CITY of BELVEDERE

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NOTICE OF PREPARATION (NOP)

To: State Clearinghouse (via email)
Affected Agencies (via Certified Mail)
Interested Organizations and Persons and Neighbors (via email and posted on City's website)

Date: January 11, 2022

From: City of Belvedere

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Belvedere Critical Infrastructure Project and Scoping Meeting to be Held February 9, 2022

Lead Agency: City of Belvedere
Public Works Department
450 San Rafael Avenue
Belvedere, CA 94920

Contact: Mr. Robert Zadnik
Public Works Director
rzadnik@cityofbelvedere.org
(415) 435-4111

Notice is hereby given that the City of Belvedere will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the critical infrastructure project described below. The California Environmental Quality Act (CEQA) requires that the City conduct environmental review of the project, which has the potential to result in physical change to the environment. The City, the public agency with the principal responsibility for approving and carrying out the project, has determined that an EIR will be the required CEQA document for the project.

The City of Belvedere is issuing this Notice of Preparation (NOP) to invite comments on the scope and content of the study for the EIR. This NOP is being sent to local agencies, nearby residents, and other interested parties. When the Draft EIR is published, a Notice of Availability (NOA) will be sent to all parties who respond to this NOP or who otherwise indicate that they would like to receive a copy of the Draft EIR. The EIR will be available on the City's website.

Responding to this NOP

Responses to this NOP and any related questions or comments regarding the scope or content of the Draft EIR must be directed in writing to: Ms. Amy Skewes-Cox, Environmental Planner, PO Box 422, Ross, CA 94957. The best way to submit comments is via email to amysc@rtasc.com with a copy to Mr. Robert Zadnik, Public Works Director at rzadnik@cityofbelvedere.org.

Comments on the NOP must be received at the above mailing or email address within 30 days of this notice, or before **February 9, 2022, at 5:30 PM**. Please reference the project title of "Belvedere Critical Infrastructure Project" in all correspondence.

Scoping Meeting

Further notice is hereby given that pursuant to Section 15082 of the CEQA Guidelines, a Public Scoping Session will be held to accept comments from Responsible and Affected Agencies, and the public about the scope of the EIR on **February 9, 2022 at 5:30**PM via Zoom. This meeting can be accessed using Zoom at the following link: https://us02web.zoom.us/j/87375769995?pwd=TWtHcmY5TUR6NjVXR3JPR1QweEtEZz09. The project will be briefly described and then the meeting will be opened to comments.

Responses to this NOP and comments at the scoping meeting should focus, specific to this project, on the potentially significant environmental effects that the project may have on the physical environment, ways in which those effects might be minimized, and potential alternatives to the project that should be addressed in the EIR. This focus aligns with the purpose of the EIR to inform the public about these aspects of the project.

Existing Conditions

Belvedere currently has a system of levees/road embankments that provide ingress/egress to much of the city, contain key utility trunk lines, and protect the city from flooding associated with the nearby San Francisco Bay during storm events.

These levees/road embankments were built on top of weak, compressible, and liquefiable soils. As such, they are vulnerable to displacement, deformation, and damage from strong seismic ground shaking. Portions of the Beach Road levee/embankment have been undermined by coastal waves, requiring recent construction of short-term protective measures to arrest further movement and deformation of the seawall. Further, these levees/road embankments have historically settled, and settlement is expected to continue.

The levees/road embankments function as critical transportation and utilities corridors serving Belvedere Island. Keeping their proper functioning condition intact, especially for maintaining water/fire flow service and providing evacuation routes, is essential to providing vital public services during earthquake disasters, coastal floods and other emergencies.

Further, the projected rise in sea level will render the levees/road embankments less effective as a barrier to significant flooding caused by stillwater and wave runup.

The objective of the "Critical Infrastructure Project" is to safeguard life and property by providing substantial and achievable protection against hazards associated with seismic damage to levees/road embankments and by significantly reducing the likelihood of largescale flooding.

