RESOLUTION NO. 134-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHMOND ADOPTING THE ADDENDUM TO THE RICHMOND BAY SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (SCH#2014092082) AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, AND APPROVING A VESTING TENTATIVE MAP AND USE PERMIT (PLN20-310) FOR THE CAMPUS BAY MIXED-USE DEVELOPMENT PROJECT, SUBJECT TO FINDINGS AND CONDITIONS HEREIN

I. GENERAL FINDINGS

A. Introduction. HRP Campus Bay Property, LLC ("Developer") proposes a mixed-use community consisting of residential, commercial, and open space uses in the Sub-Area 4 portion of the Richmond Bay Specific Plan ("Campus Bay Project") on an approximately 89.6-acre site, City of Richmond, Contra Costa County, California. The Campus Bay Project proposes a mixed-use community comprising a portion of, and consistent with, the Richmond Bay Specific Plan, that includes the following components: 1) Remediation of the Project site as separately approved by and in accordance with all requirements of the Department of Toxic Substances Control ("DTSC"); 2) Development of not less than 2,000 and not more than 4,000 multifamily residential units, including both rental and for-sale units, including affordable dwellings consistent with City inclusionary housing program; 3) Development of approximately 50,000 square feet of retail/business/service uses (including a 20,000 square feet neighborhood grocery store); and 4) Development of approximately 30.7 acres of parks and open space, consisting of new parks, existing habitat areas, and construction of a trailhead with parking and restroom facilities for the San Francisco Bay Trail. Required Project approvals include: (1) Development Agreement: (2) Vesting Tentative Map; and (3) Use Permit; (collectively referred to as the "Project Approvals"). The Project maintains the existing -S, Shoreline Overlay for the shoreline band on the Project Site.

B. Environmental Review Process. On December 6, 2016, the City Council of the City of Richmond adopted Resolution No. 105-16 certifying the Richmond Bay Specific Plan Environmental Impact Report ("EIR") (SCH#2014092082), Adopting a Statement of Overriding Considerations, and Adopting a Mitigation Monitoring and Reporting Program. Pursuant to CEQA Guidelines Section 15164, the City has prepared an Addendum affirming that the analysis contained in the Richmond Bay Specific Plan EIR adequately addresses the potential physical impacts associated with the proposed Campus Bay Project. The Addendum to the Richmond Bay Specific Plan EIR, attached hereto as Exhibit A, was prepared in compliance with the requirements of the California Environmental Quality Act, the State CEQA Guidelines, the City of Richmond Guidelines and Procedures for the Implementation of the California Environmental Quality Act; and based upon the evidence submitted and as demonstrated by the analysis included in the Addendum, none of the conditions described in Sections 15162 and 15163 of the State CEQA Guidelines calling for the preparation of a subsequent or supplemental EIR or negative declaration have occurred; specifically:

(1) There have not been any substantial changes in the project that require major revisions of the EIR because of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) There have not been any substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

(3) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified that shows any of the following: (a) the project will have one or more significant effects not discussed in the EIR; (b) significant effects previously examined will be substantially more severe than shown in the EIR; (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 EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

C. Administrative Record. The administrative record, upon which all Findings related to the approval of the Project are based, includes the following:

(1) The Richmond Bay Specific Plan EIR and all documents referenced in or relied upon by the FEIR.

(2) The Addendum to the Richmond Bay Specific Plan EIR and all documents referenced in or relied upon by the EIR Addendum.

(3) All information (including written evidence and testimony) provided by City Staff to the Planning Commission and City Council relating to the Richmond Bay Specific Plan EIR and Addendum, the Project Approvals, and the Project.

(4) All information (including written evidence and testimony) presented at or in preparation of any City public hearing or City workshop related to the Project and the Addendum.

(5) For documentary and information purposes, all City-adopted land use plans and ordinances, including without limitation the general plan, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring and reporting programs and other documentation relevant to the Project site.

(6) The Mitigation Monitoring and Reporting Program ("MMRP") for the Project.

(7) All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is the Community Development Director or his or her designee. Such documents and other materials are located at City Hall, Planning Division, 450 Civic Center Plaza, Richmond, California, 94804.

D. Findings. The Addendum to the Richmond Bay Specific Plan EIR and Vesting Tentative Map, Use Permit, and Development Agreement for the Campus Bay Project were considered by the Planning Commission at a public hearing held at their November 19, 2020 meeting. The Planning Commission voted unanimously to recommend adoption of the Addendum to the Richmond Bay Specific Plan EIR and approval of the Vesting Tentative Map, Use Permit, and Development Agreement for the Campus Bay Project, with modified conditions that are reflected in Exhibit D to Attachment 1. On December 1, 2020, the City Council conducted a duly noticed public hearing on the Campus Bay Project. After considering public testimony and materials in the staff report, including the Addendum to the Richmond Bay Specific Plan EIR (State Clearinghouse #2014092082), Mitigation Monitoring and Reporting Program and findings in support of the Development Agreement, Vesting Tentative Map, and Use Permit, the City Council, in its independent and objective judgment, finds that the Addendum is adequate and sufficient in all respects and the findings set forth below are appropriate and adequate to support adoption of the Addendum to the Richmond Bay Specific Plan EIR and the Mitigation Monitoring and Reporting Program, and approval of the Project Approvals. These findings are made pursuant to CEQA and the Richmond Municipal Code. These findings support the adoption of the Addendum and Mitigation Monitoring and Reporting Program, and include the findings to support the approval of the Development Agreement, Vesting Tentative Map, and Use Permit ("Findings").

II. CEQA FINDINGS.

The City of Richmond is the Lead Agency with respect to the Project pursuant to Section 15367 of the CEQA Guidelines. The following findings support the Planning Commission's recommendation to the City Council and the City Council's decision to adopt the Addendum and MMRP:

1. The Addendum has been completed in compliance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq., and the City of Richmond's Guidelines and Procedures for Implementation of CEQA, Resolution No. 125-03 (adopted September 23, 2005), and reflects the independent judgment and analysis of the City.

2. City hereby adopts and makes conditions of approval of the Campus Bay Project all of the mitigation measures that are within the responsibility and jurisdiction of the City that apply to the Project.

3. City finds based upon the evidence submitted and as demonstrated by the analysis included in the Addendum that none of the conditions described in Sections 15162 and 15163 of the State CEQA Guidelines calling for the preparation of a subsequent or supplemental EIR or negative declaration have occurred.

4. The City hereby adopts the Mitigation Monitoring and Reporting Program for the Campus Bay Project, attached hereto as Exhibit B.

III. USE PERMIT - RMC Sections 15.04.306.030 and 15.04.806

The following findings of fact support the approval of a Use Permit for uses and development within an –S, Shoreline Overlay District and for Residential Uses within certain transect zones (Transect 5 Main Street-Open ("T5MS-O") and Special District: R&D ("SD: R&D") to allow for residential uses pursuant to Article 15.04.806 ("Use Permits").

A. The location of the proposed conditional use is in accordance with the General Plan and any applicable specific plan and the land use designations for the project site;

Supporting Statement of Facts for Shoreline Use: ***Criterion Satisfied.*** The General Plan land use and the zoning designation of the Project Site in this –S Overlay area (which is the area within 100-feet of the shoreline) is Richmond Bay Specific Plan. Within the Specific Plan, this area is designated as civic space. The Project would construct a continuous shoreline park and shoreline promenade in this area. Thus, the Project is consistent with the General Plan and the zoning district of the Project Site.

Supporting Statement of Facts for Residential Use: ***Criterion Satisfied.*** The Richmond Bay Specific Plan establishes a flexible development framework to respond to changing market conditions and provides for a variety of uses, including residential uses to create a vibrant, mixed-use development. The T5MS-O applies to areas where consistent ground floor retail uses were not essential to placemaking. The intent of the T5MS-O zone was to remain flexible to non-retail ground floor uses and allow multiple-unit dwellings with a use permit. Similarly, the SD: R&D zone applies to locations intended to be responsive to the surrounding existing and anticipated built context. Multiple-unit dwellings are responsive to and consistent with the anticipated surrounding development. The Project would establish a complete, pedestrian-oriented mixed use neighborhood to complement future development and changing market conditions justify the granting of a use permit. Thus, the Project is consistent with the General Plan and the applicable Richmond Bay Specific Plan.

B. The location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood;

Supporting Statement of Facts for Shoreline Use: ***Criterion Satisfied.*** The shoreline park and integrated shoreline promenade would complement the Project's residential and commercial uses by providing nearby passive and active recreational spaces, not only for the Project but for visitors as well.

Supporting Statement of Facts for Residential Use: ***Criterion Satisfied.*** The T5MS-O and SD: R&D Transect Zones contain standards to produce an environment with a particular physical character. T5MS-O standards contain building form standards for a Main Street environment, while also allowing extra flexibility in the range of allowed ground floor uses, and SD: R&D standards are intended to produce built forms compatible with adjacent limited industrial uses. In both cases, the building form standards adopted in the Specific Plan are still applicable to the Project and will produce built environments as intended by the Specific Plan. Nor will the proposed residential use affect the livability or development of abutting properties and the surrounding neighborhood, but instead it may contribute to future redevelopment in the Project area.

C. The proposed use will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions;

Supporting Statement of Facts for Shoreline Use: ***Criterion Satisfied.*** The proposed recreational uses and construction of the Shoreline Promenade would not create nuisances. The recreational uses proposed along the shoreline areas are not associated with emission of odor or producing large amounts of dust, gas, noise, vibration, smoke, heat, or glare. Security lighting along the street, parks and trail areas would consist of low path lighting and other full cut off lights, in compliance with the RMC provisions for lighting, that do not create glare or disturb birds.

Supporting Statement of Facts for Residential Use: ***Criterion Satisfied.*** The proposed residential uses would not create nuisances. The residential uses proposed in the T5MS-O and SD: R&D zones are not associated with emission of odor or producing large amounts of dust, gas, noise, vibration, smoke, heat, or glare. Outdoor lighting within the Project area would be provided in compliance with Richmond Municipal Code provisions for lighting that do not create glare or disturb birds.

D. The proposed use complies with all applicable provisions of Article XV; and

Supporting Statement of Facts for Shoreline Use: ***Criterion Satisfied.*** The park and recreation uses would comply with all applicable provisions of the City's zoning code and the Richmond Bay Specific Plan, including provisions related to lighting. In addition, the construction and operation of the uses would comply with all relevant mitigation measures identified in the MMRP.

Supporting Statement of Facts for Residential Use: ***Criterion Satisfied.*** The residential use would comply with all applicable provisions of the City's zoning code and Richmond Bay Specific Plan, including provisions related to lighting. In addition, the construction and operation of uses would comply with all relevant mitigation measures identified in the MMRP.

E. The site of the proposed use is adequately served by highways, streets, water, sewer, and other public facilities and services.

Supporting Statement of Facts for Shoreline Use: ***Criterion Satisfied.*** The proposed shoreline park, would be publically accessible and adequately served by the upgraded and new streets. The Project also proposes the Shoreline promenade, sidewalks, new Bay Trail connections for direct access of bicyclists and pedestrians, and connecting the shoreline and linear park to the adjacent neighborhoods. Public restrooms would be provided as part of the Project.

Supporting Statement of Facts for Residential Use: ***Criterion Satisfied.*** The Campus Bay Project would fund the maintenance of its streets and circulation system and strengthen connections to neighboring areas. Backbone systems will be constructed for storm drain, sewer, water, electrical and street lighting systems. In addition, the construction and operation of uses would comply with all relevant mitigation measures identified in the MMRP.

IV. VESTING TENTATIVE TRACT MAP FINDINGS

The following findings of fact support the approval of the Vesting Tentative Map, attached as Exhibit C, as required by RMC Section 15.04.702.100 (and Government Code § 66474):

A. **Consistency.** The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable specific plan, the Zoning Ordinance, and other applicable provisions of the City's Municipal Code.

Supporting Statement of Facts: ***Criterion Conditionally Satisfied.*** The Project and the proposed subdivision (Vesting Tentative map) are consistent with the General Plan Richmond Bay Specific Plan Land use classification and SP-2 zoning. The Project site is located within the Richmond Bay Specific Plan area. With implementation of the conditions of approval in Exhibit D and approval of the Use Permit subject to those conditions of approval, the design and improvements of the proposed subdivision are consistent with the Richmond Bay Specific Plan and backbone infrastructure (streets, utilities, etc.) would meet the requirements under the City's Subdivision Ordinance and the Richmond Bay Specific Plan.

B. **Physically Suitable.** The site is physically suitable for the type of development and the proposed density of the development.

Supporting Statement of Facts: ***Criterion Satisfied.*** Upon completion of the separately regulated site remediation of residual contamination from previous industrial use in areas proposed for development and upon completion of the necessary infrastructure and necessary grading, the site will be physically suitable for the Project's proposed uses and density. Further, the Project and its density are physically suitable for the proposed development, including avoidance of sensitive biological resources, addressing areas subject to sea level rise, and the Project will be pushed back from the shoreline.

C. **No Environmental Damage.** The proposed subdivision, together with the provisions for its design and improvement, are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, unless an Environmental Impact Report was prepared and a finding was made that specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible, pursuant to Section 21081(a)(3) of the Public Resources Code.

Supporting Statement of Facts: ***Criterion Satisfied.*** The design of the subdivision and its proposed improvements would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The Project Site has undergone extensive environmental analysis, most recently in an Addendum to the Richmond Bay Specific Plan EIR. The Addendum concluded that with mitigation, the construction of the Project, including its subdivision and improvements would not cause substantial, avoidable biological impacts.

D. **Public Health Problems.** The proposed subdivision, together with the provisions for its design and improvement, is not likely to cause serious public health problems.

Supporting Statement of Facts: ***Criterion Satisfied.*** The Project Site is undergoing extensive remediation in areas proposed for development that would remove existing hazards to public health left from industrial use. The remediation and subsequent new construction would comply with federal, state, and local standards that minimize public health impacts. Further, the Project will contribute to public health, safety, and general welfare by providing much needed housing, a community grocery store, and open space areas.

E. **No Conflict with Easements.** The proposed subdivision, together with the provisions for its design and improvement, will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The City may approve a map if it finds that alternate easements for access or for use will be provided and that these easements will be substantially equivalent to ones previously acquired by the public.

Supporting Statement of Facts: ***Criterion Satisfied.*** The design of the subdivision and associated improvements will not conflict with easements for access through or use of the Project Site. The subdivision and associated improvements will improve access to and through the Project Site via Meade Street, constructing new and improved roads in the area, as well as adding sidewalks and bicycle paths where none exist, and creating new and enhanced access points to the San Francisco Bay Trail.

F. **Availability of Water.** Water will be available and sufficient to serve a proposed subdivision with more than 500 dwelling units in accordance with Section 66473.7 of the Subdivision Map Act.

Supporting Statement of Facts: ***Criterion Satisfied.*** The East Bay Municipal Utility District ("EBMUD") previously issued a Water Supply Assessment ("WSA") for the Richmond Bay Specific Plan. In response to a request from the City for water agency consultation concerning the current Project, EBMUD issued a letter to the City, and found that the Project would result in an overall reduction in estimated water demand as compared to the Sub-Area 4 Project previously analyzed in the Richmond Bay Specific Plan EIR, and that a second WSA need not be required for the Campus Bay Project.

G. **Housing Balance.** The proposed subdivision will contribute to the housing needs in the region (Subdivision Map Act Section 66412.3).

Supporting Statement of Facts: ***Criterion Satisfied.*** The proposed subdivision will provide for at least 2,000 and up to 4,000 residential units, adding to the housing stock in the City and region. The Project will thus contribute to an appropriate level of housing-jobs balance in the City and region.

H. **Passive or Natural Heating.** To the extent feasible, the design of a subdivision must provide for future passive or natural heating or cooling in the subdivision under Section 66473.1 of the Subdivision Map Act.

Supporting Statement of Facts. ***Criterion Satisfied.*** The subdivision has been designed to consider passive or natural heating and the potential for solar on site. Block size has been contemplated with shade and breeze in mind and the design of the subdivision will allow for East-West design. The subdivision is also required to comply with Mitigation Measure GHG-1SA4a from the MMRP, which requires compliance with all applicable requirements of the City's Energy Reach Code (City Ordinance No. 06-20 N.S.), which requires solar photovoltaic installation in certain instances, and requires buildings to move towards zero-net energy.

I. **Telephone, Internet and Cable Service.** The design of a subdivision should provide for appropriate communications systems.

Supporting Statement of Facts. ***Criterion Satisfied.*** The conditions of approval of the project require the subdivision be designed to provide for appropriate cable television systems and for communication systems, including telephone and internet services, to each parcel.

V. THOROUGH AND FULL REVIEW

In making the findings listed above and the actions set forth below, the City Council has thoroughly reviewed the land use program, site plan, as well as the Development Agreement, Use Permit, and the Vesting Tentative Map, and has fully considered any potential modifications to these elements of the Project to address issues raised by comments of the public and public agencies on both the Addendum and the Project.

VI. SEVERABILITY

Should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

VII. APPROVALS

The City Council hereby adopts the Addendum to the Richmond Bay Specific Plan EIR (State Clearinghouse #2014092082), and the Mitigation Monitoring and Reporting Program, and the findings contained herein, and approves the Vesting Tentative Map, and Use Permit for the Campus Bay Mixed-Use Project, subject to the conditions of approval in Exhibit D.

Exhibit A: Addendum to Richmond Bay Specific Plan EIR
Exhibit B: Mitigation Monitoring and Reporting Program
Exhibit C: Vesting Tentative Map
Exhibit D: Conditions of Approval

****

I certify that the foregoing resolution was passed and adopted by the Council of the City of Richmond at a regular meeting thereof held December 1, 2020, by the following vote:

AYES:	Councilmembers Choi, Johnson, Vice Mayor Bates, and Mayor Butt.
NOES:	Councilmembers Martinez and Willis.
ABSTENTIONS:	Councilmember Myrick.
ABSENT:	None.

PAMELA CHRISTIAN
CLERK OF THE CITY OF RICHMOND
(SEAL)

Approved:

THOMAS K. BUTT
Mayor

Approved as to form:

TERESA STRICKER
City Attorney

State of California }
County of Contra Costa : ss.
City of Richmond }

I certify that the foregoing is a true copy of **Resolution No. 134-20**, finally passed and adopted by the City Council of the City of Richmond at a regular meeting held on December 1, 2020.

Pamela Christian, Clerk of the City of Richmond

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CHAPTER 1
Introduction

1.1 Richmond Bay Specific Plan and EIR

On December 6, 2016, the City of Richmond (lead agency) certified an Environmental Impact Report (EIR) for the Richmond Bay Specific Plan (Specific Plan) and Sub-Area 4 Project (SCH# 2014092082) and adopted the Richmond Bay Specific Plan.[1] As shown in **Figure 1-1, Specific Plan Area and Illustrative Plan**, the Specific Plan encompasses approximately 430 acres located in the Richmond's South Shoreline area on the south side of Interstate 580 (I-580), between Marina Way South to the east, the I-580 Bayview off-ramp to the west, and the San Francisco Bay to the south. The Specific Plan is organized by four geographic sub-areas and contemplates flexibility in the land uses that could develop in each of the sub-areas over time. The EIR includes a program-level analysis of a foreseeable maximum theoretical buildout development program of the entire Specific Plan area, which is the sum of maximum theoretical buildouts for each of the four sub-areas.

Sub-Area 4 and Sub-Area 4 Project

Sub-Area 4, as defined in the Richmond Bay Specific Plan, is approximately 170 acres located at the easternmost end of the Specific Plan. To consider a land use development scenario that could occur within a part of Sub-Area 4, the EIR also included a project-level analysis of a likely future development scenario for redevelopment of part of Sub-Area 4, referred to in the EIR as the "Sub-Area 4 Project." The Sub-Area 4 Project site is approximately 89 acres located in the central portion of the larger Sub-Area 4. The Sub-Area 4 Project development program and setting are described in more detail in Chapter 2, *Project Description*, in this document.

1.2 Purpose of this Addendum

The Specific Plan established form-based zoning, which includes development standards that emphasize the physical form and character of spaces, with a lesser emphasis on discrete land uses. The form-based zoning is designed to allow variation in the distribution of development and uses throughout the Specific Plan area. The City anticipated that future proposals within the Specific Plan Area would be evaluated for consistency with the Specific Plan and reviewed under the California Environmental Quality Act (CEQA) as required through the use of findings, addenda, or other appropriate CEQA compliance tools for tiered environmental review.

[1] The term "lead agency" is defined by Section 21067 of CEQA as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment."

SFO\2020xxxxx\D2020000754.00 - Richmond Campus Bay CEQA Review/05 Graphics-GIS-Modeling/Illustrator

SOURCE: City of Richmond, 2015

Note: Figure 3-3 of the Richmond Bay Specific Plan EIR

Campus Bay Project Addendum

Figure 1-1
Specific Plan Area and Illustrative Plan

ESA

Pursuant to CEQA, as well as the City's description in the EIR of how it intended to address future proposals within the Specific Plan Area, the City has reviewed an application submitted by the project applicant, HRP Campus Bay, LLC, for the Campus Bay Project (or "proposed project") and determined that it is appropriate to prepare an addendum to the previously-certified Richmond Bay Specific Plan EIR to constitute CEQA compliance for the proposed project.

This addendum to the Specific Plan EIR is intended to serve as the environmental documentation for the Campus Bay Project, which proposes minor changes to the Sub-Area 4 Project analyzed in the EIR. (Characteristics of the Campus Bay Project and the previously-analyzed Sub-Area 4 Project are described and compared in Chapter 2, *Project Description,* of this document.) Specifically, this addendum is prepared to determine if the analysis in the Specific Plan EIR adequately addresses the potential environmental impacts that may occur with the Campus Bay Project, and that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred (see Section 1.3, below).

1.3 Applicable Provisions for CEQA Compliance

Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 (Subsequent EIRs, Supplements and Addenda to an EIR or Negative Declaration), state that an addendum to a certified EIR is allowed when minor changes or additions are necessary, and none of the conditions for preparation of a subsequent EIR or Negative Declaration per Sections 15162 and 15164 are satisfied.

CEQA Guidelines Section 15162 states: [insert cited text thru subsection e]

> (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
>
> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration 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 which will require major revisions of the previous EIR or negative declaration 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, which 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 negative declaration was adopted, shows any of the following:
>
> (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
>
> (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(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 would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

Section 15164 of the CEQA Guidelines includes situations when a subsequent or supplemental EIR is not required. CEQA Guidelines Section 15164 states:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

1.4 Environmental Analysis and Conclusion

Chapter 3 of this addendum is the *CEQA Analysis* that contains the environmental analysis per impact area to determine if the Campus Bay Project will require revisions to the previously certified Specific Plan EIR, pursuant to the CEQA provisions described in 1.3 above.

Chapter 4, *Conclusion*, of this addendum discussed whether the analysis in the CEQA Analysis supports a determination by the City that an addendum is the appropriate environmental document for the Campus Bay Project under CEQA. Each of the applicable CEQA provisions under CEQA Guidelines Section 15162 is discussed.

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CHAPTER 2
Project Description

This chapter describes characteristics of the proposed Campus Bay Project that are relevant to conducting the environmental analysis in this addendum.

In addition, Section 2.7 of this chapter describes certain past and ongoing environmental remediation plans and activities, including CEQA environmental clearance, that have occurred on the project site by the State Department of Toxic Substances Control (DTSC) as lead agency. Although these activities are necessary to support certain land uses proposed by the Campus Bay Project, the formulation, environmental and plan review, approvals and implementation of the clean-up activities to date are separate from this proposed project.

2.1 Overview and Site Location

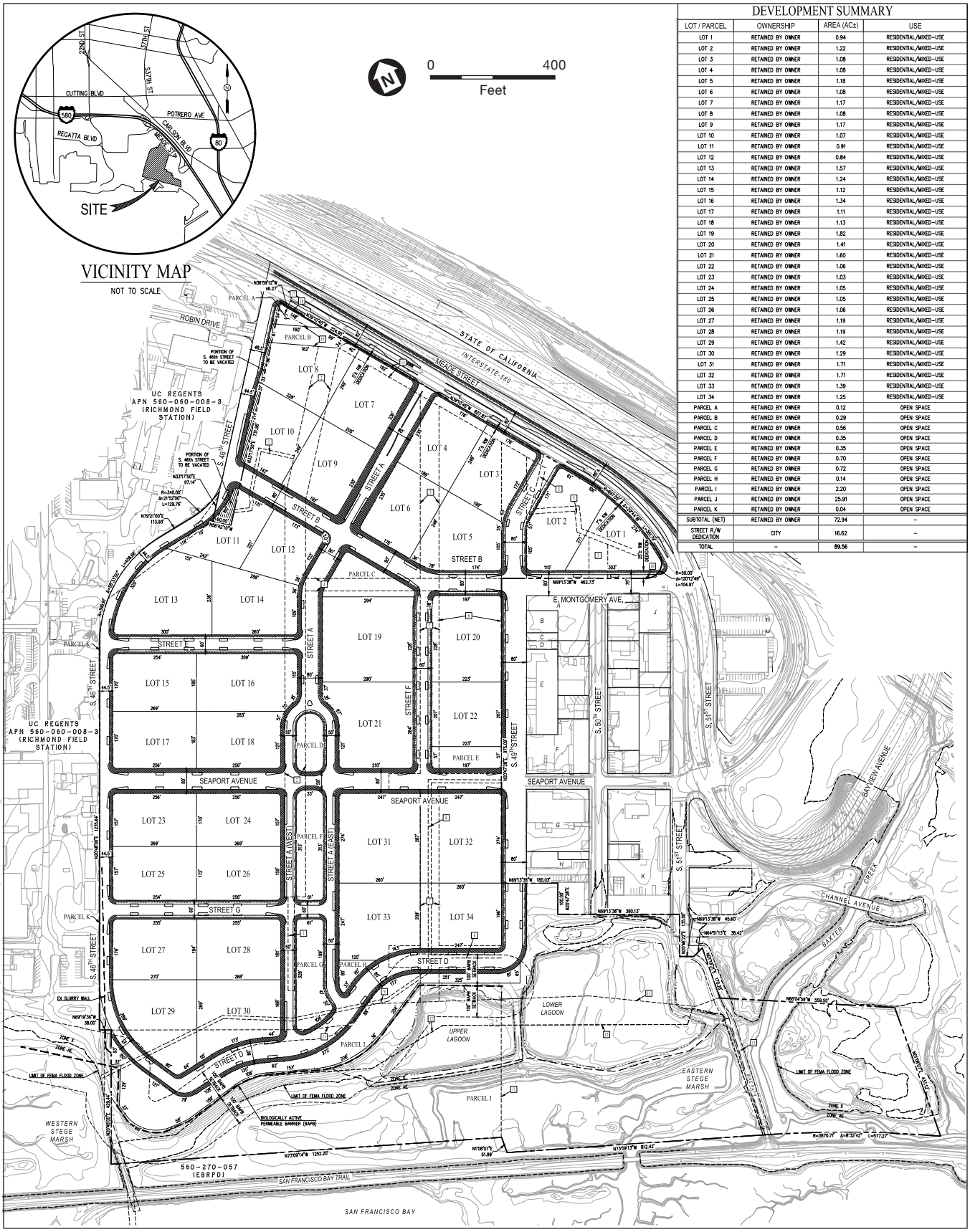
The Campus Bay Project is proposed as a mixed-use project, consisting primarily of residential development with a commercial component and a series of parks. The project site consists of 89.6 acres. Within this area, 63.7 acres will be dedicated to new development of former manufacturing areas. The remaining 25.9 acres are currently undergoing biological restoration for preservation as shoreline natural habitat areas.

The project site is bounded along the north by Meade Street, which runs parallel to Interstate 580. The majority of the project's eastern boundary fronts onto South 49th Street, which is an existing roadway. The southern property boundary runs along the shoreline, with portions bounded by the San Francisco Bay Trail. To the west of the project site, property owned by University of California provides an adjacent ownership, and for more than half of this frontage, South 46th Street provides street frontage and access. The proposed layout of the proposed project is shown in **Figure 2-1, Proposed Site Plan and Context.** Other figures throughout this chapter and the Campus Bay Vesting Tentative Map shown in **Appendix A** detail specific aspects of the proposed project that demonstrate its compliance with various site development and design standards and its consistency with the Richmond Bay Specific Plan.

The Campus Bay Project is located within Sub-Area 4 of the Specific Plan (see Figure 1-1 in Chapter 1.0, *Introduction*). The EIR for the Specific Plan analyzed the Specific Plan buildout at a program level and analyzed the Sub-Area 4 Project at a project level. The Campus Bay Project site aligns with the Sub-Area 4 Project site analyzed in the Specific Plan EIR. See **Figure 2-2, Sub-Area 4 Project Transect Zone Map,** and **Figure 2-3, Proposed Transect Zone Map**.

