developable area this would logically be our First Phase of development. In addition to the infrastructure and building development the shoreline trail system would be developed to front the completed areas. An estimated schedule for this First Phase would be:

PHASE I

- | | |
|--|----------------|
| • Settlement/Development Agreement | July 2016 |
| • Tentative Tract Map | November 2016 |
| • Final Engineering/Final Map | July 2017 |
| • Onsite grading | September 2017 |
| • Master infrastructure | March 2018 |
| • Residential construction start (12 month duration) | March 2018 |
| • Shoreline Park | March 2019 |

The Second Phase of infrastructure to support the remaining developable areas would proceed upon conclusion of Phase I infrastructure. The actual building development within Phase II would be sub-phased as infrastructure and market conditions allow. The commercial center will require an extended period of design and development due to the historic preservation requirements so we would anticipate

ON-SITE QUARRYING

Mass grading during construction for the project would be similar to that described for Alternative A, but the net fill export (approximately 421,000 cubic yards) would be reduced if the point bluff is not be significantly graded. In the course of grading and excavation, the material would be crushed on-site, sorted, and shipped directly to construction sites around the Bay and Delta region. Exportation of fill material would be primarily by barge, via the pier located on-site.

WATER SUPPLY

Average domestic water demand for this alternative is estimated to be 540 gpm, with a peak demand of 880 gpm, which includes peak landscape and garden irrigation demand (**Appendix G**). To meet this demand the project would connect to the EBMUD's existing 12-inch diameter main located along Western/Winehaven Drive. The project would utilize existing and new service lines, and abandon existing lines that are not required to meet the demands of the project. The water supply configuration for the project would be nearly identical to that proposed for Alternate A and D.

WASTEWATER TREATMENT AND DISPOSAL

The Project would provide for wastewater disposal by connection to the City's existing wastewater collection system, and pay fees consistent with normal City connection and service fees. If this alternative is selected, an agreement between the Developer and the City would be reached for sewer service. **Appendix G** provides an illustration of the proposed sanitary sewer configuration for Alternative D. The project is considering an option to recycle on-site wastewater for reuse, and if this is feasible, will be considered in a subsequent environmental evaluation.

Estimated wastewater generation for Alternative D is estimated at 637,000 gpd with a peak generation rate of 796,000 gpd (**Appendix G**). Sewer service to the project site would be provided via a combination of a 6-inch diameter gravity pipe and a 6-inch diameter force main. Two different alternative tie-in points with the City system are under consideration. Options 1 and 2 are discussed in **Section 2.2.2** under Alternative A.

SITE DRAINAGE

Stormwater would be managed similarly to as discussed in **Section 2.2.2** under Alternative A. The drainage scheme would be similar to Alternative A; however, the bioretention basins would be sized accordingly to reduce off-site stormwater runoff rates to pre-construction conditions (**Appendix H**).

UTILITIES

Electric, gas, and telephone service would be provided by private service providers. Appropriate fees would be paid for each of these services consistent with normal connection rates.

PARKLAND AND RECREATION

Approximately 145 acres of hillside land would be maintained as open space. Open space areas would be maintained primarily in their natural state but would include pedestrian trails, picnic areas (both open and reserved), restrooms, gardens, and other amenities as are found in regional parks in Alameda and Contra Costa Counties.

A 35-acre shoreline park would provide public access to the Bay along the entire shoreline of the project site, and would include a variety of park amenities such as vegetated areas, picnic sites, and recreational and restroom facilities. The park would include a newly constructed segment of the San Francisco Bay Trail segment, pursuant to the *Bay Trail Plan* design policies and guidelines. Hours of operation at the shoreline park would meet or exceed those of surrounding regional parks in Contra Costa and Alameda Counties. Appropriate, down-cast lighting would be used at the park during any hours of operation past dusk. The City would adopt guidelines and standards for the operation and maintenance of the shoreline park substantially similar to the guidelines and standards used for similar parks in the region. The project includes a kayaking and outdoor activity center similar to the one identified in Alternative D. The kayaking center would be located in the southern portion of the project site within the shoreline park.