Project Description

The Belvedere Critical Infrastructure Project would strengthen and raise the San Rafael Avenue and Beach Road levees/embankments and create a new coastal flood barrier along the San Francisco Bay frontage of certain West Shore properties (see **Figures 1** and **3**). These improvements would achieve the following objectives:

- Levee Strengthening. Sheet piling along Beach Road and portions of San Rafael Avenue would strengthen the levees and provide stability and substantial protection against deformation during a strong earthquake.
- Flood Protection. Barriers would substantially reduce coastal overtopping, thereby providing substantial protection to interior areas from flooding as well as roadways/utility corridors serving the community from damage due to erosion.
- Additional Benefits. Public walkways would be improved; a new linear park element would be created on Beach Road, and landscaping along both levees would be enhanced.
- Resiliency and Ready Adaptability. Barriers would be readily modifiable to function effectively under future sea level rise conditions. At this time, barrier heights would not be any higher than needed to protect against Year 2050 estimated sea levels. However, foundations would be constructed to allow future modifications that would provide substantial protection from estimated Year 2100 sea levels.

San Rafael Avenue Levee/Road Embankment Improvements

These improvements would involve construction of a wall or similar barrier feature along the bayside top of the San Rafael Avenue levee/embankment to elevation 12.4 feet North American Vertical Datum (NAVD), a new 5-foot minimum width walking path, and new landscaped park features (see **Figure 1**). The elevation of the existing walking path ranges from about 8 feet to 10 feet NAVD, so the height of the barrier would range from about 2.4 feet to 4.4 feet above the existing path. A typical cross section is provided in **Figure 2**. The barrier would be about 1-foot wide. The City proposes that landscaping be placed on the inland side of this wall for visual screening (see **Figure 2**). New sheet piling to stabilize the levee would be installed underground along portions of San Rafael Avenue and would not be visible. South of Windward Road, the barrier would be located on the street side of the walking path. This is also the segment of the levee that is most susceptible to damage from seismic ground shaking. Along this segment, sheet piling would be integrated with the wall foundation. North of Windward Road, the seawall would be placed on the Bay side of the walking path, and the existing access points along San Rafael Avenue would be unchanged. Around the center portion of the project on San Rafael Avenue, opposite Windward Road, the walking path would rise to allow pedestrians to cross over the landscaped seawall. Existing parks at both ends of San Rafael Avenue would be improved with new landscaping. Existing drainage outfalls would be retained.