Existing Site Conditions

The Campus Bay Project site is not currently in use and is unoccupied. Currently, the area between Meade Street and East Montgomery Avenue, generally the northeast corner of the site, contains several vacant industrial service office buildings, greenhouses and related paved service areas



DEVELOPMENT SUMMARY

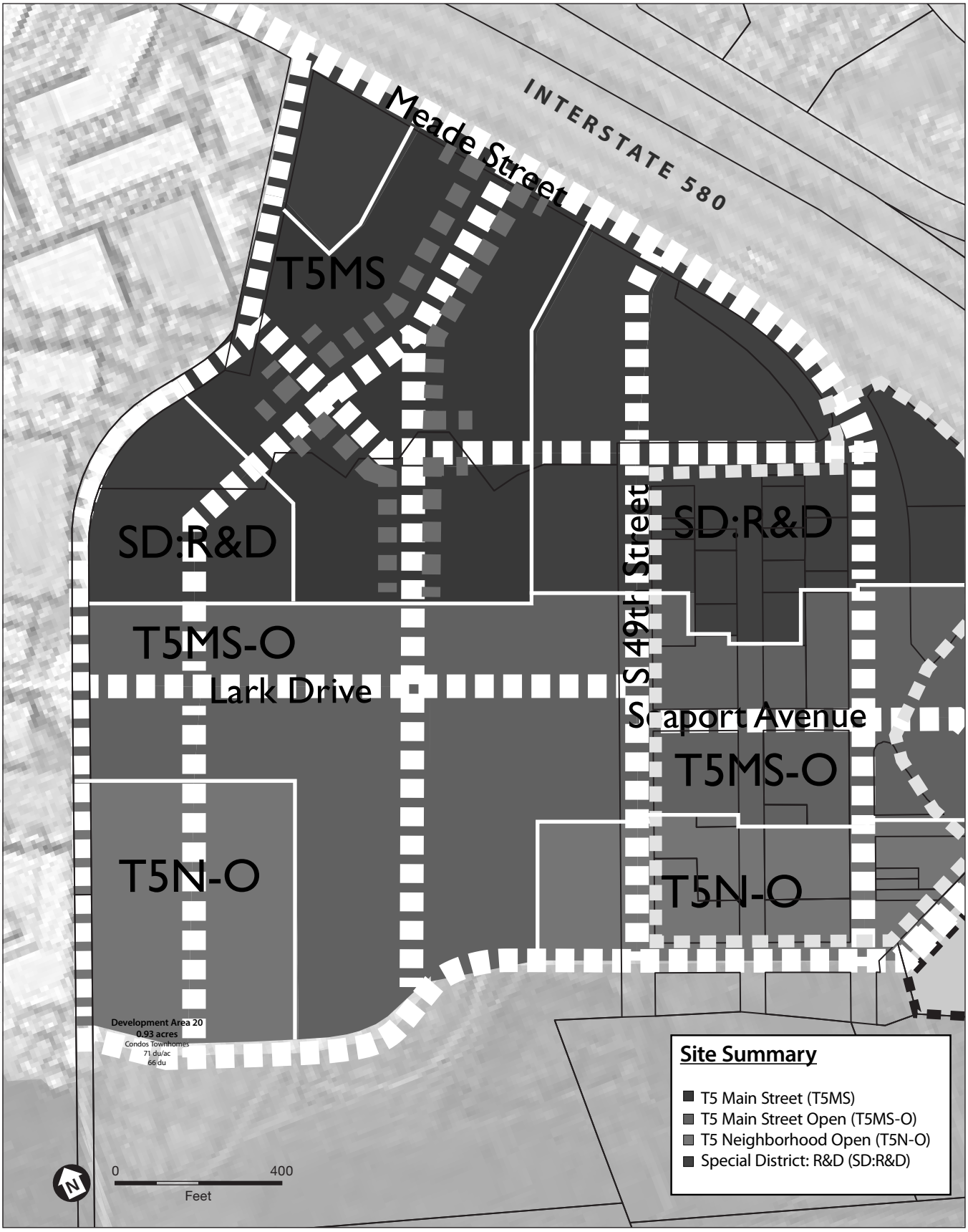
LOT / PARCEL	OWNERSHIP	AREA (AC±)	USE
LOT 1	RETAINED BY OWNER	0.94	RESIDENTIAL/MIXED-USE
LOT 2	RETAINED BY OWNER	1.22	RESIDENTIAL/MIXED-USE
LOT 3	RETAINED BY OWNER	1.08	RESIDENTIAL/MIXED-USE
LOT 4	RETAINED BY OWNER	1.08	RESIDENTIAL/MIXED-USE
LOT 5	RETAINED BY OWNER	1.18	RESIDENTIAL/MIXED-USE
LOT 6	RETAINED BY OWNER	1.08	RESIDENTIAL/MIXED-USE
LOT 7	RETAINED BY OWNER	1.17	RESIDENTIAL/MIXED-USE
LOT 8	RETAINED BY OWNER	1.08	RESIDENTIAL/MIXED-USE
LOT 9	RETAINED BY OWNER	1.17	RESIDENTIAL/MIXED-USE
LOT 10	RETAINED BY OWNER	1.07	RESIDENTIAL/MIXED-USE
LOT 11	RETAINED BY OWNER	0.91	RESIDENTIAL/MIXED-USE
LOT 12	RETAINED BY OWNER	0.84	RESIDENTIAL/MIXED-USE
LOT 13	RETAINED BY OWNER	1.57	RESIDENTIAL/MIXED-USE
LOT 14	RETAINED BY OWNER	1.24	RESIDENTIAL/MIXED-USE
LOT 15	RETAINED BY OWNER	1.12	RESIDENTIAL/MIXED-USE
LOT 16	RETAINED BY OWNER	1.34	RESIDENTIAL/MIXED-USE
LOT 17	RETAINED BY OWNER	1.11	RESIDENTIAL/MIXED-USE
LOT 18	RETAINED BY OWNER	1.13	RESIDENTIAL/MIXED-USE
LOT 19	RETAINED BY OWNER	1.82	RESIDENTIAL/MIXED-USE
LOT 20	RETAINED BY OWNER	1.41	RESIDENTIAL/MIXED-USE
LOT 21	RETAINED BY OWNER	1.60	RESIDENTIAL/MIXED-USE
LOT 22	RETAINED BY OWNER	1.06	RESIDENTIAL/MIXED-USE
LOT 23	RETAINED BY OWNER	1.03	RESIDENTIAL/MIXED-USE
LOT 24	RETAINED BY OWNER	1.05	RESIDENTIAL/MIXED-USE
LOT 25	RETAINED BY OWNER	1.05	RESIDENTIAL/MIXED-USE
LOT 26	RETAINED BY OWNER	1.06	RESIDENTIAL/MIXED-USE
LOT 27	RETAINED BY OWNER	1.19	RESIDENTIAL/MIXED-USE
LOT 28	RETAINED BY OWNER	1.19	RESIDENTIAL/MIXED-USE
LOT 29	RETAINED BY OWNER	1.42	RESIDENTIAL/MIXED-USE
LOT 30	RETAINED BY OWNER	1.29	RESIDENTIAL/MIXED-USE
LOT 31	RETAINED BY OWNER	1.71	RESIDENTIAL/MIXED-USE
LOT 32	RETAINED BY OWNER	1.71	RESIDENTIAL/MIXED-USE
LOT 33	RETAINED BY OWNER	1.39	RESIDENTIAL/MIXED-USE
LOT 34	RETAINED BY OWNER	1.25	RESIDENTIAL/MIXED-USE
PARCEL A	RETAINED BY OWNER	0.12	OPEN SPACE
PARCEL B	RETAINED BY OWNER	0.29	OPEN SPACE
PARCEL C	RETAINED BY OWNER	0.56	OPEN SPACE
PARCEL D	RETAINED BY OWNER	0.35	OPEN SPACE
PARCEL E	RETAINED BY OWNER	0.35	OPEN SPACE
PARCEL F	RETAINED BY OWNER	0.70	OPEN SPACE
PARCEL G	RETAINED BY OWNER	0.72	OPEN SPACE
PARCEL H	RETAINED BY OWNER	0.14	OPEN SPACE
PARCEL I	RETAINED BY OWNER	2.20	OPEN SPACE
PARCEL J	RETAINED BY OWNER	25.91	OPEN SPACE
PARCEL K	RETAINED BY OWNER	0.04	OPEN SPACE
SUBTOTAL (NET)	RETAINED BY OWNER	72.94	–
STREET R/W DEDICATION	CITY	16.62	–
TOTAL	–	89.56	–

SOURCE: CBG Civil Engineers, 2020

Campus Bay Project Addendum

Figure 2-1
Proposed Site Plan and Context

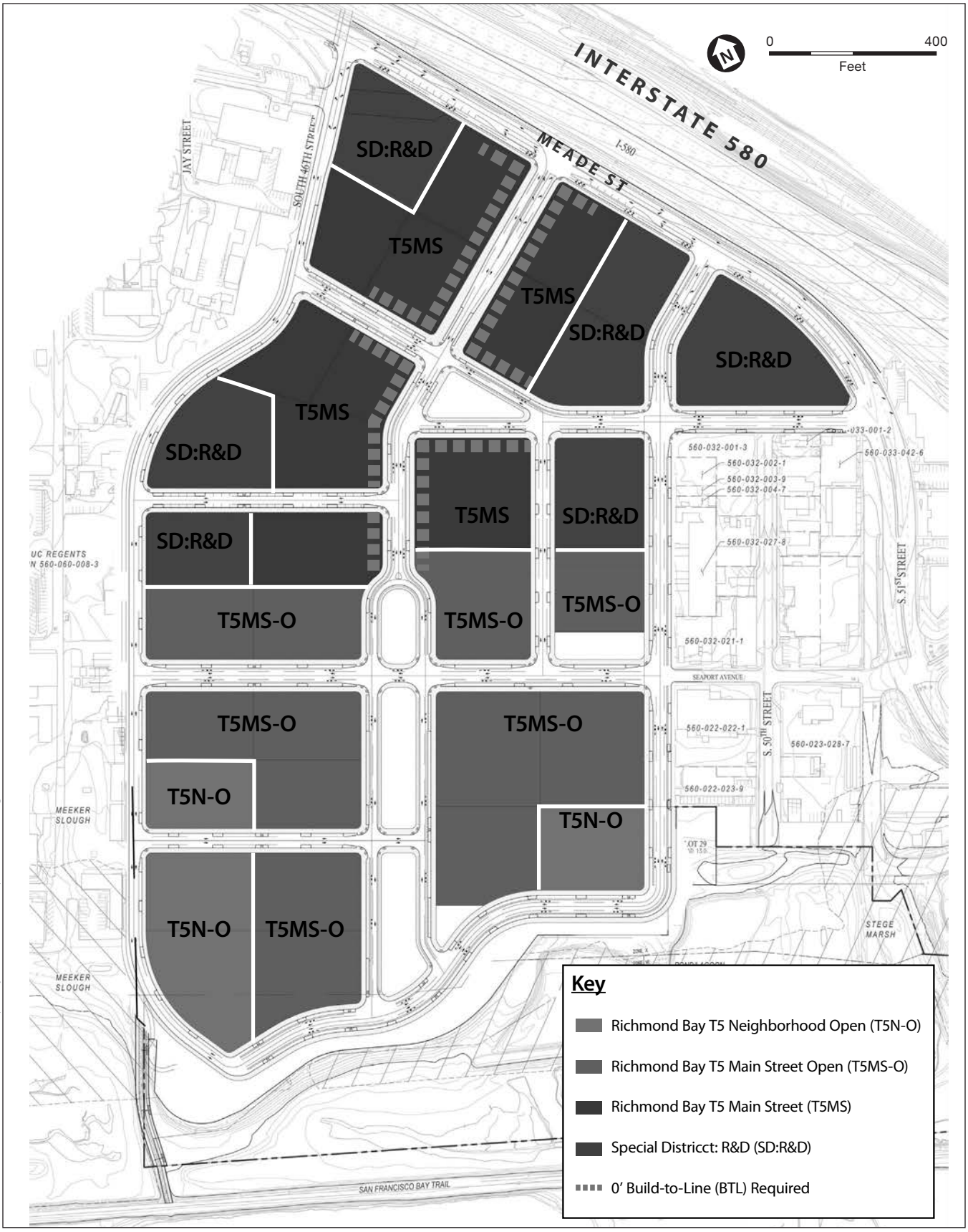
ESA



SOURCE: MVE + Partners, 2020

Campus Bay Project Addendum

Figure 2-2
Sub-Area 4 Project Transect Zone Map



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SOURCE: MVE + Partners, 2020

Campus Bay Project Addendum

Figure 2-3
Proposed Transect Zone Map

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associated with the prior operation. All of the remaining buildings and pavement on the project site will be demolished and removed when land development activities commence.

The northern area of the site, above East Montgomery Avenue, contains unmanaged, ruderal vegetation, including mature trees along Meade Street that limit clear views into the project site to the south. The majority of the project site lacks vegetation and contains contaminated soil, soil vapor, and groundwater as a result of chemical processing operations associated with a manufacturing plant, and environmental remediation activities have been completed as well as ongoing (see Section 2.7, *Site Remediation*). The southern area includes marshlands and lagoons that are transitional habitat areas to the Bay shoreline.

Current access to the site is limited by temporary fencing that exists around the perimeter of the site due to the current remediation activities. Specifically, chain link security fencing exists along the northern (Meade Avenue), western (South 46th Street) and eastern (South 49th / 51st Streets) boundaries of the site. As construction is completed along portions of these frontages, this fencing will be removed and replaced permanently with building frontages.

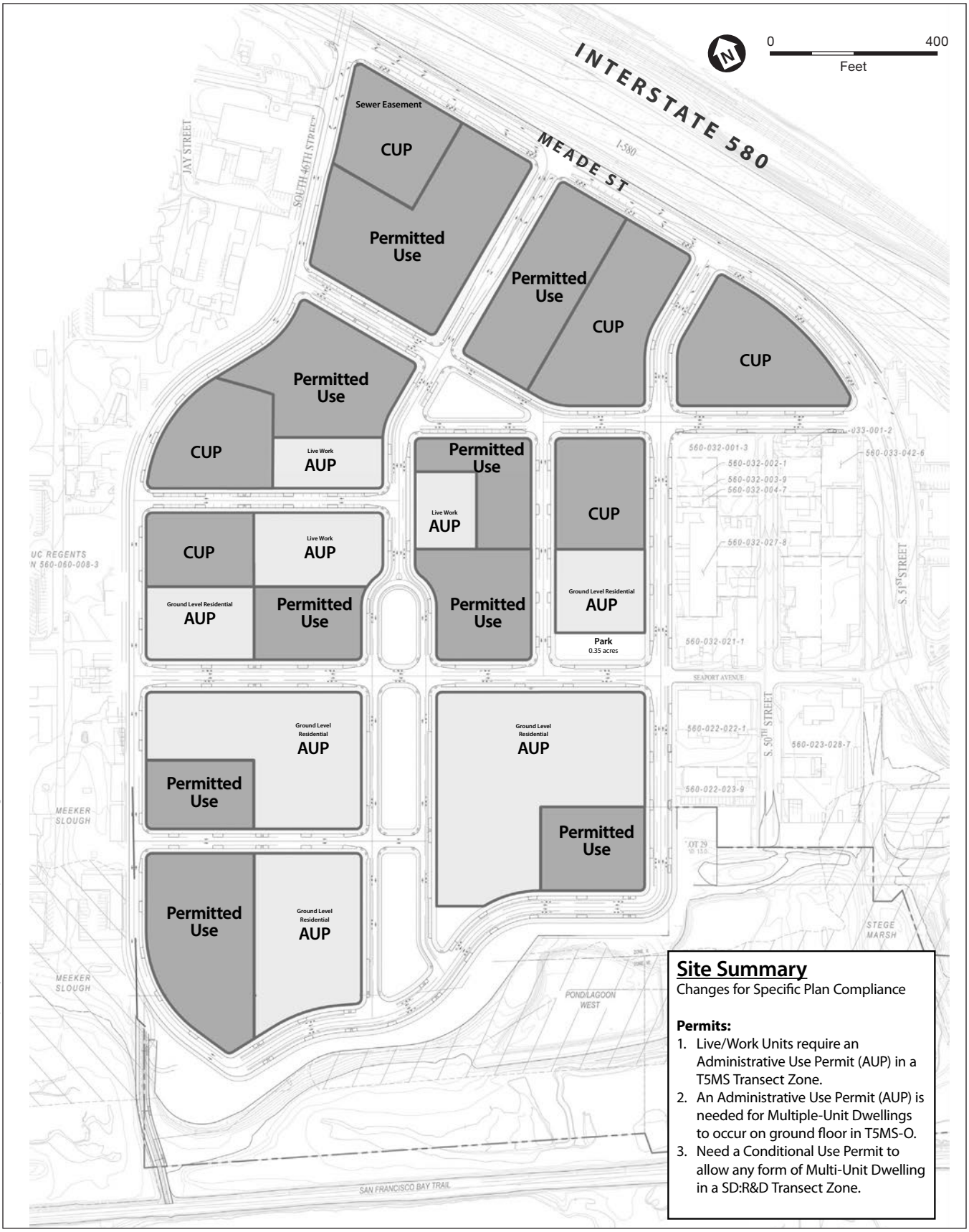
In addition, temporary fencing exists along the outer edges of the pedestrian connections to the San Francisco Bay Trail at the southwest and southeast corners of the project site to limit trespassing into areas where biological restoration has been completed in recent years. interim fencing also exists Along the southern edge of the property's upland area to limit access to biological restoration areas and inform pedestrians and other users to avoid entry into sensitive biological areas. This temporary fencing along the southern edge of the site will be removed after construction of the adjacent shoreline promenade park and shoreline roadway (Street D) and replaced with permanent, biological boundary fencing intended to inform pedestrians and other users to avoid entry into sensitive biological areas.

All internal roads are unpaved access roads for associated work vehicles. A portion of South 46th Street is a paved access to the adjacent Richmond Field Station/Berkeley Global Campus site to the west. Access streets from the east are also paved, up to the project site's eastern boundary, South 49th Street.

2.2 General Plan and Zoning

The Specific Plan implements the Richmond 2030 General Plan. The Specific Plan adoption also amended the General Plan 2030 land use map to apply the Specific Plan controls to the Plan area. The Specific Plan also explained how it was relevant to General Plan 2030 goals and policies. Further discussion of the Specific Plan's consistency with the General Plan 2030 is in the Specific Plan at section 1.3.

The Specific Plan authorizes residential uses by right in various portions of Sub-Area 4 and requires Administrative Use Permits (AUP) or Conditional Use Permits (CUP) for residential development in other portions of Sub-Area 4. See *Transect Zone Land Use Table* on page 4-8 of the Specific Plan and Figure 2-3, Proposed Transect Zone Map in this document. As shown in Figure 2-3, various portions of the Campus Bay Project area are subject to different zones, including Richmond Bay T5 Neighborhood Open (T5N-O), Richmond Bay Main Street Open (T5MS-O), Richmond Bay T5 Main Street (T5MS), Special District: R&D (SD:R&D) and Civic Space. **Figure 2-4, Proposed Permitting,**



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SOURCE: MVE + Partners, 2020

Campus Bay Project Addendum

Figure 2-4
Proposed Permitting

ESA

depicts the areas of the project site that require approval of either an AUP or CUP for residential uses based on the applicable Transect Zones for the project area. The depictions in Figure 2-3, Proposed Transect Zone Map and Figure 2-4, Proposed Permitting are further described below.

The T5N-O Zone applies to the southwest corner of the property and the southeast corner of the development area. Residential uses are permitted as of right in the T5N-O zone. This zone aligns with lots 24, 26, 28 and 33 in Figure 2-1, Proposed Site Plan and Context. The project applicant has proposed multiple-unit dwellings in the areas zoned T5N-O, which is permitted as of right, but Subsequent Design Review Board and Building Permit submittal and approval will be needed at such time as a detailed building proposal is provided by a party desiring to proceed with vertical construction.

The remainder of the southern portion of the development area is zoned T5MS-O. In the T5MS-O zone, residential uses are generally permitted as of right when located on upper floors or behind an allowed-ground floor use. Lots 16, 17, 20, 21, 22, 23, 25, 27, 29, 30, 31, and 32 in Figure 2-1, Proposed Site Plan and Context are zoned T5MS-O. Multiple-unit dwellings in the T5MS-O zone require an AUP if located on the ground floor. The project proposes multiple-unit dwellings in the development areas zoned T5MS-O, including on the ground floor. Therefore, along portions of Street A, Seaport Avenue, Montgomery Ave, and Streets F and G, the project proposes issuance of AUPs by the City, in order to authorize the placement of street-facing, ground floor residential in buildings along these frontages. Subsequent Design Review Board and Building Permit submittal and approval will be needed, at such time as a detailed building proposal is provided by a party desiring to proceed with vertical construction in each specific AUP location.

The northern portions of the development area are zoned either T5MS or SD:R&D. The areas designated T5MS front planned thoroughfares along lots 3, 5, 6, 8, 9, 10, 11, 13, 15, and 18 in Figure 2-1, Proposed Site Plan and Context. In this zone, residential uses are generally permitted as of right when located on upper floors or behind an allowed-ground floor use. The project proposes multiple-unit dwellings in the areas zoned T5MS to be located on the upper floors, which is permitted as of right. Ground floor uses are planned to be commercial uses, which may require an AUP or CUP depending on the specific tenant, or live/work spaces. Home occupations, defined in the Richmond Zoning Code to mean "[a] business enterprise conducted in a dwelling unit, garage or accessory building in a residential district that is incidental to the principal residential use," are allowed on the ground floor of the T5MS zone without a permit. Depending on the specific commercial tenant for the ground floor uses fronting the thoroughfares, a use permit may be needed at such time as a detailed building proposal is provided by a party desiring to proceed with vertical construction.

Lots 1, 2, 4, 7, 12, 14, and 19 as shown in Figure 2-1, Proposed Site Plan and Context**,** are zoned Special District: R&D. Within the Special District R&D transect zone, residential use in a Multiple Unit Building is allowed with the issuance of a Conditional Use Permit. This occurs along portions of the project's northern edge with Meade Ave, along the project's eastern edge adjacent to South 49th Street, and along the project's western edge along South 46th Street. For these areas, the project proposes issuance of CUPs by the City, in order to authorize the construction of residential buildings. Subsequent Design Review Board and Building Permit submittal and approval will be needed, at such time as a detailed building proposal is provided by a party desiring to proceed with vertical construction in each specific CUP location.

The locations and proposed special permits described above are compatible with adjacent uses, since the majority of adjacent uses will be within the proposed project, which will also consist of residential uses. Where frontage of a proposed AUP or CUP would place a proposed residential use in proximity of an existing non-compatible use, the Specific Plan acknowledges that such existing, non-conforming uses are considered of indefinite, non-permanent nature and should not be used as a reason to prevent the development of the Specific Plan in accordance with the Plan's objectives. The Campus Bay Project is consistent with the Specific Plan.

In addition to the Specific Plan area, small portions of Parcel I as shown in Figure 2-1, Proposed Site Plan and Context, fall within the Shoreline Overlay District. The Shoreline Overlay District is intended to implement the General Plan policies on shoreline protection and public access. More specifically, this overlay district is intended to ensure that any allowable development of the shoreline and tideland areas will protect water quality, wildlife habitats, and native or naturalized vegetation and, where appropriate, provide public access to and enjoyment of the shoreline. The project proposes limited fill in this area to achieve the required elevation for Street D and improvements associated with the shoreline park. Under the Richmond Municipal Code, all uses and developments in the Shoreline Overlay District require a conditional use permit.

2.3 Comparative Development Program

The Sub-Area 4 Project in the Specific Plan EIR represented a likely future scenario for redevelopment of the vacant and/or underutilized properties within a portion of Sub-Area 4. As shown in **Table 2-1**, the EIR analyzed a "Foreseeable Maximum Theoretical Buildout" for the Sub-Area 4 Project of up to 1.27 million square feet of R&D/Business/Service uses; 190,000 square feet of retail use, 1,520 residences, and approximately 6.5 acres of new open space uses. The EIR also analyzed a Foreseeable Maximum Theoretical Buildout for the entire Sub-Area 4 of up to 2.12 million square feet of R&D/Business/Service uses; 320,000 square feet of retail space; 2,530 residential units; and approximately 7.6 acres of new open space uses. The Foreseeable Maximum Theoretical Buildout of the Sub-Area 4 Project is the "program analyzed in the EIR".

In comparison, the Campus Bay Project would not develop any R&D/Business/Service uses, and would instead develop up to 4,000 residential units and up to 50,000 square feet of retail use, including a grocery store which would be between 20,000 and 25,000 square feet. The Campus Bay Project will also establish approximately 5.3 acres of new open space uses.

As explained in the Specific Plan EIR, the Sub-Area 4 Project Foreseeable Maximum Theoretical Buildout was not intended to serve as a cap on development within the Sub-Area 4 Project site. Instead, the Specific Plan was designed to permit flexibility in adjusting the mix, density, and intensity of uses within the Specific Plan area, and within the Sub-Area 4 Project site, to reflect market demand and thus transfer of development from constrained sites is allowed as it supports the City's policy goals of creating vibrant, walkable, mixed-use neighborhoods within the Specific Plan area. Accordingly, adjustments to increase or decrease the number of residential units and commercial and retail square footage identified in the foreseeable maximum theoretical buildout scenario analyzed in the EIR are permitted, as long as the proposed use is consistent with applicable transect zone regulations and overall density and intensity comply with the General Plan land use designation. Additionally, the commercial and retail square footage and number of dwelling units

within the Sub-Area 4 Project site may be increased administratively above the foreseeable maximum theoretical buildout identified in the EIR, based upon a showing that the increased square footage and/or increased number of residential dwelling units would not result in a significant impact not identified in this EIR. Specific Plan EIR, p. 3-32.

The change in development between the Campus Bay Project and the Sub-Area 4 Project analyzed in the Specific Plan EIR is summarized in Table 2-1.

TABLE 2-1
PROPOSED CAMPUS BAY PROJECT COMPARED TO THE SUB-AREA 4 PROJECT ANALYZED IN THE EIR

	R&D/Business/ Service (sf)	Retail (sf)	Residential (Dwelling Units)	Open Space (acres)
Sub-Area 4 Project	1,270,000	190,000	1,520	6.5
Proposed Campus Bay	0	50,000 [a]	4,000	5.3
Change	**-1,270,000**	**-140,000**	**+2,480**	**-1.2**

[a] Including grocery store of at least 20,000 square feet.

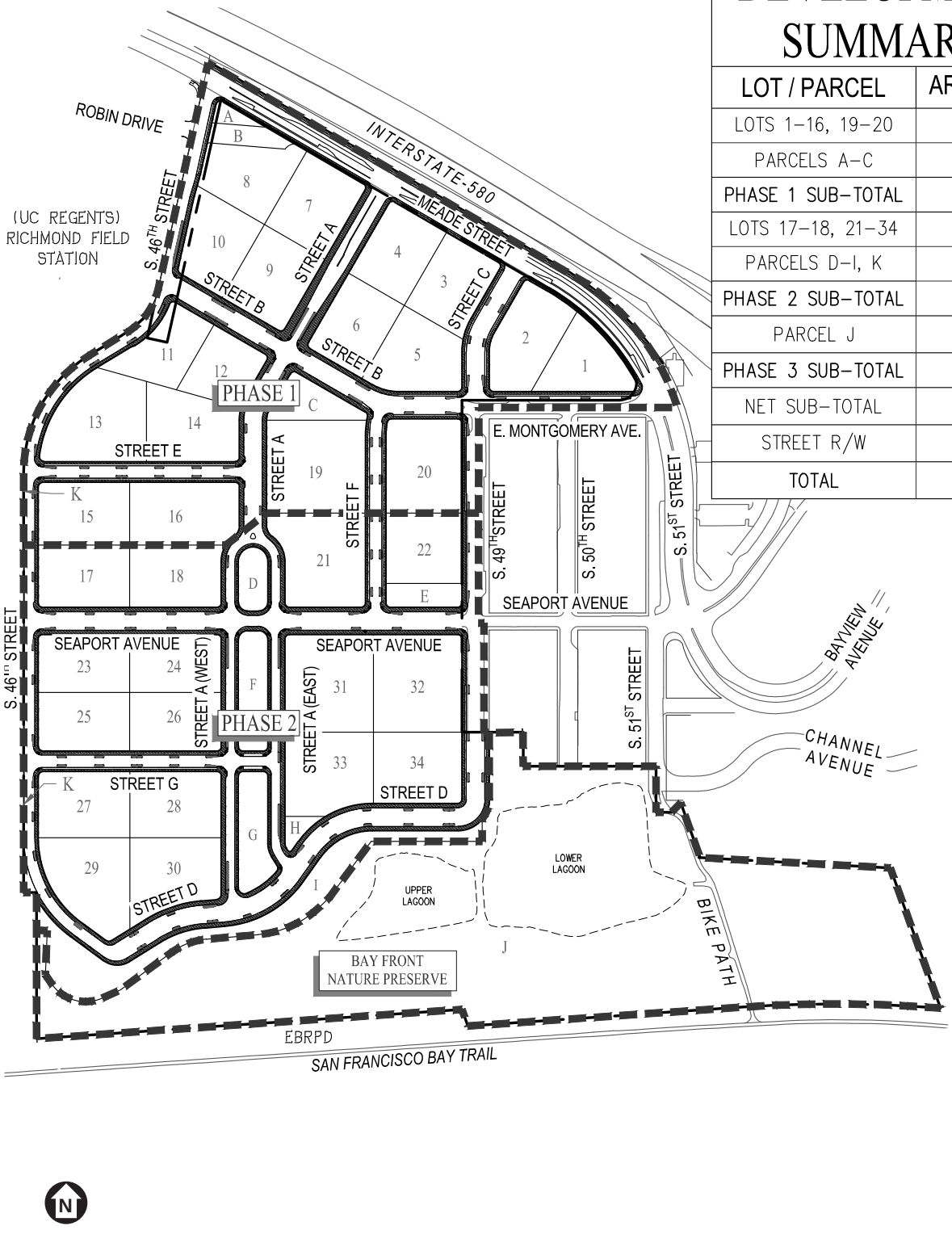
2.4 Site Layout and Development

Subdivision and Phasing

Figure 2-5, Preliminary Phasing Plan, shows that the Campus Bay Project is a subdivision of land into 34 new development lots, each served by public streets and utility systems. Phased horizontal land development activities necessary to grade the site and construct the infrastructure to serve each of the 34 lots will occur, as described below. The 34 lots will be further broken down into sub-phases, which will be determined at the time land development commences. Individual applicants will develop projects within each of the 34 lots or a group of lots and will be required to submit applications for development to the City for Design Review and Building Permit approval.

Figure 2-5 shows that the proposed project will be developed in two major phases. Phase 1 will consist of approximately 22.3 acres, and generally encompasses the northern portion of the site, including Lots 1 through 16, Lots 19 through 20, and open space Parcels A through C. Phase 2 will encompass the remainder of the project's developable land, or 24.8 acres, including Lots 17 and 18, Lots 21 through 34, and open space Parcels D through I and K. Parcel J is 25.9 acres that is the biological preserve open space shown as Phase 3. This phasing plan aligns with the property's environmental remediation plan (see Section 2.7, *Site Remediation*) and detailed below.

The overall duration of land development and building construction for the proposed project is estimated to span 10 years, from 2021 to 2030. Phase 1 development (five years total) will occur for approximately two years (2021 and 2021), followed by approximately four years of building construction, including the lot-level development (2023 through 2026). Overlapping with parts of the phase 1 building construction, phase 2 development (six years total) will also occur for approximately two years (2024 and 2025), followed by approximately five years of building construction (2026 through 2030).



DEVELOPMENT SUMMARY

LOT / PARCEL	AREA (AC±)
LOTS 1–16, 19–20	21.32
PARCELS A–C	0.97
PHASE 1 SUB–TOTAL	22.29
LOTS 17–18, 21–34	20.24
PARCELS D–I, K	4.50
PHASE 2 SUB–TOTAL	24.74
PARCEL J	25.91
PHASE 3 SUB–TOTAL	25.91
NET SUB–TOTAL	72.94
STREET R/W	16.62
TOTAL	89.56

SOURCE: CBG Civil Engineers, 2020

Campus Bay Project Addendum

Figure 2-5
Proposed Preliminary Phasing Plan

Street Layout and Improvements

The Campus Bay Project will develop new and some improved public streets to serve the future land uses. All streets will be constructed to public standards as called for in the Specific Plan, including pavement, curb, gutter and sidewalks. Specific road improvements are summarized below.

North-South

Street A will be the project's primary north-south roadway configured in a two- street boulevard aligning a linear urban park. Street A north of the central park spine will include an 80-foot wide right-of-way will include a 10-foot vehicle and 8-foot bicycle lane for travel in each direction. A 3-foot buffer will separate the travel lanes from an 8-foot parking lane, on both sides of the street. Outside the parking lane, the right-of-way will include a 13-foot sidewalk, with intermittent tree wells incorporated into the sidewalk. Where Street A has frontage along the central spine park, if will include a 50-foot right-of-way, with an 11-foot vehicle travel lane and a 6-foot bike lane, for one-way travel. A 3-foot buffer will separate the travel lanes from a 7-foot parking lane. Outside the parking lane, the right-of-way will include a 13-foot sidewalk, with intermittent tree wells incorporated into the sidewalk.

At the eastern boundary of the project site, one-half width improvements along existing South 49th Street, will be developed between East Montgomery Avenue and south to Street D. The improvements will consist of 27 feet of paved improvements within a 40-foot half-width right-of-way. The street will include a 10-foot vehicle travel lane and a 6-foot bike lane, for one-way travel. A 3-foot buffer will separate the travel lanes from a 6-foot parking lane. Outside the parking lane, the right-of-way will include a 13-foot sidewalk, with intermittent tree wells incorporated into the sidewalk. Full-width street improvements will be made for the northern extent of South 49th Street to Meade Street. For this street, the 80-foot wide right-of-way will include a 10-foot vehicle and 8-foot bicycle lane for travel in each direction. A 3-foot buffer will separate the travel lanes from an 8-foot parking lane, on both sides of the street. Outside the parking lane, the right-of-way will include a 13-foot sidewalk, with intermittent tree wells incorporated into the sidewalk.

On the west boundary of the project site, a full width street along South 46th Street will be developed, commencing at Meade Street and running south to Street D. As envisioned in the Specific Plan (Campus Edge Thoroughfare), both sides of South 46th Street will be improved, including the west frontage along the UC Regents property. Specifically, South 46th Street will have and. Paved improvements for this street will include two 11-foot vehicle travel lanes (one each way), a 10-foot center lane for left turning traffic, an 8-foot parking lane, and 10-foot sidewalks on both sides of the street, with intermittent tree wells incorporated into the sidewalk.

