REVISED QUARRY RESIDENTIAL PROJECT

Addendum to the Quarry Residential Project EIR

1. General Project Information

1.1 Project Title

Quarry Residential Project

1.2 Lead Agency Name and Address

City of Richmond
Planning and Building Services Department
450 Civic Center Plaza
PO Box 4046
Richmond, CA 94804-1630

1.3 Project Case File Number

City Project Case Number: PLN21-327; State Clearinghouse (SCH) Number: 2017062083
(Quarry Residential Project EIR certified 2/20/2018)

1.4 Contact Person and Phone Number

Lina Velasco, Director of Community Development
Community Development Department
Lina_Velasco@ci.richmond.ca.us
(510) 620-6841

1.5 Project Location

1135 Canal Boulevard, Richmond, CA. Assessor's Parcel No. 560-330-043

1.6 Project Applicant's Name and Address

New West Company
1100 Grier Drive
Las Vegas, NV 89119

1.7 Existing General Plan Designations

Open Space and Medium Density Residential

1.8 Existing Zoning

OS, Open Space, and PA, Planned Area

1.9 Requested Permits

CEQA determination, Vesting Tentative Subdivision Map, Major Amendment to PA Plan, Density Bonus for waivers, Design Review, grading permits, encroachment permits, building permits, other City approvals as necessary to develop the project.

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2. Purpose and Determination

2.1 Project Overview and Purpose

New West Communities, LLC (Project Applicant) proposes revisions to the Quarry Residential Project (Original Project) that was analyzed under the certified 2018 Quarry Residential Project EIR (SCH No. 2017062083) (2018 EIR).[1] The previously approved Original Project consists of the development of up to 200 condominium units in 15 buildings and associated common areas and amenities on approximately 18.4 acres at 1135 Canal Boulevard (Project Site). The proposed change to the Original Project would instead develop 76 detached single-family houses across the site (Modified Project).

The City of Richmond (City) has prepared this Addendum to the 2018 EIR to analyze the physical and environmental impacts associated with the proposed revisions to the Original Project, per the requirements of the California Environmental Quality Act (CEQA) statutes (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations 15000 et seq.).

An evaluation of the Modified Project is provided in the CEQA analysis Section 4 that follows. This environmental review document is intended to assist the City to determine the appropriate CEQA documentation for the Modified Project. Specifically, the analysis in this environmental review document is intended to assist City's assessment of whether an addendum is suitable for the Modified Project.

2.2 Applicable Provisions for CEQA Compliance

CEQA Guidelines Section 15164 provides that the lead agency or a responsible agency shall prepare an Addendum to a previously certified Environmental Impact Report (EIR) or adopted Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, Section 15164).

An Addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines Section 15164, subd. (c)). The decision-making body shall consider the Addendum to the Final EIR prior to making a decision on the Project (CEQA Guidelines Section 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines Section 15164, subd. (e)).

Consequently, once an EIR or ND has been certified or adopted for a Project, no subsequent EIR or ND shall be prepared under CEQA unless, based on substantial evidence:

[1] For the purpose of this Addendum analysis, the 2018 EIR is comprised of the following documents: *Quarry Residential Project Draft EIR*, October, 2017 (Draft EIR); and *Quarry Residential Project Final EIR Response to Comments,* January 2018.

1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted. . . shows any of the following:

    a) The project will have one or more significant effects not discussed in the previous EIR or ND or negative declaration;

    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR or ND;

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, Section 15162, subd. (a); see also Pub. Resources Code, Section 21166).

This Addendum, checklist, and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR is not required or allowed pursuant to CEQA.

In accordance with California Public Resources Code Section and 21166; and CEQA Guidelines Section 15162 through 15164, and as set forth in the analysis below, the Modified Project qualifies for an addendum because the following findings can be made:

- **Addendum.** The 2018 EIR analyzed the impacts of development within the Project site. The Modified Project would not result in substantial changes or involve new information not already analyzed in the 2018 EIR because the level of development now proposed for the site is within the development assumptions analyzed in the 2018 EIR. The Modified Project would not cause new significant impacts not previously identified in the 2018 EIR, or result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the Project site that would cause new significant environmental impacts or a substantial increase in the severity of previously

identified significant effects, and there is no substantial evidence in the record that shows that the Modified Project would cause any significant environmental impacts. Therefore, no supplemental environmental review is required or allowed in accordance with Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 through 15164.

2.3 Determination

Based on the foregoing and the detailed analyses and conclusions set forth in this document; the analysis, findings, and conclusions of the 2018 EIR included the potential environmental effects associated with the Modified Project and none of the criteria calling for preparation of a subsequent EIR or negative declaration under Sections 15162 have occurred. The information and analysis presented in this environmental review document supports that the Modified Project meets all requirements under CEQA Guidelines Sections 15164 and determinations that the Modified Project qualifies for an Addendum to the 2018 EIR. Therefore, this CEQA analysis makes findings of consistency with Sections 15164. As a result, no supplemental environmental review is required in accordance with CEQA Guidelines Sections 15164.

Overall, based on an examination of the analysis, findings, and conclusions of the 2018 EIR, the potential environmental impacts associated with the Modified Project have been adequately analyzed and covered in the 2018 EIR. Therefore, no further review or analysis under CEQA is required. The Modified Project is also required to comply with the applicable mitigation measures identified in the 2018 EIR, except as updated in the modified Mitigation Monitoring and Reporting Program (MMRP), which is included as **Attachment A** to this Addendum.

3. Project Description

3.1 Project Site

The Modified Project site (Project site) is the same as the Project site for the Original Project which consists of one parcel (APN 560-330-043) totaling approximately 18.4 acres in size located at 1135 Canal Boulevard, south of the intersection of Canal Boulevard and Seacliff Drive. The Project site is located approximately 0.2-mile north of the San Francisco Bay within the Point Richmond area of the City. **Figure 3-1** illustrates the Project site's local context. The Project site is bounded by Seacliff Drive (east), vacant property and Canal Boulevard (north), vacant property then Seacliff Drive (south), and Miller/Knox Regional Shoreline park (Miller/Knox park), an East Bay Regional Park District (EBRPD) open space area (west and north).

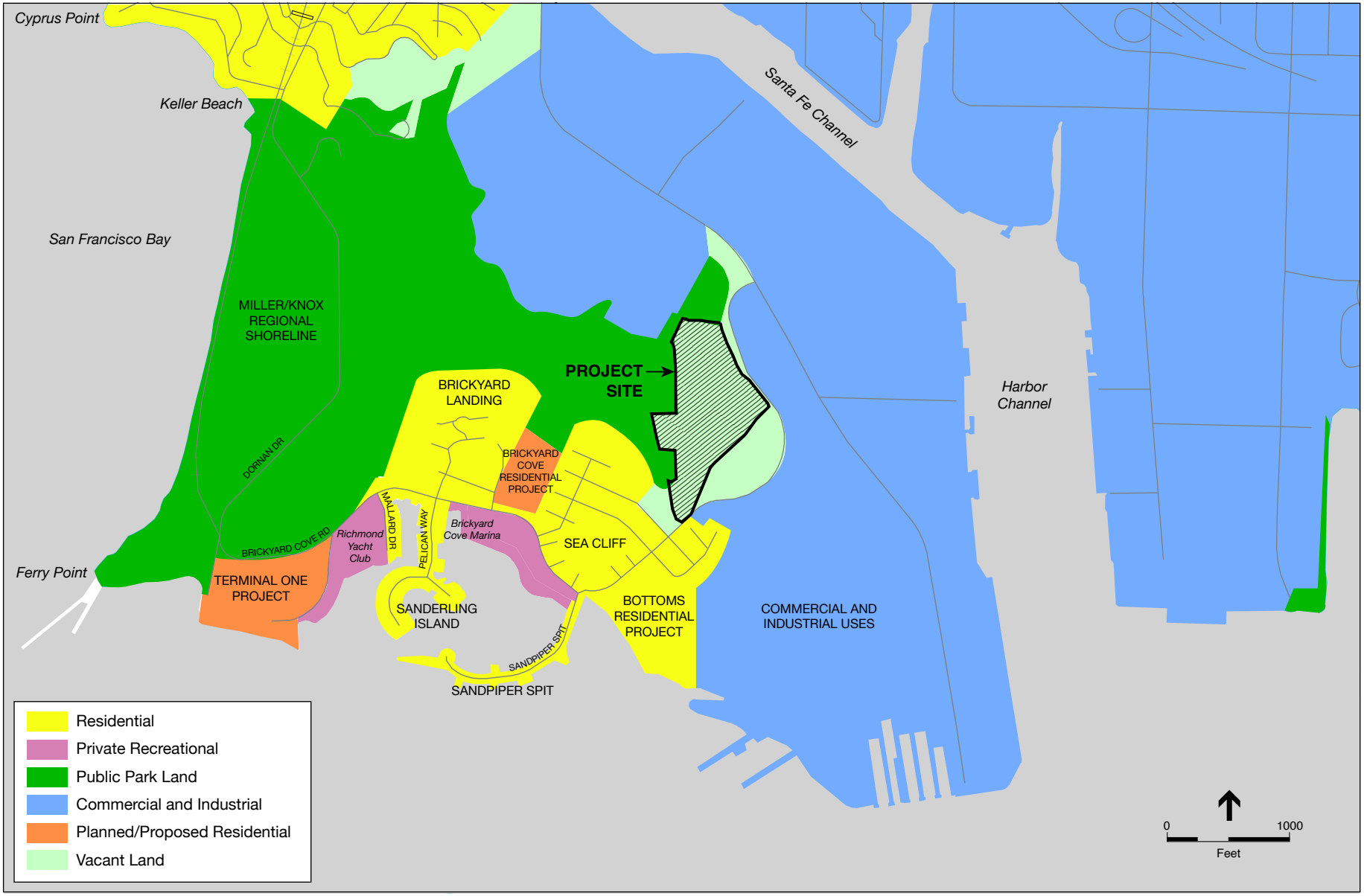
The Project site is unchanged from conditions described in the 2018 EIR and is currently vacant and undeveloped after reclamation of the Canal Quarry (CA Mine ID #91-07-0007) was completed in 2012. The relief of the landscape is generally flat on approximately 6.3 acres, with a steep, east-facing slope rising to a bluff on the west side of the property where the grade rises sharply. Vegetation on the site consists largely of grasses and scattered shrubs, with trees also located on the bluff above the site. Subdrain pipes extending out of the ground midway along the face of the slope drain groundwater from the slope and into a vegetated, constructed drainage. Water in this drainage flows along the toe of the slope from north to south and to a location in the southern part

of the site where it begins to flow east, flowing for a short distance within a culvert under an unpaved access road on the site, and ultimately into a catch basin approximately 20 feet from Seacliff Drive, which eventually discharges into the Bay.

The entire Project site has a General Plan land use designation of Open Space and Medium Density Residential and is zoned OS, Open Space, and PA, Planned Area. As discussed in the 2018 EIR, the Original Project included an application for a General Plan Land Use Map Amendment and zoning reclassification, from Parks and Recreation to Open Space (for 12.1 acres of the site) and Medium Density Residential to Planned Area District (PA) (for 6.3 acres of the Project site referred to in this Addendum as the "Project development area" of the site). The PA zoning designation facilitates the orderly development of larger sites in the City consistent with the General Plan, especially where a particular mix of uses or character is desired that can best be achieved through an integrated development plan.

3.2 Original Project

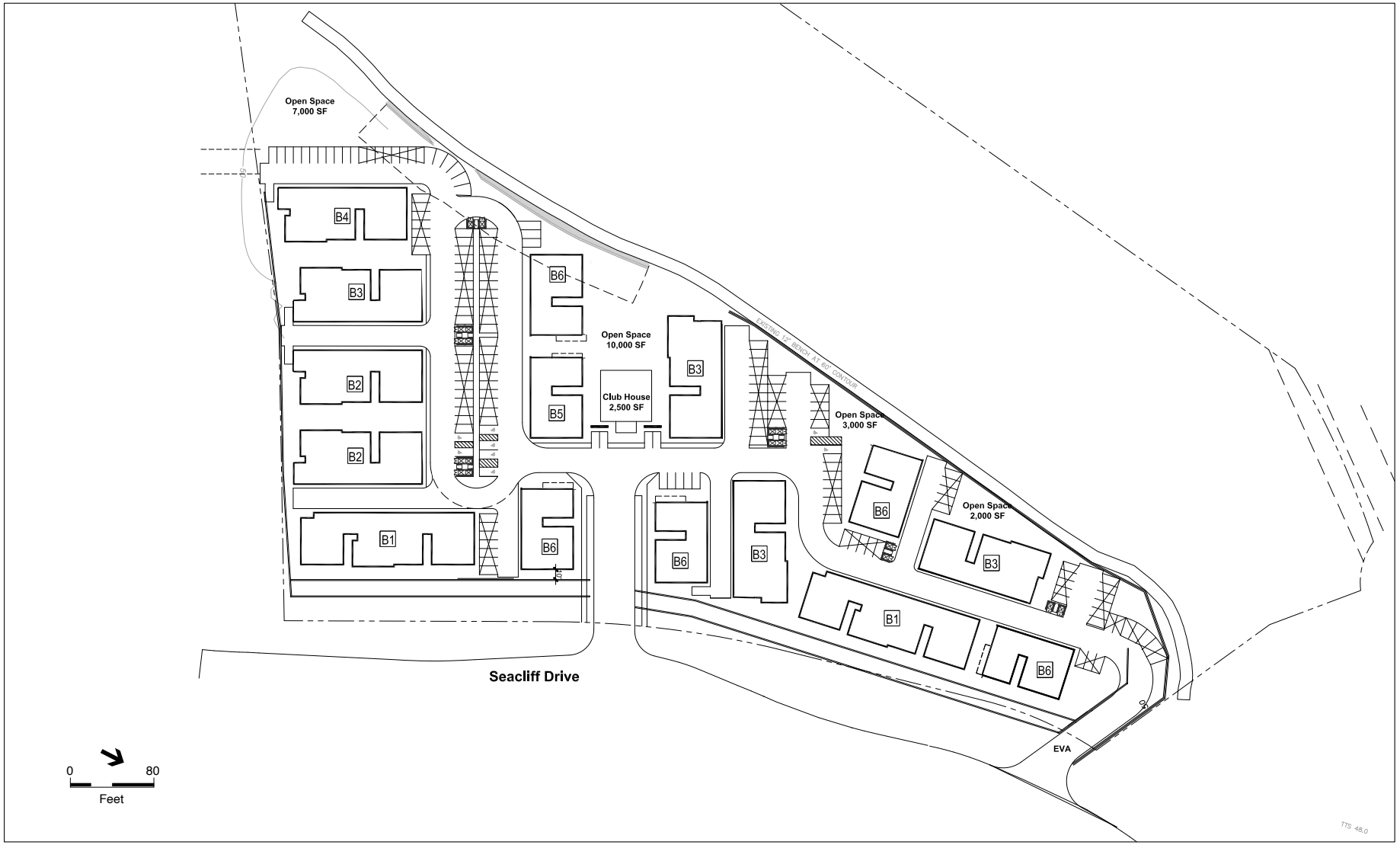
The Original Project would develop approximately 6.3 acres of the Project site and preserve the remainder of the site (12.1 acres) as open space (see **Figure 3-2**). The Original Project consisted of the following components:



SOURCE: ESA, 2017

Quarry Residential Addendum . 161035.01

Figure 3-1
Project Site and Surrounding Uses



SOURCE: KTGY

Quarry Residential Addendum . 161035.01

Figure 3-2

Original Project Site Plan

1. Up to 200 condominiums units of varying sizes in 15 buildings three-story buildings, some with four-story elements;
2. Maximum building height under 50 feet.
3. Approximately 289 parking spaces (252± garage and carport spaces for residents and approximately 37± spaces for guests, including 8 accessible spaces);
4. Amenities, including a clubhouse and swimming pool;
5. Landscaping, pathways, and small open space areas throughout the site;
6. Improvements to the Seacliff Drive right-of-way along the Project site frontage, including addition of landscaping, installation of enhanced lighting especially at the intersection of the Project driveway and Seacliff Drive, and improvements to the Bay Trail;
7. Rolled curbs at the Project access for emergency vehicles;
8. Installation of utilities and infrastructure improvements that would be required to serve the new homes; and
9. Contribution or creation of a staging area for the EBRPD Crest Trail at Canal Boulevard.