Beach Road Levee/Road Embankment Improvements

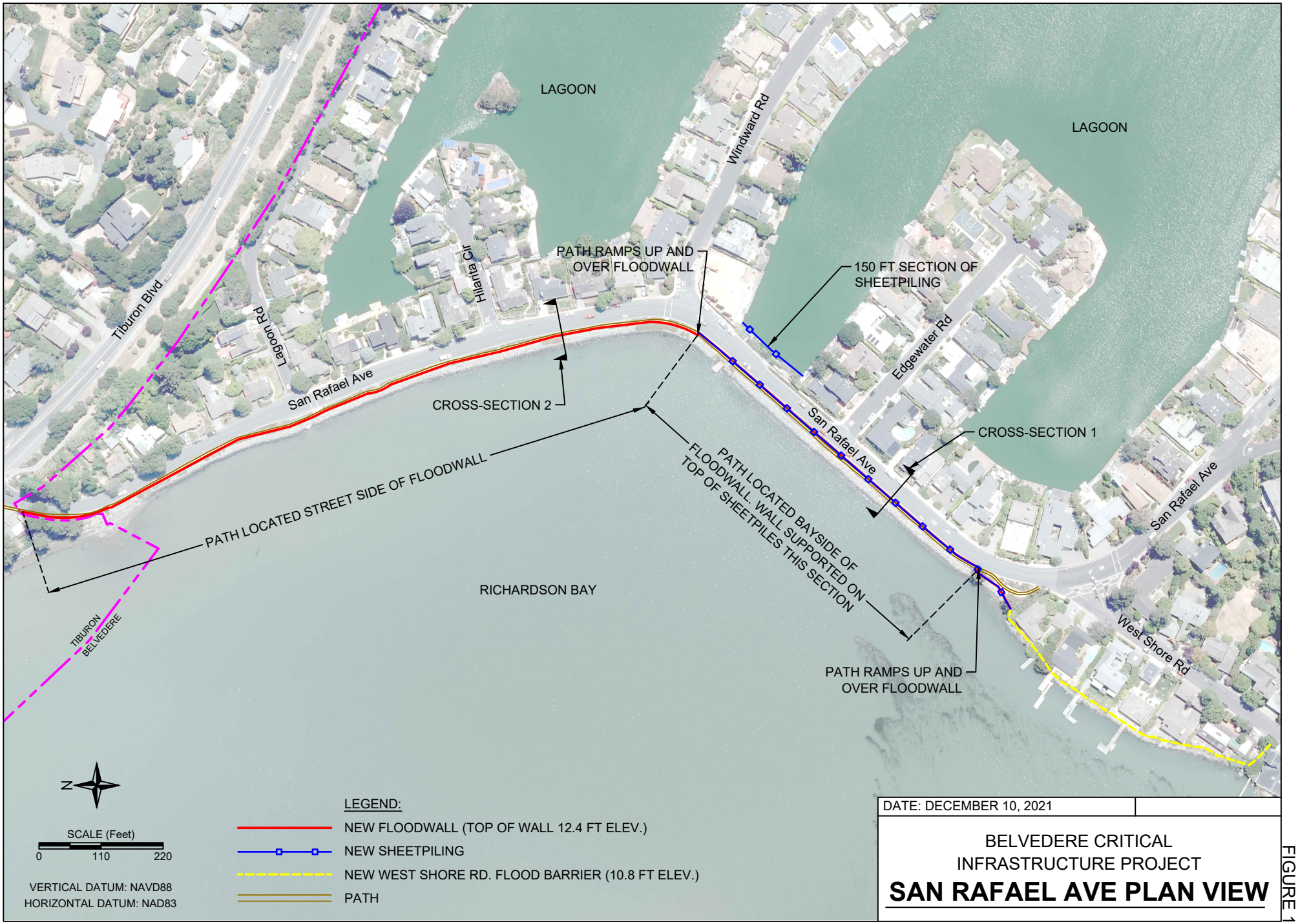
The Beach Road improvements would result in a seawall elevated up to 12.3 feet NAVD, much of which would be hidden within a new park feature. To provide space for the park/seawall feature on the bay side of the street while maintaining adequate road width, the existing median would be removed (see **Figure 3**). To enhance pedestrian access, a new sidewalk would be built along the eastern edge of the existing roundabout at the San Rafael Avenue intersection (see **Figure 4)**. For the southwestern and northeastern segments, the floodwall would be placed along the edge of the existing sidewalk. A new landscaped park feature would be added in the area opposite Peninsula and Cove Roads (see **Figure 3**). The barrier would be somewhat lower near the San Francisco Yacht Club; access would be facilitated by bringing walkways up and over the barrier. Underground sheet-piling would be incorporated along the entire reach of Beach Road for strengthening and seismic stability (see **Figures 3** and **4**). To protect against erosion from overland flow of residual coastal overtopping floodwaters through nearby properties, stormwater features would be constructed to direct these floodwaters into the lagoon.

West Shore Road Coastal Flood Barrier

The project component for West Shore Road involves placement of a new low barrier feature within the back yards of the six private properties located at 1, 3, 5, 7, 9, and 11 West Shore Road that are adjacent to San Francisco Bay (see **Figure 1**). The northern end of this feature would join the San Rafael Avenue barrier. The southern end would tie into the existing grade along West Shore at elevation 10.8 feet. The top of the barrier would be at elevation 10.8 feet NAVD and the height would range from less than 1 foot to 2 feet above grade. The barrier could be integrated into landscape features on those properties, such as retaining walls or other hardscape features, to minimize impacts to those properties. More detailed surveying and consultations with the property owners will be performed as part of feasibility design to minimize impacts and develop design details that conform to the properties. Cross sections have not yet been prepared for this segment of the improvements.

Potential Environmental Effects

The EIR will address the following potential environmental effects: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Tribal Cultural Resources, Energy, Geology/Soils, Hazards, Noise, Public Services, Recreation, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use, Transportation/Traffic, Utilities, and Wildfire. The EIR will examine project and cumulative effects and a reasonable range of alternatives to the project that may be capable of reducing or avoiding potential environmental effects that may be identified for the project. The topics of Agricultural and Forestry Resources, Mineral Resources, and Population/Housing will not be addressed in the EIR as these do not apply to the project or project site. The level of analysis for the subject areas to be analyzed may be refined based on responses to this NOP and/or refinements to the project that may occur after publication of this NOP.