PARKING

Parking for the commercial uses of the project site would be provided by a parking structure, of which a portion may be subterranean located under the hotel and, including the bottom floor of Winehaven, would provide up to the 2,500 parking spaces analyzed in Alternative D. Additional surface parking would be available throughout the project site adjacent to the retail and commercial structures. As proposed for Alternative D, parking for local residents would be provided within the individual housing units. Adequate, secure bicycle parking would be provided throughout the development.

WESTERN/WINEHAVEN DRIVE

Improvements would be made to Western/Winehaven Drive from I-580 through the property, and mitigations included in a manner consistent with that described for Alternative D.

PIER REUSE

The existing fuel pier would be retrofitted for passenger use and a ferry/water taxi terminal would be constructed. Retrofitting of the pier and utilization for ferry service would require a lease agreement from the California State Lands Commission. Ferry service, public walkways, and shore side services would be developed as described under Alternative A. Similar to Alternative D, ferry/water taxi service would serve on-site residents, hotel and convention guests, and visitors to the Winehaven commercial center, with an average passenger load of up to 1,000 per day. There would be up to 5,000 square feet of covered uses on the pier for ticketing, passenger waiting and retail.

HOTEL AND CONFERENCE CENTER

Hotel and conference facilities under Alternative D include a 150-room, 100,000-square foot hotel with less than 10 stories, and a 150,000 square-foot, two-story conference center. The hotel and conference center would be physically connected through the lobby of the hotel, and would be constructed adjacent to the Winehaven building. The conference center would provide facilities for typical business and educational conferences and conventions, with partitioning walls to create modular spaces of varying sizes. The center would also be available for community events, weddings, and other celebrations.

WINEHAVEN COTTAGES

The project includes the rehabilitation of the 29 historic Winehaven cottages to provide for hotel cottages. Each cottage would vary between approximately 700 and 1,500 square feet. During the renovation design consultation process the project will explore opportunities to relocate some of the cottages to facilitate an efficient integration of design for the other project components.

Building 6

The project includes the refurbishment of the historically designated Building 6 into creative office space of approximately 100,000 SF.

Senior Living Community

To provide for a comprehensive multi generational community we have included a mix of housing that would appeal to age targeted residential. This project includes 400 Assisted Living senior units.

Residential Building Heights

In an effort to minimize the footprint of development on the land we have designed the residential product to be a combination of high and medium density housing. Accordingly we anticipate the high density housing to not exceed 100 feet in height and the medium density housing not to exceed 75 feet in height when measured from the grade adjacent to the structure.

Multi Modal Transportation

We anticipate multiple modes of transportation for access to and from Winehaven at Point Molate. As discussed earlier we plan for a ferry stop and water taxi service at the existing pier. Additionally we will incorporate shuttles to the BART station in Richmond; car sharing services; bike sharing services; and community car pooling options.

Project Component	Area / Units
Hotel and Conference Center	
Hotel	100,000 sf. / 150 rooms
Conference Facility	150,000 sf.
Winehaven Cottages	
Hotel rooms	29 cottages
Building 6	
<u>Creative office space</u>	100,000 SF
Senior Living Community	
Assisted Living	400 Units
Residential Development	
High density homes	9.3 acres / 445 units
Medium density homes	57.2 acres / 655 units
Senior	4 acres / inc units
Parkland & Recreation	
Hillside Open Space	145 acres
Shoreline Park	35 acres
Ferry Terminal	
Ferry Offices / Waiting Area	5,000 sf.

Source: Upstream LLC, 2016.

TABLE 2-7
HOUSING COMPONENTS – ALTERNATIVE D

No. Units	Density	Land Area (acres)	Location
81	High	1.7	Area F
249	High	5.2	Area F
21	Medium	1.7	Area I
37	Medium	2.7	Area G
60	Medium	4.8	Area I
26	Medium	2.1	Area I
Inc	Assisted Living	4	Area J
88	Medium	8	Area H
423	Medium	37.9	Area K
<i>Total 1,100</i>		<i>Total 70.5</i>	

Source: Upstream LLC, 2016.

WINEHAVEN BUILDING

Under Alternative D, the Winehaven building would be rehabilitated and redeveloped with restaurants, cafes, wine tasting and food and wine sales, wine museum, and retail and small office establishments, totaling approximately 120,000 square feet on two levels. There will be parking on the bottom floor of Winehaven.