Given concerns raised regarding preexisting traffic safety conditions on Seacliff Drive, the Project Applicant agreed to pay for and/or install the following improvements to Seacliff Drive:

1. Speed feedback signs in both directions;
2. Striping on both sides of Seacliff Drive to provide 2-foot shoulders and 12-foot travel lanes in both directions; and
3. The following signage:
    a. 25 miles per hour (mph) speed limit (Sign R2-1) on both directions of Seacliff Drive;
    b. Curve arrows (W1-8) on both directions of Seacliff Drive; and
    c. Stop Ahead (W3-1) on northbound Seacliff Drive on the approach to Canal Boulevard; and Intersection Ahead (W2-2) on both directions of Seacliff Drive approaching the Project driveway.

The Original Project was anticipated to be developed in one phase, with a construction period of 16 months. Project site preparation would include extensive site grading and fill within the Project development area. All construction staging would also be contained within the Project development area, and construction vehicles would primarily use a service road off Canal Boulevard to access the Project site and minimize construction traffic on Seacliff Drive where feasible.

The Original Project would use existing and available water and wastewater treatment and off-site transmission/conveyance capacity. The Project Applicant would assume responsibility for constructing all required additional on-site and offsite utilities and connections. Project site

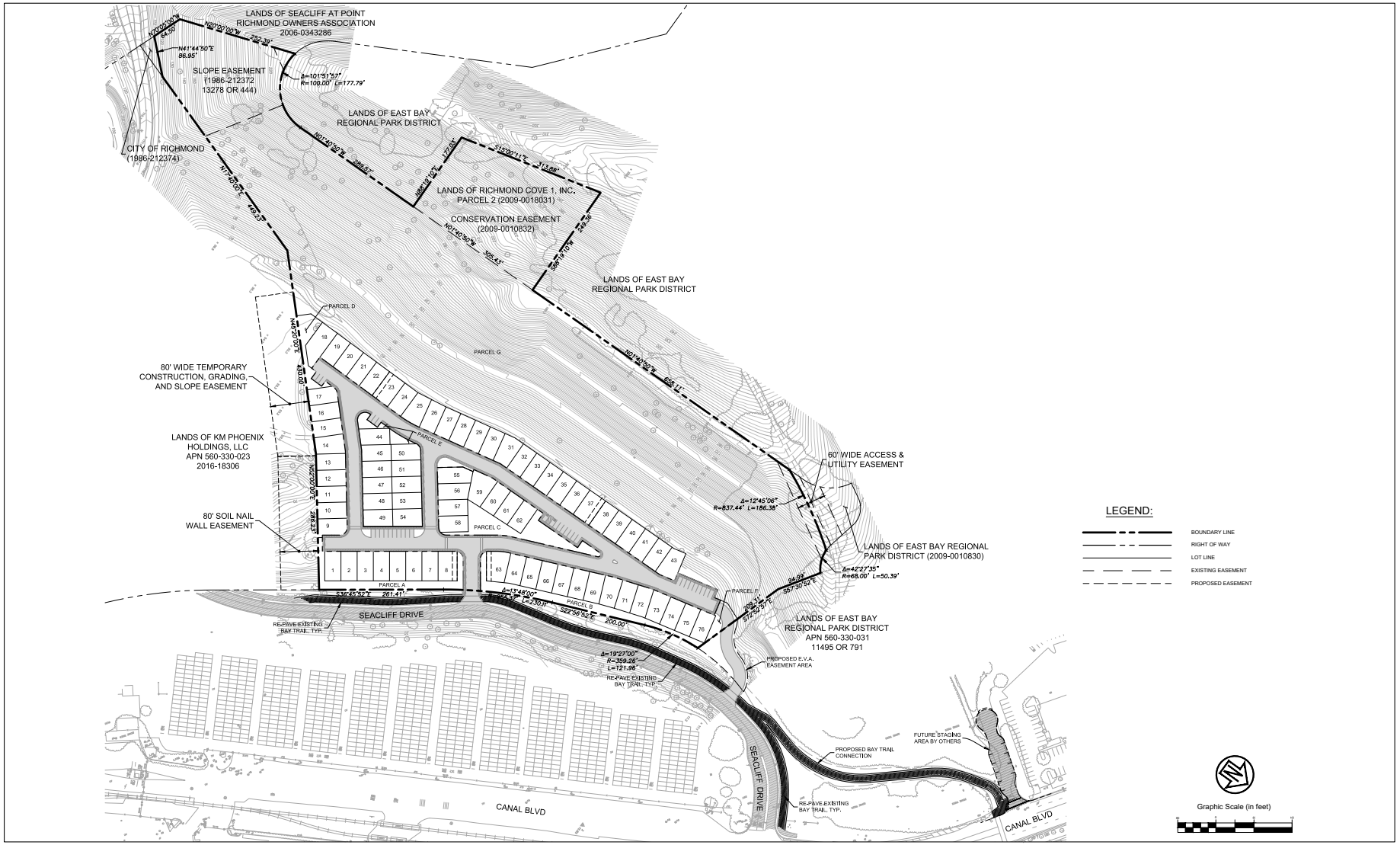
stormwater associated with the Original Project would be treated on-site and include 8,550 square feet of on-site bioretention features that included a tiered landscaping system with two bioretention areas fronting the Project site.

3.3 Modified Project

The Project Applicant proposes revisions to the Original Project to develop 76 detached single-family houses rather than 15 condominium buildings across the Project development area of the site (Modified Project) (see **Figure 3-3**). The houses would be 3-and 4-bedroom homes with a maximum building height of 30 feet.

Two-car garages attached to each home would provide 152 garage spaces for residents, and approximately 34 surface parking spaces, including two accessible spaces, would be provided for guests for a total of up to 186 spaces on the Project site. The land use program and other major characteristics of the Modified Project compared to the Original Project are shown in **Table 3-1**. The Modified Project would not include the recreation center or associated amenities, such as the clubhouse and swimming pool, which were part of the Original Project. The Modified Project's Preliminary Utility Plan and Stormwater Control Plan would continue to include a tiered landscaping system, which would be expanded to approximately 9,520 square feet of bioretention areas compared to approximately 8,550 square feet proposed with the Original Project.

Nearly all other major components of the Original Project would remain unchanged with the Modified Project, including primary and emergency vehicle access, construction phasing, as well as offsite Bay Trail improvements, Crest Trail staging area, and roadway improvements. Also, the Modified Project is consistent with the existing Open Space and Medium Density Residential General Plan land use designations, and the OS and PA zoning, both designated with approval of the Original Project.



SOURCE: CSW I ST2, 2022

Quarry Residential Addendum . 161035.01

Figure 3-3

Modified Project Site Plan

TABLE 2-1
LAND USE PROGRAM AND MAJOR PROJECT CHARACTERISTICS
MODIFIED PROJECT AND ORIGINAL PROJECT

Proposed Land Use	2018 EIR Original Project	Modified Project
Residential (units)		
Detached Single-family	0	76
Condominiums (Multi-Family)	200	0
TOTAL	**200**	**76**
Residential Unit Characteristics		
Average Unit Size	1,100 sf	2,183 sf
Total Gross Floor Area	220,000 gsf	165,968 gsf
Building Height[1]	3 - 4 stories/ 40 - 50 ft	2 stories / maximum 30 ft
TOTAL SF	**221,100**	**165,968**
Amenities		
Clubhouse/Recreation Center/Pool	3,000 sf	0
Parking (spaces)		
Resident	+/- 252 (garage/carport)	+/- 152 (attached 2-car garage per unit)
Guest	+/- 37	+/- 34
Accessible	+/- 8	+/- 2
TOTAL	**+/- 289**	**+/- 186**
Open Space and Site Area		
Common Open Space (within Project Development Area)	40,450 sf	34,444 sf[2]
Remnant Open Space (Non-Development Area)	530,000 sf (12.1 ac[3])	637,315 sf (14.6 ac)
Total Site Area	18.4 ac	18.4 ac
Stormwater Treatment and Earthwork		
Stormwater Bioretention Area	8,550 sf	9,520 sf
Estimated Fill (cubic yards)	85,000 cy	52,400 cy

1 Height above finished floor elevation of ground level units measured to the highest point of roof.

2 Parcels A through F (see Figure 3-3).

3 Parcel G and Parcel 2 (see Figure 3-3). The 1.5-acre Parcel 2 Conservation Easement was inadvertently omitted from the 12.1-acre Original Project Remnant Open Space acreage.

3.4 Modified Project Approvals

Required Jurisdictional Approvals

City of Richmond

Implementation of the Modified Project would require a series of interrelated planning and regulatory
approvals by the City, as Lead Agency. Specifically, the City is considering taking the following approval actions, which are generally the same as those previously approved for the Original Project:

1. **Certification of the Quarry Residential Project EIR Addendum** pursuant to CEQA;
2. **Approval of a Major Amendment to a Planned Area Plan** to reduce density and modify unit types;
3. **Approval of a Vesting Tentative Subdivision Map.** The applicant will apply for a Vesting Tentative Subdivision Map to create legal parcels for the purpose of subdividing the property into 76 single-family lots and seven common-interest lots;
4. **Approval of Design Review Permits** for the design of the residential structures;
5. **Approval of a Density Bonus** for waivers of certain development standards; and
6. **Other City approvals that may be required**, such as:
    - Grading permits,
    - Encroachment permits, including as needed for Crest Trail staging area improvements,
    - Building permits, and
    - Other City approvals as necessary to develop the Project.

The Modified Project and associated approvals would require review and recommendation by DRB and Planning Commission to the City Council, followed by consideration and action by the City Council. This Addendum is intended to provide the CEQA-required environmental documentation for use in considering these and any other City approvals required to approve the Project.

Other Governmental Agency Approvals

As the Lead Agency and as appropriate under CEQA, the City also intends this Addendum to serve as the CEQA-required environmental documentation for consideration of the Modified Project by other Responsible Agencies and Trustee Agencies which may have limited discretionary authority over development proposals associated with the Modified Project. Under the CEQA Guidelines, the term "Responsible Agency" includes all public agencies, other than the Lead Agency, which have discretionary approval power over aspects of a project for which the Lead Agency has prepared an EIR (Section 15381); and the term "Trustee Agency" means a State agency having jurisdiction by law over natural resources affected by the project which are held in trust by the people of California (Section 15386).

Responsible Agencies and Trustee Agency approvals for the Modified Project may include, but are not limited to, the following:

Local Agencies

- Richmond Municipal Sewer District approvals will be required for sewer hookups and any upgrades to the backbone sewer system.
- Contra Costa Environmental Health Department review and permits may be required, if wells or soil borings are required (for geotechnical studies, for example.

Regional and State Agencies

- Encroachment Permit from East Bay Regional Park District (EBRPD) for the emergency vehicle access and, as needed, to accommodate construction of Crest Trail staging area improvements.
- EBMUD approvals will be required for water hookups and water lines. East Bay Municipal Utilities District (EBMUD) review of the Project's water needs assessment will also be required.
- San Francisco Bay Regional Water Quality Control Board (SFRWQCB) required approvals will include:
  - National Pollution Discharge Elimination System (NPDES) General Permit for storm water discharges associated with construction activity,
  - Notice of Intent for construction activities, and
  - Storm Water Pollution Prevention Plan (SWPPP) for on-site storm water management and pollution prevention.

3.5 References

City of Richmond, 2017. *Quarry Residential Project Draft Environmental Impact Report* (Draft EIR). October, 2017.

City of Richmond, 2018. *Quarry Residential Project Response to Comments / Final Environmental Impact Report* (Final EIR). January, 2018.

New West Communities, 2022. Quarry Housing Project Submittal. January 19, 2022, with amendments dated March 1, 2022.

4. CEQA Analysis

4.1 Overview

This CEQA analysis summarizes the impacts and findings of the Original Project analysis from the *Quarry Residential Project EIR* (2018 EIR), followed by a discussion of any changes in circumstances, new information, or differences between the proposed Modified Project and the Original Project that could result in changes to the previous impacts and/or mitigation measures. Specifically, the analysis discussion is framed to determine for each environmental topic if any of the CEQA provisions calling for the preparation of a subsequent EIR or negative declaration have occurred.[2]

This CEQA analysis hereby incorporates by reference the discussion and analysis of all potential environmental impact topics as presented in the certified 2018 EIR and explains the various mitigation measures that apply to the Modified Project by impact area. The analysis provides a determination of whether the Modified Project would result in:

- Equal or Less Severity of Impact Previously Identified in 2018 EIR;
- Substantial Increase in Severity of Previously Identified Significant Impact in the 2018 EIR; and/or
- New Significant Impact.