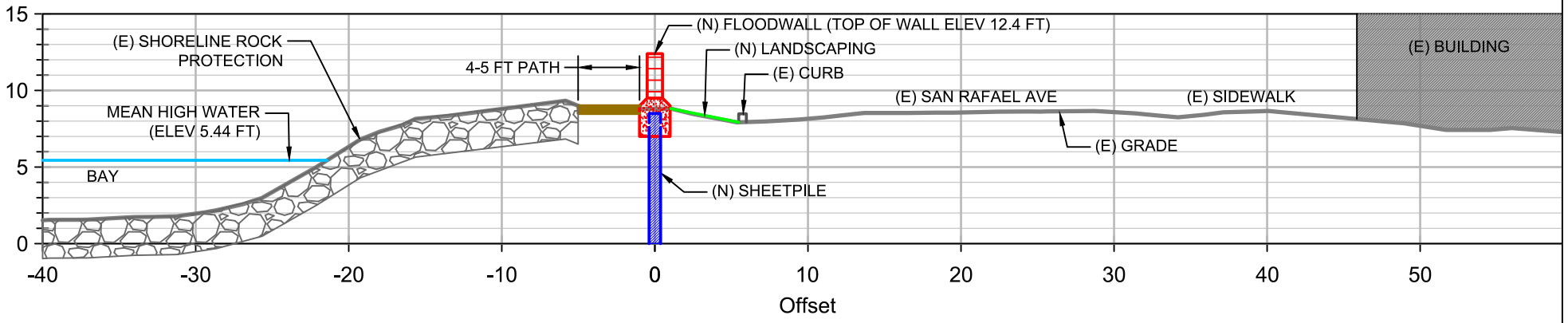
DATE: DECEMBER 10, 2021

BELVEDERE CRITICAL INFRASTRUCTURE PROJECT

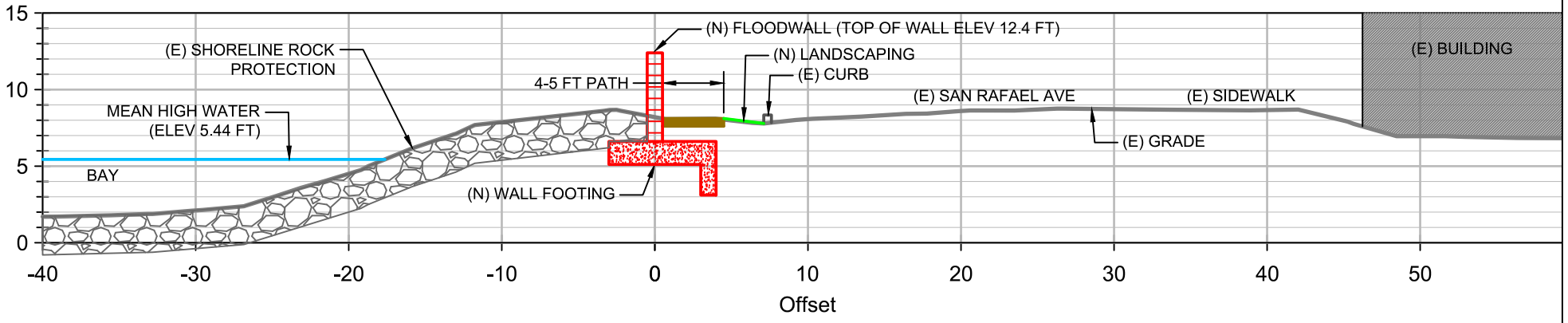
SAN RAFAEL AVE PLAN VIEW

FIGURE 1