SECTION 2.0

– MAY 24, 2016 PT. MOLATE PROJECT DESCRIPTION

2.6

The proposed project would include development of approximately 1,100 units of high-, and medium-density housing with mixed-use community retail, 400 units of assisted-living senior housing, a hotel-conference center including the rehabilitated Winehaven cottages,, small retail and approximately 100,000 square feet of commercial offices in and around a renovated Building 6, a wine museum and wine-tasting and sales center in the rehabilitated Winehaven building accompanied by dining and food sales. Similar to the prior analyzed Alternative D, the project would include use of the pier for ferry and water taxi service, with a welcome center and small retail on the pier. There will also be occasional festivals, farmers market, and other similar community building uses.

As previously noted, approximately 140 acres of the 413 acres are submerged within the Bay and are not included in areas proposed for development.

2.6.2 PROJECT COMPONENTS

Table 2-6 details the uses and square footages for the components of the currently proposed project. **Figure 2-16** depicts the site plan for the project. Architectural renderings for the project are under development.

RESIDENTIAL

Under this proposal, six housing areas are proposed as detailed in **Table 2-7**. **Figure 2-16** shows the location of land use components. A total of 1,100 units are proposed in five locations: near the shoreline, on the hillside, along the bay, on the shoreline knoll, and in the southern area. Residential uses would occupy approximately 70.5 acres of the project site.

TABLE 2-6
PROJECT COMPONENTS AND SQUARE FOOTAGES – ALTERNATIVE D

Project Component	Area / Units
Winehaven Building	
Dining	40,000 sf.
Retail / Commercial/Wine Tasting	80,000 sf.

suggest it.

The infrastructure required to support the project would be developed from the I 580 corridor into the project or from generally west to east. As the residential neighborhood Area K is the westerly most developable area this would logically be our First Phase of development. In addition to the infrastructure and building development the shoreline trail system would be developed to front the completed areas. An estimated schedule for this First Phase would be:

PHASE I

- Settlement/Development Agreement July 2016
- Tentative Tract Map November 2016
- Final Engineering/Final Map July 2017
- Onsite grading September 2017
- Master infrastructure March 2018
- Residential construction start (12 month duration) March 2018
- Shoreline Park March 2019

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The Second Phase of infrastructure to support the remaining developable areas would proceed upon conclusion of Phase I infrastructure. The actual building development within Phase II would be sub-phased as infrastructure and market conditions allow. The commercial center will require an extended period of design and development due to the historic preservation requirements so we would anticipate starting the design/development for this area upon the commencement of Phase II. An estimated schedule for Phase II would be:

PHASE II

- Design Consultation for the Historic District March 2018
- Final Engineering/Final Map(s) September 2018
- Onsite Grading August 2019
- Master Infrastructure May 2020
- First residential neighborhood start (Area F) May 2020
- Second residential neighborhood start (Area G&H) November 2021
- Third residential neighborhood start (Area I&J) November 2022
- Historic District construction start (Area C, D, E,B) May 2020

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Estimated wastewater generation for Alternative D is estimated at 637,000 gpd with a peak generation rate of 796,000 gpd (Appendix G). Sewer service to the project site would be provided via a combination of a 6-inch diameter gravity pipe and a 6-inch diameter force main. Two different alternative tie-in points with the City system are under consideration. Options 1 and 2 are discussed in Section 2.2.2 under Alternative A.

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SITE DRAINAGE

Stormwater would be managed similarly to as discussed in Section 2.2.2 under Alternative A. The drainage scheme would be similar to Alternative A; however, the bioretention basins would be sized accordingly to reduce off-site stormwater runoff rates to pre-construction conditions (Appendix H).

UTILITIES

Electric, gas, and telephone service would be provided by private service providers. Appropriate fees would be paid for each of these services consistent with normal connection rates.

PUBLIC HEALTH AND SAFETY

The proposed food-serving facilities under ~~Alternative D the proposed project~~ would be subject to the standards and provisions of the City's Municipal Code Article IX, Health, Chapter 9.16 (Food Establishments) and would be subject to annual inspection fees.

Law Enforcement

~~Under Alternative D, T~~he project site would be owned in fee title, and would be under the jurisdiction of the City Police Department. The ~~Tribe, Upstream, Developer~~ and the City would reach an agreement regarding the need for additional police department staff, as is normally done for new subdivision and high intensity developments.