This CEQA analysis also identifies where the Modified Project would result in significant impacts that are:

- Not identified in the 2018 EIR including offsite and cumulative;
- Due to substantial changes in the Project;
- Due to substantial changes in circumstances under which the Project will be undertaken; and/or
- Due to substantial new information not known at the time the 2018 EIR was.

However, none of the aforementioned conditions were found for the Modified Project, as demonstrated throughout the following CEQA analysis that specifically describes how the Modified Project meets the criteria and standards specified in the CEQA Guidelines Section 15164.

Since the City certified the 2018 EIR, there have been modifications to Appendix G to the CEQA Guidelines that affect the organization and/or text of certain environmental topics and significance criteria. Any notable differences are disclosed herein, and for ease of review, the analysis presentation in this CEQA analysis largely aligns with that presented in the 2018 EIR.

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2 Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 (Subsequent EIRs, Supplements and Addenda to an EIR or Negative Declaration).

4.2 Aesthetics

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact AES-1: The Project would not have a substantial adverse effect on a scenic vista nor substantially damage scenic resources. (Criteria a. and b.) *(Less than Significant, No Mitigation Required)*
Impact AES-2: The Project would not substantially degrade the existing visual character or quality of the site and its surroundings. (Criterion c.) *(Less than Significant, No Mitigation Required)*
Impact AES-3: The proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Criterion d.) *(Less than Significant, No Mitigation Required)*
Impact C-AES-1: The proposed Project would not result in a cumulative aesthetics impact when considering the combined effect of the Project, and past, present, approved, pending, and reasonably foreseeable future projects. *(Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on pages 4.1-14 through 4.1-28 of the Draft EIR and page 2-13 of the Response to Comments/Final EIR document.

Views

The 2018 EIR concluded that, although the Original Project would change views from public access areas such as trails in Miller/Knox Regional Shoreline, the change would not have a significant adverse effect.

Similar to the Original Project, the Modified Project would transform a portion of the Project site, but would keep intact and undeveloped the most visible portions of the hillside and designated open space. The Modified Project would develop housing within the same 6.3-acre Project development area, and within the same parameters set forth in the proposed PA zoning and Medium Density Residential land use designation including setbacks, housing types, and residential density. The Modified Project would develop buildings of up to 30-feet in height which would be considerably less visible compared with the Original Project buildings up to 50-feet in height. Overall, the Modified Project would result in the same or reduced impacts with respect to scenic views.

Visual Character / Visual Quality

The 2018 EIR concluded that, the Original Project would alter but not substantially degrade the existing visual character or quality of the Project site and its surroundings.

The Modified Project would develop housing within the same 6.3-acre Project development area and would include the same off-site improvements proposed under the Original Project. As noted above, the modified development proposal was designed within the same parameters set forth in the proposed PA zoning and Medium Density Residential land use designation although at a reduced height and density compared with the Original Project. The Modified Project would adhere to the same proposed development standards and design parameters, and would be developed using a color and materials palette purposefully selected to be compatible with the neutral light tones of the surrounding industrial uses located closest to the Project site.

The new development design and associated landscape plan for the Project development area would be subject to the same design review process and applicable design review permit criteria. the DRB, the Planning Commission, and ultimately the City Council will assess all aspects of the Project's design, including materials and lighting, and conditions may be added to the Project to further address glare and lighting, to ensure quality design. Overall, the Modified Project would result in the same or reduced impacts with respect to visual character and visual quality.

Lighting / Glare

The 2018 EIR concluded that the Original Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

The Modified Project would result in shorter buildings, fewer residents and visitors, and less vehicular activity compared with the Original Project. The Modified Project would include the similar color and materials pallet purposefully selected to minimize effects related to glare. Like the Original Project, the Modified Project would be subject to the City's development standards set forth in Zoning Ordinance Section 15.04.604 (Lighting and Illumination), which establish standards for light and glare. As noted above, the Modified Project would also be subject to the same design review process and applicable design review permit criteria. Overall, the Modified Project would result in reduced impacts with respect to light and glare.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative aesthetic effects would be the less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to aesthetics that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential aesthetics impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address aesthetics impacts.

4.3 Air Quality

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact AIR-1: The Project could conflict with or obstruct implementation of the applicable air quality plan. (Criterion a.) (*Less than Significant, No Mitigation Required*)
Impact AIR-2: Project construction would result in increased emissions of criteria air pollutants. (Criterion b.) (*Less than Significant with Mitigation*)
Impact AIR-3: Operation of the Project would result in increased emissions of criteria air pollutants. (Criterion b.) (*Less than Significant, No Mitigation Required*)
Impact AIR-4: Construction of the Project could increase emissions of toxic air contaminants (TACs), and increase health risks for nearby residents. (Criterion d.) (*Less than Significant, No Mitigation Required*)
Impact AIR-5: Project operations could expose sensitive receptors to substantial pollutant concentrations including toxic air contaminants and increase health risks for existing and proposed residents. (Criterion d.) (*Less than Significant, No Mitigation Required*)
Impact AIR-6: The Project could create objectionable odors affecting a substantial number of people. (Criterion e.) *(Less than Significant, No Mitigation Required)*
Impact C-AIR-1: The Project, in combination with past, present, and reasonably foreseeable future development of cumulative projects would contribute to cumulative regional air quality impacts. (Criterion c.) (*Less Than Significant, No Mitigation Required*)
Impact C-AIR-2: The Project, in combination with past, present, and reasonably foreseeable future development of cumulative projects would contribute to cumulative health risk impacts on sensitive receptors. (Criterion c.) (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.2-15 through 4.2-56 of the Draft EIR.

Evaluation of Construction-related Emissions and Health of the Modified Project

The analysis in the 2018 EIR (Impact AIR-2) found that construction of 200 multi-family units would result in estimated average daily construction-related exhaust emissions that would not exceed the thresholds for ROG, NOx, PM_{10} or $PM_{2.5}$ and would result in a less-than-significant impact. Modified Project would only construct 76 single-family residences. Construction activities related emissions would be similar to the Original Project analyzed in the 2018 EIR. The CalEEMod model (version 2020.4.0) was used to estimate project construction emissions conservatively assuming the 85,000 cubic yards of material import that was assumed for the Original Project. Similar to the Original Project, the model indicates that construction-related emissions of NOx ROG, PM10, and PM2.5 under the Modified Project would be well below the BAAQMD adopted significance thresholds for these pollutants. The reductions in particulate and ROG emissions are the result of improved on-road emission factors in the updated version of CalEEMod that are assumed for the fleet of haul trucks importing clean fill. Therefore, the Modified Project would result in the same less-than-significant impact with respect to construction-related exhaust emissions of criteria pollutant emissions of concern. **Mitigation Measure AIR-1: Best Management Practices for Controlling Particulate Emissions** would still apply to address fugitive dust emissions.

For construction-related health risk impact, this same method can be used to estimate the reduction in diesel particulate matter (DPM) emissions associated with the Modified Project. Impact AIR-4 of the 2018 EIR determined that project construction would result in increased emissions of DPM and that, unmitigated, these emissions would result in an increased cancer risk of 11.6 in one million thereby exceeding the BAAQMD 1 on 10 million increased cancer risk threshold. Implementation of **Mitigation Measure AIR-2, BAAQMD's Enhanced Exhaust Emission Reduction Measures** would reduce the impact to less than significant. The CalEEMod model (version 2020.4.0) indicates that construction-related PM_{10}, as a surrogate for DPM emissions, under the Modified Project would be 70 percent less than that of the Project analyzed in the 2018 EIR. These reductions in particulate and ROG emissions are the result of improved on-road emission factors in the updated version of CalEEMod that are assumed for the fleet of haul trucks importing clean fill. Therefore, the Modified Project would also have a less than significant impact with respect to construction-related health risk, as it is reasonable to correlate the percentage reduction of PM_{10} emissions (70 percent) with a similar reduction in overall increase in cancer risk from DPM exposure yielding an increased cancer risk under 4 in one million. Mitigation Measure AIR-2: Enhanced Exhaust Emissions Reduction Measures would not be required for the Modified Project.

Evaluation of Operational Criteria Air Pollutant Emissions of the Modified Project

The analysis in the 2018 EIR (Impact AIR-3) found that, under the Original Project, operation of 200 multi-family units would result in increased emissions of criteria air pollutants below the applicable BAAQMD thresholds of significance resulting in a less than significant impact. The Modified Project would only construct up to 76 single-family residences and vehicle trip generation and other area sources would be reduced compared to the Original Project analyzed in the 2018 EIR (see Section 5.15, *Transportation and Traffic*, below). The transportation analysis indicates that vehicle trip generation would be reduced by 41 percent, from 1,396 daily vehicle trips under the Original Project to 822 vehicle trips under the Modified Project.

Table 4-1 presents the estimated criteria pollutants of the Modified Project compared with the Original Project. The CalEEMod model (version 2020.4.0) indicates that operational NOx emissions under the Modified Project would be reduced from 10.36 pounds per day under the Original Project to 2.91 pounds per day under the Modified Project. Criteria air pollutant emissions under the Modified Project would be below the BAAQMD thresholds for reactive organic gases, NOx, and particulate matter. Therefore, the Modified Project would also have a less than significant impact with respect to operational criteria pollutant emissions of concern.

Evaluation of Operational Health Risk Impacts of the Modified Project

The analysis in the 2018 EIR (Impact AIR-4) found that under the Original Project, operation of 200 multi-family units would not result in increased health risks associated with toxic air contaminants (TACs) and the impact would be less than significant. As the Modified Project would not result in any new, additional sources of TACs (e.g., backup diesel generators or

industrial stationary sources), the Modified Project would also have a less-than-significant impact with respect to operational health risks.

There have been no updated air quality thresholds of significance or updates to the CEQA Air Quality Guidelines published by BAAQMD since publication of the 2018 Draft EIR.

TABLE 4-1
UNMITIGATED AVERAGE OPERATIONAL CRITERIA POLLUTANT EMISSIONS OF THE ORIGINAL AND MODIFIED PROJECT

Air Pollutant	Estimated Emissions (lbs/day)			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Mobile Sources[a] Original Project Mobile Sources[a] Modified Project	2.19 1.89	9.81 2.09	6.52 3.83	1.81 1.04
Area Sources[a]Original Project Area Sources[a] Modified Project	5.42 3.61	0.11 0.04	0.05 0.02	0.05 0.02
Energy Sources[a]Original Project Energy Sources[a] Modified Project	0.05 0.09	0.44 0.78	0.05 0.06	0.05 0.06
Total Original Project Total Modified Project	7.67 5.74	10.36 2.91	6.63 3.91	1.92 1.12
BAAQMD Threshold for Significant Operations Impacts[b]	54	54	82	54
Significant Impact?	No	No	No	No

[a] Mobile sources are motor vehicles and trucks. Area sources include landscape maintenance (equipment used for these activities such as gasoline-powered lawnmowers and blowers), maintenance application of paints and other interior and exterior surface coatings, and use of consumer products that result in emissions of ROG. Energy sources include natural gas combustion for space and water heating.
[b] Operational thresholds are from Table 2-1 of BAAQMD's 2017 CEQA Air Quality Guidelines (BAAQMD, 2017a).

SOURCE: ESA .

Mitigation Measures

The following mitigation measure from the 2018 EIR will continue to apply to the Modified Project to address the significant air quality impact.

Mitigation Measure AIR-1: Best Management Practices for Controlling Particulate Emissions. The Project applicant shall implement the following BAAQMD Best Management Practices for particulate control. These measures will reduce particulate emissions primarily during soil movement, grading and demolition activities but also during vehicle and equipment movement on unpaved areas.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, § 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in accordance with manufacturer's specifications prior to operation.

In addition, construction vehicle washing shall be prohibited on the Project site.

~~**Mitigation Measure AIR-2: Enhanced Exhaust Emissions Reduction Measures.** The applicant shall implement the following measures during construction to further reduce construction-related exhaust emissions:~~

~~All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:~~

~~1. Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and~~

~~2. All off-road equipment shall have:~~

~~a. Engines that meet or exceed either USEPA or CARB Tier 3 off-road emission standards, and~~

~~b. Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.~~

4.4 Biological Resources

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact BIO-1: Development of the Project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. (Criterion a.) (*Less Than Significant with Mitigation*)
Impact BIO-2: Construction of the Project could have a substantial adverse effect on Waters of the U.S. and the state. (Criterion c.) (*Less than Significant, No Mitigation Required*)
Impact BIO-3: The Project would not interfere substantially with the movement of native resident or migratory bird species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Criterion d.) (*Less Than Significant, No Mitigation Required*)
Impact BIO-4: Implementation of the Project would not conflict with any local policies or ordinances protecting biological resources, or adopted local, regional, or state habitat conservation plan. (Criteria e., f.). (*Less than Significant with Mitigation*)
Impact C-BIO-1: The proposed Project, in conjunction with other past, current, or foreseeable development in Richmond, could result in cumulative impacts on special-status species, habitats, wetlands and other waters of the U.S. (*Less than Significant with Mitigation*)

These impacts are addressed in detail on pages 4.3-19 through 4.3-30 of the Draft EIR.

Project Construction

The 2018 EIR concluded that construction of Original Project would result in less than significant impacts on waters of the U.S. and the state, and less than significant impacts to special-status and nesting birds with implementation of **Mitigation Measures BIO-1: Nesting Bird Protection Measures** and **C-NOI-1: Construction Noise Control Measures and Noise Control Plan** (see below).

No aspect of the Modified Project would change the conditions or environmental impacts regarding biological resources identified for the Original Project in the 2018 EIR. The Modified Project would be developed within the same 6.3-acre Project development area requiring the same or reduced level of construction-related activity. The Modified Project would not result in changes to project construction as analyzed in the 2018 EIR and, therefore, would not change the Original Project's potential impacts from construction on biological resources including waters of the U.S. and state, special status species, and nesting birds. The Modified Project would implement **Mitigation Measures BIO-1: Nesting Bird Protection Measures and C-NOI-1: Construction Noise Control Measures and Noise Control Plan** to reduce potential construction-related impacts on biological resources to a less-than-significant level.