CROSS-SECTION 1



CROSS-SECTION 2



(E) EXISTING
(N) NEW

SCALE (Feet)
0 5 10

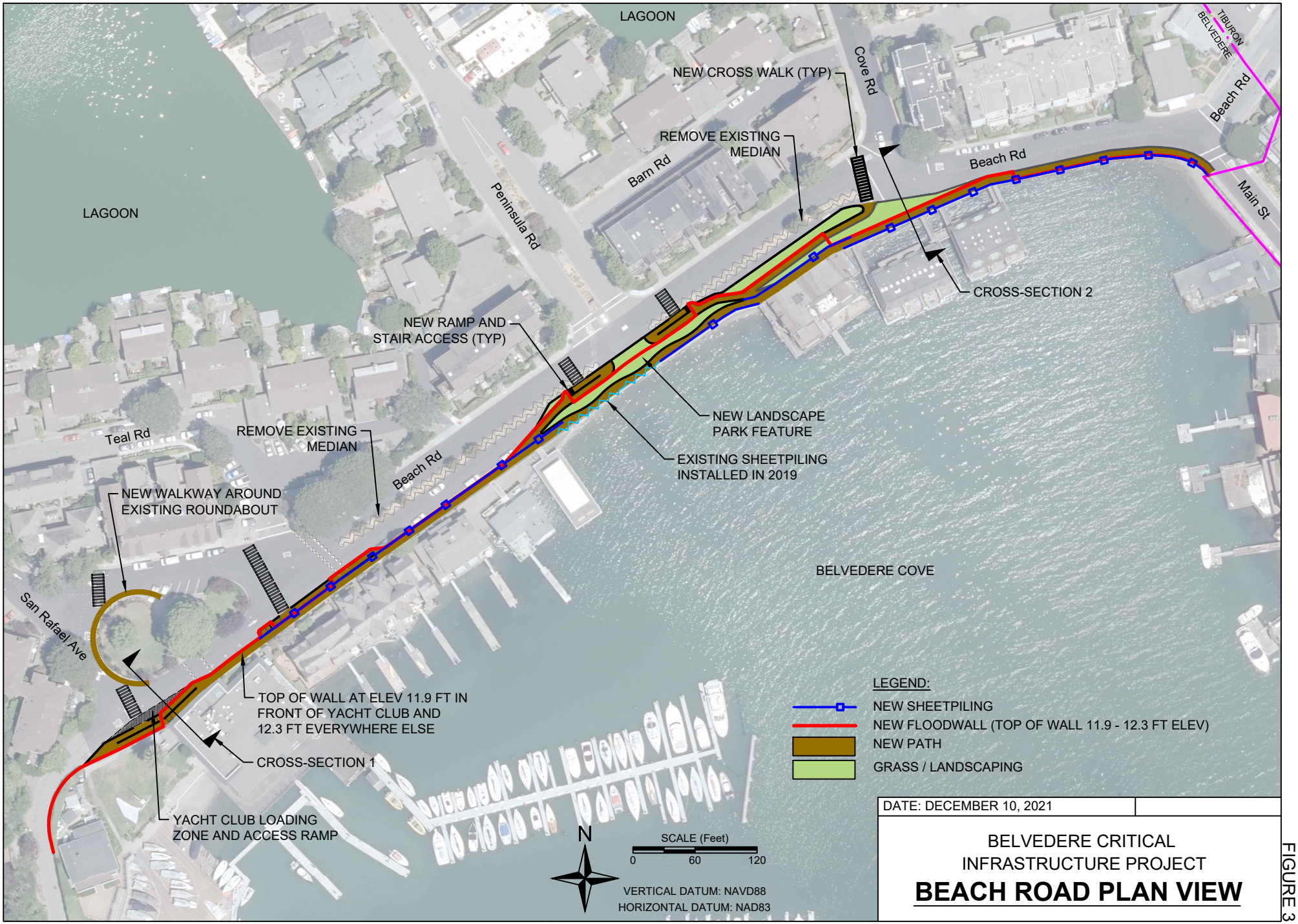
VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: NAD83