Fire and Emergency Medical Services

Under this alternative, the existing on-site fire station would be renovated to serve the needs of the project. ~~Under Alternative D, the Tribe, Upstream, and the City would reach an agreement regarding additional staffing and equipment.~~ As with Alternative A, a redundant water supply for emergency fire protection would be provided by upgrading and reusing existing fire suppression water tanks on-site, in combination with a connection to water supplied by EBMUD.

Phasing and Project Schedule

~~Tom—we need to provide a phasing schedule for construction. I would use the one developed in the proforma by Suneal, but with ground-breaking starting in the entrance parcel in 2018, not 2019 (this will keep the heat on the City for approvals). Then I would show the rest of the project as a 4-year Phase 2, after the completion of Phase 1. These are just my ideas, if you have a better one please~~

PIER REUSE

The existing fuel pier would be retrofitted for passenger use and a ferry/water taxi terminal would be constructed. Retrofitting of the pier and utilization for ferry service would require a lease agreement from the California State Lands Commission. Ferry service, public walkways, and shore side services would be developed as described under Alternative A (Section 2.2.2). Under Similar to Alternative D, ferry/hovercraft/water taxi service would primarily serve on-site residents, hotel and convention guests, and visitors to the Winehaven commercial center, with an average passenger load of 300 to 500 up to 1,000 per day. Ferry schedules and shore side services (including parking and retail services) would be significantly reduced compared to other alternatives; however, there would be up to 5,000 square feet of covered uses on the pier for ticketing, passenger waiting and retail.

ON-SITE QUARRYING

Mass grading during construction for the project Alternative D would be similar to that described for Alternative A, but the net fill export (approximately 421,000 cubic yards) would be greatly reduced since if the point bluff would not be significantly graded. In the course of grading and excavation, the material would be crushed on-site, sorted, and shipped directly to construction sites around the Bay and Delta region. Exportation of fill material would be primarily by barge, via the pier located on-site.

WATER SUPPLY

Average domestic water demand for this alternative is estimated to be 540 gpm, with a peak demand of 880 gpm, which includes peak landscape and garden irrigation demand (Appendix G). To meet this demand the Tribe and Upstream project team would connect to the EBMUD's existing 12-inch diameter main located along Western/Winehaven Drive. The Tribe and Upstream project would utilize existing and new service lines, and abandon existing lines that are not required to meet the demands of Alternative D the project. The water supply configuration for the project Alternative D would be nearly identical to that proposed for Alternative A and D. The Tribe and Upstream would obtain municipal water for the Proposed Project through a service agreement with the EBMUD. The Tribe would pay fees consistent with normal water connection fees. Appendix G provides an illustration of the proposed water supply configuration for Alternative D.

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WASTEWATER TREATMENT AND DISPOSAL

As the MSA does not apply to Alternative D, The Project, the Tribe and Upstream would provide for wastewater disposal for the Proposed Project by connection to the City's existing wastewater collection system, and pay fees consistent with normal City connection and service fees. If this alternative is selected, an agreement between the Tribe/Upstream Developer and the City would be reached for sewer service. Appendix G provides an illustration of the proposed sanitary sewer configuration for Alternative D. The project is considering an option to recycle on-site wastewater for reuse, and if this is feasible, will be considered in a subsequent environmental evaluation.

We anticipate multiple modes of transportation for access to and from Winehaven at Point Molate. As discussed earlier we plan for a ferry stop and water taxi service at the existing pier. Additionally we will incorporate ~~water taxis~~; shuttles to the BART station in Richmond; car sharing services; bike sharing services; and community car pooling options.

PARKLAND AND RECREATION

Approximately 145 acres of hillside land would be maintained as open space. Open space areas would be maintained primarily in their natural state but would include pedestrian trails, picnic areas (both open and reserved), restrooms, gardens, and other amenities as are found in regional parks in Alameda and Contra Costa Counties.