Project Operation

The 2018 EIR concluded that compliance with existing regulations would ensure that new sources of nighttime light associated with the Original Project would not appreciably increase the overall amount of lighting in the surrounding vicinity such that a substantially adverse impact to birds would occur.

The Modified Project would be developed within in the same Project development area as the Original Project although in a less dense configuration and with buildings up to 30-feet tall rather than up to 50-feet under the Original Project. Buildings under 45-feet are exempt from the City of Richmond's *Bird-Safe Buildings* Municipal Ordinance. However, the most recent (2019 or 2022) California Green Building Standards Code of Regulation, Title 24, Part 11 (CALGreen) and Richmond's Municipal Code section 15.04.604, *Lighting and Illumination*, would apply to the Modified Project and would help eliminate Project-related lighting impacts to areas beyond the project footprint. Given that the Modified Project would not introduce new sources of nighttime light taller than 28 feet, the Modified Project would result in reduced impacts to birds associated with nighttime lighting.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects on biological resources would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to biological resources that were not identified in the 2018 EIR. **Mitigation Measures BIO-1, Nesting Bird Protection Measures** and **C-NOI-1, Construction Noise Control Measures and Noise Control Plan** would be applicable to and would be implemented by the Modified Project and would ensure that impacts on biological resources would be less than significant. No revisions are required to the 2018 EIR analysis of the Original Project to address potential biological resources impacts of the Modified Project.

Mitigation Measures

The following mitigation measures from the 2018 EIR will continue to apply to the Modified Project to address significant biological resources impacts.

Mitigation Measure BIO-1: Nesting Bird Protection Measures. The Project applicant shall conduct preconstruction nesting bird surveys in areas containing, or likely to contain, habitat for nesting birds (i.e., areas with shrub vegetation) as a condition of approval for any development-related permit. Specific measures to avoid and minimize impacts on nesting birds include, but are not limited to, those described below.

a) Construction activities including vegetation removal and construction shall be performed between September 1 and January 31 in order to avoid the avian nesting season.

b) If construction activities cannot be completed between September 1 and January 31, a preconstruction survey for nesting birds shall be conducted by a qualified biologist. During the avian nesting season (February 1 through August 31), a qualified biologist shall survey construction areas within and in the vicinity of the Project site for nesting raptors and passerine birds not more than 30 days prior to any ground-disturbing activity or vegetation removal. All accessible potential nesting habitat, including bare ground, in the Project site and within a 500-foot buffer area (for raptors) and 250-foot buffer area (for all other species) around any construction activity will be

surveyed.

c) If active nests are found either within the Project site or within the survey buffer, "no-work" buffer zones shall be established around the nests by a qualified biologist in coordination with CDFW as necessary depending on the specific species encountered. No vegetation removal or ground-disturbing activities shall occur within the no-work buffer zone until young have fledged or the nest is otherwise abandoned as determined by the qualified biologist. If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.

   Typically, the size of individual "no-work" buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the USFWS and/or CDFW as necessary (i.e., in the case of protected species). Buffer distances may also be modified if obstacles such as buildings or trees obscure the construction area from active bird nests, or existing disturbances create an ambient background disturbance similar to the proposed disturbance.

d) Birds that establish nests after construction starts are assumed to be habituated to and tolerant of the indirect impacts resulting from construction noise and human activity. However, direct take of nests, eggs, and nestlings is still prohibited and a buffer must be established to avoid nest destruction.

e) Results of the surveys shall be forwarded to CDFW (if required by state law based on the species observed) and avoidance procedures shall be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.

Mitigation Measure C-NOI: Construction Noise Control Measures and Noise Control Plan. (*See full text listed under Section 4.12,* Noise.)

4.5 Cultural and Paleontological Resources

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact CUL-1: Project implementation would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5. (Criterion a.) (*Less than Significant, No Mitigation Required*)
Impact CUL-2: Project construction could cause a substantial adverse change in the significance of an archaeological resource, including those determined to be a historical resource defined in Section 15064.5 or a unique archaeological resource defined in PRC 21083.2. (Criterion b.) (*Less than Significant with Mitigation*)
Impact CUL-3: Project construction could disturb human remains, including those interred outside of formal cemeteries. (Criterion c.) (*Less than Significant with Mitigation*)
Impact CUL-4: The Project could cause a substantial adverse change in the significance of a tribal cultural resource. (Criterion d.) (*Less than Significant with Mitigation*)
Impact CUL-5: Project construction could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Criterion e.) (*Less than Significant with Mitigation*)
Impact C-CUL-1: Construction activity and development of the Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Project site, would contribute to an adverse cumulative impact to cultural resources, but the contribution would not be considerable. (*Less Than Significant with Mitigation*)

These impacts are addressed in detail on pages 4.4-13 through 4.4-22 of the Draft EIR and page 2-16 of the Response to Comments/Final EIR document.

The 2018 EIR determined that no historic-era architectural or built environment resources are located within the Project development area and that the Original Project would result in less than significant impacts to historic era architectural resources. The 2018 EIR concluded that construction of the Original Project on the Project development area would have potentially significant impacts related to archaeological resources, human remains, and/or paleontological resources and that these impacts would be reduced to less-than-significant levels with implementation of **Mitigation Measures CUL-1: Preconstruction Training, Cultural Resources Monitoring, and Inadvertent Discovery of Cultural Resources**; **CUL-2: Inadvertent Discovery of Human Remains**; and **CUL-3: Preconstruction Training, Paleontological Monitoring, and Accidental Discovery of Paleontological Resources** (see below). Following formal consultation between the City of Richmond and the Native American Heritage Commission-identified Native American individuals/organizations according to the provision of Assembly Bill 52, the 2018 EIR determined impacts to Tribal Cultural Resources would also be reduced to less-than-significant levels with implementation of **Mitigation Measures CUL-1: Preconstruction Training, Cultural Resources Monitoring, and Inadvertent Discovery of Cultural Resources**; and **CUL-2: Inadvertent Discovery of Human Remains**.

No aspect of the Modified Project would change the conditions or environmental impacts regarding cultural or paleontological resources identified for the Original Project in the 2018 EIR. The Modified Project would be developed within the same Project development area where no historic-era architectural or built environment resources are located. The type of development and ground disturbance area would be the same as considered in the 2018 EIR. Further, the

scale/height of development and associated depth of construction and overall construction activities would be the same or reduced relative to the Original Project analyzed in the 2018 EIR. The Modified Project would implement **Mitigation Measures CUL-1: Preconstruction Training, Cultural Resources Monitoring, and Inadvertent Discovery of Cultural Resources**; **CUL-2: Inadvertent Discovery of Human Remains**; and **CUL-3: Preconstruction Training, Paleontological Monitoring, and Accidental Discovery of Paleontological Resources** to reduce potential impacts to cultural resources to a less-than-significant level.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects on cultural resources would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to cultural resources that were not identified in the 2018 EIR. **Mitigation Measures CUL-1: Preconstruction Training, Cultural Resources Monitoring, and Inadvertent Discovery of Cultural Resources**; **CUL-2: Inadvertent Discovery of Human Remains**; and **CUL-3: Preconstruction Training, Paleontological Monitoring, and Accidental Discovery of Paleontological Resources** would be applicable to and would be implemented by the Modified Project and would ensure that impacts on cultural resources would be less than significant. No revisions are required to the 2018 EIR analysis of the Original Project to address potential cultural resources impacts of the Modified Project.

Mitigation Measures

The following mitigation measures from the 2018 EIR will apply to the Modified Project to address significant cultural and paleontological resources impacts.

Mitigation Measure CUL-1: Preconstruction Training, Cultural Resources Monitoring, and Inadvertent Discovery of Cultural Resources.

a. ***Archeological Site CA-CCO-400: Preconstruction Training and Cultural Resources Monitoring.*** Prior to authorization to proceed, a Secretary of the Interior-qualified archaeologist shall prepare a cultural resources monitoring plan. The City of Richmond shall review and approve the plan. The plan shall include a requirement for monitoring of construction activities within 200 feet of archeological site CA-CCO-400 by both a qualified archeologist and, if reasonably available, a Native American representative. The City shall conduct good faith outreach (phone calls and emails) to tribal representatives identified by the Native American Heritage Commission in their February 6, 2016 letter as having potential interest in the Project site (see Appendix D of the Draft EIR). The plan shall include (but not be limited to) the following components:

- A training program for all construction and field workers involved in site disturbance that would be completed prior to the commencement of construction activities and that would train site workers in the identification of potential cultural resources, and actions to be undertaken in the event that potential cultural resources are discovered;

- The identification of person(s) responsible for conducting monitoring activities, including Native American monitors;
- The identification of person(s) responsible for overseeing and directing the monitors;
- Monitoring protocols and procedures and the required format and content of monitoring reports;
- The schedule for submittal of monitoring reports and identification of person(s) responsible for review and approval of monitoring reports;
- A protocol for notifications in the event cultural resources are encountered, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation);
- Methods to ensure the security of cultural resources sites; and
- A protocol for notifying local authorities (i.e. Sheriff, Police) should site looting and other illegal activities occur during construction.

During the course of the construction monitoring, the archaeologist may adjust the frequency, from continuous to intermittent, of the monitoring based on the conditions and professional judgment regarding the potential to impact resources.

b. Project Site-Wide (Including Archeological Site CA-CCO-400): Inadvertent Discovery of Cultural Resources. If archaeological resources are encountered during Project construction, including in the vicinity of archeological site CA-CCO-400, the following steps shall be undertaken:

- All soil disturbing activities within 100 feet in all directions of the find shall cease until the resource is evaluated;
- The monitor shall immediately notify the City of Richmond of the encountered archaeological resource;
- The monitor shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological resource, present the findings of this assessment to the City; and
- A Secretary of the Interior-qualified archaeologist shall inspect the find within 24 hours of discovery.

Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.

In the event archaeological resources qualifying as either historical resources pursuant to CEQA *Guidelines* Section15064.5 or as unique archaeological resources as defined by Public Resources Code 21083.2 are encountered, mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. The archaeologist, in consultation with the City of Richmond and the culturally-affiliated Native American group(s) shall determine whether to pursue preservation in place. Consistent with CEQA *Guidelines* Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If preservation in place is not pursued, the City of Richmond shall ensure implementation of a detailed Archaeological Research Design and Treatment Plan (ARDTP), in consultation with the affiliated Native American tribe(s), if applicable. A qualified archaeologist, in consultation with the City of Richmond, shall prepare and implement the ARDTP, which shall include a data recovery program. The Project archaeologist, the applicant, and the City of Richmond shall meet to determine the scope of the ARDTP. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource contains, and shall include and/or require the following:

- Identification of the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions;
- Documentation of the results of the investigation in a timely manner, in a technical report that provides a full artifact catalog, analysis of items collected, results of any special studies conducted, and interpretations of the resource within a regional and local context;
- Details regarding treatment, which for most resources would consist of (but would not be not limited to)

sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project;

- Dissemination of report/s to local and state repositories, libraries, and interested professionals; and
- Curation of artifacts and data at an approved facility.

The City of Richmond shall submit all technical documents to the Northwest Information Center of the California Historical Resources Information System.

Mitigation Measure CUL-2: Inadvertent Discovery of Human Remains. Prior to the commencement of Project construction, the applicant shall ensure that Project construction personnel receive training regarding the possibility of encountering human remains during construction, and apprised of appropriate procedures to undertake in the event of such a discovery. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, in the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the Contra Costa County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) will be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the City of Richmond for the appropriate means of treating the human remains and any grave goods.

Mitigation Measure CUL-3: Preconstruction Training, Paleontological Monitoring, and Accidental Discovery of Paleontological Resources. Prior to construction, a qualified paleontologist with expertise in California paleontology will develop a paleontological resources training program for all construction and field workers involved in ground-disturbing activities that details the recognition and importance of paleontological resources, and establishes accidental discovery procedures should paleontological resources be encountered during construction.

Paleontological monitoring is necessary when ground-disturbing activities occur in previously undisturbed sediments mapped as Franciscan sandstone or greywacke (see Engeo Inc., 2017 for detailed geologic mapping of the Project site). Monitoring is not necessary in other sediments on the Project site, including artificial fill, colluvium, or landslide deposits, or in areas that have been previously disturbed. Monitoring should be conducted by a qualified paleontological monitor that meets the standards of the Society of Vertebrate Paleontology (SVP; 2010).

If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the nature and importance of the find and, if necessary, develop appropriate treatment measures in conformance with SVP standards, and in consultation with the City of Richmond.

4.6 Energy

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact ENE-1: Construction and operation of the Project would not conflict with adopted energy conservation plans, violate energy standards, or result in wasteful, inefficient and unnecessary use of energy, and the Project would not require substantial additional capacity. (Criteria a. through d.) (*Less Than Significant, No Mitigation Required*)
Impact C-ENE-1: The proposed Project, in conjunction with other past, current, or foreseeable development in Richmond, would not conflict with adopted energy conservation plans, violate energy standards, or result in wasteful, inefficient and unnecessary use of energy, such that a cumulative impact would occur. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on page 4.5-17 through 4.5-26 of the Draft EIR.

The 2018 EIR determined that construction and operation of the Original Project would result in less-than-significant energy impacts. The Original Project would be subject to applicable standards and policies aimed to reduce energy consumption including the City's CAP, the State's Title 24 Energy Efficiency Standards, CALGreen standards, and General Plan 2030 policies. The Original Project's construction and operation would result in energy consumption typical for a new project of its size. The energy demand from the construction and operation of the Original Project would not result in wasteful, inefficient and unnecessary use of energy, and would not require substantial additional capacity. This impact would be less than significant.