East-West

The proposed project will also include several east-west roadways: Street B and the extension of Seaport Avenue westward from its current termination at South 49th St, in addition to interior Street E and Street G on the west half of the site. These streets range from single travel lanes with one lane of parking for two-way traffic on Streets B, E and G, and one-way (westbound) traffic on Seaport Avenue. Streets F and G will include 36 feet of paved improvements within a 60-foot right-of-way. The 60-foot right-of-way will include a 10-foot vehicle travel lane and an 8-foot parking lane, on both sides of the street. Outside the parking lane, the right-of-way will include a 12-foot sidewalk, with intermittent tree wells incorporated into the sidewalk. Street B west of Street A and Seaport west of S.

49th St. will include a 80-foot wide right-of-way will include a 10-foot vehicle and 8-foot bicycle lane for travel in each direction. A 3-foot buffer will separate the travel lanes from an 8-foot parking lane, on both sides of the street. Outside the parking lane, the right-of-way will include a 13-foot sidewalk, with intermittent tree wells incorporated into the sidewalk. Street B between Streets A and F, will include a 50-foot right-of-way, with an 11-foot vehicle travel lane and a 6-foot bike lane, for one-way travel. A 3-foot buffer will separate the travel lanes from a 7-foot parking lane. Outside the parking lane, the right-of-way will include a 13-foot sidewalk, with intermittent tree wells incorporated into the sidewalk.

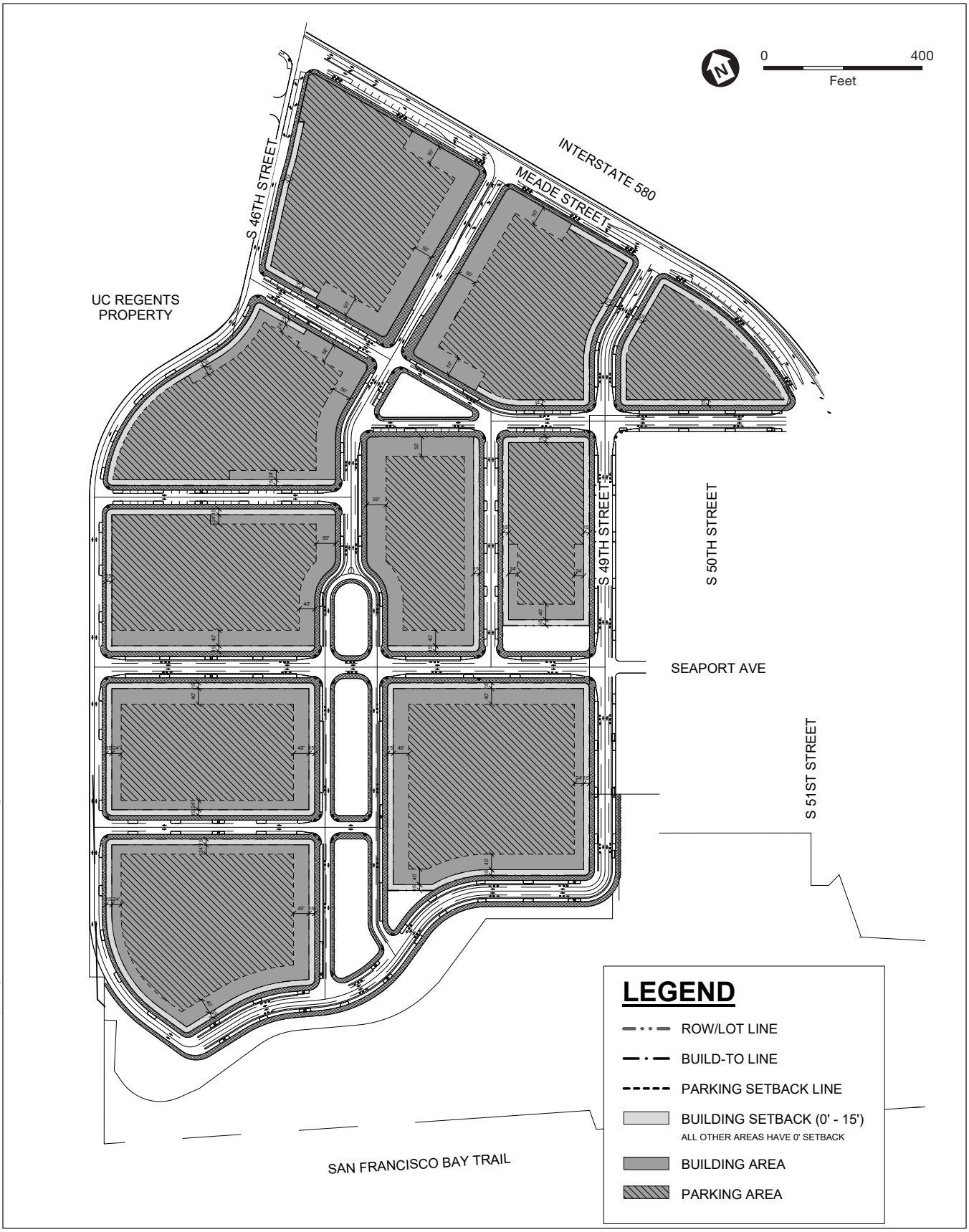
Along the project's northern perimeter, full-width improvements along Meade Avenue will be developed, from South 51st Street at the east, to South 46th Street at the west. This roadway segment will have a varying right of way width, ranging from 80 to 82 feet. Paved improvements will include two 11-foot vehicle travel lanes separated by a 12-foot median, along with an 8-foot parking lane along the south side of the street. A 3-foot protective barrier will separate parked cars from a 12-foot wide, two-way cycling route or "cycle track." On the south side of the street, a 12-foot wide parkway will include a bio swale and an 8-foot sidewalk. On the north side of the street a 9-foot parkway will include a bio-swale and a 5-foot sidewalk.

South of the proposed project's development lots, Street D will be constructed as a wider shoreline roadway with an 80-foot wide right-of-way including a 10-foot vehicle and 8-foot bicycle lane for travel in each direction. A 3-foot buffer will separate the travel lanes from an 8-foot parking lane, on both sides of the street. Outside the parking lane, the right-of-way will include a 13-foot sidewalk, with intermittent tree wells incorporated into the sidewalk. This roadway will provide access to the proposed project's shoreline promenade park (see Figure 2-1, Proposed Site Plan and Context). The placement of this roadway is intended to provide a buffer between the development areas to the north of the roadway and the active recreation and passive open space areas along the shoreline, south of the roadway. The location and alignment of the shoreline roadway/Street D varies from the conceptual alignment analyzed in the Specific Plan EIR, specifically its curvature at the southwest corner of the site and its setback distance from the existing pond/lagoons and habitat areas to the south. The setback distance has decreased up to approximately 220 feet at the southwest boundary of the site and approximately 65 feet at the southeast corner of the site as compared to the conceptual plan in the Specific Plan.

Land Use and Building Design

Figure 2-6, Proposed Block Diagram, shows the areas where vertical development may occur on the project site, within ten building blocks created by the major roadways described in the section above. Most street-facing buildings will adhere to setbacks of 0 to 15 feet from the right-of-way or lot lines, with parking areas set back as much as 50 feet. Lots developed along the primary access and main street commercial buildings on Street A, north of Seaport Avenue (the commercial core area described below) will be constructed up to the lot lines, as Figure 2-6 shows.

The proposed project will consist of a mix of residential and mixed-use buildings ranging from 3 and 4-story wood frame, to taller "wrap" style or concrete podium buildings of up to 7 or 8 stories in height. The Specific Plan imposes a maximum building height of 85 feet to which the proposed project will comply.



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SOURCE: MVE + Partners, 2020

Campus Bay Project Addendum

Figure 2-6
Proposed Block Diagram

ESA

Residential / Mixed Use

Building types range from apartment houses, courtyard buildings, live/work buildings, mid-rise buildings, and main street commercial buildings – all designated in areas of the project site, as introduced in Section 2.3, *General Plan and Zoning*, and illustrated in **Figure 2-7, Proposed Building Types and Key**. No single family detached units are planned. The units will consist of a wide array of floor plans and unit types from small, entry level units to large townhome flats, in order to provide a variety of housing types for various potential buyers and tenants, including affordable housing units (see Section 2.9, *Affordable Housing*).

Commercial Core

Figure 2-8, Proposed Commercial Core, highlights where the ground-floor commercial uses, including the proposed grocery store that will be between 20,000 and 25,000 square feet in size, will be located in the northern area of the site. The specific location of the planned grocery store will be determined when a grocery operator is identified. Along Street A, from Meade to Street B, and for a portion of the next block south of Street B, the ground floor spaces facing Street A will be commercial shell spaces available for sale or lease, with a range of possible commercial uses as allowed by the Specific Plan and the property's recorded land use covenants. On Street A south of this zone, live-work units will be constructed, with ground floor space available for use for either commercial or residential purposes, under live-work building and unit types.

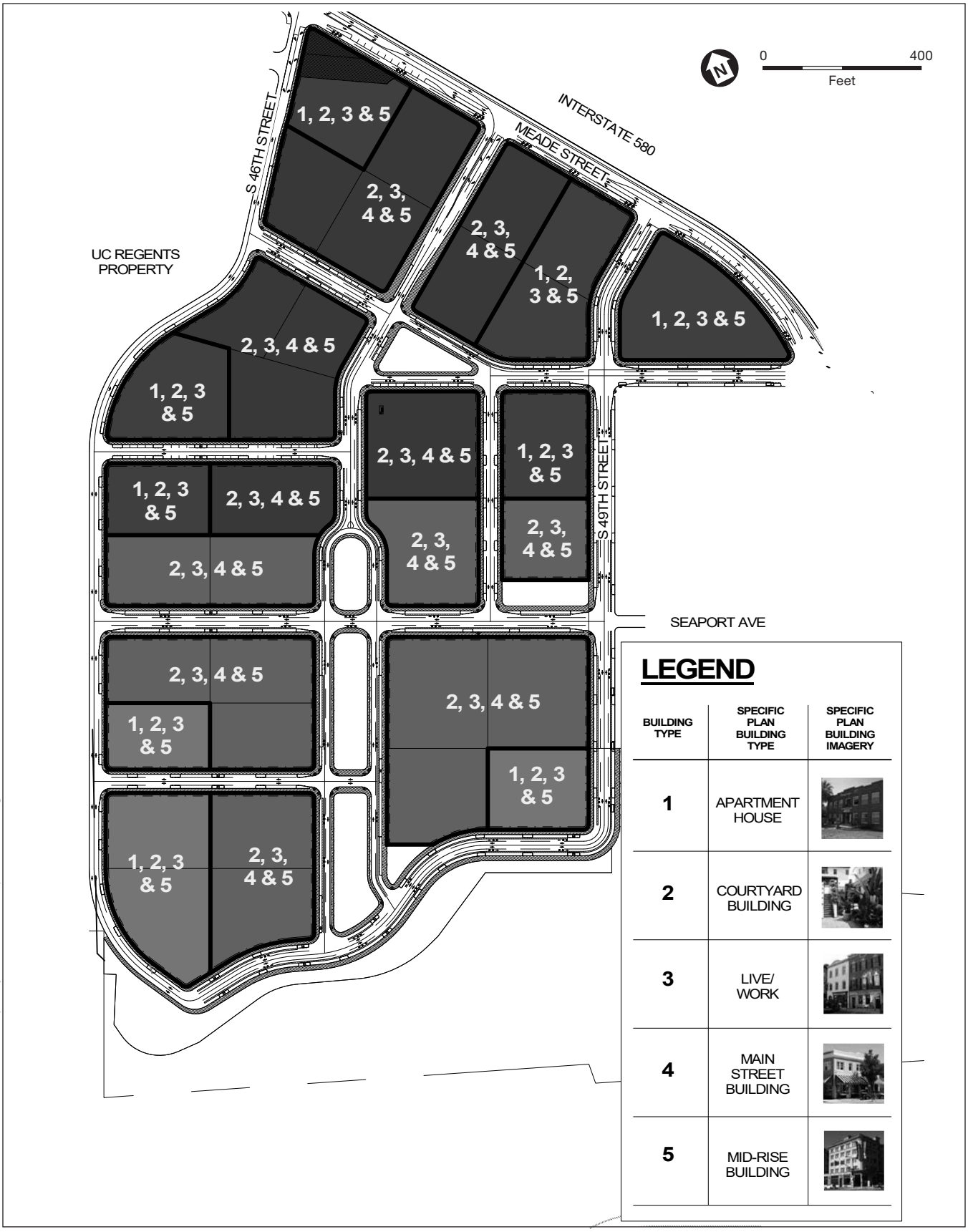
2.5 Parks and Public Realm

The Campus Bay Project will create a series of six parks totaling approximately 5.3 acres. The proposed active parks are Parcels A through I and K, as shown in Figure 2-1, Proposed Site Plan and Context, and Development Summary Table. The parks will be for use by residents as well as members of the public, and approximately 25.9 acres of biological preserve open space will be maintained along the San Francisco Bay frontage. In total, this represents approximately 31.2 acres or 34.8 percent of the total property area.

The main central spine of the proposed project (Parcels D, F and G) will be a linear urban park (1.77 acres), built along three blocks of Street A, which will be a pair of one-way travel routes separated by the central park. This urban park will provide open space and view opportunities for buildings facing this central spine park.

Shoreline promenade park (Parcel I, 2.20 acres) will be adjacent to the shoreline roadway at the south of the development area. The shoreline park will have a curvilinear shape, conforming to the topography of the site in this area. This park is envisioned to include meandering walkways, seating areas, lookout points, lawns and play areas. Adjacent along this park's southern edge, open space preserve areas have undergone biological restoration to promote ongoing habitat for plant, bird and animal species native to the San Francisco Bay tidal zones of this vicinity.

At the intersection of Streets A and B will be triangular park (Parcel C, 0.56 acres), which will provide an urban park/plaza. An urban park (Parcel E, 0.35 acres) on Seaport Drive will mark the eastern point of entry to the proposed project site, and a small triangle park (Parcel H, 0.14 acres) will sit at the foot of the linear urban park and the shoreline roadway.



SOURCE: MVE + Partners, 2020

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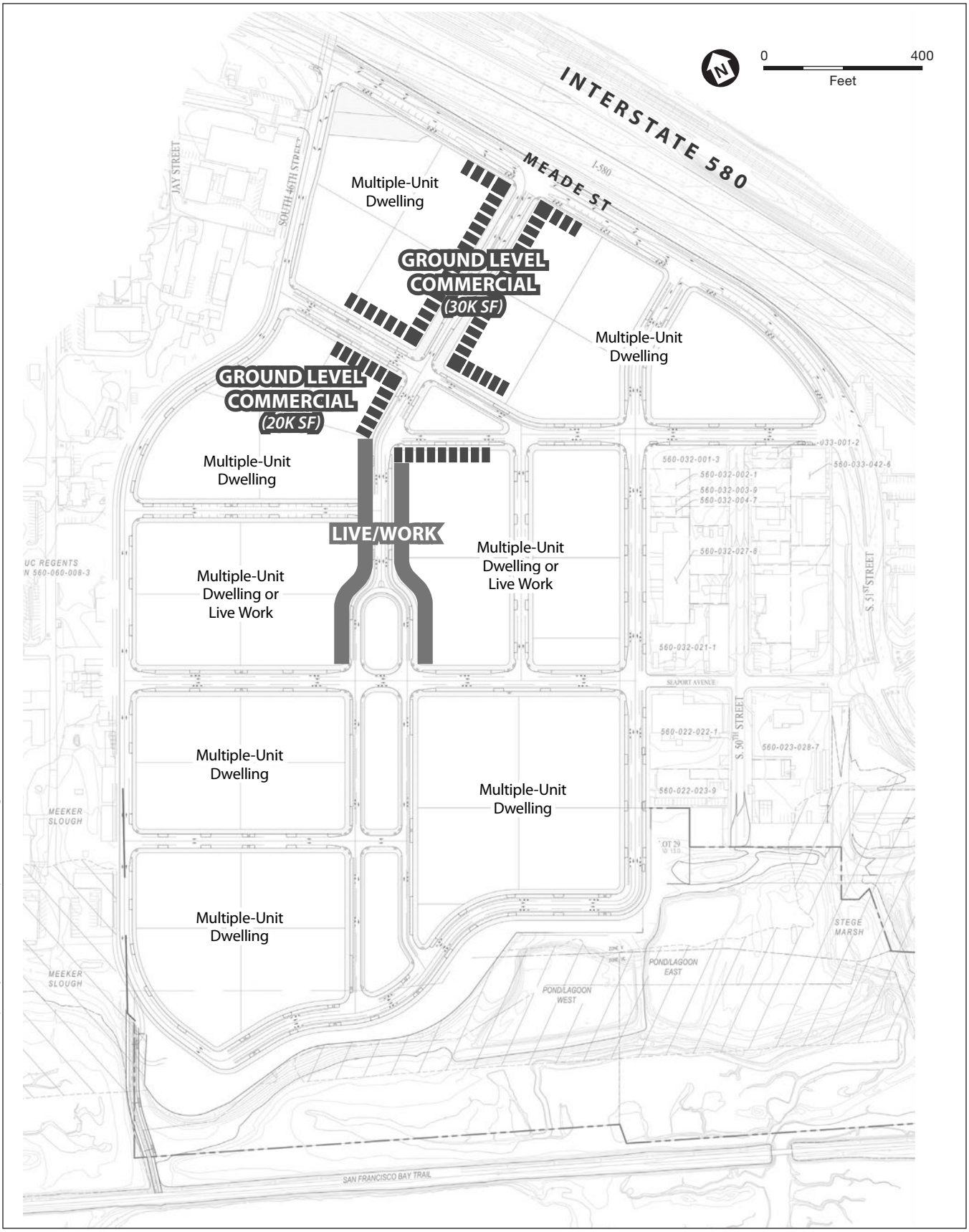
Figure 2-7
Proposed Building Types and Key



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SOURCE: MVE + Partners, 2020

Campus Bay Project Addendum

Figure 2-8
Proposed Commercial Core

ESA

The configuration and location of the proposed parks and open space are generally the same as envisioned for the Sub-Area 4 Project in the Specific Plan EIR.

Bay Trail Connection

In the southeast portion of the proposed project, South 51st Street connects with Channel Avenue. South of this intersection, the proposed project will include a trailhead providing a pedestrian connection to the San Francisco Bay Trail, to provide access for pedestrians and cyclists to this important community resource. At this connection, the proposed project will include pathways, landscaping, lighting and signage. In addition, depending on availability of land area within the project's boundary, the trailhead may also include parking spaces and a restroom facility.

Landscaping / Signage

The proposed project will provide a signage master plan that includes directional and identifying signage, including components as allowed by the Specific Plan. The palette of street plantings and trees will be consistent with those allowed under the Specific Plan.

2.6 Site Development

Construction / Infrastructure

Construction for the proposed project will include grading and the construction of backbone systems for all utilities activities and project components. Specifically, the project site will be graded to create development pads, provide site drainage, and establish pad grades at a level that accounts for future potential sea level rise. Backbone systems will be constructed for storm drain, sewer, water, electrical and street lighting systems. (Also see *Subdivision and Phasing*, in Section 2.4, *Site Layout and Development*, above.)

Stormwater Management

The proposed project will treat all stormwater runoff onsite, prior to discharge. Individual sites will treat stormwater runoff within each development pad, before releasing into the backbone system located within the streets. The backbone system will be designed to capture and treat all surface water from paved streets and sidewalks throughout the project. After treatment, treated water flows will be released into the open space preserve areas located on project site along the southern boundary. Periodic, light flows into the wetland areas of the open space preserve areas are designed to sustain and support revegetated native plant materials in and around the habitat area. During periods of heavy runoff, excess flows will drain by gravity into the San Francisco Bay.

2.7 Site Remediation

Separate from the proposed project and this addendum, environmental remediation is currently underway for the entire Campus Bay project site (known as the Zeneca Site for cleanup purposes). As described in the EIR, hazardous materials are known to exist in Sub-Area 4 at the Zeneca Site as part of existing operations or previous site uses. The Zeneca Site was divided by the Regional Water

Quality Control Board, San Francisco Bay (RWQCB) into subunits and then later by DTSC into six areas known as *Lots 1, 2*, and *3*, Habitat Enhancement Areas (HEA) 1 and 2, and the Southeast Parcel, shown in **Figure 2-9, Existing Remediation Lots**.[1] The proposed project is located on *Lots 1* and *2* and the upland areas of *Lot 3*.[2]

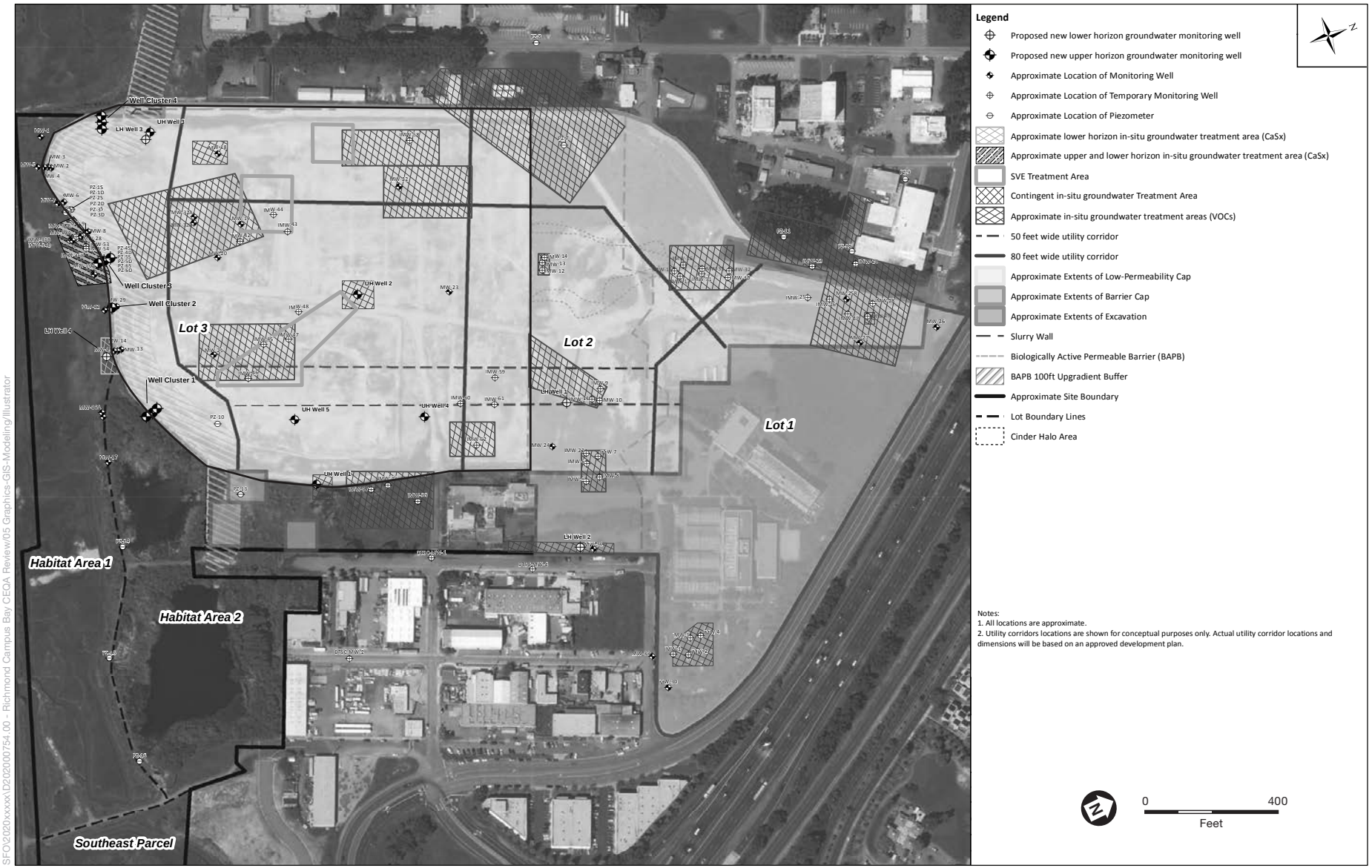
DTSC currently has jurisdiction over the Zeneca Site and is the lead agency responsible for CEQA compliance as it carries out and approves various hazardous substance-related projects. The City is not an environmental agency of applicable jurisdiction with respect to soil and groundwater contamination that exists at the Zeneca Site and does not have the statutory authority to approve or modify an FS/RAP. Nevertheless, this addendum documents the regulatory actions taken by DTSC since the EIR for background purposes.

Following the adoption of the Specific Plan, DTSC released a Feasibility Study/Remedial Action Plan on July 9, 2018, which was finalized and approved on October 25, 2019 (2019 FS/RAP), along with a Notice of Determination for a Negative Declaration under CEQA. The 2019 FS/RAP was the result of extensive coordination with the public, key stakeholders, and the property owner and evaluated nine different remediation alternatives against criteria developed by the United States Environmental Protection Agency (US EPA). Alternative 3a was recommended for the uplands portion of the Zeneca Site and involves focused soil excavation in the *Lot 3* Subarea to remove contaminants above screening values; in situ treatment of volatile organic compounds (VOCs) and metals in groundwater; in situ treatment of arsenic; soil vapor extraction, treatment and monitoring of target treatment areas on *Lot 3*; installation of a low permeability cap over the southwestern portion of *Lots 1* and *2*, and the *Lot 3* treated cinder area to prevent direct contact with site soils; installation of a barrier cap over the balance of *Lots 1* and *2* that is not covered by the low-permeability cap; continued monitoring and maintenance of the existing biologically active permeable barrier; monitored natural attention in groundwater; long-term monitoring of the site; and institutional controls. Following approval of the 2019 FS/RAP, the property owner began the Pre-Design Investigation (PDI), the details of which will inform the ultimate remedy design. The PDI fieldwork is still underway during preparation of this addendum.

The 2019 FS/RAP will be implemented in two phases. The Phase I Remedial Design Details (RDD) includes details on the groundwater remedial activities, soil vapor extraction (SVE) and focused soil excavation in the *Lot 3* Subarea. Activities to be conducted under Phase I include: installation of the additional monitoring wells; installation and operation of the SVE system; in-situ groundwater injections; and focused soil excavation in the *Lot 3* Subarea. The first of the Phase I RDDs was approved on August 24, 2020, authorizing focused soil excavations in the *Lot 3* Subarea. The property owner was scheduled to begin excavations in September 2020; however, due to project delays the work is now anticipated to begin in September 2021. The remaining Phase I RDDs addressing SVE and VOC remediation and inorganic remediation in groundwater are anticipated to be completed in spring of 2021. Implementation of the approved remedial designs is expected to be completed in late 2021.

[1] Remediation *Lots 1, 2*, and *3* shown in Figure 2-9 are specific DTSC designations for environmental cleanup purposes and shown italicized text. These lots are wholly different than the proposed Campus Bay Project development lots shown in Figure 2-1.

[2] For further discussion of remedial actions at HEA 1 and HEA 2, please see 2016 EIR, page 4.7-15.



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SOURCE: Terraphase Engineering, 2020

Campus Bay Project Addendum

Figure 2-9
Existing Remediation Lots

ESA

The Phase II RDD includes details of the construction of the caps, including low-permeability and barrier cap construction. Cap construction may coincide with site development activities. After Phase I construction completion and verification that the remedy is operating as designed, institutional controls will be placed on the property. While it is anticipated that a recorded land use covenant between the State of California and the property owner will prohibit certain activities in order to protect the public from unsafe exposure to any contamination left in place,[3] "the remedies evaluated and proposed in this FS/RAP are consistent with the potential future land uses set forth in the RBSP [Richmond Bay Specific Plan], including multi-family residential." The site cleanup plan in the 2019 FS/RAP assumes a multi-family residential redevelopment footprint over the Site and cleanup of the groundwater and soil gas to a residential standard.

2.8 Affordable Housing

The proposed project will conform to the City's inclusionary affordable housing policies pursuant to Section 15.04.603 of the City's Code, as amended by Ordinance No. 24-20 N.S. on November 10, 2020. In accordance with this ordinance, the project applicant shall construct and sell affordable units in the for sale project components, and may elect to construct and rent affordable units in the for-rent portions, or pay in-lieu fees to meet the requirements of the for rent project elements. Where a choice is available, developers of individual projects will select their method of compliance, at the time of application for a development permit associated with one or more specific lot(s). Developers may also elect, at their own discretion, to request consideration by the City of alternative compliance methods as allowed by Section 15.04.603.080 of the Ordinance.

2.9 Discretionary Approvals

The proposed project requires the following discretionary actions and approvals, without limitation:

- Vesting Tentative Map (VTM)– To approve the subdivision of land for improvement and development.
- Administrative Use Permit (AUP) – To authorize certain residential uses in accordance with applicable Specific Plan Transect Zones in Sub-Area 4 and to authorize certain fill activities and improvements in accordance with the Shoreline Overlay District.
- Conditional Use Permit (CUP) – To authorize certain residential uses in accordance with applicable Specific Plan Transect Zones in Sub-Area 4 and to authorize certain fill activities and improvements in accordance with the Shoreline Overlay District.
- Development Agreement (DA) – Allowing the City to consider and enter into a legally binding agreement with the project applicant for the proposed multi-phase development project.

[3] The RWQCB is the beneficiary of a land use covenant entered in 2004 restricting the uses on the Zeneca Site. It is anticipated that the RWQCB will terminate the 2004 land use covenant once DTSC has approved a remedial action plan for the Zeneca Site that supports the uses anticipated by the Specific Plan and replaces the 2004 land use covenant with more limited covenants.

Separate from the above approvals required for the proposed project addressed in this addendum to the Specific Plan EIR, the following subsequent approvals will be required:

- Design Review – Design Review to occur when detailed building proposals are submitted for vertical construction.
- South Richmond Special Area Plan Amendment – Bay Conservation and Development Commission (BCDC) approval of the City and project applicant's request to amend the South Richmond Special Area Plan to be consistent with the Richmond General Plan and the Richmond Bay Specific Plan.
- BCDC Shoreline Permit – BCDC approval of a major or minor permit(s) required prior to undertaking work within 100 feet of the Bay shoreline.
- U.S. Army Corps (USACE) Section 404 Permit – As needed, completion of the 404 permit review process pursuant to section 404 of the Clean Water Act (CWA) to regulate the discharge of dredged or fill material into waters of the United States, including wetlands.
- Regional Water Quality Control Board Section 401 Certification – As needed, to certify that the proposed project activity that may result in any discharge into waters of the United States will comply with applicable state water quality standards under the Clean Water Act.
- California Department of Fish and Game (CDFG) Series 1600 or Series 2081 Permits – As needed, to regulate activities that would substantially alter rivers, streams, and lakes; or authorize the incidental take of any species of wildlife designated by the CDFG Commission as endangered, threatened, or candidate species under certain conditions.

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CHAPTER 3
CEQA Checklist

3.1 Overview

This CEQA Checklist states the impacts and findings of the Sub-Area 4 Project analysis from the Richmond Bay Specific Plan EIR ("Specific Plan EIR" or "EIR"), followed by a discussion of any changes in circumstances, new information, or differences between the proposed Campus Bay Project (or "proposed project") and the Sub-Area 4 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, as described in Chapter 1, *Introduction,* of this document.[1]

Since the City certified the Specific Plan EIR in 2016, 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 Checklist largely aligns with that presented in the Specific Plan EIR. This CEQA Checklist incorporates by reference the discussion and analysis of all potential environmental topics as presented in the certified Specific Plan EIR.

The analysis below explains the various mitigation measures that apply to the proposed project by impact area. Some mitigation measures applicable to the Sub-Area 4 Project in the Specific Plan EIR referred to mitigation measures developed for the Program-level analysis of the Specific Plan in the EIR. Other Specific Plan EIR mitigation measures state that they apply "to any" or "each" project proposed within the Specific Plan area. Thus some mitigation measures listed below are identified a "SA4" indicator, which means that they were specific to the Sub-Area 4 Project, while others are identified by a "SP" indicator, which means that they were addressed to the Specific Plan analysis.

