



December 22, 2003

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FAX To:

Ms. Deidra Dingman  
 Solid Waste Program Manager  
 Community Development Dept.  
 Contra Costa County Administration Building  
 651 Pine St., 4th Floor, North Wing  
 Martinez, CA 94553-0095

Dear Deidra,

TRAC, the Trails for Richmond Action Committee, would like to supplement its November 23 letter to you commenting on Bay Trail aspects of the November 2003 Draft EIR for the WCCSL Bulk Materials Processing Center and Related Actions.

This letter covers the following additional Bay Trail issues:

1. TRAC agrees with the concerns expressed in the December 18 letter from Debbi Landshoff of the Sierra Club about closure of the Bay Trail and pedestrian safety and
2. Bridges should be built across the levee gaps for compliance with public access provisions of City and County permits issued in 1992-1994 and for completion of the trail as specified in the North Richmond Shoreline Specific Plan.

**Impact 8-5 (pages 8-21 & 8-22)**

For enhanced safety, TRAC suggests that a pedestrian and bicyclist manually-activated stop light be considered at the Bay Trail crossing on each side of the main roadway leading to the scale house.

14-1

**Impact 11-7 (pages 11-30 to 11-32)**

TRAC agrees completely with the Sierra Club that it would be unacceptable to close

the Bay Trail for four to six week periods as proposed by the applicant under Impact 11-7 and in Mitigation Measure 11-7(c). Other mitigation measures should be employed if necessary, e.g. ensuring that that biosolids applications do not take place in proximity to the Bay Trail. 14-2

This multi-purpose trail is specified in the North Richmond Shoreline Specific Plan. The proposed biosolid spreading operations would create unacceptable adverse recreational impacts and adversely affect people if they are in conflict with the Specific Plan plan by being incompatible with use of the Bay Trail. This conflict would cause "an adverse effect on people" (CEQA Guidelines Sect.15382) because the project would foreclose use of the Bay Trail and related shoreline access opportunities to the citizens of Richmond and the rest of Bay Area. Section 15382 of the CEQA Guidelines defining "Significant Effect on the Environment" states "A social or economic change related to a physical change may be considered in determining whether the physical change is significant".

#### **Phase 4 Bridges Should Be Included**

**The North Richmond Shoreline Specific Plan calls for a multipurpose pedestrian and bicycling trail around the landfill, including on the outer western levee.** However, page 3-41 of the DEIR dismisses the completion of this Phase 4 trail because the required two pedestrian bridges "would be expensive and more complicated from a permitting standpoint." The planned trail should not be dismissed on the basis of cost or "complicated" permitting. 14-3

The DEIR contains no information on the claimed "expensive" cost of the required two bridges. A recent report by Questa Engineering Corp for East Bay Regional Park District estimated that a 60-foot long, ten-foot wide steel precast clear span bridge (both abutments located at top of a bank without any construction in the Bay) would cost \$90,000 installed. The levee gaps are about 25 feet wide on the south and 100 feet wide on the north, and an eight-foot wide bridge would be adequate for the landfill situation. Hence, the two bridges probably would cost less than \$200K. However, cost is not a justification for the County or City to eliminate the Phase 4 trail. The North Richmond Shoreline Specific Plan (Section 7.F.3.f., pages 121-122) states: "... open space and recreation facilities would be financed by the landfill operators.."

The Conditions of Approval for Contra Costa County Land Use Permits 2054-92 & 2043-94 for the Landfill (Condition 21.5 Transportation and Circulation Plan Public Access) clearly state:

"By July 1, 1995 a plan with a related schedule shall be developed for public access around the **entire site boundary** (emphasis added) and submitted for approval and review as the above plan. However, the City of Richmond will be lead agency and have specific approval over that portion of the public access within their jurisdiction." **"The plans for public access shall implement the public access**

**policies of both agencies** (emphasis added) ...”.

Hence, current land use permits for the landfill call for completion of the entire Phase 4 trail because:

- a. it is necessary to encompass the “entire site boundary” as required by current land use permits for the landfill and 14-4
- b. it is necessary to comply with the “public access policies” of the North Richmond Shoreline Specific Plan calling for a multipurpose trail around the western levee of the landfill.

I hope that these comments are helpful. Please let me know if you would like clarification.

Sincerely,



Bruce Beyaert, TRAC Chair

cc: Debbi Landshoff  
Janet McBride  
Morty Prisament  
Laura Thompson