The Modified Project would be developed within the same 6.3-acre Project development area requiring the same or reduced level of construction-related activity. Modified Project construction and operation would be subject to the same or updated standards and policies mentioned above. In particular, since certification of the 2018 EIR, the City adopted its Energy Reach Code, which embodies amendments to, and exceeds the 2019 California Energy Code (California Code of Regulations, Title 24, Part 6). The Energy Code implements strategy measures identified in the Richmond CAP that require electricity, instead of natural gas, as the sole fuel source for newly constructed buildings in Richmond as of June 10, 2020. Implementation of these strategies were needed for the City to reach its adopted climate and health co-benefit goals by 2050. Relevant to the Modified Project, the Energy Reach Code requires that newly constructed residential buildings be all-electric, except for cooking appliances and fireplaces. Also, on January 1, 2022, the City's adopted Natural Gas Ban Code was enacted (Richmond Municipal Code new Chapter 9.64) that would ban natural gas infrastructure in newly constructed buildings, reducing energy consumption. Further, energy consumption, including mobile fuel use from project-generated traffic, would be reduced relative to the Original Project analyzed in the 2018 EIR. Therefore, the energy demand from the construction and operation of the Modified Project would not result in wasteful, inefficient and unnecessary use of energy, as was determined in the 2018 EIR.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to

cumulative effects related to energy consumption would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to energy use that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential energy impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address energy impacts.

4.7 Geology, Soils and Mineral Resources

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact GEO-1: Development of the Project could expose people or structures to seismically induced ground shaking and thereby to potential substantial adverse effects, including the risk of loss, injury, or death. (Criterion a.2) (*Less than Significant, No Mitigation Required*)
Impact GEO-2: Project development could expose people or structures to seismically related ground failure including liquefaction and thereby expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. (Criterion a.3) (*Less than Significant, No Mitigation Required*)
Impact GEO-3: Project development could expose people or structures to landslides or slope failure on the Project site thereby exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. (Criterion a.4) (*Less than Significant, No Mitigation Required*)
Impact GEO-4: The Project could result in soil erosion during excavation, grading, and construction activities. (Criterion b.) (*Less than Significant, No Mitigation Required*)
Impact GEO-5: The Project could result in on- or off-site lateral spreading, subsidence, liquefaction, or collapse from placement of improvements on unstable geologic units or soils. (Criterion c.) (*Less than Significant, No Mitigation Required*)
Impact GEO-6: Project implementation could occur on expansive soils, creating substantial risks to life and property. (Criterion d.) (*Less than Significant, No Mitigation Required*)
Impact GEO-7: The proposed Project could result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State, or locally. (Criteria f. and g.). (*Less than Significant, No Mitigation Required*)
Impact C-GEO-1: The Project, in conjunction with past, present and reasonably foreseeable future projects, would not result in significant cumulative impacts with respect to geology, soils, seismicity, or mineral resources. (*Less than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.6-18 through 4.6-28 of the Draft EIR.

The 2018 EIR determined that construction and operation of the Original Project would result in less-than-significant impacts regarding geology, soils and mineral resources. The Original Project would be subject to final project-specific design-level geotechnical recommendations in accordance with the current seismic design criteria required under the California Building Code (CBC). Adherence to standard industry practices and geotechnical recommendations contained in the final approved report would reduce the potential impacts associated with ground shaking during a major seismic event; seismically-related ground failure, including liquefaction; slope instability and slope failure; unstable geologic units; and expansive soils to a less than significant level. Implementation of the Original Project's Erosion Control Plan and required BMPs as part of the NPDES Construction General Permit would reduce impacts associated with erosion to a less than significant level. Finally, the 2018 EIR determined the Original Project would have a less-than-significant impact on mineral resources.

No aspect of the proposed project would change the conditions or environmental impacts regarding geology, soils and mineral resources identified for the Original Project in the 2018 EIR. As previously described, the Modified Project would be developed within the same Project development area, with the same geologic characteristics and seismic hazards analyzed in the 2018 EIR. The ground disturbance area would be the same as considered in the 2018 EIR.

Further, the scale/height of development and associated depth of construction and overall construction activities would be the same or reduced relative to the Original Project analyzed in the 2018 EIR.

A preliminary geotechnical investigation determined that the Original Project was feasible with implementation of specific geotechnical recommendations. A final design-level geotechnical investigation would be performed for the Modified Project and Project site in accordance with standard industry practices and code requirements. The Project-specific geotechnical recommendations and design parameters for earthwork, retaining walls, foundations, foundation slabs, and any surrounding related improvements, utilities, roadways, parking lots, and sidewalks would be revised to accommodate the Modified Project's reduced height and scale. Like the Original Project, the final Project-specific geotechnical recommendations would be reviewed and approved by a California registered geotechnical engineer or engineering geologist and the City.

The Modified Project's proposed building height and scale would be reduced compared with the Original Project. The revised design would still be subject to the current industry standard geotechnical practices and seismic structural design according to the requirements found in the most recent version of the CBC, which would mitigate all seismic hazards discussed in the 2018 EIR. Implementation of the final geotechnical recommendations and conformance with the current seismic design provisions of the CBC would reduce potential impacts related to exposure to ground shaking, ground failure including liquefaction, slope failure, and unstable geologic units or materials to a less-than-significant level. Further, implementation of the Erosion Control Plan and required BMPs as part of the NPDES Construction General Permit would minimize erosion impacts during construction and reduce potential impacts to less–than-significant levels.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to geology, soils, and mineral resources would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to geology, soils and mineral resources that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential geology, soils and mineral resources impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address geology, soils, and mineral resources impacts.

4.8 Climate Change and Greenhouse Gas Emissions

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact GHG-1: Development of the proposed Project would produce GHG emissions that could have a significant impact on the environment. (Criterion a.) (*Less Than Significant, No Mitigation Required*)
Impact GHG-2: Development of the Project would not conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions. (Criterion b.) (*Less Than Significant, No Mitigation Required*)
Impact C-GHG-1: Development of the Project, combined with cumulative development, including past, present, existing, approved, pending, and reasonably foreseeable future development in the vicinity of the Project site, would result in cumulative impacts regarding GHG emissions and climate change. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.7-25 through 4.7-35 of the Draft EIR.

Evaluation of Construction and Operational GHG Emissions of the Modified Project

The analysis in the 2018 EIR (Impact GHG-1) found that under the Original Project, construction and operation of 200 multi-family units would result in increased GHG emissions below the applicable thresholds of significance of the BAAQMD. Additionally, the emissions from the Original Project would represent more than a 15 percent reduction when compared to a business as usual scenario, consistent with the City of Richmond's Climate Action Plan and, therefore, a less than significant impact. The Modified Project would only construct 76 single-family residences and the vehicle trip generation and other area sources would be reduced compared to the Original Project analyzed in the 2018 EIR. Vehicle trip generation would be reduced by 41 percent. Additionally, construction-related GHG emissions would be similar to or reduced compared to the Original Project because the level of construction intensity and its related emissions would be reduced compared to the Project analyzed in the 2018 EIR.

The CalEEMod model (version 2020.4.0) indicates that operational GHG emissions under the Modified Project would be 44 percent less than that of the Project analyzed in the 2018 EIR. GHG emissions under the Modified Project would be below the BAAQMD screening threshold of 1,100 metric tons per year. Therefore, the Modified Project would also have a less than significant impact with respect to GHG emissions.

While the BAAQMD GHG thresholds were developed to address the year 2020 reduction targets of the original State of California Scoping Plan, more aggressive targets for year 2030 have been adopted by the 2017 Update to the Scoping Plan. The 2017 Scoping Plan Update outlines the proposed framework of action for achieving the 2030 GHG target of 40 percent reduction in GHG emissions relative to 1990 levels (CARB, 2017), which is a further 40 percent reduction beyond the year 2020 targets. As indicated in the 2018 EIR, the Original Project would be consistent with BAAQMD thresholds developed for year 2020 reduction targets. As the Modified Project's GHG emissions would be 45 percent less than the Original Project, the Modified Project would be considered consistent with the year 2030 as well as the year 2020 reduction targets.

Therefore, the impact of the Modified Project with respect to GHG emissions that could have a significant impact on the environment would be less than significant.

TABLE 4-2
ESTIMATED GHG EMISSIONS GENERATED BY THE MODIFIED PROJECT

Emission Source	Total Emissions (MT/Year)			
	CO_2	CH_4	N_2O	Total CO_2e
Area Sources	0.99	<0.01	0.00	0.99
Energy Sources	223.08	0.01	<0.01	224.64
Mobile Sources	596.56	0.04	0.03	606.15
Solid Waste	19.01	1.12	0.00	47.10
Water and Wastewater	5.33	0.17	<0.00	10.80
Total Modified Project **Total Original Project**	**844.95** **1,562.81**	**1.35** **1.19**	**0.04** **0.01**	**889.69** **1,596.90**
Project-level Screening Threshold				1,100
Modified Project Exceeds Significance Threshold?				**No**
Modified Project Service Population				212
Total Modified Project GHG Emissions by Service Population				**4.2**
Project-level Service Population Threshold				4.6
Modified Project Exceeds Significance Threshold?				**No**

NOTE: Columns may not total precisely due to rounding, and due to the influence of minimal amounts of less common GHGs not represented in the table.

SOURCE: ESA, 2021

Evaluation of the Modified Project's Consistency with Plans to Reduce GHG Emissions

The analysis in the 2018 EIR (Impact GHG-2) found that under the Original Project, construction and operation of 200 multi-family units would be subject to applicable policies in the City's Climate Action Plan (CAP) adopted by the City on October 25, 2016 and that the Original Project met the City's 2020 GHG reduction target as presented in the CAP. Additionally, an assessment was made to determine that the Original Project was consistent with each applicable policy and action of the Energy and Climate Change Element of the City's General Plan and the CAP.

As the Modified Project would also be subject to applicable policies in the CAP and the General Plan, it likewise would be consistent with local planning efforts to reduce GHGs. As discussed in Section 4.6, *Energy*, above, the Modified Project would also adhere to the City's 2020 Energy Reach Code (California Code of Regulations, Title 24, Part 6) and the City's Natural Gas Ban Code that became effective January 1, 2022 (Richmond Municipal Code new Chapter 9.64), both adopted since certification of the 2018 EIR and that will reduce GHG emissions associated with natural gas. Further, as discussed above, in consideration with the emissions of the Original Project and the findings of the 2018 EIR, the Modified Project's quantitative GHG emissions would be consistent with the comparative GHG reduction targets of the State's Climate Change

Scoping Plan Update and would, therefore, be consistent with Statewide efforts to reduce GHGs. Consequently, the impact of the Modified Project with respect to conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing GHG emissions is less than significant.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address climate change and greenhouse gas emissions.

4.9 Hazards and Hazardous Materials

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact HAZ-1: The Project would include the routine transport, use and disposal of hazardous materials but would not create a significant hazard to the public or the environment. (Criterion a.) (*Less than Significant, No Mitigation Required*)
Impact HAZ-2: The Project would not create a significant hazard to the public or environment through an upset or accident involving the release of hazardous materials. (Criterion b.) *(Less than Significant, No Mitigation Required)*
Impact HAZ-3: The Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Criterion g.) (*Less than Significant, No Mitigation Required*)
Impact HAZ-4: The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. (Criterion h.) (*Less than Significant, No Mitigation Required*)
Impact C-HAZ-1: Development under the proposed Project, combined with cumulative development in the region, including past, present, existing, approved, pending, and reasonably foreseeable future development, could contribute considerably to cumulative impacts related to hazards and hazardous materials. (*Less than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.8.17 through 4.8.24 of the Draft EIR.

The 2018 EIR concluded that construction of Original Project would result in less than significant impacts with respect to the potential upset or accidental release of hazardous materials through either transport, use and disposal of hazardous materials or ground disturbance. The 2018 EIR also concluded that potential hazards impacts resulting from the Original Project circulation plan and residential use would be reduced to less than significant with adherence to existing regulatory requirements and all City and Fire Code requirements.

No aspect of the proposed project would change the conditions or environmental impacts regarding hazards and hazardous materials identified for the Original Project in the 2018 EIR. As previously described, the Modified Project would be developed within the same Project development area, with the same soil and groundwater characteristics disclosed and analyzed in the 2018 EIR. The ground disturbance area and proposed land use would be the same as considered in the 2018 EIR. Further, the scale/height of development and associated depth of construction and overall construction activities would be the same or reduced relative to the Original Project analyzed in the 2018 EIR.

Project Construction

The Modified Project would be developed within the same 6.3-acre Project development area requiring the same or reduced level of construction-related activity. The Modified Project would not result in changes to project construction as analyzed in the 2018 EIR. Compliance with existing regulations (i.e., the NPDES permit program), which is a necessary condition of construction, would address potential upsets and accidents related to transport, use and disposal of hazardous materials.

The Original Project site preparation and grading plans, including extensive grading, soil import, mixing, and placement at depths ranging from approximately 1.0 feet to 18 feet, is the same or reduced for the Modified Project. Therefore, disturbance of subsurface soils at the Project site would not result in the accidental dispersal of contamination into the environment nor expose construction workers or the public to contaminants. The Modified Project would not change the Original Project's less-than-significant construction-related impacts with respect to hazards and hazardous materials.

The Project applicant would develop and implement a construction Traffic Control Plan (TCP) to the satisfaction of the City of Richmond Department of Public Works, Police Department, and Fire Department, would preserve emergency vehicle access during construction, and would not interfere with an adopted emergency response or evacuation plan.

Project Operation

The Modified Project would introduce the same residential land use and associated transport, handling, and use of small quantities of hazardous materials, although reduced given the reduced residential density. Adherence to existing regulatory requirements would reduce potential impacts to a less-than-significant level.

The Modified Project would revise the internal circulation to accommodate the single-family home development. However, the appropriate emergency access to and egress from the site is unchanged from the Original Project circulation plan that was designed in accordance with all City and Fire Code requirements (for further information, see Section 4.15, *Transportation and Traffic*). The Modified Project would result in the same less-than-significant impacts with respect adopted emergency response or evacuation plans and risks associated with wildland fires.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to hazards and hazardous materials would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to hazards and hazardous materials that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential hazards and hazardous materials impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address hazards and hazardous materials.