DATE: DECEMBER 10, 2021

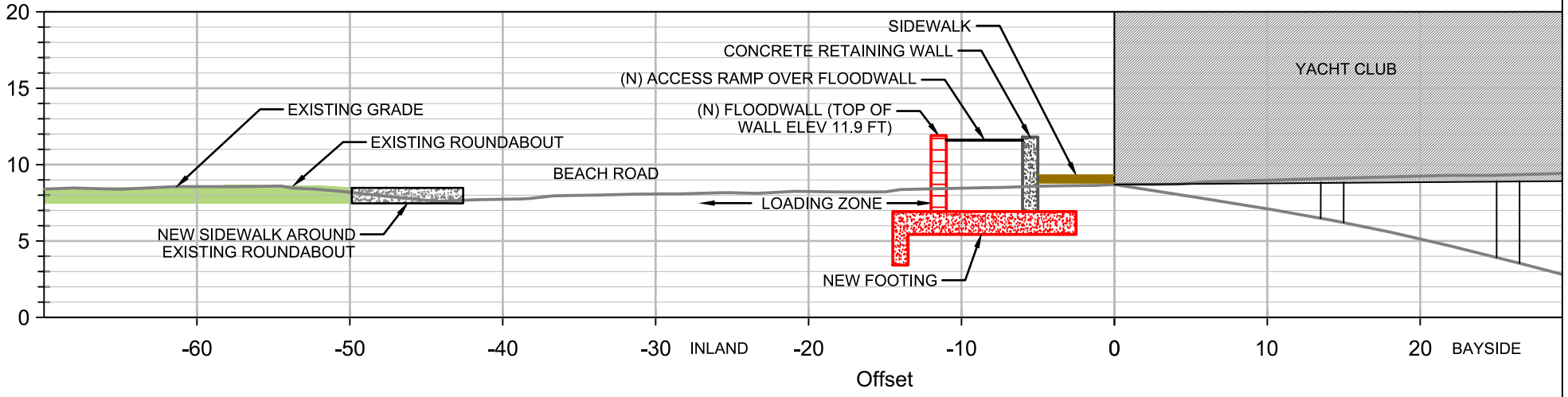
BELVEDERE CRITICAL INFRASTRUCTURE PROJECT

SAN RAFAEL AVE TYPICAL CROSS-SECTIONS

FIGURE 2


LAGOON
LAGOON
NEW CROSS WALK (TYP)
Cove Rd
REMOVE EXISTING MEDIAN
Barn Rd
Peninsula Rd
Beach Rd
Beach Rd
Main St
TIBURON
BELVEDERE
CROSS-SECTION 2
NEW RAMP AND STAIR ACCESS (TYP)
NEW LANDSCAPE PARK FEATURE
EXISTING SHEETPILING INSTALLED IN 2019
Teal Rd
REMOVE EXISTING MEDIAN
Beach Rd
NEW WALKWAY AROUND EXISTING ROUNDABOUT
BELVEDERE COVE
San Rafael Ave
TOP OF WALL AT ELEV 11.9 FT IN FRONT OF YACHT CLUB AND 12.3 FT EVERYWHERE ELSE
CROSS-SECTION 1
YACHT CLUB LOADING ZONE AND ACCESS RAMP
LEGEND:
NEW SHEETPILING
NEW FLOODWALL (TOP OF WALL 11.9 - 12.3 FT ELEV)
NEW PATH
GRASS / LANDSCAPING
N
SCALE (Feet)
0
60
120
VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: NAD83
DATE: DECEMBER 10, 2021
BELVEDERE CRITICAL INFRASTRUCTURE PROJECT
BEACH ROAD PLAN VIEW
FIGURE 3

CROSS-SECTION 1



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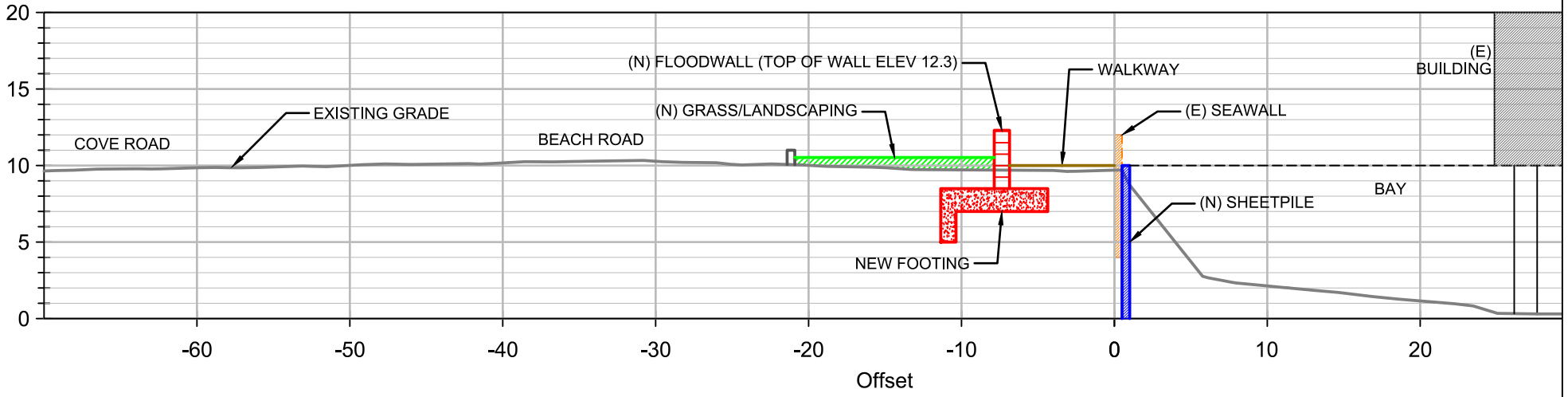

(E) EXISTING
(N) NEW

SCALE (Feet)
0 5 10

VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: NAD83

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BELVEDERE CRITICAL INFRASTRUCTURE PROJECT

BEACH ROAD TYPICAL CROSS-SECTIONS

FIGURE 4