3.2 CEQA Checklist

A. Aesthetics

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact AES-1.SA4: Development of the Sub-Area 4 Project would not have a substantial adverse effect on a scenic vista or scenic resource. (*Less Than Significant, No Mitigation Required*)

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

Impact AES-2.SA4: Development of the Sub-Area 4 Project would not degrade the existing visual character or quality of the site and its surroundings. (*Less Than Significant, No Mitigation Required*)
Impact AES-3. SA4: Development of the Sub-Area 4 Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. (*Less Than Significant, No Mitigation Required*)
Impact C-AES-1.SA4: Development under the Sub-Area 4 Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future development would not result in significant cumulative impacts with respect to aesthetics. (*Less Than Significant, No Mitigation Required*)

These impacts are addressed in detail on pages 4.1-35 through 4.1-42 of the Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

Visual Character / Visual Quality

The proposed project will adhere to the Richmond Bay Specific Plan Design Guidelines (Design Guidelines) that provide a "road map" for future development throughout the Specific Plan Area, including the Sub-Area 4 Project site. The Design Guidelines address land use and circulation and define the overall design character for this neighborhood, providing design criteria and guidelines for planning, urban design, and architecture in the public and private realms of the site.

The proposed project is consistent with the Sub-Area 4 Project concept plan in the Specific Plan. Overall, the proposed site layout is organized along a central road that connects three neighborhood nodes: (1) Main Street, (2) Linear Park, and (3) Bayfront Park (also referred to as Shoreline Promenade Park). Also, the proposed Transect Zones identify allowable uses and sets form-based development criteria for each permissible use that may be developed within the Campus Bay Project.

The proposed project will also adhere to Transect Zones designated for the Sub-Area 4 Project area in the Specific Plan. The proposed residential, retail, and mixed-uses, as well as the residential and mixed-use building types adhere to the applicable Transect Zones. The proposed buildings will be constructed up to or near sidewalks, range from 3 and 4-story wood frame to taller "wrap" style or concrete podium buildings of up to 7 or 8 stories in height, which will be less than the maximum building height of 85 feet set forth in the applicable Transect Zones. Although R&D/business/service uses are no longer proposed, the Campus Bay Project supports a mix of residential and ground floor retail uses and a series of public parks and civic spaces to achieve the same urban neighborhood character and scale previously analyzed.

Lighting / Glare

The adopted Design Guidelines and Transect Zones to which the proposed project will comply include guidelines for architecture, landscaping and specifically outdoor lighting and building materials that may influence light and glare. The proposed project will also comply with these guidelines and regulations to avoid significant impacts of light and glare on day or nighttime views.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified aesthetics impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. The adopted Design Guidelines and Transect Zones to which the proposed project will comply include guidelines for site planning, architecture, landscaping and specifically outdoor lighting and building materials that may influence light and glare. All proposed site development and subsequent future development projects on development pads established by the proposed project will continue to comply with all applicable requirements pertaining to site and building design and development relative to aesthetics considerations. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential aesthetics impacts of the Campus Bay Project.

Mitigation Measures

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

B. Air Quality

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact AIR-1.SA4: The Sub-Area 4 Project would not conflict with, or obstruct implementation of the 2010 Clean Air Plan. (*Less Than Significant, No Mitigation Required*)
Impact AIR-2.SA4: Construction activities associated with the Sub-Area 4 Project could generate fugitive dust and exceed construction criteria air pollutants emissions. (*Less Than Significant with Mitigation*)
Impact AIR-3.SA4: The Sub-Area 4 Project would result in emissions of criteria air pollutants at levels that could violate an air quality standard, or contribute to an existing or projected air quality violation. (*Significant and Unavoidable with Mitigation*)
Impact AIR-4.SA4: The Sub-Area 4 Project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial air pollutant concentrations. (*Less Than Significant with Mitigation*)
Impact AIR-5.SA4: The Sub-Area 4 Project would not create objectionable odors that would affect a substantial number of people. (*Less Than Significant, No Mitigation Required*)
Impact C-AIR-1.SA4: The Sub-Area 4 Project, in combination with past, present, and reasonably foreseeable future development of cumulative projects would contribute to cumulative regional air quality impacts. (*Significant and Unavoidable with Mitigation*)
Impact C-AIR-2.SA4: The Sub-Area 4 Project, in combination with past, present, and reasonably foreseeable future development of cumulative projects would contribute to cumulative health risk impacts on sensitive receptors. (*Less Than Significant with Mitigation*)

These impacts are addressed in detail on pages 4.2-39 through 4.2-56 of the Draft EIR, and pages 2-3 through 2-6 of the Final EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

The proposed project would change some of the land use assumptions underlying the air quality analysis in the Specific Plan EIR. However, as discussed below, these assumptions would not alter the air quality analysis for the Sub-Area 4 Project in the Specific Plan EIR in a way that would result in new or more significant air quality impacts.

The proposed project would be consistent with the goals of the *2010 Clean Air Plan* (CAP), as it would (1) support the primary goals of the CAP, (2) include applicable control measures from the CAP, and (3) avoid disrupting or hindering implementation of the control measures identified in the CAP. As discussed above, the Campus Bay Project location and boundaries align with those of the Sub-Area 4 Project analyzed in the Specific Plan EIR. As such, the proposed project site is an infill location with proximity to major transportation corridors, retail opportunities, and employment hubs that would reduce the distance that customers would have to drive to shop. There are five transportation control measures (TCMs) listed in the CAP that would be applicable to the proposed project. These measures are addressed in the Specific Plan and the proposed project would be subject to the development standards of the Specific Plan, therefore, the proposed project would conform with the applicable TCMs. Therefore, like the Sub-Area 4 Project analyzed in the Specific Plan EIR, the proposed project would support and/or implement transportation control measures consistent with the 2010 CAP. Development under the project would not fundamentally conflict with the 2010 CAP,

and the proposed project would not result in a different impact regarding consistency with the CAP than identified in the Specific Plan EIR.

Changes in the proposed project, compared to the Sub-Area 4 Project analyzed in the EIR, would remove the planned research and development (R&D) land use, increase planned residential land uses, and decrease planned retail and open space. Therefore, the proposed project was assessed to determine whether construction and operational emissions and potential health risk that would result from the proposed project would result in a new or substantially more significant impact than was previously identified in the Specific Plan EIR.

Construction Emissions

Rather than quantifying fugitive dust emissions to evaluate impacts, the Bay Area Air Quality Management District (BAAQMD) emphasizes the implementation of appropriate mitigation measures for dust control during all construction activities. The proposed project would implement the BAAQMD recommended dust control measures, as listed in **Mitigation Measure AIR-2.SA4 (Implement BAAQMD Basic Construction Mitigation Measures)**[2], discussed in the Specific Plan EIR. Therefore, the proposed project's fugitive dust impacts would be mitigated to less than significant in the same manner as the Sub-Area 4 Project in the Specific Plan EIR, which found that fugitive dust emissions from construction would be significant without mitigation, but less than significant with implementation of Mitigation Measure AIR-2.SA4.

As explained in the Chapter 2, *Project Description*, construction of the project is anticipated to occur in two phases over approximately 10 years, starting in 2021 and ending in 2030. The construction phasing under the proposed project would thus condense the phasing assumptions for the Sub-Area 4 Project in the EIR from 13 to 10 years, increasing average daily emissions. Mass emissions associated with construction of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 and then compared to the BAAQMD's thresholds of significance. Project-specific input to the model included square footage of retail uses, number of dwelling units, acreage of open space, and anticipated duration of construction activity. Where project-specific inputs were not available, CalEEMod defaults were used to generate a conservative estimate of construction emissions. Detailed modeling assumptions and construction emissions calculations are included in **Appendix B**.

Construction emissions of criteria air pollutants would be generated by construction equipment exhaust, on-road vehicle trips of haul trucks for delivering construction material and removing debris and excavation spoils, and construction worker commutes to and from the project site. The total uncontrolled emissions generated over the duration of construction was divided by the number of construction days (estimated 2,894 days) to get an average daily emissions estimate for construction emissions, as shown in **Table 3-1**. As shown in the table, construction emissions of criteria pollutants from the proposed project would exceed the BAAQMD significance thresholds for NOx, as also determined for the Sub-Area 4 Project in the EIR. However, with implementation of **Mitigation Measure AIR-2b.SP (Require Tier 4 Engines on Construction Equipment)** from the Specific Plan EIR, impacts would be

[2] Throughout the text of this addendum, a mitigation measure is shown in bold text when it is first cited.

reduced to less than significant, as indicated in **Table 3-2,** which presents mitigated construction-related emissions. Therefore, this impact would remain less than significant with mitigation, as previously determined for the Sub-Area 4 Project in the Specific Plan EIR.

TABLE 3-1
UNMITIGATED PROJECT CONSTRUCTION-RELATED EMISSIONS[1]

Construction Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total Construction Emissions (tons)	52.5	83.46	1.73	1.61
Number of Construction Days	2,894	2,894	2,894	2,894
Average Daily Construction Emissions (ppd)	36	58	1.2	1.1
BAAQMD Significance Threshold (ppd)	54	54	82	54
Exceeds Threshold?	No	**Yes**	No	No

NOTES:
ppd = pounds per day
1 Project construction emissions estimates were made using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions.

SOURCE: Appendix B.

TABLE 3-2
MITIGATED PROJECT CONSTRUCTION-RELATED EMISSIONS[1]

Construction Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total Construction Emissions (tons)	49.6	52.7	0.26	0.25
Number of Construction Days	2,894	2,894	2,894	2,894
Average Daily Construction Emissions (ppd)	34	36	0.18	0.17
BAAQMD Significance Threshold (ppd)	54	54	82	54
Exceeds Threshold?	No	**Yes**	No	No

NOTES:
ppd = pounds per day
1 Project construction emissions estimates were made using CalEEMod version 2016.3.2. See Appendix B for model outputs and more detailed assumptions.

SOURCE: Appendix B.

Operational Emissions

Operational emissions from the proposed project would primarily result from vehicle trips generated by future occupants of the project site and the use of commercial buildings by future occupants.

According to the traffic study prepared by Fehr & Peers in October 2020, the proposed project would result in 3,420 fewer daily trips than the number of daily trips associated with the Sub-Area 4 project analyzed in the Specific Plan EIR (see Appendix B). Thus, the proposed project's operational emissions would be similar to those analyzed in the Specific Plan EIR, which exceeded the BAAQMD screening thresholds for ROG, NOx, and PM10.

As explained in the analysis for the Sub-Area 4 Project in the Specific Plan EIR, the proposed project would provide for growth within a Priority Development Area and generally implement that growth consistent with the vehicle miles traveled (VMT) reduction goals of Plan Bay Area. The proposed project site's infill location and proximity to major transportation corridors reduces the distance that customers would drive in motor vehicles to shop by providing increased retail opportunities, including a grocery store, within the Project

site. Also, the Sub-Area 4 Project site is located in direct proximity to nearby employment hubs; therefore, the proposed project would help reduce potential motor vehicle trips, would be served by improvements to various transit services, would encourage sustainable travel behavior, and would provide direct access for pedestrians and bicyclists between the proposed project site and the El Cerrito Del Norte BART Station.

The proposed project would comply with the Specific Plan requirement for compliance with a Transportation Management Association (TMA) and Transportation Demand Management (TDM) requirements to encourage sustainable travel behavior, and would implement **Mitigation Measures TRF-9.SP** through **TRF-20.SP**, and **Mitigation Measures AIR-3a.SP through AIR-3e.SP** (listed in full below), as identified in the Specific Plan EIR to reduce operational air quality impacts.

Overall, the proposed project would result in similar operational criteria pollutant emissions as would be generated under the Sub-Area 4 project, and would implement the same measures identified in the EIR to mitigate operational air quality impacts. Therefore, the proposed project would not result in a new significant impact or a substantial increase in the severity of operational emissions impacts identified in the EIR. However, this impact would remain significant and unavoidable, as identified in the Specific Plan EIR.

Health Risk

The proposed project would expose receptors to toxic air contaminants (TAC) emissions of diesel particulate matter (DPM) from operation of equipment and vehicles during construction activities, as well as nearby stationary sources, local roadways, I-580, and rail activities. Because the Sub-Area 4 Project analysis in the Specific Plan EIR assumed that residential uses could occur anywhere in the Sub-Area 4 Project area, the maximum concentrations assumed under the project would occur at the same residential receptor as identified in the EIR, at a residential receptor (also known as the maximum exposed individual or MEI) northeast of the project site. The proposed project would implement **Mitigation Measure AIR-2a.SP (Best Management Practices for Controlling Particulate Emissions)** and Mitigation Measure AIR-2b.SP (cross referenced from **Mitigation Measure AIR-4a.SA4 and Mitigation Measure AIR-4b.SA4)** to reduce emissions from heavy-duty construction equipment. As discussed above, construction and operation of the proposed project would result in changes to construction-related emissions due to compression of the proposed schedule, but the mitigation measures identified in the Specific Plan EIR would be sufficient to reduce these impacts to less than significant, the same finding for the Sub-Area 4 Project analyzed in the EIR. Therefore, the proposed project would not result in an increase in health risk. With Mitigation Measures AIR-2a.SP and AIR-2b.SP, the mitigated proposed project would not result in a cancer risk, acute/chronic hazard indices, or PM2.5 concentrations that would exceed significance thresholds and health risk would remain the same as analyzed in the Specific Plan EIR. Therefore, implementation of the proposed project would not result in a change to the significance determinations regarding health risk identified in the Specific Plan EIR analysis of the Sub-Area 4 Project.

Odor Emissions

No aspects of the proposed project would change the conditions or environmental impacts regarding odorous emissions identified in the Specific Plan EIR. The proposed project would not introduce land uses in the project area that are typically considered odor sources. During construction, diesel exhaust from construction equipment could generate odors, however, construction-related odors would be temporary and would not persist upon project completion. Therefore, the proposed project would not result in a new significant or substantially more severe impact regarding odor emissions than what was identified in the Specific Plan EIR.

Cumulative Analysis

As discussed above, the proposed project would generate operational emissions comparable to those identified for the Sub-Area 4 Project. Therefore, project criteria pollutant emissions would exceed the BAAQMD thresholds of significance and would result in a significant and unavoidable impact, as identified in the Specific Plan EIR. Therefore, the proposed project would have a significant and unavoidable cumulative impact with regard to regional emissions of criteria air pollutants. This finding is consistent with that of the Specific Plan EIR, and the proposed project would thus not result in a new or substantially more severe cumulative air quality impacts identified in the EIR.

No aspect of the proposed project would change the impact findings related to cumulative air quality emissions identified in the EIR. The only cumulative project within 1,000 feet of the proposed project site is the remediation of the Zeneca site and the Berkeley Global Campus/Richmond Field Station. The Specific Plan EIR determined that the addition of the risks of these two projects to the Sub-Area 4 Project would result in a cumulative increased cancer risk, hazard indices, and annual PM2.5 concentrations that would not exceed the BAAQMD thresholds of significance.

As discussed above, construction of the proposed project would result in a negligible effect on criteria pollutant emissions compared to criteria pollutant emissions that would be generated during construction of the Sub-Area 4 Project, but construction emissions would remain less than significant with mitigation. In addition, the proposed project would generate a minimal increase in VMT (0.2%) compared to the Specific Plan EIR analysis. This would result in a minimal increase in DPM emissions and associated health risk compared to the risk identified for the Sub-Area 4 Project in the EIR. However, these changes would not result in new or substantially more severe impacts than previously identified in the Specific Plan EIR. Furthermore, the proposed project would implement **Mitigation Measure AIR-4b.SP (Health Risk Assessment of Future Projects under the Specific Plan)** and **AIR-4c.SP (Risk Reduction Plan for Backup Generators or New Permitted Stationary Sources)**, described in the Specific Plan EIR, to ensure that potential cumulative impacts would be addressed and health impacts would remain less than significant. Therefore, the proposed project would not result in a new or substantial increase in cumulative health risks with respect to health impacts, as identified in the Specific Plan EIR.

Summary

No new significant impacts or substantial increases in the severity of previously identified air quality impacts associated with the Campus Bay Project would occur beyond those identified

in the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All future projects on development pads established by the proposed project would be subject to applicable City requirements and mitigation measures pertaining to air quality. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential air quality impacts of the Campus Bay Project.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR will continue to apply to the Campus Bay Project to address significant air quality impacts.

Mitigation Measure AIR 2b-SP: Require Tier 4 Engines on Construction Equipment. All applicants proposing development of projects within the Plan Area shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that 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 operate on a USEPA-approved Tier 4 engine. Construction equipment with Tier 4 engines currently comprise 22 percent of the statewide construction equipment fleet and CARB Regulations will result in the percentage increasing over the next several years. Alternatively, future project sponsors could have a construction air quality assessment performed which, if the results warrant and the City approves, would obviate the need for implementation of Mitigation Measure AIR-2b.SP.
Mitigation Measure AIR-2c.SP: Require Construction Fleet to Use Renewable Diesel. All applicants proposing development of projects within the Plan Area shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that 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 operate on renewable diesel (such as Diesel HPR). Renewable diesel is currently commercially available in Berkeley and Oakland. Alternatively, future project sponsors could have a construction air quality assessment performed which, if the results warrant and the City approves, would obviate the need for implementation of Mitigation Measure AIR-2c.SP.
Mitigation Measure AIR-3a.SP: Use Super-compliant VOC Architectural Coatings in Maintaining Buildings through CC&Rs and Ground Leases. Future developer(s) of projects within the Plan Area shall require all residentially developed parcels to include within their CC&R's and/or ground leases requirements for all future interior spaces to be repainted only with "Super-Compliant" Architectural Coatings (www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliantcoatings).While Regulation 8 Rule 3 of the BAAQMD places limits on the VOC content of paint and other architectural coatings, use of lower VOC coatings available to consumers can further reduce operational ROG emissions.
Mitigation Measure AIR-3b.SP: Promote Use of Green Consumer Products. To reduce ROG, NO_x and PM_{10} emissions associated with projects developed within the Plan Area, developer(s) of such projects shall provide education for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of final occupancy and every five years thereafter, the project sponsors shall work with the City of Richmond to develop electronic correspondence to be distributed by email annually to residential and/or commercial tenants of each building on the project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing and shall include contact information and links to vendors of low VOC consumer products.
Mitigation Measure AIR-3c.SP: Electrification of Loading Docks. For all projects developed within the Plan Area, developer(s) shall ensure that loading docks for retail, light 4. Environmental Setting, Impacts, and Mitigation Measures 4.2 Air Quality Richmond Bay Specific Plan 4.2-34 ESA / 120834 Draft Environmental Impact Report September 2016 industrial or warehouse uses that will receive deliveries from refrigerated transport trucks incorporate electrification hook-ups for transportation refrigeration units to avoid emissions generated by idling refrigerated transport trucks.
Mitigation Measure AIR-3d.SP: Prohibit Wood Burning Fireplaces. For all projects developed within the Plan Area, developer(s) shall ensure that building specifications for residential units preclude fireplaces, whether wood-burning or natural gas-fired. Compliance with this measure shall be verified upon plan review and prior to occupancy by the City of Richmond Building Department.
Mitigation Measure AIR-3e.SP: Diesel Backup Generator Specifications. For all projects developed within the Plan Area, and to reduce NO_x emissions associated with operation of stationary sources, the project sponsors

shall implement the following actions:

1. Any new backup diesel generators shall:
    a. Have engines that meet or exceed CARB Tier 4 off-road emission standards which have the lowest NO_x emissions of commercially available generators, and
    b. fueled with renewable diesel, if commercially available, which has been demonstrated to reduce NO_x emissions by approximately 10 percent.
2. All new diesel backup generators shall have an annual maintenance testing limit of 50 hours, if feasible, and up to a maximum of 50 hours per engine, subject to any further restrictions as may be imposed by the Bay Area Air Quality Management District (BAAQMD) in its permitting process.

Mitigation Measure AIR-4b.SP: Health Risk Assessment of Future Projects under the Specific Plan. For all projects proposed for development within the Plan Area (except the Sub-Area 4 Project), project applicants shall assess the potential cancer risk exposures to on-site residential receptors or any proposed school facilities later in the design phase, but prior to occupancy, and to prepare a project-specific HRA using updated receptor location information and a more detailed assessment of risks associated with I-580 or permitted stationary sources at that time and submit to the City for review. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk exposures for on-site receptors will be less than BAAQMD project-level thresholds, then Mitigation Measure AIR-4a.SP would be unnecessary. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk for on-site sensitive receptors will be less than presented in this analysis, but still over BAAQMD threshold, the mitigation effort may be proportionately reduced.

Mitigation Measure AIR-4c.SP: Risk Reduction Plan for Backup Generators or New Permitted Stationary Sources. Applicants for projects that would include backup generators shall prepare and submit to the City a Risk Reduction Plan for City review and approval. The applicant shall implement the approved Risk Reduction Plan. The Risk Reduction Plan shall reduce cumulative localized cancer risks to the maximum feasible extent. The Risk Reduction Plan may contain, but is not limited to the following strategies:

1. Demonstration using screening analysis or a health risk assessment that project sources, when combined with local cancer risks from cumulative sources with 1,000 feet would be less than 100 in one million.
2. Installation of non-diesel fueled generators.
3. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy.

Mitigation Measure AIR-2.SA4: Implement BAAQMD Basic Construction Mitigation Measures. The Sub-Area 4 Project applicant shall require construction contractors to implement the following applicable BAAQMD Basic Construction Mitigation Measures to reduce emissions of fugitive dust and equipment exhaust:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 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.
- 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, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's

phone number shall also be visible to ensure compliance with applicable regulations.
Mitigation Measure AIR-4a.SA4: As an alternative to Mitigation Measures AIR-2b.SP and AIR-2c.SP, the Sub-Area 4 Project construction contractor/s shall use other measures, or in combination with use of Tier 4 equipment, to minimize diesel particulate matter emissions during the construction period, provided such measures reduce the predicted cancer risk below the threshold of (a) an incremental cancer risk level greater than 10 in one million, (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 micrograms per cubic meter (µg/m3) and are approved by the City. Any diesel-powered off-road and portable equipment shall meet or exceed emission standards for Tier 2 engines. For example, the construction contractor(s) may use other measures such as the use of alternative powered equipment (e.g., LPG-powered or electric lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures.
Mitigation Measure AIR-4b.SA4: The Sub-Area 4 Project applicant/s may choose to reassess the potential off-site cancer risk and $PM_{2.5}$ concentration exposures to off-site residential receptors later in the design phase, but prior to the start of construction, and prepare a revised HRA using updated receptor location information and more detailed construction plans and equipment list and submit to the City for review. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk and exposure to $PM_{2.5}$ for all potentially exposed off-site receptors will be less than BAAQMD project-level threshold of (a) an incremental cancer risk level greater than 10 in one million, (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 micrograms per cubic meter (µg/m3), then Mitigation Measure AIR-4a is unnecessary. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk or exposure to $PM_{2.5}$ for off-site sensitive receptors will be less than presented in this analysis but still over BAAQMD thresholds, then the mitigation effort may be proportionately adjusted.
(TABLE NOTE: See Section M. Transportation and Traffic of this addendum for full text of the following mitigation measures identified in the Specific Plan EIR to address air quality impacts.) **Mitigation Measure TRF-1.SA4: Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps Intersection Signalization and Channelization Improvements**.
Mitigation Measure TRF-2.SA4: Cutting Boulevard/23rd Street Intersection Signal Improvements.
Mitigation Measure TRF-3.SA4: Meeker Avenue/Marina Bay Parkway Intersection Signal and Channelization Improvements.
Mitigation Measure TRF-4.SA4: Westbound I-580 Ramps/Juliga Woods Street Intersection Signalization.
Mitigation Measure TRF-5.SA4: Meade Street/Regatta Boulevard/Eastbound I-580 Ramps Intersection Signal and Channelization Improvements.
Mitigation Measure TRF-6.SA4: Regatta Boulevard/Meade Street Intersection Signalization.
Mitigation Measure TRF-7.SA4: Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps Intersection Signalization and Channelization Improvements.
Mitigation Measure TRF-8.SA4: Bayview Avenue/Carlson Boulevard Intersection Signal Improvements.
Mitigation Measure TRF-9.SA4: Carlson Boulevard/ Westbound I-80 Ramps Intersection Widening.

C. Biological Resources

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact BIO-1. SA4: Development facilitated by the Sub-Area 4 project would 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. *(Less Than Significant with Mitigation)*
Impact BIO-2. SA4: Development under the Sub-Area 4 project could have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (*Less Than Significant with Mitigation*)
Impact BIO-3.SA4: Development of the Sub-Area 4 project could have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act and state protected wetlands. (*Less Than Significant with Mitigation*)
Impact BIO-4.SA4: Development of the Sub-Area 4 project would not likely interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (*Less Than Significant with Mitigation*)
Impact BIO-5. SA4: The Sub-Area 4 Project could conflict with existing plans, policies, or ordinances, including the City of Richmond's Tree Ordinance (City of Richmond Municipal Code Chapter 10.08). (*Less Than Significant with Mitigation*)
Impact C-BIO-1.SA4: The Sub-Area 4 Project, in conjunction with other past, current, or foreseeable development, 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 4.3-63 through 4.3-78 of the Specific Plan Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

As previously described, the Campus Bay Project boundaries are similar to those of the Sub-Area 4 Project analyzed in the Specific Plan EIR and the Project envisions generally the same construction and operation as analyzed for the Sub-Area 4 Project. Construction and operational impacts to biological resources would be comparable to those analyzed in the Specific Plan EIR. Thus, the following impacts and mitigation measures would continue to apply to the project and no change from the previous analysis for the Sub-Area 4 Project in the EIR is anticipated.

Just as identified in the Specific Plan EIR, the proposed project is not expected to result in any significant impacts to any special-status plant species or special-status fish species. The Specific Plan EIR also analyzed the effects of development on the western pond turtle, special-status and nesting birds, the salt marsh harvest mouse, salt marsh wandering shrew, and bats. Implementation of mitigation measures identified in the Specific Plan EIR will mitigate the impacts of the proposed project on most of these populations to a less than significant level. As discussed further below, additional mitigation is proposed to address potential impacts to the California Ridgway's Rail.

Mitigation Measure BIO-1a.SP (Avoidance and Minimization Measures for Western Pond Turtle) and **Mitigation Measure BIO-1b.SP (Worker Environmental Awareness Program Training)** would reduce potential impacts on western pond turtle, in addition to potential impacts on nesting birds, salt-marsh harvest mouse, and salt-marsh wandering shrew, to a less than significant level by educating workers on these species and their presence in the Campus Bay Project vicinity, by requiring the installation of exclusion fencing around construction sites, requiring the completion of preconstruction surveys, and requiring other protection measures.

As previously analyzed, construction could potentially impact common or special-status birds should they nest on or near the site during construction. Increased construction noise or physical construction disturbances could affect the viability of bird nests, if present, and would be reduced to a less than significant level with the implementation of **Mitigation Measure BIO-1c.SP (Preconstruction Nesting Bird Surveys)**, **Mitigation Measure NOI-1a.SP (Construction Noise Control Measures and Noise Control Plan)** and **Mitigation Measure NOI-1b.SP (Pile Driving Noise-Reducing Techniques and Muffling Devices)**. The potential for avian collision with buildings and the effects of night lighting on birds was analyzed in the Specific Plan EIR, and no further impacts are anticipated due to design refinements in the Campus Bay Project. Implementation of **Mitigation Measure BIO-1d.SP (Building Design and Lighting Strategies to Address Biological Resources Impacts)** would avoid and minimize potential impacts on special-status species and nesting and migratory birds by requiring design features such as patterned or fritted glass and decreasing reflectivity of surfaces to make buildings appear less transparent. The measure also calls for limiting night lighting, which would reduce the potential for disorientation. Potential impacts to California Ridgway's rail during the breeding season are discussed separately below.

Effects to salt marsh harvest mouse and salt marsh wandering shrew were fully considered in the Specific Plan EIR, and included impacts stemming from short-term habitat degradation, potential for release of contaminants into salt marsh habitat, and increased exposure to human activities. **Mitigation Measure BIO-1e.SP (Salt Marsh Harvest Mouse and Salt Marsh Wandering Shrew Measures)** would reduce short-term habitat degradation impacts, such as exposure of contaminated soils or proposed ground disturbing activities, to nesting and foraging salt-marsh harvest mouse and salt marsh wandering shrew to a less than significant level. As stated in the Specific Plan, significant amounts of open space provide a "buffer zone" between species habitat and areas of disturbance related to construction disturbance and human presence. Due to open space buffer areas that separate the salt marsh from human use areas, such impacts would be less than significant.

The Campus Bay Project would remove the same structures and vegetation described in the Specific Plan EIR. Hence, potential impacts to special-status bats would be identical to the prior analysis. Implementation of **Mitigation Measure BIO-1f.SP (Special-Status Bats Protection Measure)** would reduce potential impacts on special-status bats to a less than significant level by requiring preconstruction surveys and implementing avoidance measures if potential roosting habitat or active roosts are located.

As described for the Specific Plan EIR, proposed grading would occur in upland habitat beyond the jurisdiction of federal or state regulatory agencies, with the exception of the Bay Conservation and Development Commission (BCDC). Small portions of Parcel I fall within the 100-foot shoreline band of jurisdiction given to BCDC by the McAteer-Petris Act. Fill in this area would be limited to achieving the required elevation for Street D and improvements associated with the shoreline park. Due to the small footprint of proposed Project grading overlapping BCDC jurisdiction, and Parcel I serving as open space after construction, the Campus Bay Project construction and operational impacts on BCDC jurisdiction are less than significant. As described for the Specific Plan, the Campus Bay Project is protective of the Bay's biological resources and is generally consistent with the BCDC's San Francisco Bay Plan. If Project development overlaps BCDC jurisdiction, the Project would obtain the necessary permit from BCDC and implement terms and conditions provided in the permit thereby complying with the McAteer-Petris Act.

Just as identified in the Specific Plan EIR, the proposed project will not result in a substantial adverse effect on riparian habitat or other sensitive natural communities. Implementation of **Mitigation Measure BIO-2a.SP (Restoration of Northern Coastal Saltmarsh, Riparian, and Wetlands)** would reduce impacts to natural communities by requiring project design to adhere to principles benefiting northern coastal saltmarsh, riparian scrub habitat, and freshwater emergent wetlands, and associated wildlife. As such, the impact to natural communities would be considered less than significant by restoring affected vegetation following construction. In addition, implementation of **Mitigation Measure BIO-3.SP (Wetland Protection)** would isolate development with the installation of exclusion fencing and stormwater best management practices (BMPs). This would result in protection of the remaining habitat which surrounds the Campus Bay Project site during construction activities. As such, the impact to natural communities would be considered less than significant by restoring affected vegetation following construction.

As described for the Specific Plan EIR and based on a site reconnaissance survey and review of aerial photography, construction within Sub-Area 4 would occur in upland habitat with no direct impacts to wetlands or waters of the states or U.S. The Campus Bay Project would have an identical less than significant impact on wetlands related to the potential release of contaminants or equipment intrusion into wetlands during construction. With the implementation of **Mitigation Measure BIO-3.SP (Wetland Protection) and Mitigation Measure HYD-1.SP (Water Quality Best Management Practices for All Construction Activities)**, impacts to jurisdictional features would be reduced to a less than significant level.

Just as identified in the Specific Plan EIR, the proposed project would minimally impact potential wildlife movement, nursery sites, or other nearby habitat functions, as analyzed for the Specific Plan EIR. No additional impacts are anticipated beyond those described in the prior analysis. Such impacts would be less than significant with the implementation of **Mitigation Measure BIO-2a.SP (Restoration of Northern Coastal Saltmarsh, Riparian, and Wetlands)** and **Mitigation Measure BIO-1d.SP (Building Design and Lighting Strategies to Address Biological Resources Impacts)**, which require the use of a native planting palette,

weed control, implementation of a monitoring and reporting plan, and use of building design measures that are intended to reduce potential impacts on birds.

With the implementation of the aforementioned mitigation measures, development facilitated by the Campus Bay Project would not conflict with applicable local policies, ordinances, or plans protecting biological resources, such as the City's the Conservation, Natural Resources and Open Space element of the General Plan, BCDC's San Francisco Bay Plan, San Francisco Estuary Project's Comprehensive Conservation and Management Plan, and the San Francisco Baylands Habitat Goals Report, with the implementation of the aforementioned mitigation measures.