4.10 Hydrology and Water Quality

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact HYD-1: The Project could result in an increase of stormwater pollutants due to construction activities and/or the introduction of new impervious surfaces with development but would not violate any water quality standards or waste discharge requirements. (Criterion a.) (*Less than Significant, No Mitigation Required*)
Impact HYD-2: The Project would increase impervious surfaces which would reduce the amount of stormwater runoff available for groundwater recharge but not to the extent that it would substantially deplete groundwater supplies or interfere substantially with groundwater recharge. (Criterion b.) (*Less than Significant, No Mitigation Required*)
Impact HYD-3: The Project would not alter the drainage pattern of the site such that it would result in substantial erosion or siltation on or off the site. (Criterion c.) (*Less than Significant, No Mitigation Required*)
Impact HYD-4: The Project would not alter the drainage pattern of the site or surrounding areas such that it would result in a 100-year flood event on- or off- the site. (Criterion d.) (*Less than Significant, No Mitigation Required*)
Impact HYD-5: The Project would not create or contribute runoff water which would exceed the capacity of existing drainage systems or provide additional sources of polluted runoff. (Criterion e.) (*Less than Significant, No Mitigation Required)*
Impact HYD-6: The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam or sea level rise. (Criterion i.) (*Less than Significant, No Mitigation Required)*
Impact HYD-7: The Project would not result in or cause inundation by seiche, tsunami, or mudflow. (Criterion j.) (*Less than Significant, No Mitigation Required*)
Impact C-HYD-1: Development of the Project, in conjunction with past, present and reasonably foreseeable future projects, would not result in significant cumulative impacts with respect to hydrology, water quality, or flooding. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.9-13 through 4.9-22 of the Draft EIR and pages 2-13 of the Final EIR.

The 2018 EIR concluded that through compliance with existing regulations, the site construction SWPPP (including BMPs), the required erosion and sediment control plan, and adherence to the NPDES MS4 permit requirements, construction and operation of the Original Project would result in less-than-significant impacts regarding water quality standards, waste discharge requirements, groundwater supplies, erosion and siltation, on- or off-site flooding, and existing drainage system capacity. The Project site is not located in a dam failure inundation area or low lying coastal area subject to inundation by sea level rise.

No aspect of the proposed project would change the conditions or environmental impacts regarding hydrology and water quality identified for the Original Project in the 2018 EIR. The Modified Project would be developed on the same Project development area with the same topographic characteristics. The site preparation and construction activities, the proposed land uses, and the overall layout of roadways and development, including the distribution of unpaved or pervious areas, are generally the same as envisioned and analyzed for the Original Project.

Moreover, the Original Project's Preliminary Utility Plan and Stormwater Control Plan, including approximately 8,550 square feet of bioretention areas on the site to manage and treat runoff, would be developed and expanded to approximately 9,520 square feet of bioretention areas as a part of the Modified Project. The Modified Project would disturb more than one acre of soil during construction and would be subject to the same NPDES General Construction Permit requirements, NPDES MS4 permit requirements including Provision C.3, Contra Costa Clean Water Program requirements, and City's sediment and erosion control plan requirements. Therefore, the Modified Project would result in the same less-than-significant impacts with respect to water quality standards, waste discharge requirements, drainage capacity, groundwater levels, erosion or siltation, and flooding. A final design-level geotechnical investigation would be performed for the Modified Project and Project site in accordance with the current seismic design criteria required under the CBC and impacts related to inundation by seiche, tsunami, or mudflow would be less than significant.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to hydrology and water quality would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to hydrology and water quality that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential hydrology and water quality impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address hydrology and water quality.

4.11 Land Use and Planning

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact LUP-1: The Project would not divide an established community. *(Less than Significant, No Mitigation Required)*
Impact LUP-2: The Project would not conflict with applicable regional or local plans and policies adopted for the purpose of avoiding or mitigating environmental effects. *(Less than Significant, No Mitigation Required)*
Impact C-LUP-1: Development of the Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Project site, would not result in significant cumulative impacts to land use and planning. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.10-19 through 4.10-30 of the Draft EIR.

The 2018 EIR included a thorough land use and planning consistency analysis including an assessment addressing consistency with applicable General Plan 2030 policies and actions (see Table 4.10-1 of the Draft EIR). The 2018 EIR concluded that the Original Project and associated General Plan Land Use Map Amendment would not divide an established community or conflict with applicable regional or local plans and policies adopted for the purpose of avoiding or mitigating environmental effects, and impacts would be less than significant.

No aspect of the proposed project would change the conditions or environmental impacts regarding land use and planning identified for the Original in the 2018 EIR. The Modified Project would develop a residential community within the same Project development area and include similar vehicular, pedestrian and bicycle infrastructure improvements facilitating connections between communities.

The Original Project amended the General Plan Land Use Map Amendment and zoning, from Parks and Recreation to Open Space/OS, Open Space (for 12.1 acres of the site) and Medium Density Residential / PA, Planned Area District (PA) (for the 6.3 acres of the Project development area). The Medium Density Residential land use designation allows for the revised single-family housing type at a 12.1 units-per-acre density proposed under the Modified Project. Although eligible, the Project Applicant has not requested a density increase allowed under the State Density Bonus Law (Gov. Code, § 65915). The Project Applicant has requested eligible waivers to the following specific City development standards, as allowed for density-bonus eligible projects: 1) a reduced minimum lot size; 2) a reduced minimum lot width; 3) a reduced minimum front setback; 4) a reduced minimum interior side setback; and 5) a reduced minimum rear setback.

The Modified Project has proposed an updated Planned Area Plan (PA Plan) describing the standards under which the Modified Project would be developed (including the waivers listed above), a new Tentative Map, and Design Review application for the house plans. As noted in the 2018 EIR, the City Planning Division staff would review the PA Plan for consistency with the General Plan, and the PA Plan would also be subject to Planning Commission and City Council

review and approval. This process would ensure the Project's consistency with the Zoning Ordinance.

Despite the proposed shift in housing type and residential density, the Modified Project would be consistent with pertinent land use policies of the General Plan 2030. Several land use policies highlighted in the 2018 EIR would not be fully supported by the Modified Project (see the Draft EIR Table 4,10-1). Policies LU1.1: *Higher-Density and Infill Mixed-Use Development*, LU5.1: *A Balanced Mix of Land Uses*, and LU6.1: *Pedestrian and Transit-Oriented Urban Environment*, call for higher-density residential development and diverse housing options. While the Modified Project would not develop the density or diversity of housing options proposed under the Original Project, it would not be inconsistent with these policies or preclude denser, more diverse housing types, and mixed-use development in the Point Richmond community.

The reduced residential density would not alter the 2018 EIR's consistency finding with the Parks Master Plan and Urban Greening Master Plan, East Bay Regional Park District Master Plan 2013, the Miller/Knox Regional Shoreline Land Use Plan Amendment (LUPA), and ABAG's goals for the Bay Trail project. As described in Section 4.8, *Climate Change and Greenhouse Gas Emissions*, of this document, the Modified Project would be consistent with the City's current Climate Action Plan and would therefore be consistent with the overall goals of Plan Bay Area.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to land use and planning would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to land use and planning that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential land use and planning impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address land use and planning.

4.12 Noise

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact NOI-1: Construction of the Project would result in a temporary increase in ambient noise levels. (Criteria a., c.) (*Less Than Significant, No Mitigation Required*)
Impact NOI-2: Occupants of the proposed Project buildings could be exposed to high noise levels. (Criteria a., b.) (*Less than Significant, No Mitigation Required*)
Impact NOI-3: Project operations could cause a long-term increase in ambient noise levels in the Project site vicinity. (Criterion b.) (*Less Than Significant, No Mitigation Required*)
Impact NOI-4: Project construction could generate ground-borne vibration. (Criterion f.) (*Less Than Significant, No Mitigation Required*)
Impact C-NOI-1: Project construction activities combined with cumulative construction noise in the vicinity of the Project site could cause a substantial temporary or periodic increase in ambient noise levels in the Project site vicinity during construction. (*Less than Significant with Mitigation*)
Impact C-NOI-2: Operation of the proposed Project when considered with other cumulative development would not cause a substantial permanent increase in ambient noise levels in the Project vicinity. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.11-15 through 4.11-24 of the Draft EIR.

The 2018 EIR concluded that construction of the Original Project would result in less than significant noise impacts with implementation of Mitigation Measure **C-NOI-1: Construction Noise Control Measures and Noise Control Plan** (see below). Operation of the Original Project was also determined to result in less-than significant impacts related to exposure to high noise levels and long-term increases in ambient noise levels.

No aspect of the proposed project would change the conditions or environmental impacts regarding noise identified for the Original Project in the 2018 EIR. The Modified Project would be developed on the same Project development area. The site preparation and construction activities would be the same or reduced relative to the Original Project analyzed in the 2018 EIR. The Modified Project would be subject to the City of Richmond Noise Ordinance regulating construction noise times, days, and standards. Therefore, the Modified Project would result in the same less-than-significant impacts with regard to temporary increases in ambient noise levels and ground-borne vibration during construction.

The Modified Project would introduce single-family homes to the Project site at a reduced residential density compared with the Original Project analyzed in the 2018 EIR. As discussed in the 2018 EIR, the Richmond General Plan 2030 establishes land use compatibility standards for new development within Richmond. Ambient noise levels are "normally acceptable" if below 65 L_{dn} around new multi-family residential uses and if below 60 L_{dn} around new single-family residential uses. "Conditionally acceptable" noise levels are the same for multi-family and single-family homes at between 60 and 70 L_{dn}. As presented in Figure 4.11-2 in the Draft EIR, monitored long-term noise levels at the Project site ranged from 57 to 60 L_{dn} and thus would be considered to be normally acceptable for the proposed single-family land use.

As shown in **Table 4-3** the Modified Project would result in fewer daily and peak hour (AM and PM) vehicle trips compared with the Original Project traffic. Therefore, the Modified Project would result in the same or reduced less-than-significant traffic noise impacts.

Cumulative

The 2018 EIR identified a potentially significant cumulative noise impact, specifically on the residences in the Sea Cliff Estates subdivision, if the Original Project were to be constructed simultaneously with the Miller/Knox park LUPA which is within 300 feet of the Project site. The exact phasing and type of development under the Miller/Knox park LUPA is still not known as of the date of this document. Therefore, because construction activities that would take place within Miller/Knox park are as yet unknown, this impact is conservatively determined to be potentially significant and Mitigation Measure **C-NOI-1: Construction Noise Control Measures and Noise Control Plan**, would apply to the Modified Project.

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to noise would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to noise that were not identified in the 2018 EIR. Mitigation Measure **C-NOI-1: Construction Noise Control Measures and Noise Control Plan** would be applicable to and would be implemented by the Modified Project and would ensure that impacts related to noise would be less than significant. No revisions are required to the 2018 EIR analysis of the Original Project to address potential noise impacts of the Modified Project.

Mitigation Measures

The following mitigation measures from the 2018 EIR, will continue to apply to the Modified Project to address significant noise impacts.

Mitigation Measure C-NOI-1: Construction Noise Control Measures and Noise Control Plan. For any Project construction activities that would take place simultaneously with construction activities that would take place in Miller/Knox Regional Shoreline park (as part of activities associated with the Land Use Plan Amendment) and within 500 feet of the Project site, the applicant shall employ site-specific noise attenuation measures during Project construction to reduce the generation of construction noise. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City of Richmond Planning and Building Services Department to ensure that construction noise meets the standards set forth in the City's Noise ordinance. Measures specified in the Noise Control Plan and implemented during Project construction may include the following noise control strategies:

- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be

hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to approximately 10 dBA. External jackets on the tools themselves or similar devices shall be used; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used; and

- Stationary noise sources on site shall be located as far from adjacent receptors as may physically be accommodated, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include similar measures to reduce noise.

4.13 Population, Housing, and Employment

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact POP-1: The Project would not directly or indirectly induce substantial population growth. (Criterion a.) (*Less than Significant, No Mitigation Required)*
Impact C-POP-1: Development of the Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Project site, would not result in a significant impact on population and housing. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.12.6 through 4.12-10 of the Draft EIR.

The 2018 EIR analysis relied on a four percent vacancy factor and an average of 1.9 persons per household yielding 365 new residents associated with the Original Project's proposed 200 multi-family residential units. The direct population growth was determined to be consistent with citywide population (and housing) forecasts, assumptions of growth in the City overall anticipated by General Plan 2030, Association of Bay Area Governments- (ABAG) projected growth within the City, and housing goals of the Regional Housing Needs Allocation (RHNA). The 2018 EIR concluded that the Original Project would not induce indirect growth by constructing new infrastructure such as roads and utilities due to the limitations of the new infrastructure within the Project development area, surrounding land use designations, and other physical constraints. The potential for the Original Project to induce new commercial development by creating demand for services and goods was determined to be speculative and insubstantial and the overall impact would be less than significant.

The Modified Project would develop 76 single-family detached homes ranging between 2,100 and 3,100 square feet. Although the average persons-per-household in the Project site census tract is 1.9, given the change in density, unit size, and housing type, it is reasonable to assume a persons-per-household rate for the Modified Project that is closer to the rate for surrounding census tracts (2.1, 3.2, 3.6, 3.7, 3.8, and 3.9) and the City and County as a whole (3 and 2.9 respectively). Therefore, this analysis assumes a four percent vacancy factor and an average of 2.9 persons per household resulting in approximately 212 new residents, a reduction compared with the Original Project. The reduced population would result in the same less-than-significant impacts related to direct population growth and indirect population growth due to increased demand for services and goods.

The Modified Project would not alter that Original Project's proposed infrastructure, including roads and utilities, and therefore would result in the same less-than-significant impacts with respect to the indirect inducement of population growth.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to

cumulative effects related to population and housing would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to population and housing that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential population and housing impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address population, housing, and employment impacts.

4.14 Public Services

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact PUB-1: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. (Criteria a., b., c.) (*Less Than Significant, No Mitigation Required*)
Impact C-PUB-1: Construction activity and operations for development of the Project, in combination with past, present, existing, approved, pending, and reasonably foreseeable future projects with the vicinity of the Project site, would not contribute considerably to a cumulative impact related to public services and recreation. (*Less than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.13-10 through 4.13-16 of the Draft EIR.

The 2018 EIR concluded that the Original Project would not result in substantial adverse physical impacts associated with an increased demand for public services. The new residential community at the Project development area would not affect fire or police service ratios or response times, impact park facilities to an extent that new facilities would be required, or otherwise substantially impact other public services such as hospitals or libraries. The Original Project would be required to comply with Senate Bill (SB) 50, which would fully mitigate the potential effect of new student population on public school facilities.