A 35-acre shoreline park would provide public access to the Bay along the entire shoreline of the project site, and would include a variety of park amenities such as vegetated areas, picnic sites, and recreational and restroom facilities. The park would include a newly constructed segment of the San Francisco Bay Trail segment, ~~funded by the Tribe and Upstream~~, pursuant to the *Bay Trail Plan* design policies and guidelines. Hours of operation at the shoreline park would meet or exceed those of surrounding regional parks in Contra Costa and Alameda Counties. Appropriate, down-cast lighting would be used at the park during any hours of operation past dusk. The City would adopt guidelines and standards for the operation and maintenance of the shoreline park substantially similar to the guidelines and standards used for similar parks in the region. The ~~City would construct~~ project includes a kayaking and outdoor activity center similar to the one identified ~~for in~~ Alternative BD. The kayaking center would be located in the southern portion of the project site within the shoreline park.

PARKING

Parking for the commercial uses of the project site would be provided by a subterranean parking structure, of which a portion may be subterranean-located under the hotel and, including the bottom floor of Winehaven, would provide up to the 2,500 parking spaces analyzed in Alternative D. Additional surface parking would be available throughout the project site adjacent to the retail and commercial structures. As proposed for Alternative BD, parking for local residents would be provided within the individual housing units. Adequate, secure bicycle parking would be provided throughout the development.

WESTERN/WINEHAVEN DRIVE

Improvements would be made to Western/Winehaven Drive from I-580 through the property, and mitigations included in a manner consistent with that described for Alternative AD. Further details on the planned improvements of Western Drive are discussed in Section 4.8, Transportation.

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totaling approximately 120,000 square feet on two levels. There will be parking on the bottom floor of Winehaven.

HOTEL AND CONFERENCE CENTER

Hotel and conference facilities under Alternative D include a 150-room, 100,000-square foot hotel with five-less than 10 stories, and a 150,000 square-foot, two-story conference center. The hotel and conference center would be physically connected through the lobby of the hotel, and would be constructed adjacent to the Winehaven building. The conference center would provide facilities for typical business and educational conferences and conventions, with partitioning walls to create modular spaces of varying sizes. The center would also be available for community events, weddings, and other celebrations.

WINEHAVEN COTTAGES OFFICES

Alternative DThe project includes the rehabilitation of the 29 historic Winehaven cottages to provide for professional office suiteshotel cottages. Each suitecottage would vary between approximately 700 and 1,500 square feet. During the renovation design consultation process the project will explore opportunities to relocate some of the cottages to facilitate an efficient integration of design for the other project components.

Building 6

Alternative DThe project includes the refurbishment of the historically designated Building 6 into creative office space of approximately 100,000 SF.

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Senior Living Community

To provide for a comprehensive multi generational community we have included a mix of housing that would appeal to age targeted residential. This Alternateproject includes 400 Assisted Living senior units.

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Residential Building Heights

In an effort to minimize the footprint of development on the land we have designed the residential product to be a combination of high and medium density housing. Accordingly we anticipate the high density housing to not exceed 100 feet in height and the medium density housing not to exceed 75 feet in height when measured from the grade adjacent to the structure.

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Multi Modal Transportation

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Project Component	Area / Units
Winehaven Building	
Dining	40,000 sf.
Retail / Commercial/Wine Tasting	80,000 sf.
Hotel and Conference Center	
Hotel	100,000 sf. / 150 rooms
Conference Facility	150,000 sf.
Winehaven Cottages/Offices	
Suites/Hotel rooms	700 – 1,500 sf / 29 suites/cottages
Building 6	
Creative office space	100,000 SF
Senior Living Community	
Assisted Living	400 Units
Residential Development	
High density homes	14.49.3 acres / 577445 units
Medium density homes	6.257.2 acres / 457655 units
Low density homes/Senior	48.94 acres / 366inc units
Parkland & Recreation	
Hillside Open Space	145 acres
Shoreline Park	35 acres
Ferry Terminal	
Ferry Offices / Waiting Area	5,000 sf.

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Source: Upstream LLC, 20072016.

TABLE 2-7
HOUSING COMPONENTS – ALTERNATIVE D

No. Units	Density	Land Area (acres)	Location
6281	High	1.7	Shoreline Area F
160249	High	5.2	Shoreline Area F
4021	Medium	1.7	Hillside Area I
8037	High/Medium	2.7	Bayside Area G
27560	High/Medium	4.8	Hillside Area I
5526	Medium	2.12.1	Hillside Area I
Inc	Assisted Living	4	Area J
62115	Medium/High	2.42.4	Shoreline Area F
2688	Low/Medium	428	Shoreline Knoll Area H
340423	Low/Medium	37.99	Southern Area K
Total 1,100		Total 70.5	

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Source: Upstream LLC, 20072016.