Modifications from Sub-Area 4 Project

Relocation of Street D and Impacts to California Ridgway's Rail

The wetland areas south of the Campus Bay Project provide potentially suitable foraging and nesting habitat for the California Ridgway's rail, a special-status species. The Specific Plan EIR analyzed the Sub-Area 4 Project's potential effect on the rail and found that, with the implementation of mitigation, the impacts would be less than significant.

The Campus Bay Project would slightly relocate the shoreline roadway (Street D) from the illustrative proposal analyzed for the Sub-Area 4 Project in the Specific Plan EIR, moving the roadway a maximum of 220 feet closer to the existing pond/lagoons and tidal marsh to the south. Habitat suitability for California's Ridgway's rail near the project area was also recently reevaluated based on recent surveys of East and West Stege marshes and Hoffman Marsh. Ridgway's rail detections during these surveys increased since the Sub-Area 4 Project analysis. From 2015-2019, West Stege surveys showed a 35% increase in detections and East Stege surveys showed a 7% increase (Olofson Environmental, Inc. 2020).

Just as identified in the Specific Plan EIR, the proposed project would not result in any removal of marshland habitat. As with the Sub-Area 4 Project, any potential impacts to California Ridgway's rail are thus limited to indirect effects from lighting, noise and increased predation that could result from new residential dwellings in close proximity to marsh habitat. Because construction of the shoreline roadway is proposed to occur nearer to suitable Ridgway's rails breeding habitat, a slightly larger area of Ridgway's rails habitat may be indirectly affected by lighting, construction noise, and increased predation compared to the impacts identified in the Specific Plan EIR.

As required by the Specific Plan EIR (**Mitigation Measure BIO-1d.SP: Building Design and Lighting Strategies to Address Biological Resources Impacts**), a construction lighting plan shall be prepared detailing measures to minimize light spillover outside of each project site, including into tidal marsh habitat. If nighttime work is needed, this measure requires that lighting will be directed toward the work area and away from tidal marsh habitat. The measure also includes design requirements to minimize light spillover into the marsh. Hence, no lighting impacts would occur to Ridgway's rail habitat during or following construction.

By applying seasonal avoidance and noise buffers to the revised project area, the relocation of Street D would not result in a substantially more severe noise impact than identified in the Specific Plan EIR. Noise measures in the Specific Plan EIR mitigate noise-related impacts to Ridgway's rail by ensuring construction noise does not exceed existing baseline levels during

the rail nesting season. However, the U.S. Fish and Wildlife Service's (USFWS) informal Ridgway's rail habitat avoidance guidance has been updated since the Specific Plan EIR to now recommend a buffer around any active nest site of at least 750 feet. The Specific Plan EIR adhered to prior USFWS guidance, which avoided nesting habitat by at least 250-feet. Because a small portion of the Campus Bay Project occurs within 750 feet of marginally suitable to preferred breeding habitat in West Stege Marsh and East Stege Marsh, **Mitigation Measure BIO-1c.SP (Preconstruction Nesting Bird Surveys)** has been updated to reflect the larger buffer distances and avoidance of the rail's breeding season. An increased no-work buffer during the rail breeding season would provide an adequate setback distance typical of regulatory agency protection protocols ensuring no Ridgway's rails harassment would occur during Campus Bay Project construction. By avoiding construction actions near Ridgway's rail nesting habitat during the breeding season, potential impacts would be less than significant and comparable to impacts analyzed in the Specific Plan EIR. Additionally, **Mitigation Measure NOI-1a.SP (Construction Noise Control Measures and Noise Control Plan)** and **Mitigation Measure NOI-1b.SP (Pile Driving Noise-Reducing Techniques and Muffling Devices)** require the use of noise control methods and technologies during construction activities, which would reduce potential impacts on nesting birds, including Ridgway's rail.

Increased Number of Residential Units and Predation

As compared to the Sub-Area 4 Project, the proposed project would result in more residential units. The increase in the number of residential units could contribute to an increase in frequency and duration of human-related disturbances, including domestic animal harassment and predation, on California Ridgway's rails and their nesting habitat. According to the USFWS Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California, the Campus Bay Project falls within the sub-region of the Bay shoreline where cat predation is considered a threat to sensitive bird species. The Plan recommends local governments restrict pets from public use areas adjacent to tidal marshes, and where new developments are planned, allocate funds to conduct predator management. One aspect of predator management is the implementation of barriers between the developed areas containing domestic animals with undeveloped areas containing suitable habitat for sensitive species, such as Western and Eastern Stege Marsh.

As described in the Chapter 2, *Project Description,* existing temporary fencing exists along the southern edge of the upland area of the project site to limit access to biological restoration areas, and at the southwest and southeast property corners of the site to limit pedestrian access into areas where biological restoration has been completed in recent years. After construction of the adjacent shoreline park and shoreline roadway is completed, the temporary fencing will be removed and replaced with permanent, biological boundary fencing intended to inform pedestrians and other users to avoid entry into sensitive biological areas.

The Specific Plan requires a barrier along the southern perimeter along remediation *Lot 3* designated by the State Department of Toxic Substances Control (DTSC) (see **Figure 2-9, Existing Remediation Lots**, in Chapter 2) in order to "restrict access to sensitive marsh habitat," and revisions are included in **Mitigation Measure BIO-1d.SP (Building Design**

and Lighting Strategies to Address Biological Resources Impacts) to address human-related disturbances and domestic animal predation on special-status species due to the increased density of the proposed project.

Cumulative

Consequently, the cumulative impacts of the proposed project would also be less than significant with mitigation on special-status wildlife species, sensitive natural communities, state and federally protected wetlands, movement of wildlife species, and would not conflict with local plans and policies.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified impacts related to biological resources as a result of the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR, shown as modified in this addendum (underlined), will continue to apply to the Campus Bay Project to address significant biological resources impacts.

Mitigation Measure BIO-1a.SP: Avoidance and Minimization Measures for Western Pond Turtle. For any project proposed for development on a parcel immediately adjacent to the existing Upper Lagoon and/or Lower Lagoon, or in the area of Meeker Slough and Meeker Creek, project applicants shall determine the presence or absence of western pond turtle by conducting a preconstruction survey prior to ground-disturbing activities in areas of suitable habitat. If western pond turtle is present, the following measures shall be implemented:

a) A qualified biologist shall supervise the installation of exclusion fencing along the boundaries of the work area adjacent to occupied and/or suitable habitat, as the biologist deems necessary to prevent western pond turtles from entering the work area. The construction contractor shall install species exclusion fencing, with a minimum height of 3 feet above ground surface and with an additional 4 to 6 inches of fence material buried such that species cannot crawl under the fence.

b) A qualified biologist shall survey the project site within 48 hours before the onset of initial ground-disturbing activities and shall be present during initial vegetation clearing and ground-disturbing activities. (A qualified biologist is an individual who shall have a minimum of five years of academic training and professional experience in biological sciences and related resource management activities with a minimum of two years conducting surveys for each species that may be present within the project site.) The biological monitor shall monitor the exclusion fencing weekly to confirm proper maintenance and inspect for turtles. If western pond turtles are found, the City shall halt activities in the vicinity that pose a threat to the individual turtle or turtles as determined by the qualified biologist. If possible, the turtle or turtles shall be allowed to move out of the project site of their own volition (e.g., if it is near the exclusion fence that can be temporarily removed to let it pass). The qualified biologist shall relocate turtles to the nearest suitable habitat should they not leave the work area of their own accord. Construction shall resume after the turtles are out of harm's way. If western pond turtles occur repeatedly onsite after the exclusion fencing has been installed, a qualified biologist shall initiate preconstruction sweeps of the project site for this species prior to start of construction on a daily basis and thereafter throughout the duration of the project.

c) During project construction or other ground-disturbing activities, excavations deeper than 6 inches shall have a sloping escape ramp of earth or a wooden plank installed at a 3:1 rise; openings, such as pipes, where western pond turtles might seek refuge shall be covered when not in use; and all trash that may attract predators or hide western pond turtles shall be properly contained each day, removed from the worksite, and disposed of regularly. Following the completion of activities, the construction contractor

shall remove all trash and construction debris from the work areas.

Mitigation Measure BIO-1b.SP: Worker Environmental Awareness Program Training. For any project proposed for development within the area of the Specific Plan, a project-specific Worker Environmental Awareness Program (WEAP) training shall be developed and implemented by a qualified biologist and attended by all project personnel prior to beginning work onsite. The WEAP training shall generally include but not be limited to education about the following:

- Applicable state and federal laws, environmental regulations, Specific Plan permit conditions, and penalties for non-compliance;
- Special-status plant and animal species with potential to occur at or in the vicinity of the project site, avoidance measures, and a protocol for encountering such species including a communication chain;
- Preconstruction surveys and biological monitoring requirements associated with each phase of work and at each project site as biological resources and protection measures will vary depending on the land managers;
- Known sensitive resource areas in the project vicinity that are to be avoided and/or protected as well as approved project work areas, access roads, and staging areas; and
- Best management practices (BMPs) and their location at various project sites for erosion control, species exclusion, in addition to general housekeeping requirements.

Mitigation Measure BIO-1c.SP: Preconstruction Nesting Bird Surveys. For any project proposed for development within the Plan Area, the City shall require the project applicant to conduct preconstruction nesting bird surveys in areas containing, or likely to contain, habitat for nesting birds (i.e., areas with burrows or areas with trees or 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.

- To the extent practicable, construction activities including building demolition, vegetation and tree removal, and new site construction shall be performed between September 1 and January 31 in order to avoid the avian nesting season.
- 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 Plan Area 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 Plan Area and within a 500 feet (for raptors) and 250 feet (for all other species) around any construction activity will be surveyed.
- If active nests are found either within the project site or within the 500-foot survey buffer surrounding the project site, “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 demolition, 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 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.
- 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.
- 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.

Burrowing Owls: The following measures shall be implemented to address construction or other ground-disturbing activities that could take place within burrowing owl nesting habitat in Sub-Area 4. All accessible potential nesting habitat, including bare ground, in the project site that could be affected by construction activity will be surveyed per guidance provided in Appendix C of the Staff Report on Burrowing Owl Mitigation (CDFG, 2012). These guidelines shall determine timing and survey methodology, and reporting requirements. Preconstruction surveys to determine absence or presence of active burrowing owl nesting sites within the project site shall generally be completed as follows, or as modified by any subsequent approved protocol:

a) Two surveys shall occur no more than 30 days prior to ground disturbing activity: one no less than 14 days prior to ground disturbing activity, and one within 24 hours prior to ground disturbing activity. Habitat assessments shall be conducted per guidelines provided in Appendix C of the Staff Report on Burrowing Owl Mitigation (CDFG, 2012). If no burrows are observed during the first survey, the second survey is not required.

b) Conduct the survey/s between morning civil twilight and 10:00 AM and two hours before sunset until evening civil twilight to provide the highest detection probabilities.

c) A survey for burrows and owls shall be conducted by walking through suitable habitat in the project site and in areas within 150 meters (approximately 500 feet) of the project site. This 150-meter buffer zone is included to account for adjacent burrows and foraging habitat outside the project site and impacts from factors such as noise and vibration due to heavy equipment which could impact resources outside the project site.

d) Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be no more than 30 meters (approximately 100 feet), and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To efficiently survey projects larger than 100 acres, it is recommended that two or more surveyors conduct concurrent surveys. Surveyors should maintain a minimum distance of 50 meters (approximately 160 feet) from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons.

e) A report of the burrow survey stating absence or presence of burrows shall be prepared and submitted to the City and, if results are positive for birds, CDFW.

California Ridgway's rail**:** The following measures shall be implemented to address construction and other ground-disturbing activities that could take place near Ridgway's rail habitat in Sub-Area 4. All accessible potential nesting habitat, including marsh and mud flat areas, within 750 feet of the construction site that could be directly or indirectly affected by construction activity will be surveyed by a qualified biologist consistent with the USFWS California Clapper Rail Survey Protocol (USFWS 2015). If Ridgway's rails are observed, the following measures will be implemented to avoid and minimize impacts on California Ridgway's rail:

a) Construction activities within 750 feet of vegetated tidal marsh providing suitable breeding habitat for Ridgway's rails (i.e., the area within West and East Stege Marshes) are prohibited during the breeding season of February 1 through August 31. The buffer area shall be identified by a qualified biologist who is familiar with Ridgway's rail habitat requirements. Only continued use of recreational trails established prior to the start of the breeding season, or routine inspection, maintenance, or monitoring activities that have little potential for effects on rails due to their short durations, distance from rail habitat, or low-magnitude effects may be performed during the breeding season within 750 feet of rail breeding habitat.

b) Exceptions. Once Street D is constructed and parcels near the marsh have been developed (e.g., lots 28, 29, 32, and 33, and parcels G and H), new structures will provide a physical barrier and noise buffer that will lessen rail habitat effects in other construction areas. Following the development of these areas, work may continue in more northerly areas (e.g., lots 26, 27, 30, and 31) within the 750-foot buffer at any time of year. However, pile driving shall strictly adhere to nesting season prohibitions within 750 feet of marshlands without exception.

Mitigation Measure BIO-1d.SP: Building Design and Lighting Strategies to Address Biological Resources Impacts. For any project proposed for development within the area of the Specific Plan, and prior to the

issuance of the first building permit for each new building, the City of Richmond (City) shall require that the project applicant retain a qualified biologist experienced with bird strike issues to review and approve the design of the building windows and lighting to ensure that it sufficiently minimizes the potential for bird strikes. The City may also consult with applicable resource agencies with jurisdiction such as CDFW, USFWS, or others, as it determines to be appropriate during this review.

Consistent with the Specific Plan, the Campus Bay Project will implement a permanent barrier along the Bay-ward perimeter of Parcel I extending north along the eastern perimeter of S.49th Street to S. 46th Street to restrict access to sensitive marsh areas and to reduce human and domestic animal disturbance in sensitive habitat.

***Building Design*.** Prior to issuance of a building permit, the project applicant shall provide documentation to the satisfaction of the Planning Director identifying the measures and features of the building design that are intended to reduce potential impacts on birds. The building design may include, but is not limited to, some of the following measures:

- Employ design techniques that create "visual noise" via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees;
- Decrease continuity of reflective surfaces using "visual marker" design techniques, which may include:
  a) Patterned or fritted glass, with patterns at most 28 centimeters apart;
  b) One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside;
  c) Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters; and/or
  d) Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters square.
- Up to 60 feet high on building facades facing the shoreline, decrease reflectivity of glass, using design techniques such as plastic or metal screens, light-colored blinds or curtains, frosting of glass, angling glass towards the ground, UV-A glass, or awnings and overhangs;
- Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed;
- Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and
- Place new vegetation sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than 3 feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds' flight momentum.
- A construction lighting plan for each project under the Specific Plan shall be prepared detailing measures to minimize light spillover outside of each project site.

***Lighting Design*.** The project applicant shall ensure that the design and specifications for buildings implement design elements to reduce lighting usage, change light direction, and confine light exposure. These may include, but are not limited to, the following general considerations that should be applied wherever feasible throughout the proposed project to reduce night lighting impacts on fish, marine mammals, and avian species:

a) Avoid installation of lighting in areas where not required for public safety;

b) Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including:

i. Installing motion-sensitive lighting;
ii. Installing task lighting;
iii. Installing programmable timers; and,
iv. Installing fixtures that use lower-wattage, sodium, and yellow-red spectrum lighting.

c) Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky.

***Educating Residents and Occupants*.** The City shall ensure, as a condition of approval for every building permit, that the project applicant agrees to provide educational materials to building tenants, occupants, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. The City Planning and Building Services Division shall administratively review and approve the educational materials prior to building occupancy.

Documentation. The City shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of any proposed projects to ensure that they sufficiently minimize the potential for bird strikes.

Mitigation Measure BIO-1e.SP: Salt Marsh Harvest Mouse and Salt Marsh Wandering Shrew Measures. The following measures shall be implemented within occupied, or presumed-occupied, salt marsh harvest mouse and/or salt marsh wandering shrew habitat to avoid, minimize, and mitigate impacts to these species and their habitat.

1. A qualified, CDFW and/or USFWS-approved biological monitor will be present during all project-related activities within habitat determined suitable for salt marsh harvest mouse and/or salt marsh wandering shrew, or within 100 feet of such habitat. The biological monitor will present supplemental Worker Environmental Awareness Program information as needed for construction personnel to provide guidance about listed species and their habitats. The biological monitor will monitor all activities to ensure that no salt marsh harvest mouse or salt marsh wandering shrew is harassed, killed, or injured, and to ensure that the project conforms to the conservation measures outlined in the EIR. The biological monitor will notify the construction management lead when any aspect of the project might result in unauthorized take of special-status wildlife.
2. Vegetation within 100 feet of potential salt marsh harvest mouse and salt marsh wandering shrew habitat shall be removed using hand-tools prior to the installation of the exclusion fencing under the supervision of the qualified biological monitor. If animals of either species are observed within the work area, a biologist, with the appropriate federal and state permits, will remove and relocate the species to the nearest appropriate habitat.
3. To avoid potential impacts to salt marsh harvest mouse and salt marsh wandering shrew, exclusion fencing shall be installed by hand in all locations containing pickleweed, fat hen, and alkali heath vegetation or suitable foraging or nesting habitat and all natural/undeveloped uplands within a minimum of 100 feet of these habitats to prevent these species from entering the active work area, to protect habitat from earthmoving activities or accidental spills, and to exclude workers from sensitive habitat. The fence shall be made of a heavy plastic sheeting material that does not allow salt marsh harvest mouse and salt marsh wondering shrew to pass through or climb, and the bottom shall be buried to a depth of at least four inches so that the mouse and shrew cannot crawl under the fence. Fence height shall be at least 12 inches higher than the highest adjacent vegetation with a maximum height of four feet. All supports for the exclusion fencing shall be placed on the inside of the work area. A two-foot buffer will be maintained clear of vegetation along the outside of the exclusion fencing. Exclusion fencing shall be installed above the maximum high tide to prevent trapping animals between the fencing and rising tide waters. The fencing shall be installed under the supervision of the qualified biological monitor. Installation shall not occur during winter high tides, as determined by the biological monitor, when marsh habitats are submerged and these species are pushed to upland habitats.

Mitigation Measure BIO-1f.SP: Special-Status Bat Protection Measure. For any project proposed for development within the area of the Specific Plan that would involve the removal of trees or buildings or the renovation of buildings, a preconstruction survey for special-status bats shall be conducted by a qualified biologist in advance of tree and structure removal to characterize potential bat habitat and identify active roost sites. Should the preconstruction survey find no bat habitat or bat roosting sites, then no further action is required. Should potential roosting habitat or active bat roosts be found in trees and/or structures to be

removed under the project, the following measures shall be implemented:

a) Removal of trees and structures shall be initiated when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15; outside of bat maternity roosting season (approximately April 15 – August 31) and outside of months of winter torpor (approximately October 15 – February 28), to the extent feasible.

b) If removal of trees and structures during the periods when bats are active is not feasible and active bat roosts being used for maternity or hibernation purposes are found on or in the immediate vicinity of the project site where tree and structure removal is planned, a no disturbance buffer of 100 feet shall be established around these roost sites until they are determined to be no longer active by the qualified biologist. The extent of this buffer may be modified by the qualified biologist depending on existing screening around the roost site (such as dense vegetation or a building) as well as the type of construction activity which would occur around the roost site.

c) The qualified biologist shall be present during tree and structure removal if potential bat roosting habitat or active bat roosts are present. Trees and structures with active roosts shall be removed only when no rain is occurring or is forecast to occur for 3 days and when daytime temperatures are at least 50°F.

d) Removal of trees with potential bat roosting habitat or active bat roost sites shall follow a two-step removal process:

   i. On the first day of tree removal and under supervision of the qualified biologist, branches and limbs not containing cavities or fissures in which bats could roost, shall be cut only using chainsaws.

   ii. On the following day and under the supervision of the qualified biologist, the remainder of the tree may be removed, either using chainsaws or other equipment (e.g. excavator or backhoe).

e) Removal of structures containing or suspected to contain potential bat roosting habitat or active bat roosts shall be dismantled under the supervision of the qualified biologist in the evening and after bats have emerged from the roost to forage. Structures shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost. Removal of structures shall occur within the allowed construction hours detailed under the City's Municipal Code (Section 9.52.110) weekdays between 7:00 a.m. to 7:00 p.m. and between 9:00 a.m. to 8:00 p.m. on weekends and holidays. If demolition/removal activities are expected to occur outside of the City's allowed construction hours, these activities shall be reviewed by the City Planning and Building Division as part of the review of the project demolition permit. All demolition/removal activities shall comply with the Noise Control Plan prepared in accordance with Mitigation Measure NOI-1a.SP in Chapter 4.10, Noise, of the EIR.

Mitigation Measure BIO-2a.SP: Restoration of Northern Coastal Saltmarsh, Riparian, and Wetlands. For any project proposed for development within the area of the Specific Plan that may remove the habitat functions and services of northern coastal saltmarsh, riparian habitat, or freshwater emergent wetlands, these habitats shall be restored in-place to pre-project conditions, if possible, or an equivalent area of these habitats shall be established (ratio of 1:1) at suitable off-site locations along the Richmond shoreline. A habitat-specific Restoration and Monitoring Plan shall be prepared by the project applicant for each development project that removes the respective habitat, and shall contain the same principles as the existing Berkeley Global Campus Wetland Restoration Monitoring Plan for affected areas, subject to approval by the appropriate regulatory agencies, and shall generally include, but not be limited, to the following:

- A final grading plan for the affected northern coastal saltmarsh, riparian habitat, and/or wetlands, which would restore the topography of the affected habitat areas to pre-project conditions, or to conditions that will achieve long-term stability, and will support site-appropriate habitat;
- A planting plan, composed of native plant species appropriate to the target restored habitat;
- A management plan, including provisions for weed control to prevent the spread of invasive non-native plant species in the restoration area;
- Performance criteria for the revegetated areas that establish success thresholds over a specific amount of time (typically five years) as determined by the regulatory agencies with jurisdiction over the affected areas;
- A monitoring and reporting program under which progress of the revegetated areas shall be tracked to

ensure survival of the mitigation plantings. The program shall document overall health and vigor of mitigation plantings throughout the monitoring period and provide recommendations for adaptive management as needed to ensure the site is successful, according to the established performance criteria. An annual report documenting monitoring results and providing recommendations for improvement throughout the year shall be provided to the regulatory agencies; and

- A best management practices element describing erosion control measures to be installed around the affected areas following mitigation planting in order to avoid sediment runoff into adjacent waters.

Mitigation Measure BIO-2b.SP: Restoration of Coastal Terrace Prairie. For the Lark Avenue Variant, road construction within the coastal prairie that removes this sensitive plant community shall be restored according to UC Berkeley's Coastal Terrace Prairie Management Plan (Stromberg, 2014). To facilitate construction of the Lark Avenue Variant on UC land, the City would enter into a Memorandum of Understanding (MOU) with UC, and would adopt and implement the Coastal Terrace Prairie Management Plan, which would result in net ecological benefit for the prairie community. Implementation of the Plan in conjunction with UC would include the following (adapted from the LRDP FEIR):

- UC shall commence initial phase implementation of the 2014 Richmond Bay Campus Coastal Terrace Prairie Management Plan (Appendix G of the LDRP FEIR) that addresses exotic plant removal, tree and coyote brush removal, weed management, and programs for native plant stock preservation to aid in preservation and enhancement of the grassland portion of the Natural Open Space area.
- When the Lark Avenue Variant is constructed, proactive (not passive) measures to improve the quality of the native grasslands in the Natural Open Space area shall be funded and undertaken. This may take the form of support for research and education into effective restoration. Possible fund sources would be established as part of the MOU between the City and UC.
- Once the Lark Avenue Variant is constructed, UC shall update its Coastal Terrace Prairie Management Plan to guide conservation and enhancement efforts, as well as the siting of boardwalks and minor access roads and structures in a resource-sensitive manner. The plan shall include weed management actions, annual monitoring and reporting, and adaptive management sufficient to maintain or improve the quality of the grasslands preserved in the designated Natural Open Space. The effectiveness of the plan shall be continually evaluated and the plan adjusted as needed.
- Prior to the commencement of the construction of the Lark Creek Variant in high, medium, or low quality grasslands outside of the Natural Open Space land use zone, UC shall conduct a site-specific native plant survey. All survey results would be published to the UC environmental website for the Berkeley Global Campus/Richmond Field Station. UC would apply the results of such surveys to implement a program that would use the native plant stock from such area to aid enhancement and restoration in Natural Open Space grassland areas, and to develop or restore meadow acreage elsewhere. Possible locations include formal landscaped open areas of the Richmond Field Station, rooftops of buildings at the Richmond Field Station, demonstration meadows at UC Berkeley or in the city of Richmond that help explain the former extent of regional coastal terrace prairie grasslands.

Mitigation Measure BIO-3.SP: Wetland Protection. For any project proposing development within or adjacent to jurisdictional wetlands within the area of the Specific Plan, the project applicant shall ensure that wetland protection measures shall be applied to protect identified state and federal jurisdictional wetlands. These measures shall include the following:

a) To the extent feasible, construction projects that might affect jurisdictional drainages or wetlands shall be scheduled for dry-weather months. Avoiding ground-disturbing activities during the rainy season would further decrease the potential risk of construction-related discharges to jurisdictional waters

b) A protective barrier shall be erected around any wetland feature designated for complete avoidance in project construction plans and regulatory permits to isolate it from construction or other ground-disturbing activities;

c) Signage shall be installed on the fencing to identify sensitive habitat areas and restrict construction activities;

d) No equipment mobilization, grading, clearing, or storage of vehicles, equipment or machinery, or similar activity shall occur at each project site until a City representative has inspected and approved the wetland

protection fencing; and

e) The City shall ensure that the temporary fencing is continuously maintained until all construction or other ground-disturbing activities are completed.

f) The project applicant shall obtain the appropriate permits in accordance with the Clean Water Act and California Fish and Game Code from the regulatory agencies and implement any additional mitigations measures or conditions of approval included within the permits.

References

Albertson, J.D. and J.G. Evens. 2000. California Clapper Rail. Pp. 332-341. In Baylands Ecosystem Species and Community Profiles: life histories and environmental requirements of key plants, fish and wildlife. Prepared by the San Francisco Bay Area Wetlands Ecosystem Goals Project. P.R. Olofson, editor. San Francisco Bay Regional Water Quality Control Board, Oakland, California.

Olofson Environmental, Inc. 2020. 2020. California Clapper Rail Surveys for the San Francisco Estuary Invasive Spartina Project 2019. Report to The State Coastal Conservancy. Prepared by: Olofson Environmental, Inc. January 13, 2020.

USFWS. 2013. Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California. Sacramento, California. xviii + 605 pp

D. Cultural and Paleontological Resources

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR
Impact CUL-1.SA4: Development of the Sub-Area 4 Project could cause a substantial adverse change in the significance of a historical resource. (*Less Than Significant, No Mitigation Required*)
Impact CUL-2. SA4: Development of the Sub-Area 4 Project could cause a substantial adverse change in the significance of a unique archaeological resource. (*Less Than Significant with Mitigation*)
Impact CUL-3.SA4: Development of the Sub-Area 4 Project could disturb human remains, including those interred outside of formal cemeteries. (*Less Than Significant with Mitigation*)
Impact CUL-4.SA4: Development of the Sub-Area 4 Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (*Less Than Significant with Mitigation*)
Impact C-CUL-1.SA4: Construction activity and development of the Sub-Area 4 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 4.4-25 through 4.4-30 of the Specific Plan Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

No aspect of the proposed project would change the conditions or environmental impacts regarding cultural or paleontological resources identified for the Sub-Area 4 Project in the Specific Plan EIR. The Campus Bay Project boundaries align with those of the Sub-Area 4 Project analyzed in the Specific Plan EIR. The type and scale/height of development, as well as the associated ground disturbance and construction activities, including depth of construction, will be the same as considered in the Specific Plan EIR.

For the Sub-Area 4 Project analysis in the Specific Plan EIR, ESA conducted an evaluation of five buildings within the Campus Bay Project site. The buildings have been recommended not eligible for listing in the California Register of Historical Resources or the National Register of Historic Places. None of the buildings possessed significant associations with important events or individuals, nor retained sufficient physical integrity to reflect their historic associations. As such, the buildings are not considered historical resources under CEQA and development of the Campus Bay Project would not cause a substantial adverse change to a historical resource.

During preparation of the Specific Plan EIR, the City sent correspondence to the Native American Heritage Commission (NAHC) notifying and requesting consultation with California Native American Tribes regarding possible cultural resources in the area of the proposed Specific Plan and Sub-Area 4 Project, per the requirements of Senate Bill (SB)18. The NAHC responded in a letter dated November 30, 2015 (Appendix D to the EIR), stating that a record search of the sacred land file failed to indicate the presence of Native American cultural resources in the immediate project area, and including a list of Native American individuals and organizations that could have knowledge of cultural resources in the project area and to which the City subsequently submitted letters of inquiry. No responses were received by the City as of certification of the EIR or to date. Also, the EIR was not subject to

required consultation with California Native American tribes or evaluation of impacts on tribal cultural resources under Assembly Bill (AB) 52, which was enacted after publication of the notice of preparation (NOP) of the EIR.

The Sub-Area 4 Project analysis in the Specific Plan EIR did not identify archaeological features or artifacts in the Campus Bay Project site. However, based on previous archaeological surveys, the general environmental context, the Northwest Information Center (NWIC) recommendations, and previous ground disturbance, the Campus Bay Project site is sensitive for potential buried archaeological resources. The Sub-Area 4 Project analysis identified mitigation measures to reduce potential archaeological resources impacts to a less-than-significant level., and the mitigation measure would also apply to the Campus Bay Project since it will occur on the same land area. Site work or construction of the Campus Bay Project is not anticipated in the near-term; however, as identified below, **Mitigation Measure CUL-2a.SP (Archaeological Resources Evaluation)**, identified in the Specific Plan EIR will be required prior to submittal of a building permit application to the City of Richmond Planning Division.

The Specific Plan EIR analysis indicated that there was no evidence that the Sub-Area 4 Project site had been used for human burial purposes in the past. However, the analysis indicated that, given the general archaeological sensitivity of the area, there is the potential for the discovery of human remains during construction activities that involve ground disturbance. The EIR thus identified mitigation measures that would continue to apply to the Campus Bay Project and would ensure that impacts to human remains would be less than significant by facilitating legal compliance and the proper procedures to follow for an inadvertent discovery.

The Sub-Area 4 Project site is underlain by Pleistocene alluvium, which has high potential for paleontological resources and the Specific Plan EIR thus identified mitigation measures to reduce potential impacts to a less-than-significant level. Because the Campus Bay Project will be developed on the same area as analyzed for the Sub-Area 4 Project, **Mitigation Measure CUL-4.SP (Paleontological Resources Mitigation Program)** would also apply to the proposed project.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified cultural and paleontological resources impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change the prior Specific Plan EIR analysis. All proposed construction activities, site development and subsequent future development projects on development pads established by the proposed project will continue to be subject to all applicable regulatory requirements and mitigation measures pertaining to cultural and paleontological resources. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential cultural and paleontological resources impacts of the Campus Bay Project.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR will apply to the Campus Bay Project to address significant cultural and paleontological resources impacts.

Mitigation Measure CUL-1.SP: Historic Resources Evaluation. During the preliminary design for each project proposed for development within the Plan Area, and prior to submittal of a project application to the City of Richmond Planning Division, the project applicant shall comply with Section 15.04.303.130 of the City Zoning and Subdivision Regulations and shall undertake the following:

1. **Historic Resources Survey.** The historic resources survey shall include, at a minimum:

a. An updated records search at the Northwest Information Center;

b. An intensive historical resources survey, documenting and evaluating resources within the project footprint (area of ground disturbance) and located on adjacent parcels within 200 feet of the project footprint, that are 45 years or older for listing in the California Register and local Richmond Historic Inventory;

c. Recommendations for any additional measures that are required to resolve adverse impacts to recorded historical resources; and

d. A report documenting the results of this research and recommendations, for submittal to the City.