As discussed in the previous section regarding population, housing and employment; the Modified Project would generate 76 residential units and an estimated 212 residents compared with the Original Project's 200 residential units and 365 residents. The Modified Project would have the same or reduced less-than-significant impacts related to fire, police, schools, and other public services.

The Modified Project would not include private amenities to accommodate some of the potential increase in demand for recreational opportunities. However, the Modified Project would still rebuild a portion of the Bay Trail and the Project Applicant has agreed to contribute funding for local park improvements in addition to the required development impact fee. The adjacent 307-acre Miller/Knox park would provide ample open space and recreation area for the new project residents and the impact would be less than significant.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to public services would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of the 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to public services that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential public services impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address public services and recreation.

4.15 Transportation and Traffic

PREVIOUSLY-IDENTIFIED PROJECT IMPACTS IN THE QUARRY RESIDENTIAL PROJECT EIR

Impact TRF-1: The Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways. (Criterion a.) (*Less than Significant, No Mitigation Required*)
Impact TRF-2: The Project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. (Criterion b.) (*Less than Significant, No Mitigation Required*)
Impact TRF-3: The Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., use of large farm equipment). (Criterion c.) (*Less than Significant, No Mitigation Required*)
Impact TRF-4: The Project would not result in inadequate emergency access. (Criterion d.) (*Less than Significant, No Mitigation Required)*
Impact TRF-5: The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Criteria e., f.) (*Less than Significant, No Mitigation Required)*
Impact TRF-6: Project construction would result in a substantial, though temporary, adverse effect on the circulation system during the Project construction period. (Criterion g.) (*Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on pages 4.14-26 through 4.14-39 of the Draft EIR, and pages 2-17 through 2-19 of the Final EIR.

Modified Quarry Residential Project Analysis

The Modified Project would have similar residential uses at the same location and similar modifications to the surrounding transportation network as the Original Project evaluated in the 2018 EIR but with fewer units. Thus, as described below, the Modified Project would result in similar less-than-significant impacts on transportation and traffic as the Original Project.

Although CEQA requirements for identifying transportation and traffic impacts have changed since the certification of the 2018 EIR to rely on vehicle miles traveled (VMT) instead of level of service (LOS) or similar measures of automobile delay and congestion, this Addendum does not directly address the impacts of the Modified Project on VMT because VMT was accounted for in the air quality and GHG impact evaluation of the 2018 EIR, and therefore, is not considered a new impact topic that would need to be disclosed. Specifically, VMT is not considered new information that was not known and could not have been known when the 2018 EIR was certified (Public Resource Code Section 21166) as described in more detail below.

Trip Generation

Table 4-3 summarizes the trip generation for the Modified Project generally and compares it with the trip generation for the Original Project evaluated in the 2018 EIR. As shown in Table 4-3, 80

units would generate approximately 46 fewer trips during the AM peak hour, approximately 52 fewer trips during the PM peak hour, and approximately 574 fewer trips on a typical weekday than the Original Project evaluated in the 2018 EIR. Since the Modified Project proposes slightly fewer than 80 units (76 units), the peak hour and total daily trips would be slightly less than those shown in Table 4-3 and thereby the 2018 EIR.

TABLE 4-3
AUTOMOBILE TRIP GENERATION ESTIMATES

Land Use	ITE Code	Units[a]	AM Peak Hour			PM Peak Hour			Daily Total
			In	Out	Total	In	Out	Total	
Residential Units	210[b]	80 DU	16	45	61	51	30	81	822
Total Automobile Trips (Modified Project)			**16**	**45**	**61**	**51**	**30**	**81**	**822**
Total Automobile Trips (Original Project)[c]			*21*	*86*	*107*	*89*	*44*	*133*	*1,396*
Net Difference			*-5 (-25%)*	*-41 (-48%)*	*-46 (-43%)*	*-38 (-43%)*	*-14 (-32%)*	*-52 (-39%)*	*-574 (-41%)*

NOTES:
[a] DU = dwelling unit. Trip generation estimates shown are conservative (overstated) as the Modified Project proposes 76 units, fewer than the 80 units assumed in this table.
[b] ITE *Trip Generation (11th Edition)* land use category 210 (Single-Family Detached Housing):
AM Peak Hour: Ln(T) = 0.91 Ln(X) + 0.12, (26% in, 74% out)
PM Peak Hour: Ln(T) = 0.94 Ln(X) + 0.27, (63% in, 37% out)
Daily: Ln(T) = 0.92 Ln(X) + 2.68
Where T= Trips Generated, X = Number of Units
[c] Source: Quarry Residential Project Draft EIR, Table 4.14-5

Source: Trip Generation (11th Edition), ITE, 2021; Fehr & Peers

Intersection Operations

The 2018 EIR evaluated the impacts of the Original Project on five intersections under Existing Plus Project and Cumulative (2040) Plus Project conditions based on LOS and did not identify any significant impacts on intersection operations. Since the Modified Project would have a lower trip generation than the Original Project, it would add fewer trips to the five study intersections. Therefore, the Modified Project would have a smaller impact at the study intersections and not cause new significant impacts at the study intersections under Existing Plus Project or Cumulative (2040) Plus Project conditions.

Freeway Operations

The 2018 EIR evaluated the impacts of the Original Project on two freeway segments under Cumulative (2040) Plus Project conditions using Delay Index and did not identify any significant impacts on freeway operations. Since the Modified Project would have a lower trip generation than the Original Project, it would add fewer trips to the two freeway segments. Therefore, the Modified Project would have a smaller impact on the freeway segments and not cause any new significant impacts on the freeway segments under Cumulative (2040) Plus Project conditions.

Hazards and Safety, Emergency Access, Plan Consistency, and Construction

The project area for the Modified Project, including the location of the main driveway and the emergency vehicle access only driveway on Seacliff Drive, is consistent with the project area for the Original Project. Therefore, it would result in the same less-than-significant impacts identified in the 2018 EIR regarding the potential for the Modified Project to increase hazards due to a design feature. The Modified Project would also allow for adequate emergency access to the site, same as identified for the Original Project. Since the Modified Project would continue to provide similar land uses and have the same modifications to the surrounding transportation network as the Original Project, it would continue to have the same less-than-significant impact on consistency with adopted policies, plans and programs supporting alternative transportation. In addition, construction activity anticipated for the Modified Project also would be similar to that analyzed in the 2018 EIR, and therefore would remain less than significant.

Transportation Demand Management (TDM)

Article 15.04.612 of the City's Zoning Code requires residential developments with more than ten units to implement transportation demand management (TDM) measures that reduce to the extent feasible single-occupant vehicle trip generation rates 15 percent below the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. However, considering the location of the Modified Project in a somewhat isolated area with limited non-automobile connections, over one-mile from the nearest transit service, and not within walking distance of any major commercial or employment centers, there are no feasible infrastructure improvements or operational strategies that could reduce the single-occupant vehicle trips generated by the Modified Project to 15 percent below the trip generation estimated by the ITE Trip Generation Manual and presented in Table 4-3.

Vehicle Miles Traveled

On September 17, 2013, California Governor Jerry Brown signed Senate Bill (SB) 743 into law. SB 743 required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Historically, most lead agencies treated automobile delay and congestion as environmental impacts, and those impacts were measured using LOS analysis. SB 743 instead required the Governor's Office of Planning and Research (OPR) to revise the CEQA Guidelines to prescribe an alternative analysis metric to LOS that would promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Once the CEQA Guidelines were updated to reflect the directives of SB 743, automobile delay or other measures of traffic congestion were not to be used to measure a significant environmental impact.

In December 2018, the California Natural Resources Agency certified and adopted an update to the CEQA Guidelines that incorporated the direction of SB 743, specifically including modifications to the Appendix G Checklist questions for transportation impacts. CEQA Guidelines Section 15064.3 requires transportation impacts to be analyzed using VMT; this section began applying to new CEQA documents as of July 1, 2020. The City of Richmond adopted CEQA thresholds of significance for VMT analysis in February 2021, consistent with the ones recommended by the Contra Costa Transportation Authority.

VMT has long been used as a metric for measuring air quality and GHG impacts in California. The 2018 EIR evaluated the air quality and GHG impacts associated with potential VMT changes resulting from the Original Project. The adoption of VMT as a new metric for the measurement of transportation impacts under CEQA does not constitute new significant information, because VMT associated with the Project was already disclosed and evaluated in the 2018 EIR.

Furthermore, an addendum is not required to consider new impact areas added to CEQA after the underlying EIR was certified. See *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320 (adoption of new guidelines for GHG evaluation was not significant new information requiring further CEQA review because GHG emissions were known information and could have been addressed in the original EIR); *Fort Mojave Indian Tribe v. Dept. of Health Servs.* (1995) 38 Cal.App.4th 1574, 1605 (new critical habitat regulation was not significant new information because impacts to the species had already been addressed in original EIR.).

The 2018 EIR's discussion of VMT makes clear that VMT was a clearly understood metric for measuring air quality and GHG impacts at the time the EIR was certified. Thus, no new analysis of VMT to address the Project's impacts on transportation and traffic is required.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to transportation and traffic would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to transportation and traffic that were not identified in the 2018 EIR. Nor is there new information of substantial importance that would change that analysis. The adoption of VMT as a new metric for the measurement of transportation impacts under CEQA does not constitute new significant information, because VMT associated with the Project was calculated and disclosed at the time of the 2018 EIR for use in the air quality and GHG impact analyses. Thus, impacts related to VMT were known or could have been known at the time the 2018 EIR was certified. See *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320 and *Fort Mojave Indian Tribe v. Dept. of Health Servs.* (1995) 38 Cal.App.4th 1574, 1605. For these reasons, no revisions are required to the 2018 EIR analysis of the Original Project to address potential transportation and traffic impacts of the Modified Project and no subsequent or supplemental EIR is required.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address transportation and traffic impacts.

4.16 Utilities and Service Systems

PREVIOUSLY-IDENTIFIED ORIGINAL PROJECT IMPACTS IN THE 2018 QUARRY RESIDENTIAL PROJECT EIR

Impact UTL-1: The Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Criterion b.) (*Less Than Significant, No Mitigation Required*)
Impact UTL-2: The water demand generated by development under the Project would not exceed water supplies available from existing entitlements and resources, or need expanded entitlements. (Criterion d.) (*Less Than Significant, No Mitigation Required*)
Impact UTL-3: Development of the Project could exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required. (Criteria a., b., and e.) (*Less Than Significant, No Mitigation Required*)
Impact UTL-4: Development of the Project would require or result in construction of new onsite stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Criterion c.) (*Less Than Significant, No Mitigation Required*)
Impact UTL-5: Development of the Project would not violate applicable federal, State, and local statutes and regulations related to solid waste, or generate solid waste that would exceed the permitted capacity of the landfills serving the area. (Criteria f. and g.) (*Less Than Significant, No Mitigation Required*)
Impact C-UTL-1: Project construction activity and operational activities in combination with past, present, existing, approved, pending, and reasonably foreseeable future projects in the vicinity would not contribute considerably to cumulative impacts to utilities and service systems. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.15-18 through 4.15-26 of the Draft EIR and page 2-19 of the Final EIR.

The 2018 EIR concluded that the Original Project would result in less-than-significant impacts to utilities and service systems. Construction-related impacts associated with Project utility infrastructure improvements were addressed and mitigated throughout the 2018 EIR. Construction of other necessary improvements to infrastructure were not anticipated to result in significant environmental effects. The Original Project's increased demand for fire flow, water treatment, potable water, wastewater treatment and conveyance, would be accommodated by existing facilities, infrastructure improvements included as a part of the Project, and compliance with existing regulations such as City ordinances, NPDES General Construction Permit, and CALGreen. New impervious surface and associated stormwater runoff would be mitigated by approximately 8,550 square feet of on-site bioretention features and compliance with Provision C.3 of the Municipal Regional Stormwater NDPES Permit. Finally, the 2018 EIR determined that compliance with existing regulations such as AB 939 and CALGreen would ensure solid waste generated by Project construction and operation could be accommodated by existing solid waste facilities and that the Original Project would not impede the City's ability to meet diversion requirements and other solid waste regulations.

No aspect of the proposed project would change the conditions or environmental impacts regarding utilities and service systems identified for the Original Project in the 2018 EIR. The Modified Project would be developed on the same Project development area using the same Preliminary Utility Plan. The updated Stormwater Control Plan would increase the size of

bioretention areas on the site to approximately 9,520 square feet. Construction activities, proposed land use, and distribution of unpaved or pervious areas, are generally the same as envisioned and analyzed for the Original Project. The reduced residential density would result in reduced demand for all utilities and service systems relative to the Original Project analyzed in the 2018 EIR. The Modified Project would be subject to the same NPDES General Construction Permit requirements, NPDES MS4 permit requirements including Provision C.3, City ordinances, and CALGreen. Therefore, the Modified Project would result in the same less-than-significant impacts with respect to fire flow, water treatment, potable water, wastewater treatment and conveyance, stormwater treatment and conveyance, and solid waste.

Cumulative

As discussed above in this section, the Modified Project would not result in new or substantially more severe impacts compared to those identified in the 2018 EIR, and its contribution to cumulative effects related to utilities and service systems would be the same or less than identified in the 2018 EIR.

Summary

Based on an examination of the analysis, findings, and conclusions of 2018 EIR, implementation of the Modified Project would not substantially increase the severity of significant impacts identified in the 2018 EIR, nor would it result in new significant impacts related to utilities and service systems that were not identified in the 2018 EIR. No revisions are required to the 2018 EIR analysis of the Original Project to address potential utilities and service systems impacts of the Modified Project.

Mitigation Measures

No mitigation measures were identified in the 2018 EIR to address utilities and service systems.

5. Conclusions

An evaluation of the Revised Quarry Residential Project is presented in the CEQA Analysis in Section 4 of this addendum. The evaluation supports a determination that the Modified Project qualifies for an addendum to the certified 2018 EIR.

5.1 Proposed Changes to the Original Project

Summarizing from Section 3, Project Description, the Modified Project's project site and Project development area is the same as the project site and Project development area for the Original Project. In terms of land uses and development, compared to the Original Project, the Modified Project would develop 76 detached single-family houses as opposed to the Original Project's 200 multi-family units resulting in 124 fewer residential units overall. These changes result in approximately 153 fewer residents compared to the 365 previously analyzed in the 2018 EIR.