WINEHAVEN BUILDING

Under Alternative D, the Winehaven building would be rehabilitated and redeveloped with restaurants, cafes, wine tasting and food and wine sales, wine museum, and retail and small office establishments,

~~g. Approval of a lease from the State Lands Commission for public trust lands under and adjacent to the pier.~~

~~The foreseeable consequences of these discretionary City actions would be the development of residential and commercial uses at the location of the former Point Molate Naval Fuel Depot, Richmond, California (Figures 1-1 and 1-2). As previously noted, approximately 140 acres of the 413 acres are submerged within the Bay and are not included in areas proposed for development.~~

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~~Alternative D The proposed project would include development of approximately 1,100 units of high-, and medium-, and low-density housing with mixed-use community retail, 400 units of independent and assisted-living senior housing, a hotel-conference center including the rehabilitated Winehaven cottages, and small retail and professional- approximately 100,000 square feet of commercial offices in and around a renovated Building 6, a wine museum and wine-tasting and sales center in the rehabilitated Winehaven building accompanied by dining and food sales, and 29 small professional offices in the rehabilitated Winehaven cottages. Similar to the prior analyzed Alternative D, the project would include use of the pier for ferry and water taxi service, with a welcome center and small retail on the pier. There will also be occasional festivals, farmers market, and other similar community building uses.~~

~~As previously noted, approximately 140 acres of the 413 acres are submerged within the Bay and are not included in areas proposed for development.~~

2.6.2 ALTERNATIVE D PROJECT COMPONENTS

Table 2-6 details the uses and square footages for the components of ~~Alternative D of the currently proposed project~~. Figure 2-16 depicts the site plan for ~~Alternative D the project~~. Architectural renderings for the project are under development, of ~~Alternative D are presented in Figures 2-17 and 2-18~~.

RESIDENTIAL

Under ~~Alternative D this proposal~~, six housing areas are proposed as detailed in Table 2-7. Figure 2-16 shows the location of ~~Alternative D land use~~ components. A total of 1,100 units are proposed in five locations: near the shoreline, on the hillside, along the bay, on the shoreline knoll, and in the southern area. Residential uses would occupy approximately 70.5 acres of the project site. ~~Roughly two-thirds of the residential units would be medium or high density, with the balance proposed for low density units.~~

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TABLE 2-6
PROJECT COMPONENTS AND SQUARE FOOTAGES – ALTERNATIVE D

Project Component	Area / Units
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SECTION 2.0

ALTERNATIVE D PROJECT DESCRIPTION – MAY 24, 2016 PT. MOLATE PROJECT DESCRIPTION

2.6 ALTERNATIVE D – NON-TRUST ACQUISITION WITH NON-GAMING MIXED-USE DEVELOPMENT

2.6.1 DISCRETIONARY ACTIONS

~~Under Alternative D, the land would not be deeded back to the United States to be held in trust for the Tribe, a reservation proclamation would not be requested, and a gaming management contract would not be needed. Under this alternative, the land, held in fee status, would be developed by the Tribe and Oxbow? SunCal and Upstream with commercial mixed-use and market-rate housing for sale or lease to private individuals and families. Under Alternative D, federal discretionary approvals would be limited to permitting as required under sections of the Clean Water Act for renovation of the pier and construction of other facilities that may require Clean Water Act permits.~~

~~City discretionary decisions under Alternative D would include:~~

~~All actions and approvals described within the November 9, 2004 LDA (Appendix C), including:~~

- ~~a. _____ Sale of the Point Molate property to the Tribe Oxbow/Upstream;~~
- ~~b. _____ Approval of subdivision or parcel maps necessary to create separate legal parcels for the shoreline property and to exclude the Western Drive right of way;~~
- ~~c. _____ Approval of building, planning, zoning and environmental review documents related to the development of the Proposed Project;~~
- ~~d. _____ Approval of improvement plans for the widening of Western Drive;~~
- ~~e. _____ Renaming of Western Drive to Winehaven Drive from the intersection at I-580 to the northern terminus of the road;~~
- ~~f. _____ Approval or disapproval of any testing that may be deemed necessary on the property or of the buildings prior to the completion of the environmental documents or start of construction.~~

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