The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History. Site-specific surveys and evaluations that are more than 5 years old shall be updated to account for changes which may have occurred over time.

For all historic resources identified as a result of site-specific surveys and evaluations, the project applicant shall undertake the following:

2. **Historic Resources Treatment Plan.** The historic resources treatment plan shall be prepared by a qualified historian or architectural historian, and shall discuss, but not be limited to, the following options for the resource:

a. Avoidance. The City shall ensure, where feasible, that all future development activities allowable under the Specific Plan, including demolition, alteration, and new construction, would avoid historical resources (i.e., those listed on federal, state, and local registers).

b. Adaptive Reuse. If avoidance is not feasible, adaptive reuse and rehabilitation of historical resources shall occur in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties.

c. Appropriate Relocation. If avoidance or adaptive reuse in situ is not feasible, the project applicant shall make a good faith effort to relocate the affected building(s) to a site acceptable to the City. Projects that relocate the affected historical property to a location consistent with its historic or architectural character could reduce the impact less than significant, unless the property's location is an integral part of its significance, e.g., a contributor to a historic district.

For all historic resources identified as a result of site-specific surveys and evaluations which cannot be feasibly avoided (and including resources that would be adaptively reused, or appropriately relocated) the project applicant shall undertake the following:

3. **Recordation and Public Interpretation.** A qualified historian or architectural historian shall evaluate the feasibility and appropriateness of recordation and public interpretation of identified resources prior to any construction activities which would directly affect them. Should City staff decide recordation and or public interpretation is required, the following activities would be performed:

- *Recordation.* Recordation shall follow the standards provided in the National Park Service's Historic American Building Survey (HABS) program, which requires photo-documentation of historic structures, a written report, and/or measured drawings (or photo reproduction of original plans if available). The photographs and report would be archived at the Richmond Planning Department and local repositories, such as public libraries, historical societies, and/or the Northwest Information Center at Sonoma State University. The recordation efforts shall occur prior to demolition, alteration, or relocation of any historic resources identified in the Plan Area. Additional recordation could include (as appropriate) oral history interviews or other documentation (e.g., video) of the resource.
- *Public Interpretation*. A public interpretation or art program shall be developed by a qualified historic consultant or local artist in consultation with City staff, based on a City-approved scope of work and submitted to the City for review and approval. The program could take the form of plaques, commemorative markers, or artistic or interpretive displays which explain the historical significance of the properties to the general public. Such displays would be incorporated into project plans as they are being developed, and would typically be located in a publicly accessible location on or near the site of the former historical resource(s). Public interpretation displays shall be installed prior to completion of any construction projects in the Plan Area.

Photographic recordation and public interpretation of historically significant properties does not typically mitigate

the loss of resources to a less-than-significant level (CEQA *Guidelines* Section 15126.4[b][2]).

Mitigation Measure CUL-2a.SP: Archaeological Resources Evaluation. During the preliminary design for each project proposed for development within the Plan Area and the Lark Drive Variant, and prior to submittal of a building permit application to the City of Richmond Planning Division as needed, the project applicant (or City, in the case of the Lark Drive Variant) shall undertake the following:

1. **Archeological Resources Survey.** The archeological resources survey shall be completed by a qualified archeologist, and shall include, at a minimum:

a. An updated records search at the Northwest Information Center (per Mitigation Measure CUL-1.SP);

b. A cultural resources survey of the project site that meets industry standards, including subsurface presence/absence studies;

c. Recommendations for any additional measures that are required to resolve potential adverse impacts to recorded and/or undiscovered archaeological resources, with a preference for preservation in place for historical resources of an archaeological nature, where feasible; and

d. A report documenting the results of this research and recommendations, for submittal to the City.

If the results of the initial survey indicate the presence of or high likelihood for archaeological resources, the City shall require additional measures as outlined below.

If the archeologist determines that a significant archaeological resource that could be adversely impacted by a project is present at the site, the project applicant shall undertake the following:

2. **Preservation in Place.** If the find is determined to be potentially significant, a qualified archaeologist, in consultation with the Planning Director or designee at the City of Richmond, the project applicant, and the appropriate Native American representative, where applicable, shall determine whether preservation in place is feasible. 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 the archeologist determines that preservation in place is not feasible for the resource and another type of mitigation would better serve the interests protected by CEQA, mitigation shall include data recovery through archaeological investigations and the project applicant shall undertake the following:

3. **Archaeological Research Design and Treatment Plan (ARDTP).** If avoidance/preservation in place is not feasible for the identified resource, the project applicant (or City, in the case of the Lark Drive Variant) shall hire a Secretary of the Interior-qualified archaeological consultant who shall prepare a detailed ARDTP that shall be submitted to the City for review and approval. The ARDTP shall identify a proposed data recovery program, and how the data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment of unique archaeological resources shall follow the applicable requirements of Public Resources Code Section 21083.2. Treatment 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 of targeting the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context; reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative, where applicable, before being finalized; curation of artifacts and data at a local facility acceptable to the City and appropriate Native American representative, if applicable; and dissemination of final confidential reports to the appropriate Native American representative, if applicable, the Northwest Information Center of the California Historical Resources Information System and the City.

Mitigation Measure CUL-2b.SP: Inadvertent Discovery of Archaeological Resources. During construction of each project proposed for development within the Plan Area and/or the Lark Drive Variant, if prehistoric or historic-era cultural materials are encountered, all construction activities within 100 feet shall halt and the City shall be notified. 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.

The project applicant (or City, in the case of the Lark Drive Variant) shall ensure that a Secretary of the Interior-qualified archaeologist shall inspect the find within 24 hours of discovery. If the find is determined to be potentially significant, the archaeologist, shall follow the guidelines provided in Mitigation Measure CUL-2a.SP

above.

Mitigation Measure CUL-3.SP: Inadvertent Discovery of Human Remains. 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, and for each project-level development proposal submitted to the City of Richmond for approval (and for construction of the Lark Drive Variant), the project applicant (or City, in the case of the Lark Drive Variant) shall ensure the following:

1. In the event of the discovery of human remains during construction, work shall stop in that area and within 100 feet of the find. The Contra Costa County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to their authority, they shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the project applicant shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further ground disturbance.
2. Project construction personnel shall be informed of the potential of encountering human remains during construction, and the proper procedures to follow as described above under 1., in the event of the discovery of human remains during construction.

Mitigation Measure CUL-4.SP: Paleontological Resources Mitigation Program. For each project-level development proposal submitted to the City of Richmond for approval and the Lark Drive Variant, and prior to initial ground disturbance, the project applicant (or City, in the case of the Lark Drive Variant) will retain a qualified paleontologist or a California Registered Professional Geologist (California RPG) with appropriate paleontological expertise to carry out all mitigation measures related to paleontological resources. The qualified paleontologist or geologist will be available on-call to the project applicant (or City) throughout the duration of ground-disturbing activities. The project applicant (or City) will also ensure the following measures are undertaken:

1. All construction forepersons and field supervisors conducting or overseeing subsurface excavations will be trained in the recognition of potential fossil materials prior to ground disturbing activities. A pre-construction training on paleontological resources will also be provided to all other construction workers, but may include videotape of the initial training and/or the use of written materials rather than in-person training by the qualified paleontologist/California RPG. In addition to fossil recognition, the training will convey procedures to follow in the event of a potential fossil discovery.

   If potential fossils are discovered during construction, all earthwork or other types of ground disturbance within 100 feet of the find will stop until the qualified paleontologist/California RPG can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist/California RPG may record the find and allow work to continue, or recommend salvage and recovery of the fossil. If treatment and salvage is required, recommendations will be consistent with current professional standards. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection.
2. If found to be warranted based on experience during construction, the qualified paleontologist/California RPG, or paleontological monitor working under the supervision of the qualified paleontologist/California RPG, will monitor ground-disturbing activities. This monitoring will consist of periodically inspecting disturbed, graded, and excavated surfaces, as well as soil stockpiles and disposal sites. The frequency of monitoring will be determined by the qualified paleontologist/California RPG. If the monitor encounters a paleontological resource, it will be assessed and recorded or salvaged it as described above.

E. Geology, Soils and Mineral Resources

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact GEO-1.SA4: Development of the Sub-Area 4 project could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, and landslides. (*Less than Significant, No Mitigation Required)*
Impact GEO-2. SA4: Development under the Sub-Area 4 could result in soil erosion during excavation, grading, and construction activities. (*Less than Significant, No Mitigation Required)*
Impact GEO-3.SA4: Sub-Area 4 development could result in on- or off-site slope failure, (lateral spreading), subsidence, liquefaction, or collapse from placement of improvements on unstable geologic units or soils. (*Less than Significant, No Mitigation Required)*
Impact GEO-4.SA4: Implementation of the Specific Plan could result in development on expansive soils, creating risks to life and property. (*Less than Significant, No Mitigation Required)*
Impact C-GEO-1: Development of the Specific Plan, in conjunction with past, present and reasonably foreseeable future projects, would not result in significant cumulative impacts with respect to geology, soils or seismicity. (*Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on pages 4.5-20 through 4.5-24 of the Specific Plan Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

No aspect of the proposed project would change the conditions or environmental impacts regarding geology, soils and mineral resources identified for the Sub-Area 4 Project in the Specific Plan EIR. As previously described, the Campus Bay Project boundaries align with those of the Sub-Area 4 Project analyzed in the Specific Plan EIR. Further, the development area remains north of the proposed shoreline roadway (Street D), and the type and scale/height of development, as well as the associated ground disturbance and construction activities, including depth of construction, will be the same as considered in the Specific Plan EIR.

As explained in the Specific Plan EIR in Impact GEO-1SA4:

> As described above, the Plan Area, which includes the Sub-Area 4 Project site, is located in a seismically active region that contains a number of active faults. Estimates by the Working Group on Earthquake Probabilities indicated a 72 percent chance that a magnitude 6.7 or greater earthquake would occur in the Bay Area region over the following 30 years (USGS, 2015). The intensity of such an event would depend on the causative fault and the distance to the epicenter, the moment magnitude, and the duration of shaking. The closest active fault to the site is the Hayward fault, although a number of other active faults are found in the region. In general, ground shaking tends to be more severe in softer sediments such as alluvial deposits, where surface waves can be amplified causing a longer duration of ground shaking compared to bedrock materials. As discussed in the setting subchapter in the EIR, the Sub-Area 4 Project site within the Plan Area could be subject to substantial ground shaking as it overlays some softer alluvial deposits, which could in turn cause significant damage in structures that are not adequately engineered. If not designed appropriately, a 6.7 or greater magnitude earthquake on an active regional

faults could produce significant groundshaking at the Sub-Area 4 Project site causing substantial damage.

However, damage can be minimized through appropriate seismic design and engineering. The City requires that all construction meet the latest standards of the CBC for construction which considers proximity to potential seismic sources and the maximum anticipated groundshaking possible. Proposed construction associated with any future development within the Sub-Area 4 Project site would be in accordance with applicable City ordinances and policies and consistent with the most recent version of the CBC, which requires structural design that can accommodate ground motions expected from known active faults. Compliance with these building safety design standards would reduce potential impacts associated with ground shaking to less-than-significant levels.

According to mapping provided to ABAG by the USGS, the Sub-Area 4 Project site is located in an area predominantly deemed to have very low susceptibility to liquefaction hazards – a small part of the southeastern part of the Sub-Area 4 Project site however, is categorized as having a very high susceptibility for liquefaction (ABAG, 2015). Artificial fill and soft compressible Bay Mud deposits in the Sub-Area 4 Project site are especially susceptible to seismic-induced liquefaction. These soils have highest potential for liquefaction and if not addressed during site preparation and/or in foundation design, people could be harmed and structures may be damaged from earthquake-induced liquefaction, rapid differential settlement, or other earthquake-induced ground failures. With regard to seismic-induced landslides within the Sub-Area 4 Project site, the risk remains relatively low for most of the site, which is overlain by City-identified "Stable" soils, while a small part of the southeastern part of the site, adjacent to the Bayview Avenue overpass, is generally characterized as Category 1A (Unstable) (City of Richmond, 2012).

Required geotechnical investigations would identify all potential liquefiable materials and adherence to building code requirements and proven geotechnical design measures would minimize the potential for liquefaction, differential settlement, lateral spreading or collapse through foundation design, treatment of site soils and/or replacement of liquefiable soils with engineered fills. These investigations would be prepared by a California-registered geotechnical engineer or engineering geologist and include recommendations for final design parameters for walls, foundations, foundation slabs, and surrounding related improvements (utilities, roadways, parking lots and sidewalks). Similarly, any fill materials would be appropriately compacted and engineered as directed by the Sub-Area 4 Project's California-certified engineering geologist or geotechnical engineer. Therefore, with implementation of the seismic design requirements into construction specifications in accordance with building code requirements, as discussed above and in Impact GEO-1.SP, impacts associated with the effects of ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spreading would be reduced to less-than-significant levels.

As explained in the Specific Plan EIR in Impact GEO-3SA4:

> The Sub-Area 4 Project site is generally underlain by artificial fill materials, Bay Mud and marsh deposits which are known to be generally insufficient to support substantive improvements without appropriate site preparations and/or incorporation of foundation design measures such as deep foundation systems that can be anchored in more competent materials at depth. If not engineered appropriately, improvements could be susceptible to subsidence, liquefaction, or differential settlement. The Sub-Area 4 Project site is, however, as described above, relatively level, and not susceptible to landslide. A detailed, site-specific and project-specific geotechnical analysis would be required prior to approval of any building permit and would include an evaluation of the potential for subsidence, liquefaction and differential settlement. The final, design-level geotechnical report would provide detailed recommendations and corrective grading plans to depict any specific geotechnical design measures necessary, such as the placement of imported fill or recompaction of onsite soils. These design measures would be in accordance and consistent with CBC requirements as well as any City building code amendments. Engineering recommendations included in the Sub-Area 4 Project engineering and design plans would be reviewed and approved by the City. Therefore, with adherence to building code requirements as described above (and in Impacts GEO-1.SP and GEO-1.SA4), the potential for unstable soils to adversely affect proposed improvements developed as part of the Sub-Area 4 Project would be reduced to a less-than-significant level.

Finally, as explained in the Specific Plan EIR in Impact GEO-4SA4:

> Expansive soils increase in volume when their moisture content becomes elevated. Structures built on expansive soils could experience foundation cracking as a result of seasonal expanding and contracting of soils over time. However, building damage due to volume changes associated with expansive soils can be reduced through proper foundation design. Replacement of native soils with engineered fill or addition of soil amendments are effective means of mitigating expansive soils. As required by the CBC, the Sub-Area 4 Project would be required to complete a final geotechnical investigation that includes site-specific recommendations for the mitigation of potentially expansive soils, if present. The site-specific analysis of site foundation soils guides the recommended building foundation design, such that damage from geologic hazards such as expansive and corrosive soils is minimized and reduced to levels that can be accommodated by the final design. Therefore, implementation of standard geotechnical engineering practices and adherence to building code requirements as above (and in Impacts GEO-1.SP and GEO-1.SA4) would reduce potential impacts from expansive soils and other adverse soil properties to less-than-significant levels.

As explained in the Specific Plan EIR (excerpted above), the main geotechnical issues on the project site include the presence of potential non-engineered fill, soft/compressible soil, and the potential for liquefaction, lateral spreading, and expansive soil. A 2018 site-specific geotechnical report was prepared by EnGEO (see **Appendix C**) for the proposed project site, confirming that surface and subsurface geologic and geotechnical conditions at the site are as

analyzed in the Specific Plan EIR, and recommending site grading and the design and construction of foundations and utilities for the proposed project. EnGEO conducted exploration to 50 feet below existing grade at multiple locations on the project site using a CPT rig and obtained near-surface soil samples using hand sampling. The 2018 Report also reviewed previous information on the formation of the site and site soil characteristics, and reviewed previous geotechnical evaluations completed for the site. The report found that:

> Based on our fieldwork, our review of previous geotechnical reports and subsurface logs, and relevant geotechnical and geologic publications, the subsurface conditions within the planned development limits of the site generally consist of stiff to hard or medium dense clayey, silty and sandy deposits extending from ground surface to the maximum depth explored of 80 feet below grade. Recorded PI test results range from 13 to 34 across the site. The southern two-thirds of the site has reportedly been remediated along the eastern portion of the site. Currently, we understand that there is 2 to 3 feet of fill with engineered fill to varying depths; while records documenting the field density testing on this fill were available at the time of the report, more information is required to verify that the fill was compacted appropriately for the intended development, as discussed in Section 3.2.3.1.
>
> Goldman (1969) maps Young Bay Mud deposits up to 20 feet in thickness south of the southern boundary of the site. URS encountered soft soil deposits up to 5 feet thick within their borings and mapped a soft soil zone along the eastern portion of the project. The mapped location of the soft soil zone is consistent with a historic channel. However, based on our current field exploration, the soft soil zone does not appear to be laterally continuous. We encountered soft, potentially organic soil at the southeastern corner of the site, as shown on Figure 3. This is consistent with a historic marsh at that location. According to the current concept plans, this zone of soft soil is outside of proposed building footprints. We observed a zone of soft soil located at the northwestern corner of the site at 1-CPT3 and 1-CPT14. The CPTs at this location encountered a soft soil deposit consistent with Young Bay Mud at depths between 4 and 8 feet below existing grade.

The Report then concluded that "from a geologic and geotechnical standpoint, the study area is suitable for the mixed-use developed described in the Richmond Bay Specific Plan."

The Report recommended that once the development scheme was finalized, future exploration activities could comprise of drilling borings and excavating tests pits, and conducting laboratory soil testing to provide additional data for preparation of specific recommendations regarding grading, remedial grading measures, foundations, and drainage for the proposed development. The Report includes earthwork recommendations; landscaping considerations, stormwater suggestions, pavement design, foundation recommendations, and design parameters for future development of the site. As to specific foundation recommendations, the Report states:

> We anticipate that timber-framed buildings less than three stories in height can be supported on properly designed post-tensioned mat foundations bearing on properly compacted competent native soil or compacted fill.

> For podium structures or structures greater than three stories in height, the building stiffness and loads will require a foundation that is stiffer than a typical post-tensioned mat foundation. The most cost-efficient solution would likely be a foundation that extends below any significant layers of liquefiable material. From review of the available CPT data, we anticipate that Rammed Aggregate Piers extending to a depth of 45 feet below existing grade would likely limit differential settlement to less than 1 inch over a lateral distance of 50 feet. If lower settlement values are required for the structure performance, the piers can be deepened.

Thus, the 2018 Report found that, consistent with the analysis in the Specific Plan EIR, the site is suitable for the mixed-use development envisioned in the Sub-Area 4 Project analyzed in the EIR and in the proposed project.

Overall, based on geotechnical investigations for locations near the project site and the 2018 geotechnical report of the project site itself, the site conditions are consistent with those described in the EIR for the Sub-Area 4 Project area. Thus, as discussed in the Specific Plan EIR analysis, implementation of seismic design requirements into construction specifications in accordance with building code requirements would minimize potential geotechnical/geological hazards from project implementation.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified geology, soils and mineral resources impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All construction and operation of the proposed project will continue to be subject to all applicable regulatory requirements pertaining to site preparation and building construction relative to geotechnical considerations. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential geology, soils and mineral resources impacts of the Campus Bay Project.

Mitigation Measures

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

F. Climate Change and Greenhouse Gas Emissions

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact GHG-1.SA4: Development under the Sub-Area 4 Project would produce greenhouse gas emissions that could have a significant impact on the environment. (*Significant and Unavoidable with Mitigation*)
Impact C-GHG-1.SA4: Development under the Sub-Area 4 Project, combined with cumulative development, including past, present, existing, approved, pending, and reasonably foreseeable future development in the vicinity of the Sub-Area 4 Project site, would result in cumulative impacts regarding GHG emissions and climate change. (*Significant and Unavoidable with Mitigation*)

These impacts are addressed in detail on pages 4.6-39 through 4.6-46 of the Specific Plan Draft EIR, and pages 2-8 through 2-21 of the Final EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

The proposed project would change some of the land use assumptions underlying the greenhouse gas (GHG) emissions analysis for the Sub-Area 4 Project in the Specific Plan EIR. However, as discussed in this section, the project would not result in a new or substantially more severe impact as compared to the Sub-Area 4 Project impact determination described in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis.

The Sub-Area 4 Project analysis for climate change and GHG emissions found significant and unavoidable impacts at both the project and cumulative levels due to the fact that **Mitigation Measure GHG-1.SP (GHG Prevention and Control),** identified for the Sub-Area 4 Project and the Specific Plan overall, included activities outside the City's jurisdiction and beyond its control. Specifically, the impact was found to be significant and unavoidable due to the uncertainties associated with the GHG reductions that could be realized through the efforts of BAAQMD, the California Air Resources Board (CARB), and the United States Environmental Protection Agency (U.S. EPA) to adopt more stringent GHG reduction mandates.

The City of Richmond now has in place a Climate Action Plan (CAP), which was adopted by the City Council on October 25, 2016, during preparation of the Specific Plan *Final EIR Response to Comments* document (Specific Plan RTC/FEIR). Under CEQA Guidelines § 15064.4, a lead agency should focus its analysis of a project's GHG impacts on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A lead agency should consider, (1) the extent to which the project may increase or reduce GHG emissions as compared to the existing environment, (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Despite the fact that the Specific Plan RTC/FEIR determined that the Sub-Area 4 Project would be consistent with the adopted Richmond CAP, the City retained its significant and unavoidable findings due to the fact that the CAP was adopted after the Draft EIR was released to the public.

However, the city's adopted CAP is a local adopted plan for the reduction of GHG emissions referenced in CEQA Guidelines § 15064.4(b)(3) and thus this analysis addresses the CAP and the proposed project's consistency with the CAP. Projects that are consistent with a local CAP can be determined to have a less than significant impact on climate change and GHG emissions in accordance with CEQA.

Consistency with Richmond CAP

The Richmond CAP includes strategies, performance goals, and actions that are relevant to GHG emissions and energy consumption from land use development within Richmond. As determined in the Specific Plan RTC/FEIR, the CAP establishes a 2020 GHG reduction target of 15% below 2005 level. In addition, the CAP commits the City to supporting the state's progress toward the deeper reductions in GHG emissions called for in Executive Orders S-3-05 and B-3-15. The RTC/FEIR finds that (1) the Specific Plan is consistent with all of the applicable CAP strategies and actions, and (2) because the Sub-Area 4 Project is consistent with the Specific Plan, the Sub-Area 4 Project is also consistent with the Richmond CAP (Specific Plan RTC/FEIR, p. 2-8 and Table 4.6-4 on pp 2-9 through 2-20).

Specific aspects of the proposed project, as described in Chapter 2 (Project Description) of this addendum, align with particular strategies of the Richmond CAP, as shown in **Table 3-3, Campus Bay Project Consistency with Applicable Strategies of the Richmond CAP** (excerpted from the RTC/FEIR Table 4.6-6).

TABLE 3-3
CAMPUS BAY PROJECT CONSISTENCY WITH APPLICABLE STRATEGIES OF THE CITY OF RICHMOND CLIMATE ACTION PLAN

CAP Strategies	Existing Campus Bay Project Components
Strategy T1: Promote Smart Growth and Complete Neighborhoods Performance Goal: By 2030, increase residential and employment density by 15% as compared to Business as Usual (BAU).	Provides bicycle-friendly and pedestrian-centric design. Increases residential density by proposing 4,000 residential units in apartment and townhome configurations with no single family homes.
Strategy T2: Complete Streets Performance Goal: By 2030, make vehicle calming and speed reduction enhancements to intersections and roadways that carry 25% of the City's traffic.	Adheres to the design standards of the Specific Plan Thoroughfare Regulating Plan that support the establishment of complete streets in dense urban areas that encourage people to walk, bicycle, or take transit rather than drive. Includes traffic calming measures through street design.
Strategy TL3: Improve Bicycle and Pedestrian Infrastructure Performance Goal: 50% of Bicycle Master Plan implemented by 2030 with 300% increase in bicycle trips (commute and non-commute)	Provides bicycle-friendly design with enhanced bicycle transit lines and bicycle parking standards. Includes linkage trails and open spaces to improve pedestrian and bicycle connectivity. Includes signage and lighting for pedestrian and bicycle wayfinding.
Strategy TL4L Improve Signal Timing Performance Goal: Increase number of coordinated traffic signals	The project must comply with applicable mitigation measures related to transportation and signal timing.
Strategy TL5: Expand Public Transit Options and Improve Multi-Modal Network Connectivity Performance Goals: 30% increase in	The project locates a high-density, residential development in an area near transit and increases pedestrian and bicycle connectivity to transit services. The Specific Plan also contemplates establishment and participations in Transportation

transit network coverage, 30% reduction in headways, and conversion of 50% of routes to BRT by 2030; ferry service provides 400 commute trips daily by 2030.	Demand Management (TDM) measures, which each project must comply with, and the formation of a Transportation Management Association (TMA).
Strategy TL7: Promote Low-Carbon Vehicles and Fuels Performance Goal: By 2030, 17% of vehicles used by residents or businesses are plug-in electric vehicles (PEVs) or other zero emission vehicles (ZEVs).	As explained above, the project will be part of the TDM program and the TMA, which will reduce emissions from the project and potentially encourage low-carbon vehicle use. The project is also required by the Specific Plan to provide designated parking for zero emission vehicles.
Strategy TL9: Support Transportation Demand Management Performance Goal: By 2030, achieve 10% increase in participation and number of employees provided transit subsidies and a doubling of employees able to work from home (from 5% to 10%) at least one day a week.	As explained above, the project must comply with the TDM and TMA requirements of the Specific Plan.
Strategy EE3: Promote Green Building Performance Goal: All new building meet or exceed Title 24 standards at time of construction; by 2020 all new residential buildings will be Zero Net Energy (ZNE) and by 2030 all new commercial buildings will be ZNE.	Incorporates Green Building Standards, through requiring compliance with CALGreen. Must comply with Specific Plan requirements to require energy efficient appliances.
Strategy RE1: Increase Local Solar Generation Performance Goal: By 2030, 1,010 new residential solar installations averaging 4 kW per system; 69 new commercial solar installations averaging 174 kW per system.	The project must comply with Specific Plan requirements that new residential development with 10 or more dwelling units shall include installation of at least 1.5 kW of solar PV for each residence unless production of electric energy from solar panels is technically infeasible and/or for cases in which the City's Design Review Board determines that an unacceptable aesthetic impacts would occur. The City's newly adopted Energy Reach Code would also require the project to install a minimum amount of on-site solar for non-residential and high-rise residential buildings, based on square footage. Further, the California building code requires solar PV systems on multi-family homes less than three stories.
Strategy RE2: Promote and Maximize Utility Clean Offerings Performance Goal: In partnership with Marin Clean Energy (MCE), supply at least 87% of community electricity from sources that are 95% renewable by 2025.	The project must comply with Specific Plan requirements that commercial and residential buildings shall receive the maximum amount available from renewable sources through participation in MCE's "Deep Green" Program or equivalent.
Strategy RE3: Promote Switching From Natural Gas to Clean Electricity Performance Goal: By 2030, replace 54% of existing residential natural gas water heaters in homes each year with electric models. For commercial uses, electrify 6% of currently forecasted natural gas use by 2020 and 17% by 2030.	The project must comply with the City's Energy Reach Code, which requires that newly constructed residential buildings must be all-electric except for cooking appliances and fireplaces.
Strategy SW1: Establish a Zero-Waste Framework Performance Goal: By 2030, 90% of all solid waste is diverted from landfills.	The project must comply with Specific Plan goals that all projects developed in the Plan Area shall work to achieve a 75% solid waste diversion rate by 2020 and a 90% diversion rate by 2030 for all non-construction waste streams. Businesses in the Plan Area must divert at least 75% of green waste to composting and shall work towards diverting 100% of green waste to composting.
Strategy WA1: Promote Water Conservation Programs Performance Goal: By 2020, 20% per	The project must comply with CALGreen, which requires new construction to use high efficiency plumbing fixtures and use weather or soil-moisture based irrigation controllers.

capita reduction in water consumption from 2012 levels, by 2030 30% per capita reduction.	
Strategy WA2: Green Building Strategies for Water Conservation Performance Goal: 100% compliance with CALGreen Code or more stringent water standards.	The project must comply with CALGreen.
Strategy GA1: Support Urban Tree-Planting Programs Performance Goal: 1,652 households (4%) plant a tree by 2020 and 4,646 households (10%) plant a tree by 2030.	Includes new landscaping, and will substantially increase the number of street trees within the project site, including shade trees.
Strategy GA3: Support Green Infrastructure and Streetscape Design and Strategy RC3: Increase Resilience of Critical Infrastructure to Climate Change Performance Goal: Increase green infrastructure projects Citywide by 2030.	Includes use of flow-through planters, bio-retention basins, vegetated swales, water quality tree wells, and modular supported soil structures for trees near pavement and roads.
Strategy RC2: Increase Resilience of Local Housing to Climate Change Performance Goal: Update Local Hazard Mitigation Plan, General Plan Safety Element, and building codes as appropriate to incorporate sea level rise and other climate change hazards.	The project must comply with MM HYD-7aSP and HYD-7bSP) that will ensure that new project construction takes into account and protects against hazards from sea level rise of 3 to 5.5 feet.
Strategy RC3: Increase Resilience of Critical Infrastructure to Climate Change Performance Goal: same as RC2	The project must comply with MM HYD-7aSP and HYD-7bSP) that will ensure that new project construction takes into account and protects against hazards from sea level rise of 3 to 5.5 feet. The project will also comply with stormwater standards and water-quality treatment requirements.
Strategy RC6: Support Programs and Adaptation Responses that Protect Public Health and Promote Health Equity Performance Goal: same as RC2	The project must comply with MM HYD-7aSP and HYD-7bSP) that will ensure that new project construction takes into account and protects against hazards from sea level rise of 3 to 5.5 feet. The project will also redevelop areas of historic contamination.

The Richmond CAP also updates the City's emissions inventory, and the VMT analysis conducted for the CAP (Appendix C to the CAP) assumed development in the Specific Plan area (referred to formerly and in the CAP as "South Shoreline Specific Plan") consistent with the draft Specific Plan. Therefore, the Richmond CAP assumed that Specific Plan development would be implemented and that development consist with its goals would not prevent it from reaching its GHG reduction metrics.

Just as identified in the Sub-Area 4 Project, the proposed project would be consistent with the Richmond CAP, which would allow the City to adopt a finding of less than significant for GHG impacts. However, as the analysis in the EIR remains applicable to the proposed project and to be conservative, the impact remains significant and unavoidable. Regardless, the proposed project would not result in a new or substantially more significant impact than was previously identified in the Specific Plan EIR as it remains consistent with the Richmond CAP and would not preclude Richmond from reaching the goals in that plan.

GHG Emissions Analysis

The land use changes in the proposed project as compared to the Sub-Area 4 Project analyzed in the EIR would result in slightly different construction scheduling and operational activities. These differences could result in changes to construction and operational GHG emissions as compared to the Specific Plan EIR; however these changes would not result in any new or substantially more severe impacts than reported in the EIR.

Construction of the proposed project would generate emissions from the use of construction equipment, worker vehicle trips, haul truck trips, and vendor vehicle trips. GHG emissions that would result from construction were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. Where available, project specific inputs were used including proposed land use types and anticipated duration of construction activity. As shown in Appendix B, an estimated total of approximately 34,611 metric tons (MT) of CO2 equivalents (CO2e) would be emitted from construction activity. This analysis assumes a 40-year development life; after which it is assumed that the project would be demolished or remodeled for energy efficiency. Therefore, total construction emissions represent approximately 865 MT CO2e annually, over 40 years. This represents a reduction in construction GHG emissions compared to the Sub-Area 4 Project analyzed in the EIR. Furthermore, the proposed project would incorporate dust control measures recommended by the BAAQMD as required by **Mitigation Measure AIR-2.SA4 (Implement BAAQMD Basic Construction Mitigation Measures)** and would comply with all applicable BAAQMD Rules and Regulations. The proposed project would thus not result in new or substantially more severe impacts than determined for the Sub-Area 4 project relative to GHG emissions from construction activities.