5.2 Implications of Proposed Project Changes to the Original Project

This evaluation concludes that the Modified Project qualifies for an addendum. Any potential environmental impacts associated with development of the Modified Project were adequately analyzed and covered by the analysis in the 2018 EIR. The Modified Project would be required to comply with the applicable mitigation measures identified in the 2018 EIR and presented in the Section 4 and the revised MMRP (Attachment A). With implementation of the applicable mitigation measures, the Modified Project would not result in an increase in the severity of previously identified significant impacts in the 2018 EIR or result in any new significant impacts that were not previously identified in the 2018 EIRs. Therefore, no further review or analysis under CEQA is required.

5.3 Findings

In accordance with California Public Resources Code Section 21166, CEQA Guidelines Sections 15162 and 15164, and as set forth in the CEQA Analysis in Section 4 of this document, the Revised Quarry Residential Project qualifies for an addendum because the following findings can be made:

Addendum Findings: The Revised Quarry Residential Project:

- would not cause new significant impacts not previously identified in the previously certified 2018 EIR; nor result in a substantial increase in the severity of previously identified significant impacts;
- no new mitigation measures would be necessary to reduce significant impacts;
- no changes have occurred with respect to circumstances assumed in the 2018 EIR that would cause significant environmental impacts to which the Campus Bay Project would contribute considerably; and

- no new information has been put forward that shows that the Revised Quarry Residential Project would cause new significant environmental impacts.
- Therefore, no supplemental environmental review is required or allowed in accordance with Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164.

The above findings satisfy CEQA compliance for the proposed revised Quarry Residential Project (Modified Project).

ATTACHMENT A

Revised Mitigation Monitoring and Reporting Program (MMRP) for the Modified Project

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MITIGATION MONITORING AND REPORTING PROGRAM

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
4.1 Aesthetics					
None required.					
4.2 Air Quality					
Mitigation Measure AIR-1: Best Management Practices for Controlling Particulate Emissions. The following BAAQMD Best Management Practices for particulate control will be implemented for all project construction activities. These measures will reduce particulate emissions primarily during soil movement, grading and demolition activities but also during vehicle and equipment movement on unpaved project sites 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, § 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. In addition, construction vehicle washing shall be prohibited on the Project site.	Project Applicant / Project Contractor	City of Richmond Building Division and Engineering Services Department	Engineering Services Department to verify inclusion of BAAQMD BMPs in applicable construction plans and specifications. City of Richmond Building Division to inspect site during construction to ensure compliance with Project construction plans.	Prior to issuance of building permit. Field inspections during construction.	*Verified by:* *Date:*
~~**Mitigation Measure AIR-2: Enhanced Exhaust Emissions Reduction Measures.** The applicant shall implement the following measures during construction to further reduce construction-related exhaust emissions:~~	~~Project Applicant / Project Contractor~~	~~City of Richmond Building Division and Engineering~~	~~Engineering Services Department to verify inclusion of enhanced exhaust emissions reduction measures in applicable construction plans and specifications.~~	~~Prior to issuance of building permit.~~ ~~Field inspections during construction.~~	~~*Verified by:*~~ ~~*Date:*~~

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
~~All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:~~ ~~1. Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and~~		~~Services Department~~			
~~4.2 Air Quality (cont.)~~					
~~2. All off-road equipment shall have:~~ ~~a. Engines that meet or exceed either USEPA or CARB Tier 3 off-road emission standards, and~~ ~~b. Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.~~			~~(cont.) City of Richmond Building Division to inspect site during construction to ensure compliance with Project construction plans.~~		
4.3 Biological Resources					
Mitigation Measure BIO-1: Nesting Bird Protection Measures. The Project applicant shall conduct preconstruction nesting bird surveys in areas containing, or likely to contain, habitat for nesting birds (i.e., areas with shrub vegetation) as a condition of approval for any development-related permit. Specific measures to avoid and minimize impacts on nesting birds include, but are not limited to, those described below. a) Construction activities including vegetation removal and construction shall be performed between September 1 and January 31 in order to avoid the avian nesting season. b) If construction activities cannot be completed between September 1 and January 31, a preconstruction survey for nesting birds shall be conducted by a qualified biologist. During the avian nesting season (February 1 through August 31), a qualified biologist shall survey construction areas within and in the vicinity of the Project site for nesting raptors and passerine birds not more than 30 days prior to any ground-disturbing activity or vegetation removal. All accessible potential nesting habitat, including bare ground, in the Project site and within a 500-foot buffer area (for raptors) and 250-foot buffer area (for all other species) around any construction activity will be surveyed. c) If active nests are found either within the Project site or within the survey buffer, “no-work” buffer zones shall be established around the nests by a qualified biologist in coordination with CDFW as necessary depending on the	Project Applicant / Project Contractor	City of Richmond Building Division	Building Division to review and approve a qualified biologist, and to review pre-construction survey reports. If active nests are found, inspect construction site to confirm buffer zones.	Review prior to issuance of building permit. Field inspections 30 days prior to construction and after breaks of 14 days or longer if construction falls within nesting season (January 15 – August).	*Verified by:* *Date:*

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
specific species encountered. No vegetation removal or ground-disturbing activities shall occur within the no-work buffer zone until young have fledged or the nest is otherwise abandoned as determined by the qualified biologist. If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.					
4.3 Biological Resources (cont.)					
Typically, the size of individual "no-work" buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the USFWS and/or CDFW as necessary (i.e., in the case of protected species). Buffer distances may also be modified if obstacles such as buildings or trees obscure the construction area from active bird nests, or existing disturbances create an ambient background disturbance similar to the proposed disturbance. d) Birds that establish nests after construction starts are assumed to be habituated to and tolerant of the indirect impacts resulting from construction noise and human activity. However, direct take of nests, eggs, and nestlings is still prohibited and a buffer must be established to avoid nest destruction. e) Results of the surveys shall be forwarded to CDFW (if required by state law based on the species observed) and avoidance procedures shall be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.					
4.4 Cultural and Paleontological Resources					
Mitigation Measure CUL-1: Preconstruction Training, Cultural Resources Monitoring, and Inadvertent Discovery of Cultural Resources. a. *Archeological Site CA-CCO-400: Preconstruction Training and Cultural Resources Monitoring.* Prior to authorization to proceed, a Secretary of the Interior-qualified archaeologist shall prepare a cultural resources monitoring plan. The City of Richmond shall review and approve the plan. The plan shall include a requirement for monitoring of construction activities within 200 feet of archeological site CA-CCO-400 by both a qualified archeologist and, if reasonably available, a Native American representative. The City shall conduct good faith outreach (phone calls and emails) to tribal representatives identified by the Native American Heritage Commission in their February 6, 2016 letter as having potential interest in the Project site (see Appendix D of the Draft	Project Applicant / Project Contractor City of Richmond Building Division	City of Richmond Building Division	Building Division to review and approve of archaeologist, of cultural resources monitoring plan and of the construction plan that includes archaeological mitigation. If resources are encountered, Contractor to verify work is suspended as required, review and approve paleontologist and paleontologist's recommendations. If resources encountered are found to be qualifying as	Prior to issuance of building permit for, or commencement of, any ground-disturbing activities. Field inspections during construction.	*Verified by:* *Date:*

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
EIR). The plan shall include (but not be limited to) the following components: • A training program for all construction and field workers involved in site disturbance that would be completed prior to the commencement of construction activities and that would train site workers in the identification of potential cultural resources, and actions to be undertaken in the event that potential cultural resources are discovered;			described in the measure, the City to ensure preservation measures are implemented or that the ARDTP is completed and submitted to NWIC. City to inspect site during construction to ensure compliance with project construction plans.		
4.4 Cultural and Paleontological Resources (cont.)					
• The identification of person(s) responsible for conducting monitoring activities, including Native American monitors; • The identification of person(s) responsible for overseeing and directing the monitors; • Monitoring protocols and procedures and the required format and content of monitoring reports; • The schedule for submittal of monitoring reports and identification of person(s) responsible for review and approval of monitoring reports; • A protocol for notifications in the event cultural resources are encountered, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation); • Methods to ensure the security of cultural resources sites; and • A protocol for notifying local authorities (i.e. Sheriff, Police) should site looting and other illegal activities occur during construction. During the course of the construction monitoring, the archaeologist may adjust the frequency, from continuous to intermittent, of the monitoring based on the conditions and professional judgment regarding the potential to impact resources. b. *Project Site-Wide (Including Archeological Site CA-CCO-400): Inadvertent Discovery of Cultural Resources.* If archaeological resources are encountered during Project construction, including in the vicinity of archeological site CA-CCO-400, the following steps shall be undertaken: • All soil disturbing activities within 100 feet in all directions of the find shall cease until the resource is evaluated; • The monitor shall immediately notify the City of Richmond of the encountered archaeological resource; • The monitor shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered					

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
archaeological resource, present the findings of this assessment to the City; and • A Secretary of the Interior-qualified archaeologist shall inspect the find within 24 hours of discovery. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse.					
4.4 Cultural and Paleontological Resources (cont.)					
In the event archaeological resources qualifying as either historical resources pursuant to CEQA *Guidelines* Section15064.5 or as unique archaeological resources as defined by Public Resources Code 21083.2 are encountered, mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. The archaeologist, in consultation with the City of Richmond and the culturally-affiliated Native American group(s) shall determine whether to pursue preservation in place. Consistent with CEQA *Guidelines* Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If preservation in place is not pursued, the City of Richmond shall ensure implementation of a detailed Archaeological Research Design and Treatment Plan (ARDTP), in consultation with the affiliated Native American tribe(s), if applicable. A qualified archaeologist, in consultation with the City of Richmond, shall prepare and implement the ARDTP, which shall include a data recovery program. The Project archaeologist, the applicant, and the City of Richmond shall meet to determine the scope of the ARDTP. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. The ARDTP shall identify how the proposed data recovery program would preserve the significant information the archaeological resource contains, and shall include and/or require the following: • Identification of the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions;					

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance

• Documentation of the results of the investigation in a timely manner, in a technical report that provides a full artifact catalog, analysis of items collected, results of any special studies conducted, and interpretations of the resource within a regional and local context;
• Details regarding treatment, which for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the Project;
  • Dissemination of report/s to local and state repositories, libraries, and interested professionals; and
  • Curation of artifacts and data at an approved facility.					

4.4 Cultural and Paleontological Resources (cont.)					
The City of Richmond shall submit all technical documents to the Northwest Information Center of the California Historical Resources Information System.					
Mitigation Measure CUL-2: Inadvertent Discovery of Human Remains. Prior to the commencement of Project construction, the applicant shall ensure that Project construction personnel receive training regarding the possibility of encountering human remains during construction, and apprised of appropriate procedures to undertake in the event of such a discovery. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, in the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease until the Contra Costa County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) will be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the City of Richmond for the appropriate means of treating the human remains and any grave goods.	Project Applicant / Project Contractor	City of Richmond Building Division	Verify mitigation measure on construction plans. Inspect site during construction to ensure compliance with project construction plans.	Prior to issuance of a building permit for, or commencement of, any ground-disturbing activities. Field inspections during construction.	*Verified by:* *Date:*
Mitigation Measure CUL-3: Preconstruction Training, Paleontological Monitoring, and Accidental Discovery of Paleontological Resources. Prior to construction, a qualified paleontologist with expertise in California paleontology will develop a paleontological resources training program for all construction and field workers involved in ground-disturbing activities that details the recognition and importance of paleontological resources, and	Project Applicant / Project Contractor	Project Applicant / Project Contractor City of Richmond Building Division	If resources are encountered, Contractor to verify work is suspended as required, review and approve paleontologist and paleontologist's recommendations. City to inspect site during construction to ensure	Prior to issuance of a building permit for, or commencement of, any ground-disturbing activities. Field inspections during construction.	*Verified by:* *Date:*

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
establishes accidental discovery procedures should paleontological resources be encountered during construction. Paleontological monitoring is necessary when ground-disturbing activities occur in previously undisturbed sediments mapped as Franciscan sandstone or greywacke (see Engeo Inc., 2017 for detailed geologic mapping of the Project site). Monitoring is not necessary in other sediments on the Project site, including artificial fill, colluvium, or landslide deposits, or in areas that have been previously disturbed. Monitoring should be conducted by a qualified paleontological monitor that meets the standards of the Society of Vertebrate Paleontology (SVP; 2010). If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the nature and importance of the find and, if necessary, develop appropriate treatment measures in conformance with SVP standards, and in consultation with the City of Richmond.			compliance with Project construction plans.		
4.5 Energy Resources					
None required.					
4.6 Geology, Soils, and Minerals					
None required.					
4.7 Climate Change and Greenhouse Gases					
None required.					
4.8 Hazards and Hazardous Materials					
None required.					
4.9 Hydrology and Water Quality					
None required.					
4.10 Land Use and Planning					
None required.					

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
4.11 Noise					
Mitigation Measure C-NOI-1: Construction Noise Control Measures and Noise Control Plan. For any Project construction activities that would take place simultaneously with construction activities that would take place in Miller/Knox Regional Shoreline park (as part of activities associated with the Land Use Plan Amendment) and within 500 feet of the Project site, the applicant shall employ site-specific noise attenuation measures during project construction to reduce the generation of construction noise. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City of Richmond Planning and Building Services Department to ensure that construction noise meets the standards set forth in the City's Noise ordinance. Measures specified in the Noise Control Plan and implemented during Project construction may include the following noise control strategies: • Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds); • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically	Project Applicant / Project Contractor	City of Richmond Building Division and Engineering Services Department	Engineering Services Department to review and approve Project specifications and grading and construction plans for inclusion of this measure into specifications. Building Division to inspect site during construction to ensure compliance with Project construction plans.	Prior to issuance of building permit. Field inspections during construction.	*Verified by:* *Date:*
4.11 Noise (cont.)					
• powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to approximately 10 dBA. External jackets on the tools themselves or similar devices shall be used; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used; and • Stationary noise sources on site shall be located as far from adjacent receptors as may physically be accommodated, and they shall be muffled and enclosed within temporary sheds incorporate insulation barriers, or include similar measures to reduce noise.					
4.12 Population and Housing					
None required.					

Project Mitigation Measures	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
4.13 Public Services and Recreation					
None required.					
4.14 Transportation and Traffic					
None required.					
4.15 Utilities and Service Systems					
None required.					

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