As discussed in the Specific Plan EIR, mobile sources represent the majority of GHG emissions from operations that would be generated by the Sub-Area 4 Project. According to data presented in the October 2020 traffic report prepared by Fehr & Peers (see Appendix D), average daily trips would decrease by 3,420 trips per day under the proposed project as compared to the Sub-Area 4 Project. As demonstrated in Section B, *Air Quality*, and Section M, *Transportation and Traffic*, this change in average daily trips would not substantially change or increase air quality emissions or motor vehicle trips as compared to the estimates for the Sub-Area 4 Project in the EIR. Therefore, the proposed project would not generate a substantial increase in operational GHG emissions compared to those reported for the Sub-Area 4 Project in the Specific Plan EIR.

GHG Reduction Measures and Other Compliance Plans/Regulations

Just as identified for the Sub-Area 4 Project analyzed in the EIR, the proposed project would generate growth that aligns with the VMT reduction goals of Plan Bay Area. Given the project site's location, it would be served by improvements to various transit services and provide direct access for pedestrians and bicyclists between the project site and the El Cerrito Del Norte BART Station. The EIR also demonstrated the Sub-Area 4 Project's consistency with General Plan policies related to the reduction of GHG emissions and energy consumption, and the proposed project would also be consistent with those policies.

Since certification of the 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. The Energy Reach Code requires solar panels for all new non-residential and high-rise residential buildings based on square footage and required that newly constructed residential buildings be all-electric, except for cooking appliances and fireplaces. The proposed project would be required to adhere to this new code. Compliance with the Energy Reach Code would thus reduce anticipated GHG emissions from the project as compared to the Sub-Area 4 Project analyzed in the EIR.

The GHG emissions of the Sub-Area 4 Project related to the state's 2030 and 2050 GHG reduction goals are not anticipated to be changed based on the changes to the project. The EIR showed a potential reduction in GHG emissions from the Sub-Area 4 Project of 52% in 2040 as compared to BAU, making the project consistent with Assembly Bill 32, Senate Bill 32 and Executive Order B-30-15.

Additional Project-Specific Mitigation Measures

Despite the proposed project being consistent with the Richmond CAP, and adhering to the City's newly-adopted Energy Reach Code, the climate change and GHG emissions impacts of the proposed project are considered significant and unavoidable, consistent with the Sub-Area 4 Project analysis in the EIR. This addendum proposes a project-specific mitigation measure, **Mitigation Measure GHG-1.SA4a (Project-Specific CAP and Building Code Measures**), that would reduce GHG impacts from the project to the extent feasible and ensure that the project's contribution to the total GHG emissions calculated in the EIR are further reduced.

Summary

In summary, no new significant impact or substantial increase in the severity of previously identified climate change and GHG impacts associated with the Campus Bay Project would occur beyond those identified in the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All future development established by the proposed project would be subject to applicable City requirements and **Mitigation Measure GHG-1.SP (GHG Prevention and Control)** pertaining to GHG emissions, in addition to the project-specific **New Mitigation Measure GHG-1.SA4a (Project-Specific CAP and Building Code Measures)**. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential climate change and GHG emissions impacts of the Campus Bay Project.

Mitigation Measures

Mitigation Measure GHG-1.SP from the Specific Plan EIR will continue to apply to the Campus Bay Project to address significant and unavoidable impacts to climate change and

GHG emissions. **Mitigation Measure GHG-1.SA4a** recommended in this addendum (shown in underlined format) would also apply to the proposed project, to further reduce the significant and unavoidable impacts to climate change and GHG emissions.

Mitigation Measure GHG-1.SP: GHG Prevention and Control. The City will continue to work proactively with the Bay Area Air Quality Management District, the California Air Resources Board, and the United States Environmental Protection Agency to help these agencies implement and enforce GHG prevention and control mandates within the City, and will work with the community to identify and advocate for GHG measures that are within the jurisdiction of these agencies and can and should be implemented to further reduce GHG emissions from the Richmond Bay Specific Plan and Sub-Area 4 Project.

Mitigation Measure GHG-1.SA4a: Project Specific CAP and Building Code Measures. The project shall incorporate the following measures as applicable to reduce GHG emissions for each phase of development:

a. **Energy Reach Code.** Comply with all applicable requirements of Richmond's Energy Reach Code (City Ordinance No. 06-20 N.S.).

b. **Green Building Standards.** Incorporate Richmond's Commercial and Residential Green Building Standards through compliance with current CALGreen Code, as adopted by the Building Standards Commission (California Code of Regulations, Title 24, Part 11 Emergency Building Standard DSA-SS EF-02/15). These standards incorporate energy efficient appliances for all development within the Campus Bay Project, in cases where appliances are offered by the homebuilders. New construction must use high efficiency plumbing fixtures, including toilets, urinals, showerheads, and faucet fixtures

c. **Solar Photovoltaic**. For all new commercial development with structures over 10,000 square feet in size, and all new residential development with 10 or more dwelling units, the developer shall install at least 1.5 kW of solar photovoltaic (PV) for each residence, or each 5,000 square feet of commercial structure unless the City's Design Review Board determines that solar PV at these levels is technically infeasible due to an unacceptable aesthetic impacts (an impact related to design or public views).

d. **Zero-Net Energy Buildings.** As feasible, all new residential buildings shall be Zero-Net Energy (ZNE), and all new commercial buildings shall be ZNE by 2030. Prior to 2030, all new commercial development with structures over 10,000 square feet in size within the Campus Bay Project shall meet LEED certification standards for building design and construction (BD+C).

e. **Automatic Irrigation Controllers**. Install irrigation controllers that are weather- or soil-moisture based and automatically account for rainfall, or else be attached to a rainfall sensor

f. **Transportation Demand Management (TDM).** Implement a project-specific TDM program that includes a set of measures that are consistent with the baseline TDM measures specified in the Specific Plan and additional TDM measures (including use of renewable energy and clean technology for transportation) best suited to the tenants/employees and location to meet the Specific Plan's mode split goal

g. **Designated Parking.** Designate parking for zero emission vehicles.

h. **Constrained Parking.** Reduce parking requirements to encourage more residents, employees and visitors to shift from driving alone to other modes of travel.

i. **Alternative Energy Fueling Stations/Chargers**. Install "alternative energy fueling stations" for plug-in vehicles (PEVs) or other zero emission vehicles (ZEVs). The station could be a 208/240 VAC electrical vehicle charging station or a station providing another new or improved technology (e.g. compressed natural gas [CNG] and hydrogen fuel cell) that provides refueling for vehicles that do not use fossil fuel.

   An alternative energy fueling station should allow for simultaneous charging of two electric vehicles, subject to the applicable Specific Plan land use codes and standards regarding the location and number of alternative energy fueling/recharging facilities. PEV/ZEV chargers could also or alternatively be installed in residences.

G. Hazards and Hazardous Materials

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact HAZ-1.SA4: Construction and demolition associated with development of the Sub-Area 4 Project as well as operational land uses could create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. (*Less Than Significant with Mitigation*)
Impact HAZ-2.SA4: Development of the Sub-Area 4 Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (*Less Than Significant with Mitigation*)
Impact HAZ-3.SA4: Development of the Sub-Area 4 Project could be located on sites which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment. (*Less Than Significant with Mitigation*)
Impact HAZ-4.SA4: The Sub-Area 4 Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (*Less than Significant, No Mitigation Required)*
Impact C-HAZ-1.SA4: Development under the Sub-Area 4 Project, combined with cumulative development in the Plan Area and citywide, 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 with Mitigation*)

These impacts are addressed in detail on pages 4.7-39 through 4.7-44 of the Draft EIR, and pages 2-22 and 2-23 of the Final EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

No aspect of the proposed project would substantially change the environmental impacts regarding hazards and hazardous materials identified for the Sub-Area 4 Project in the Specific Plan EIR, although remediation activities in certain areas of the project site have progressed since certification of the EIR and remain ongoing, as discussed further below. The planned demolition of all existing structures on the project site and the proposed type and extent of construction activities, land uses and operations assumed in the analysis of the Sub-Area 4 Project remain the same for the proposed Campus Bay Project, except that R&D/Business/Service land uses will no longer be developed.

Among other things, the Specific Plan EIR evaluated whether the construction of the Sub-Area 4 Project would create a significant public or environmental hazard due to its location on a hazardous materials site. The Specific Plan EIR concluded that if legacy contaminants were to be exposed during construction or left beneath new development, workers, future occupants, or the public could be adversely affected through exposure where concentrations are high enough to cause harm, but that ongoing remediation supervised by regulatory agencies would ensure that any identified contamination is fully characterized and risks are remediated to levels below regulatory action levels.

As described in detail in *2.7, Site Remediation,* in Chapter 2, *Project Description,* prior to and since preparation of the Specific Plan EIR, and separate from the proposed project analyzed in this addendum, remediation activities in areas of the project site have been planned, implemented or remain underway – both within the development area and the habitat area. Many of the sites identified within the Sub-Area 4 Project site have been closed, indicating

that no further threat to human health or the environment remains. The proposed project area consists of the upland portions of the Zeneca Remediation Site known as DTSC-designated remediation *Lots 1* through *3*, as shown in **Figure 2-9, Existing Remediation Lots,** in Chapter 2.

Historically, this site was divided into three main areas: the manufacturing plant area, the Western Research Center and the unimproved open space area. Stauffer Chemical Co., and later Zeneca Inc. manufactured sulfuric acid and pesticides at the site from the late 1800s until the late 1990s. The central and southern portion of the uplands property began to be used for operation of an agricultural and specialty chemical (including fertilizers and sulfuric acid) manufacturing plant by Stauffer in the late 1800s. The site was also used for specialty metal work, including the experimental melting of uranium, associated with the World War II wartime effort. The northeastern portion of the property was developed with administrative and research/development office buildings; greenhouses and vacant office buildings associated with these uses are present on this part of the property.

The uplands portion of the site contains a variety of process-related contamination in site soil, groundwater and soil vapor, as confirmed by on-site testing. Contaminants present in the highest concentrations at the site include metals, halogenated volatile organic compounds (VOCs) (predominantly tetrachloroethylene (PCE) and trichloroethylene (TCE), as well as dichloroethylene, benzene, toluene, and vinyl chloride), petroleum hydrocarbons, and pesticides. Other contaminants include carbon disulfide, PCBs, polynuclear aromatic hydrocarbons (PAHs), and sulfuric acid.

In the period since decommissioning the former facility, and especially since 2002, the nature, magnitude and extent of environmental contamination at the site has been studied and, based on the results of site characterization activities, partially remediated. The site was initially remediated under the jurisdiction of the San Francisco Regional Water Quality Control Board (SFRWQCB). The most substantial remediation activities at the site took place in the central and southern portion of the property in 2002 and 2003, when pyrite cinders (waste product from sulfuric acid manufacturing process) were excavated, neutralized by mixing with dolomitic limestone, replaced in the ground and compacted, and capped. The area of treated cinders makes up most of the 39-acre upland area of remediation *Lot 3*. Other completed/ongoing remedial activities include targeted removal actions (excavation), in-situ treatment by injection (targeting VOC contamination), and injection/soil vapor extraction pilot testing.

The SFRWQCB issued No Further Action (NFA) letters for remediation *Lots 1* and *2*. The SFRWQCB also issued restrictive covenants and an associated Risk Management Plan for remediation *Lots 1, 2,* and *3*, which describe site conditions and precautionary requirements to be taken during construction and post-construction monitoring and maintenance. The covenants also restrict future site uses, prohibiting single-family detached residential construction as well as sensitive uses such as schools, hospitals, and day-care centers. The covenants also require SFRWQCB approval prior to development of residential uses.

DTSC was subsequently given jurisdiction over the site, and two regulatory orders (2005 and 2006) were issued for the site's further investigation and remediation. On October 25, 2019, DTSC approved a Feasibility Study and Remedial Action Plan (FS/RAP) for remediation *Lots*

1 and *2* and the upland portion of *Lot 3* and issued a Notice of Determination for a Negative Declaration in accordance with its obligations as the lead agency for the Zeneca Site remediation under CEQA.[3] In accordance with the development area FS/RAP, additional remedial activities are required to address residual concentrations of contaminants in soil, soil vapor, and groundwater. The remedial plan includes focused soil excavations to address arsenic, lead and PAHs, in-situ groundwater treatment to address VOC and metals contamination, soil vapor extraction, and installation of permanent protective caps installed over the majority of the development areas of the property, north of the shoreline road (Street D) and habitat areas to the south. The type, extents, and composition of these protective caps are defined in the FS/RAP.

Pursuant to the 2019 FS/RAP and subject to DTSC oversight and approval, the Campus Bay Project will construct the permanent caps, either in conjunction with the horizontal construction activities of the master plan development or the vertical construction activities within each development pad.

The remediation activities have and will continue to be actively overseen by DTSC and the SFRWQCB to ensure that all remediation is completed to levels that protect human health and the environment. As also factored into the Sub-Area 4 analysis and mitigation measures identified in the Specific Plan EIR, land use restrictions have been recorded, and ongoing maintenance of engineering controls and monitoring of site conditions will be conducted to help ensure that the remedial measures are protective of future residents and users of the Campus Bay Project in the long-term. Just as identified in the Specific Plan EIR, prior to issuing a building permit for the Campus Bay Project, the City must ensure the project will be developed under the supervision of an environmental agency of applicable jurisdiction such that health-based goals appropriate for the proposed new use are achieved, and soil management plans and/or environmental land use covenants are observed.

Other potential hazards impacts related to the development of the Sub-Area 4 Project considered in the Specific Plan EIR pertained to the proximity of new land uses to existing uses that could pose safety risks, such as the Allied Propane facility. As described in the EIR, the risks could involve a potential off-site consequence related to a vapor cloud (flash fire) explosion, although such an event from the propane facility was determined to be very unlikely. Regardless, refined alternative release scenario (ARS) modeling was conducted during preparation of the EIR and determined that a potential flash fire resulting from an accidental pipe break would not be expected to affect receptors at the Sub-Area 4 Project site. The modeling also determined that the estimated distance to the lower flammability limit of a vapor cloud from a pipe-break discharge at the Allied Propane facility site would be about 330 feet, and **Mitigation Measure HAZ-2a.SP (Safety Management Techniques and Practices)** was identified in the EIR to ensure that new sensitive uses located within this radius that could be built and the potential risk impact would be less than significant.

Like the Sub-Area 4 Project, the Campus Bay Project will locate residential uses on the project site in proximity to the propane facility. Specifically, the closest lot that will be developed in

[3] A separate FS/RAP was approved for the lagoon habitat areas on June 20, 2017. DTSC prepared and approved on June 20, 2017, the *Negative Declaration for the Feasibility Study and Remedial Action Plan for Habitat Area 2, Campus Bay Site*, in accordance with CEQA. The remedy of that FS/RAP consisted of soil/sediment remediation and habitat restoration and was implemented from 2018 to January 2020.

the Campus Bay Project subdivision is approximately 480 feet away from the propane facility. This is greater than the 330 feet that a vapor cloud from a pipe-break discharge could reach, therefore the impact would be the same as previously analyzed in the Specific Plan EIR.

Because the proposed project will involve the same construction activity and operations as analyzed for the Sub-Area 4 Project in the Specific Plan EIR, the required preparation of a Stormwater Pollution Prevention Plan (SWPPP), which includes containment and spill cleanup measures to prevent the accidental release of hazardous materials used during construction, as required under the National Pollutant Discharge Elimination System (NPDES) permit program, will also continue to apply. Moreover, **Mitigation Measure HYD-1.SP (Water Quality Best Management Practices for All Construction Activities)** identified in Section H, *Hydrology and Water Quality,* and related compliance with other conditions and regulatory requirements, such as a General Construction Permit issued by the SFRWQCB, will continue to apply to adequately address the possible impact of potential upsets and accidents.

Like the Sub-Area 4 Project, the proposed project would increase the demand for fire protection and expand the geographic area within which services would be provided, since the development site remains unoccupied and inactive. Access to the project site also remains the same from the existing roadway system, and therefore the less-than-significant impact regarding interference with the existing road network or emergency response access would also apply to the proposed project.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified hazards and hazardous materials impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All construction and operation of the proposed project will continue to be subject to applicable regulatory requirements pertaining to hazards and residual concentrations of contaminants in soil, soil vapor, and groundwater. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential hazards and hazardous materials impacts of the Campus Bay Project.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR will continue to apply to the Campus Bay Project to address significant hazard and hazardous materials impacts.

Mitigation Measure HAZ-1a.SP: Protection of Human Health From Environmental Contamination. Prior to issuance of a building permit for any new project proposed within the Plan Area at a location where previous hazardous materials releases have occurred or resulted in environmental impacts, the City shall ensure the project will be developed under the supervision of the environmental agency(ies) of applicable jurisdiction (e.g., Department of Toxic Substances Control, Regional Water Quality Control Board, Contra Costa County Department of Human Health Services) such that health-based goals appropriate for the proposed new use are achieved, and soil management plans and/or environmental land use covenants are observed. The City shall not issue a building, use, or other permit for a new use that is inconsistent with any applicable land use covenant(s). Measures to protect environmental health shall include one or more of the following strategies and approaches: removal of environmental contaminants from the subject area (e.g., excavation and off-site disposal, use of soil

vapor extraction equipment); separation of site users from contamination (e.g., engineering or institutional controls), or treatment of environmental contamination (e.g., in situ chemical oxidation). Prior to issuance of a certificate of occupancy or similar operating permit for such new project, the project proponent shall provide evidence to the City of successful implementation of protective measures through a certificate of completion, finding of suitability for the project's intended use or similar documentation issued by the environmental agency having jurisdiction over the project.
Mitigation Measure HAZ-1b.SP: Health and Safety Plan. Prior to issuance of a building or grading permit for a new project proposed within the Plan Area at a location where previous hazardous materials releases have occurred, the City shall document that a Health and Safety Plan (HASP) has been prepared and will be implemented for the protection of workers, the public and the environment. Such HASP shall be prepared by a California licensed professional of applicable expertise (e.g., certified industrial hygienist, professional engineer). The HASP shall include measures consistent with customary protocols and applicable regulations (including, but not limited to Title 8 of the California Code of Regulations) for the protection of workers, site users, the public, and the environment (e.g., management of impacted soil; use of personal protective equipment; management, use and or treatment of water associated with construction activities; dust mitigation) and to address the discovery of any suspect soils (e.g., petroleum odor and/or discoloration) during construction activities, including notification of appropriate oversight agencies and investigation, removal, and disposal of soils as appropriate under agency directives and local, state, and Federal regulations).
Mitigation Measure HAZ-1c.SP: Hazardous Building Material Assessment (ACM, LBP, PCBs, other hazardous building materials). For any project proposed for development within the Plan Area (or in the area of the Lark Drive Variant) that would require building demolition, and prior to issuance of any demolition permit, the project applicant (or, in the case of the Lark Drive Variant, the City) shall submit to the City and/or the Contra Costa Health Services Department, according to relevant jurisdiction, a hazardous building material assessment prepared by qualified licensed contractors for any structure intended for demolition indicating whether asbestos containing materials (ACM), lead-based paint (LBP) or lead-based coatings, polychlorinated biphenyl (PCB)-containing equipment, and/or other hazardous building materials are present.
Mitigation Measure HAZ-1d.SP: Hazardous Building Materials Removal Plan (ACM, LBP, PCBs). For any project proposed for development within the Plan Area (or in the area of the Lark Drive Variant), if the assessment required by Mitigation Measure HAZ-1c indicates the presence of ACM, LBP, PCBs, or other hazardous building materials, prior to issuance of any demolition permit the project applicant (or, in the case of the Lark Drive Variant, the City) shall submit and implement a hazardous building materials removal plan in accordance with local, state, and federal requirements to protect demolition and construction workers and the public from risks associated with such hazardous materials during demolition or renovation of affected structures.
Mitigation Measure HAZ-4.SP: O&M Plan. Prior to issuance of a certificate of occupancy or similar operating permit for any project within the area of the Specific Plan at a location where a cleanup plan is being implemented, as provided under HAZ-1a.SP, where an operation and maintenance (O&M) plan is required by an agency of applicable jurisdiction, the applicant shall demonstrate that an O&M plan has been approved by the agency and will be implemented to ensure the long-term protection of environmental health of site users. The O&M plan shall ensure the maintenance of health-based goals by periodic inspection of the remedy and taking such actions (e.g., repairing any deficiencies in durable covers that cap residual environmental contamination, performing maintenance on remedial equipment). Evidence of such an O&M plan and its implementation may be demonstrated by a document issued by an agency of applicable jurisdiction.

H. Hydrology and Water Quality

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact HYD-1.SA4: The proposed 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. (*Less Than Significant with Mitigation*)
Impact HYD-2.SA4: The Sub-Area 4 Project could increase impervious surfaces which would reduce the amount of stormwater runoff available for recharge but not to the extent that it would substantially deplete groundwater supplies or interfere substantially with groundwater recharge. (*Less than Significant, No Mitigation Required)*
Impact HYD-3.SA4: 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. (*Less Than Significant with Mitigation*)
Impact HYD-4.SA4: The Project would not alter the drainage pattern of the site such that it would result in a 100-year flood event on- or off- the site. (*Less than Significant, No Mitigation Required)*
Impact HYD-5.SA4: 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. (*Less Than Significant with Mitigation*)
Impact HYD-6.SA4: The project could place housing or structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map; or place within a 100-year flood hazard area structures which would impede or redirect flood flows. (*Less than Significant, No Mitigation Required)*
Impact HYD-7.SA4: The Project could expose people or structures to a significant risk of loss, injury or death involving flooding related to sea level rise. (*Less Than Significant with Mitigation*)
Impact HYD-8.SA4: The Specific Plan could result in or cause inundation by tsunami, seiches, or mudflows. (*Less than Significant, No Mitigation Required)*
Impact C-HYD-1.SA4: 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 sea level rise and flooding. (*Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on pages 4.8-39 through 4.8-50 of the Draft EIR, and page 2-23 of the Final EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

No aspect of the proposed project would change the conditions or environmental impacts regarding hydrology and water quality identified for the Sub-Area 4 Project in the Specific Plan EIR. As previously described, the Campus Bay Project boundaries align with those of the Sub-Area 4 Project analyzed in the Specific Plan EIR. Also, 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 Sub-Area 4 Project.

Moreover, the Specific Plan EIR analysis factored in recommended features and opportunities that could be implemented to affect hydrology and water quality specific to locations within the Sub-Area 4 Project site, and these features are also considered for the Campus Bay Project. These include the incorporation of elevated buildings pads and shoreline roadway and maintaining the uplands and shoreline/marshland area south of the shoreline roadway as open space and natural preserve areas.

Stormwater Quality / Groundwater

As previously discussed in Section G, *Hazards and Hazardous Materials*, and mentioned above, **Mitigation Measure HYD-1.SP (Water Quality Best Management Practices for All Construction Activities)** would apply to the proposed project to ensure that it will comply with regulatory requirements to address water quality standards or waste discharge requirements, such as the NPDES General Construction Permit requirements which include preparation of a SWPPP and other best management practices prevent contamination of groundwater and protect the Bay from turbidity and contaminant impacts during construction. The proposed project will also be subject to and comply with other existing federal, State, and local regulatory requirements for stormwater management during construction and operation (buildout), including Provision C.3 of the NPDES MS-4 permit and the City's stormwater requirements, also addressed in Mitigation Measure HYD-1.SP.

Stormwater Runoff, Drainage

The Sub-Area 4 Project development, like the proposed project, would result in an incremental increase in impervious surface area, expressed by the "runoff weighted coefficient (C)," and resulting surface runoff on the project site.[4] The estimated value of C for the land uses and development program of the entire Sub-Area 4 Project area was estimated to increase from 0.67 to 0.74, as shown in **Table 3-4** below. In comparison, the table shows that the estimated value of C for the land uses and development program in each of the drainage management areas (DMA) defined for the Campus Bay Project would similarly increase across the project site. However, the proposed project will be subject to and comply with other existing federal, State, and local regulatory requirements for stormwater management, namely Provision C.3 of the NPDES MS-4 permit and the City's stormwater requirements, as required by Mitigation Measure HYD-1.SP (Water Quality Best Management Practices for All Construction Activities). Provision C.3 requirements include ensuring that post-development runoff volumes do not exceed pre-development runoff volumes and thus any increases must be addressed by stormwater features that encourage onsite infiltration (e.g., vegetated swales, planter boxes, and infiltration basins) or can retain peak flows (e.g. retention or detention basins or ponds).

[4] The runoff coefficient (C) is a dimensionless coefficient relating the amount of runoff to the amount of precipitation received. It is a larger value for areas with low infiltration and high runoff (pavement, steep gradient), and lower for permeable, well vegetated areas (forest, flat land).

TABLE 3-4
RUNOFF COEFFICIENT C: EXISTING CONDITIONS AND PROPOSED CAMPUS BAY PROJECT

Pre-Development

	Land use	Area (ac±)	Runoff Coefficent (C)	Weighted Runoff Coefficient (C)
Sub-Area 4 Project				
	Industrial		0.75	**0.67**
	Light Industrial		0.77	
	Undeveloped		0.40	
Campus Bay Project				
DMA-1A (40.5± AC)	Low-Perm Fill	16.7	0.80	**0.69**
	Streets	6.0	0.95	
	Roofs	2.9	0.95	
	Open Space	14.9	0.40	
DMA-1B (2.3± AC)	Streets	1.6	0.95	**0.78**
	Open Space	0.7	0.40	
DMA-2 (22.3± AC)	Low-Perm Fill	16.6	0.80	**0.71**
	Streets	0.3	0.95	
	Open Space	5.4	0.40	

Post-Development

	Land use	Area (ac±)	Runoff Coefficient (C)	Weighted Runoff Coefficient (C)
Sub-Area 4 Project				
	Industrial Commercial		0.80	**0.74**
	Retail		0.80	
	Residential		0.75	
	Open Space		0.40	
Campus Bay Project				
DMA-1A (31.3± AC)	Development Lots	19.1	0.80	**0.81**
	Streets	9.7	0.95	
	Park / Open Space	2.5	0.40	
DMA-1B (1.0± AC)	Development Lots	0.9	0.80	**0.82**
	Streets	0.1	0.95	
DMA-2 (32.8± AC)	Development Lots	21.8	0.80	**0.81**
	Streets	8.7	0.95	
	Park / Open Space	2.3	0.40	

NOTE: Proposed Storm Drain Total Area for both pre- and post-development is 65.1± AC.

SOURCE: Specific Plan Draft EIR Table 4.8-3 and Table 4.8-4; CBG Engineers. Preliminary Hydrology / Runoff Calculations (10-year) and Preliminary Hydrology Exhibit – Campus Bay, 10/5/20

Erosion / Siltation

Existing site contaminants, as well as the other types of contaminants of concern that could originate from new urban development and introduce stormwater pollutions that could ultimately discharge to San Francisco Bay as a result of erosion and siltation on the site, would be the same as considered in the Sub-Area 4 Project analysis. As discussed above, the resulting increase in impervious surfaces and the volume of potential sources of stormwater pollution into the Bay from the project site would be similar to that previously analyzed.

Drainage System

As analyzed in the Specific Plan EIR, buildout of the Sub-Area 4 Project would not substantially increase surface water runoff during storm events and would not increase the potential for flooding, on- or off-site. Like the Sub-Area 4 Project, the Campus Bay Project will develop and implement a drainage plan that specifies adequate stormwater features and requirements for flow control and to direct and treat the anticipated stormwater flow that would occur after buildout. For example, all paved backbone streets will be treated with bio-retention/roadway planters. Also, all landscape areas will be self-treating, and all self retaining areas are paved and sloped to drain to landscaped areas that will act as stormwater treatment. All subdivision stormwater will be treated within the respective lots and meet all Provision C.3 and MS-4 stormwater permit requirements.

In addition, the proposed project will comply with the City's drainage design standards. As the site specific design of the Campus Bay Project is further developed - by projects on development pads established by the proposed subdivision - specific hydrologic analysis will determine peak flow calculations and confirm drainage control improvements, as previously factored into the analysis.

Also like the Sub-Area 4 Project, the proposed project will improve the existing storm drain system, including the replacement of old lines, and will not cause flows to exceed the capacity of existing drainage systems. Sub-Area 4 Project information necessary to estimate the change in storm flow volumes compared to existing conditions was not available for the EIR analysis, although the analysis recognized that the flow volumes would increase with new development. **Table 3-5** shows that, compared to existing conditions, storm flows in the eastern portion of the Campus Bay Project site (DMA 1A/1B) would decrease slightly, and flows in the westernmost portion of the site (DMA-2) would increase. However, **Table 3-5** also demonstrates that there would be adequate capacity in the existing infrastructure serving areas of the project site, along with other foreseeable developments in Sub-Area 4, although the capacity requirements for other development contemplated in Sub-Area 4 are not known at this time.

TABLE 3-5
ON-SITE DRAINAGE SUMMARY: EXISTING CONDITIONS AND PROPOSED CAMPUS BAY PROJECT

Pre-Development

	Area (ac±)	Total Proposed Flow (cfs)	Existing Storm Drain Pipe Capacity (cfs)
DMA-1A	40.5	36.0	40.0
DMA-1B	2.3	5.0	7.0
DMA-2	22.3	21.0	55.0

Post-Development

	Area (ac±)	Total Proposed Flow (cfs)	Existing Storm Drain Pipe Capacity (cfs)
DMA-1A	31.3	33.0	40.0
DMA-1B	1.0	2.0	7.0
DMA-2	32.8	33.0	55.0

NOTES:

1. Proposed Storm Drain Total Area for both pre- and post-development is 65.1± AC.
2. All Post-Development runoff within the habitat mitigation areas remain unchanged from existing conditions and do not affect DMA 1A/1B or DMA 2.

SOURCE: CBG Engineers. Preliminary Hydrology Calculations (10-year) and Preliminary Hydrology Exhibit – Campus Bay, 10/5/20

The Specific Plan EIR also stated that a new stormwater outfall would be installed in the area of Stege Marsh (marsh area south of the project site) as part of the storm drain system improvements. Accordingly, and separate from the proposed project, new one-way-flow stormwater outfall structures have been constructed since preparation of the Specific Plan EIR to help ensure that increases in stormwater flows do not exceed the capacity of existing drainage systems.

Sea Level Rise/Flooding

The existing ground surface elevations within the proposed project site have been built up as compared to the other portions of the Plan Area as part of the hazardous material remediation of the site. As per proposed project design (CBG, 2020), grading would largely preserve this existing ground surface elevation. The proposed building pads will have elevations of at least 17.1 feet relative to the North American Vertical Datum (NAVD). Along most of the southern edge of the proposed project's development, Street D would have minimum elevation of 15.6 feet NAVD.

These elevations of developed building pads and street elevations are more than five feet above the present-day base flood elevation (BFE) of 10 feet NAVD (FEMA, 2015). The City of Richmond General Plan calls for adapting for at least three feet of sea level rise. For the Specific Plan, this was interpreted as meaning that development should be placed at least three feet above the present-day 100-year BFE. For the proposed project site, that translates to 13 feet NAVD (three feet above 10-ft NAVD BFE). At more than five feet above the 100-year BFE, the developed portions of the proposed project site readily meet the General Plan guidance and the thresholds in the Specific Plan EIR. The analysis for the proposed project is thus consistent with that in Impact HYD-6.SA4, Impact HYD-7.SA4 and Impact HYD-7b.SP

in the Specific Plan EIR. These proposed project elevations also meet new state guidance which sets the objective that by 2050, shorelines are resilient to at least 3.5 feet of sea level rise (OPC, 2020)[5].

The BFE immediately adjacent to the proposed project is 10 feet NAVD, which only considers Bay water levels. Moving from this 10-ft BFE zone towards the Bay, the 100-year BFE increases to 12 feet NAVD at the San Francisco Bay Trail. This increase in the BFE is due to the influence of waves on the Bay side of the Bay Trail. The trail's embankment and Stege Marsh between the trail and the proposed project site attenuate waves such that BFE at the project site does not need to consider the flood hazard from waves.

Parcel I, the open space within the proposed project area that is south of Street D, is part of the nature-based infrastructure which can attenuates waves before they affect the developed areas of the proposed project site. Most of Parcel I is at elevations of 15 feet NAVD or higher. These elevations, along with the Bay Trail and Stege Marsh, provide a substantial buffer for the project site from waves. Additional fill to raise Parcel I is not needed to protect the proposed project development for at least three feet of sea level rise. Grading in Parcel I can be directed towards preserving and enhancing this parcel's upland habitat. However, the proposed project's Adaptive Flood Risk Management Plan, required by **Mitigation Measure HYD-7b.SP: Sea Level Rise Adaptation**, will include monitoring of planning, maintenance, and resilience of the Bay Trail, Stege Marsh, and the Parcel I open space since these features reduce the BFE at the proposed project site.

At the intersection with South 49th Street, Street D would slope downward to match the existing grade of South 49th Street and the adjacent property to the east of the proposed project. This sloping transition is needed to meet design criteria for safe surface street travel. As a result, a short segment of South 49th Street within the proposed project area would fall below the 100-year BFE with three feet of sea level rise. As such, the proposed project's Adaptive Flood Risk Management Plan, required by **Mitigation Measure HYD-7b.SP: Sea Level Rise Adaptation**, should describe how the proposed project will monitor the vulnerability of this section of South 49th Street and how the proposed project will coordinate with future development of the Plan Area properties immediately to the east of the propose project site. Protecting the adjacent eastern properties will likely include raising the ground surface elevations on these properties and on the proposed project site at the intersection of Street D and South 49th Street to form a contiguous and consistent barrier to manage Bay flood levels with sea level rise.

Tsunami, Seiches, or Mudflows

No changes or new information have occurred to change the project site's susceptibility to the effects of tsunami, seiches, or mudflows. The impact would remain less than significant as previously identified in the EIR.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified hydrology and water quality impacts, including flooding, with the

[5] OPC. 2020. Strategic Plan to Protect California's Coast and Ocean 2020-2025.

Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All construction and operation of the proposed project will continue to be subject to applicable regulatory requirements pertaining to stormwater pollutants into the Bay; on- and off-site erosion and siltation; flooding, including that related to sea level rise; as well as potential inundation by tsunamis, seiches, or mudflows. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential hydrology and water quality impacts of the Campus Bay Project.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR will continue to apply to the Campus Bay Project to address significant hydrology and water quality impacts.

Mitigation Measure HYD-1.SP: Water Quality Best Management Practices for All Construction Activities. All applicants for projects proposed for development within the area of the Specific Plan shall ensure that best management practices consistent with the most recent version of the California Stormwater Quality Association (CASQA) Construction BMP Handbook are included in the Stormwater Pollution Prevention Plan (SWPPP) prepared in accordance with the NPDES Construction General Stormwater Permit. BMPs may include without limitation:

1. The Straw bales, wattles, fiber rolls, gravel bags, or equivalent devices shall be installed around the perimeter of stockpiled materials and construction sites adjacent to water bodies (i.e., Meeker Channel and Slough, Baxter Creek, and Stege Marsh), to prevent debris from being transported to any receiving waters or open channel via runoff;

   The use of hazardous materials during construction shall be minimized to the extent practical, and the amount of hazardous materials stored adjacent to waterbodies shall be limited to what is needed to immediately support construction activities. Hazardous materials shall be centrally stored safely and securely in approved containers, under cover or in an approved storage shed, and in adequate secondary containment. Fueling of generators and other equipment shall be conducted in a central location with secondary containment, and adequate spill cleanup materials shall be provided during all fueling operations;
2. Well-maintained equipment shall be used to perform the construction work, and, except in the case of a failure or breakdown, equipment maintenance shall be performed off site. Equipment shall be inspected daily by the operator for leaks or spills. If leaks or spills are encountered, the source of the leak shall be identified, leaked material will be cleaned up, and the cleaning materials shall be collected and properly disposed;
3. Inactive material stock piles must be covered at all times;
4. Construction material shall be covered in anticipation of any rainfall event;
5. Active debris boxes shall be covered during rain events to prevent contact with rainwater;
6. Non-stormwater discharges to the Bay shall be prohibited unless specified in the SWPPP and approved by the City; and
7. A Materials Management and Disposal Plan (MMDP) shall be prepared to prevent any debris from falling into waterbodies in the Plan Area during construction to the maximum extent practicable and also ensure the appropriate disposal of all construction-related materials. The MMDP shall be submitted to the San Francisco Bay Regional Water Quality Control Board for review and approval. The measures identified in the MMDP shall be based on Best Available Technology, and will include, but not be limited to, the following:
   - During construction, in the event that debris does reach the Bay or a tributary, personnel within the work area shall immediately retrieve the debris for proper handling and disposal. All debris shall be disposed of at an authorized upland disposal site;
   - Construction waste shall be collected and transported to an authorized upland disposal area, per federal, State, and local laws and regulations; and,
8. All construction material, wastes, debris, sediment, rubbish, trash, fencing, etc., shall be removed from the project site once project construction is completed, and transported offsite in compliance with applicable federal, State, and local laws and regulations.

Mitigation Measure HYD-3.SA4: Pre-project stormflow levels. Prior to issuance of a grading permit, project applicants shall demonstrate, to the satisfaction of the City of Richmond Director of the Public Works Department, one the following:

1. Upon completion of construction activities, there will be sufficient detention capacity on the Project site to detain the incremental increase in stormflow volume that occurs during the 24-hour, 10-year design storm, which incremental increase is due to the increase in impervious surface above pre-project levels. This standard could be met with one or more detention vaults, tanks or other facilities, or through other means;
2. Upon completion of such construction, the total square footage of impervious surface area throughout the Project site will remain at or below pre-project levels; or
3. The proposed development has met the requirements of Provision C.3.g by demonstrating through compliance of CCCWP that any increases in stormwater flows are unlikely to cause downstream erosion or off-site siltation.

I. Land Use and Planning

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact LUP-1.SA4: Impact LUP-1.SA4: Adoption and development of the Sub-Area 4 Project would not result in the physical division of an established community or conflict with adjacent or nearby land uses. (*Less than Significant, No Mitigation Required)*
Impact LUP-2.SA4: Development under the Sub-Area 4 Project would not conflict with applicable land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. (*Less than Significant, No Mitigation Required)*
Impact C-LUP-1.SA4: Adoption of and development under the Sub-Area 4 Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Sub-Area 4 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 4.9-43 through 4.9-46 of the Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

No aspect of the proposed project would change the conditions or environmental impacts regarding land use and planning identified for the Sub-Area 4 Project in the Specific Plan EIR. As previously described, the Campus Bay Project location and boundaries align with those of the Sub-Area 4 Project analyzed in the Specific Plan EIR. As discussed in Section A, *Aesthetics,* the adopted Design Guidelines and Transect Zones support the same urban neighborhood character and scale previously analyzed for the Sub-Area 4 Project. Although R&D/business/service uses are no longer proposed, the Campus Bay Project continues to support a mix of residential and ground floor retail uses and a series of public parks and civic spaces. The notable variation in the Campus Bay Project, compared to the Sub-Area 4 Project analyzed in the Specific Plan EIR, is the omission of R&D/business/service uses. However, this change would not change the potential effects on the physical division of an established community or land use compatibility of the proposed project with adjacent or nearby land uses. Moreover, as discussed in Chapter 1, *Introduction,* the Specific Plan contemplated flexibility in land uses that could be developed throughout the Plan area over time, therefore the omission of the R&D/business/service uses and the increase in residential uses remain consistent with the EIR.

Since preparation of the Specific Plan EIR, no substantial changes have occurred to surrounding land use conditions, nor are there any aspects of the proposed project that would result in new conflicts with individual policies and actions of the Richmond General Plan or the Specific Plan. The proposed project involves much more residential development, less retail, and no R&D/Business/Service uses compared to the Sub-Area 4 Project. Despite this shift in land uses, the proposed project would be consistent with the land uses envisioned to develop in the Southern Gateway Change Area (CA-16) of the General Plan, which include a mix of high-intensity light industrial, commercial, as well as residential uses. Similarly, the Richmond Bay Specific Plan envisions how the Sub-Area 4 Project would enhance existing connections between the Southern Gateway/South Shoreline area and the rest of the city, through the establishment of new residential, commercial, R&D, and other

development and associated infrastructure. The proposed Campus Bay Project will continue to achieve those connections.

Also, the Specific Plan EIR discussed that the Sub-Area 4 Project would develop a strong connection to the Berkeley Global Campus (BGC) (also referred to as Richmond Bay Campus) located immediately west of the project site. The Specific Plan EIR analyzed plans for improved street connection to the BGC site. The Specific Plan includes thoroughfare development standards (CS-60-40, Campus Edge) specific for South 46th Street, which borders BGC, as well as design strategies to ensure clear seamless connections and transitions between around the edges of the campus where project roads and trails intersect with public streets and trails.

Another variation from the Sub-Area 4 Project is the location of the Bay Trail connection to the proposed project site. With the proposed project, the connection would occur in the southeast portion of the proposed project (at the intersection of South 51st Street and Channel Avenue), whereas the connection was previously envisioned from the linear urban park. However, this change does not impact the previous analysis in the Specific Plan EIR.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified land use and planning impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential land use and planning impacts of the Campus Bay Project.

Mitigation Measures

No mitigation measures were identified in the Specific Plan EIR to address land use and planning impacts.

J.Noise

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact NOI-1.SA4: Construction activities associated with the Sub-Area 4 Project would result in substantial temporary or periodic increases in ambient noise levels in the Project site vicinity. (*Less Than Significant with Mitigation*)
Impact NOI-2.SA4: Construction activities associated with the Sub-Area 4 Project would not result in exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels in the Project vicinity above levels existing without the project. (*Less Than Significant with Mitigation*)
Impact NOI-3.SA4: Operational activities associated with the Sub-Area 4 Project would not increase long term noise levels in the Project vicinity to levels in excess of standards established in the Richmond Noise Ordinance and General Plan. (*Less Than Significant with Mitigation*)
Impact NOI-4.SA4: Traffic generated by the Sub-Area 4 Project would not substantially increase traffic noise levels in the Project vicinity. (*Less than Significant, No Mitigation Required)*
Impact C-NOI-1.SA4: Construction noise levels generated by development under the Sub-Area 4 Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future developments could contribute considerably to cumulative noise impacts. (*Less Than Significant with Mitigation*)
Impact C-NOI-2.SA4: Construction vibration levels generated by the Sub-Area 4 Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future developments could contribute to cumulative vibration impacts. (*Less Than Significant with Mitigation*)
Impact C-NOI-3.SA4: Operational noise including traffic generated by development under the Sub-Area 4 Project, in combination with cumulative development could contribute considerably to cumulative noise impacts. (*Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on pages 4.10-28 through 4.10-39 of the Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

The Campus Bay Project's change in land use assumptions would have a marginal effect regarding the noise and vibration impacts identified for the Sub-Area 4 Project analyzed in the Specific Plan EIR. However, any increased noise from these land use changes would not result in any new or substantially more severe significant impacts than described in the Specific Plan EIR analysis for the Sub-Area 4 Project.

Construction equipment and activities, and the location of construction would generally be the same for the proposed project as that analyzed for the Sub-Area 4 Project in the Specific Plan EIR. Because the project would be constructed in two phases, there may be construction noise impacts to future occupants of the first phase from construction during phase 2. However, these impacts would be similar to the impacts identified to off-site receptors analyzed in the Specific Plan EIR. The impacts with regard to construction noise and vibration are thus expected to be the same from the project as identified in the Specific Plan EIR. These impacts were found to be less than significant with implementation of **Mitigation Measures (Construction Noise Control Measures and Noise Control Plan)** and **Mitigation Measure NOI-1b.SP (Pile Driving Noise-Reducing Techniques and Muffling Devices)**.

The shift in the primary land use from R&D/business/service and retail to residential development may result in reduced operational noise impacts compared to those evaluated in the Specific Plan EIR. This reduction in operational noise would be attributable to the fact that planned research development may be associated with larger scale mechanical

equipment and operation of trucks and forklifts and possible backup generators that are not typically associated with residential development. Therefore, the proposed project would have a lower propensity to create the significant noise impact identified in Impact NOI-3.SA4 in the Specific Plan EIR. Nonetheless, this impact would continue to be reduced to a less than significant level with implementation of **Mitigation Measure NOI-3.SP (Project-Specific Noise Study)**.

The increase in roadside noise levels attributable to the operation of the proposed project would be primarily from vehicle trips generated by future occupants of the project site. According to the traffic study prepared by Fehr & Peers in October 2020, the proposed project would result in 3,420 fewer daily trips than the daily trips analyzed in the Specific Plan EIR (see Appendix D). This reduction in external trips means that the proposed project would result in reduced roadway noise impacts compared to those identified under Impact NOI-4.SA4, which was identified as less than significant in the Specific Plan EIR. Therefore, the roadside traffic noise impacts of the proposed project would also be less than significant.

Consequently, the cumulative impacts of the proposed project would also be less than significant with mitigation for construction noise and vibration and for operational noise, while the cumulative traffic noise impact would be less than significant.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified noise and vibration impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All construction and operation of the proposed project will continue to be subject to applicable regulatory requirements pertaining to noise and vibration. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential noise impacts of the Campus Bay Project.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR, will continue to apply to the Campus Bay Project to address significant noise impacts.

Mitigation Measure NOI-1a.SP: Construction Noise Control Measures and Noise Control Plan. For any project proposed for development within the area of the Specific Plan, the applicant shall employ site-specific noise attenuation measures during project construction to reduce the generation of construction noise, including pile-driving 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 is consistent with the standards set forth in the City's Noise ordinance and other standards as appropriate. Measures specified in the Noise Control Plan and implemented during project construction shall include, at a minimum, 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 shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used;

- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures; and
- Noise-reducing pile-driving techniques shall be performed as specified in Mitigation Measure NOI-1b.

Mitigation Measure NOI-1b.SP: Pile Driving Noise-Reducing Techniques and Muffling Devices. For any project proposed for development within the area of the Specific Plan that would require pile-driving during construction, noise-reducing pile-driving techniques shall be employed. These techniques shall include:

- Limiting pile driving or other impact-related noise-generating activity to 9:00 AM to 5:00 PM, Monday through Friday. No pile driving or other extreme noise-generating activity is permitted on Saturdays, Sundays, and holidays;
- Installing intake and exhaust mufflers on pile-driving equipment;
- Vibrating piles into place when feasible;
- Installing shrouds around the pile-driving hammer where possible;
- Implementing "quiet" pile-driving technology (such as drill and cast-in-place methods), where possible, in consideration of geotechnical and structural requirements and conditions;
- Implementing the use of more than one pile driver to shorten the total pile driving duration, where possible;
- Using cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers, and placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and
- At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within a minimum of 600 feet of the project site of the dates, hours, and expected duration of such activities.

Mitigation Measure NOI-2a.SP: Construction Vibration. For any project proposed for development within the area of the Specific Plan, and prior to the issuance of any building permit for each phase of project development, the project applicant shall conduct a historic survey of the project site, and a 200-foot buffer extending around the project site, to determine the locations of historic structures. If historic structures are identified, the project applicant shall develop a Vibration Reduction Plan (Plan) in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include measures and/or controls to ensure that buildings within 200 feet of the project site will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage. Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, either or both of the following:

1. Implementation of buffers and the use of specific types of equipment to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards.
2. Implementation of a vibration, crack, and line and grade monitoring program for identified historic buildings located within 50 feet of construction activities, in coordination with a geotechnical engineer and qualified architectural historian. The following elements shall be included in this program:

    (a) Prior to construction, a qualified architectural historian shall conduct a thorough survey of identified historic resources to identify, measure the dimensions of, and document (photographs and text) any existing cracks in the historic buildings.

(b) During construction activities:

i. The construction contractor shall identify, and regularly inspect and photograph, crack gauges and include records of these inspections in construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of construction activity in close proximity to identified crack gauges.

ii. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.

iii. With regards to historic buildings, if vibration levels exceed the threshold and monitoring or inspection indicates that the project may damage or is damaging the building, the building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help avoid permanent impacts. Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historic building's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material.

(c) Post-construction:

i. The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.

ii. The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The project applicant shall provide the City Chief Building Official and City Preservation Officer for review and comment both a work plan for the repairs and a completion report to ensure compliance with the Secretary of Interior Standards

Mitigation Measure NOI-2b.SP: Exposure to Rail Vibration. For any project proposed for development within the area of the Specific Plan that involves new residential buildings or new dwelling units located adjacent to or

within 200 feet of an active rail line, and prior to the approval of a construction-related permit, the project applicant shall submit a Vibration Reduction Plan (Plan) prepared by a qualified acoustical consultant for City review and approval that contains vibration reduction measures to reduce groundborne vibration to acceptable levels per Federal Transit Administration guidance (Federal Transit Administration, 2006, Transit Noise and Vibration Impact Assessment, May 2006). The applicant shall implement the approved Plan during construction. Potential vibration reduction measures include isolation of foundation and footings using resilient elements such as rubber bearing pads or springs, such as a "spring isolation" system that consists of resilient spring supports that can support the podium or residential foundations. The specific system shall be selected so that it can properly support the structural loads, and provide adequate filtering of groundborne vibration to the residences above.
Mitigation Measure NOI-3.SP: Project-Specific Noise Study. For any project proposed for development within the Plan Area, applicants shall conduct a project-specific noise study to determine compatibility of the proposed use with the existing noise environment based on land use/noise compatibility guidelines in the City's General Plan. If the noise environment is found to be "conditionally acceptable" or "normally unacceptable" for the proposed use, a detailed acoustical analysis shall be conducted to specify the noise insulation measures needed to reduce noise exposure to "normally acceptable" levels, and these measures will be implemented. Measures may include, but are not limited to, appropriate site design to achieve maximum sound attenuation, use of enhanced noise insulation features in the form of appropriate sound-rated assemblies and/or other features/measures to reduce interior noise levels to meet Title 24 requirements.

K. Population, Housing, and Employment

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact POP-1.SA4: Development of the Sub-Area 4 Project would not induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure. (*Less than Significant, No Mitigation Required)*
Impact C-POP-1.SA4: Development under the Sub-Area 4 Project, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects within and in the vicinity of the Sub-Area 4 Project site, would not result in a significant effect to population, housing, and employment. *(Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on pages 4.11-17 through 4.11-21 of the Draft EIR, and page 2-24 of the Final EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

The Campus Bay Project proposes a development program that changes that analyzed for the Sub-Area 4 Project in the Specific Plan EIR. Compared to the Sub-Area 4 Project, the proposed project would develop 2,480 more residential units, 140,000 fewer square feet of retail use, and none of the 1.27 million square feet of R&D/Business/Service uses.

Applying the same population and employment factors used in the Specific Plan EIR, **Table 3-6** shows that the Campus Bay Project would generate 4,990 more residents and 2,795 fewer employees compared to that analyzed in the EIR for the Sub-Area 4 Project.

As summarized in **Table 3-6**, the EIR analysis considered the extent to which population growth from the Sub-Area 4 Project (3,070 persons) (compared to population growth allowed by the then-existing General Plan land use designation for the Sub-Area 4 Project site: zero persons) would contribute to citywide population growth projected by the Richmond General Plan 2030 (10 percent) and regional projections data through 2040, published by ABAG in its *Projections 2013* (9 percent). The EIR also considered how much of the total citywide population growth in 2040 was attributed to growth from the Sub-Area 4 Project (2.2 percent). The Sub-Area 4's "relatively small contribution" to projected citywide population growth was considered less than significant, as was the "relatively large contribution" to local employment, the needs of which would be absorbed by existing regional resources.

The Campus Bay Project will generate substantially more population than analyzed for the Sub-Area 4 Project, and therefore its contribution to citywide population growth projections would also notably increase. The proposed project would contribute to growth envisioned by the Richmond General Plan 2030 (27 percent) and 2040 regional projections (26 percent). Campus Bay Project population generated by its new housing would make up 6 percent of the Richmond's total population. Generally, the proposed project would contribute approximately three times the population growth estimated for the Sub-Area 4 Project. however, the population growth still would not exceed projected population growth underlying the General Plan or regional projections.

TABLE 3-6
GROWTH WITH CAMPUS BAY PROJECT AND SUB-AREA 4 PROJECT COMPARED TO FUTURE PROJECTIONS FOR RICHMOND

	Population	Housing Units	Households [a]	Jobs [c]
Sub-Area 4 Project Growth to 2040	3,070[a]	1,520	1,460	2,900
Campus Bay Project Growth to 2040	8,060[a]	4,000	3,840	105[d]
Change	**+4,990 (+62%)**	**+2,480 (+62%)**	**+2,380 (+62%)**	**-2,795 (-96%)**
Growth in Richmond, 2010-2030 (General Plan 2030 EIR)	30,147	16,170	15,548	22,488
Sub-Area 4 Contribution to Growth	10%	9%	9%	13%
Campus Bay Project Contribution to Growth	27%	25%	25%	0.5%
Growth in Richmond, 2015-2040 (ABAG *Projections 2013*)	31,000	9,570	9,200	8,830
Sub-Area 4 Contribution to Growth	9%	16%	16%	33%
Campus Bay Project Contribution to Growth	26%	42%	42%	1%
Total for City of Richmond, 2040 (ABAG *Projections 2013*)	140,100	48,970	47,090	42,320
Sub-Area 4 Contribution	2.2%	3%	3%	7%
Campus Bay Project Contribution	6%	8%	8%	0.2%

[a] Assumes an average of 2.1 persons per household.
[b] Assumes an average 4 percent vacancy factor.
[c] Employment estimated by ESA, based on common density factors by use for the types of development proposed, consistent with the Contra Costa Countywide Travel Demand Model (average 500 square feet per employee for retail and R&D/Business/Service).
[d] Assumes 25,000 sf of retail and a 25,000 square-foot grocery store; 2.2 employees per 1,000 sf for small grocery.

SOURCES: City of Richmond, 2011 (ABAG *Projections 2007*, and City-generated estimates) ABAG, *Projections 2013*; Specific Plan EIR Tables 4.11-5, 4.11-6 and Table 4.11-7

The proposed project site is still currently serviced by all main utility infrastructure, and infrastructure improvements will continue to be required to support the proposed development, despite the change in type and mix of proposed land uses from that previously analyzed in the Specific Plan EIR.

Compared to the EIR analysis, new employees with the Campus Bay Project would be nearly immeasurable compared to the 2040 employment growth citywide or in Contra Costa or Alameda counties. Any potential demand for new housing from the new employees in the Campus Bay Project would be offset by the 4,000 new housing units developed by the proposed project to a greater extent than estimated in the EIR. Further, although still considered speculative and discussed only for informational purposes in the EIR, the proposed project is unlikely to contribute to the City's projected jobs-housing imbalance. Unlike the Sub-Area 4 Project with its larger proportion of employment-generating uses than housing, the Campus Bay Project provides sufficient housing for the projected number of new employees.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified population, housing, and employment impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential population, housing, and employment impacts of the Campus Bay Project.

Mitigation Measures

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

L. Public Services

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact PUB-1.SA4: Development of the Sub-Area 4 project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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. (*Less Than Significant with Mitigation*)
Impact C-PUB.SA4: Construction activity and operations for development under the Sub-Area 4 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 to public services and recreation. (*Less Than Significant with Mitigation*)

These impacts are addressed in detail on pages 4.12-15 through 4.12-19 of the Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

As discussed in the previous section regarding population, housing and employment, the Campus Bay Project would generate 2,480 more residential units (2,380 more households), approximately 4,990 more residents, and approximately 2,795 more employees (associated with the proposed 90,000 fewer square feet of retail use) compared to those analyzed for the Sub-Area 4 Project in the Specific Plan EIR. Also, the proposed project excludes the 1.27 million square feet of R&D/Business/Services uses and the estimated 2,900 employees that it could have generated. Overall, the proposed project would develop a residential neighborhood with a commercial component, whereas the uses in the Sub-Area 4 Project would develop a mixed use neighborhood predominated by an employment center.

Like the Sub-Area 4 Project, the Campus Bay Project will have a demand for public services, although the two different scenarios may vary in the specific type of public services demands they would generate. For example, residents of a new residential community would generate more local demand for schools, parks and libraries than would a new employment center, however, both new homes and residents on the site, as well as new businesses and employees, would require services for police and fire protection and emergency medical services.

Police Protection (RPD) and Fire Protection (RFD)

As described in the Sub-Area 4 Project analysis in the Specific Plan EIR, much of the increased day and nighttime population (residents and employees) on the Campus Bay Project site would represent growth previously anticipated by the Richmond General Plan, and growth from the proposed project would result in an incremental increase over time in the need for police and fire protection and emergency medical services. The proposed project is not expected to affect service ratios or response times of existing police or fire protection and emergency services nor increase the use of those services' facilities such that substantial physical deterioration, alteration, or expansion of those facilities would be required. In particular, as analyzed in the Specific Plan EIR, all development and building plans for the proposed project would continue to be reviewed by the RFD to ensure compliance with all applicable state and County fire safety measures. Moreover, the overarching **Mitigation Measure PUB-1. SP (Fire Protection Services and Facilities)** would continue to reduce

impacts related to the orderly development of new or expanded fire facilities to less than significant.

Schools

The proposed project will introduce more residential households and therefore generate more new students on the project site than analyzed for the Sub-Area 4 Project in the EIR. The impact would remain less than significant pursuant to Senate Bill (SB) 50, which fully mitigates the potential effect of new student population.

Parks and other Public Services

Like the Sub-Area 4 Project, the proposed project includes the creation of new open space as well as increased demand for use of recreational opportunities, as well as other public facilities addressed in the EIR. Although approximately 1.2 fewer acres of new park and open space area would occur based on the specific site layout of the Campus Bay Project, the key components are the same as analyzed for the Sub-Area 4 Project in the EIR, and they align with the civic space types and standards described in the Specific Plan. Moreover, the applicable parkland dedication or in-lieu fee requirements would continue to apply to the proposed project as discussed in the EIR. New residents and workers would use the new open spaces, parks and civic areas, reducing the potential demand for existing areas and facilities, as was assumed for the Sub-Area 4 Project in the EIR.

Cumulative

As discussed above in this section, the Campus Bay Project would not result in new or substantially more severe impacts compared to the Sub-Area 4 Project, therefore its contribution to cumulative public services and recreation effects that may result from cumulative development would be the same as in the EIR.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified public services and recreation impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential public services and recreation impacts of the Campus Bay Project.

Mitigation Measures

The following mitigation measure from the Specific Plan EIR will continue to apply to the Campus Bay Project to address potentially significant public services and recreation impacts.

> **Mitigation Measure PUB-1.SP: Fire Protection Services and Facilities.** Not later than achieving 20 percent implementation of the foreseeable maximum theoretical buildout of the Specific Plan, the City of Richmond shall document the scope of additional fire protection services and facilities necessary to maintain a six minute response time required at the complete buildout of the Specific Plan. The City shall issue no building permits for new or expanded projects after 20 percent implementation of the foreseeable maximum theoretical buildout has been achieved unless an analysis with conclusions regarding the scope of these additional fire protection services and facilities has been prepared and approved by the City of Richmond Fire Department. The City shall also identify a fair share funding mechanism to support the cost of completing the identified improvements, and shall establish a program to collect funds and guarantee they are used for these improvements.

Not later than achieving 50 percent implementation of the foreseeable maximum theoretical buildout of the Specific Plan, the City shall document the implementation of fire protection services and facilities necessary to maintain a six minute response time. The City shall issue no building permits for new or expanded projects after 50 percent implementation of the foreseeable maximum theoretical buildout has been achieved unless such implementation has been certified by the City of Richmond Fire Department.

M. Transportation and Traffic

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact TRF-1.SA4: Unsignalized intersection operations at Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps (#25) would deteriorate to an unacceptable LOS due to traffic generated by the Sub-Area 4 Project and would warrant the installation of a traffic signal under Existing Plus Sub-Area 4 Project conditions. (*Less Than Significant with Mitigation*)
Impact TRF-2.SA4: Signalized intersection operations at Cutting Boulevard/23rd Street (#11) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project under 2040 Plus Sub-Area 4 Project conditions. (*Less Than Significant with Mitigation*)
Impact TRF-3.SA4: Signalized intersection operations at Meeker Avenue/Marina Bay Parkway (#14) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project under 2040 Plus Sub-Area 4 Project conditions. (*Less Than Significant with Mitigation*)
Impact TRF-4.SA4: Unsignalized intersection operations at Westbound I-580 Ramps/Juliga Woods Street (#17) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project and would warrant the installation of a traffic signal under 2040 Plus Sub-Area 4 Project conditions. (*Significant and Unavoidable with Mitigation because outside City jurisdiction*)
Impact TRF-5.SA4: Signalized intersection operations at Meade Street/Regatta Boulevard/ Eastbound I-580 Ramps (#18) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project under 2040 Plus Sub-Area 4 Project conditions. (*Significant and Unavoidable with Mitigation because outside City jurisdiction*)
Impact TRF-6.SA4: Unsignalized intersection operations at Regatta Boulevard/Meade Street (#19) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project and would warrant the installation of a traffic signal under 2040 Plus Sub-Area 4 Project conditions. (*Less Than Significant with Mitigation*)
Impact TRF-7.SA4: Unsignalized intersection operations at Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps (#25) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project and would warrant the installation of a traffic signal under 2040 Plus Sub-Area 4 Project conditions. (*Significant and Unavoidable with Mitigation*)
Impact TRF-8.SA4: Signalized intersection operations at Bayview Avenue/Carlson Boulevard (#26) would deteriorate to an unacceptable LOS due to traffic generated by the Sub-Area 4 Project under 2040 Plus Sub-Area 4 Project conditions. (*Significant and Unavoidable with Mitigation*)
Impact TRF-9.SA4: Signalized intersection operations at Carlson Boulevard/ Westbound I-80 Ramps (#28) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project under 2040 Plus Sub-Area 4 Project conditions. (*Significant and Unavoidable with Mitigation*)
Impact TRF-10.SA4: Signalized intersection operations at Carlson Boulevard/ Eastbound I-80 Ramps (#29) would worsen the already unacceptable LOS F conditions due to traffic generated by the Sub-Area 4 Project under 2040 Plus Sub-Area 4 Project conditions. (*Significant and Unavoidable, no feasible Mitigation*)
Impact TRF-11.SA4: Traffic generated by the Sub-Area 4 Project would cause a significant impact on the following freeway segments under 2040 Plus Sub-Area 4 Project conditions because they would operate at LOS F and the Sub-Area 4 Project would increase the freeway segment volumes by more than five percent: Westbound I-580 between Central Avenue and I-80 during both AM and PM peak hours and Eastbound I-580 between I-80 and Central Avenue during the PM peak hour. (*Significant and Unavoidable, no feasible Mitigation*)
Impact TRF-12.SA4: The Sub-Area 4 Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (*Less than Significant, No Mitigation Required)*
Impact TRF-13.SA4: The Sub-Area 4 Project would not result in inadequate emergency access. (*Less than Significant, No Mitigation Required)*

Impact TRF-14.SA4: The proposed Sub-Area 4 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. (*Less than Significant, No Mitigation Required)*
Impact TRF-15.SA-4 and **TRF-30.SP:** Project construction would result in a substantial, though temporary, adverse effect on the circulation system during the project construction period. (*Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on pages 4.13-79 through 4.13-105 of the Draft EIR, and pages 2-41 through 2-48 of the Final EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

According to the technical memoranda prepared by Fehr & Peers Transportation for this addendum on behalf of the City and included as **Appendix D** and **Appendix E** to this document, generally the same transportation impacts and mitigation measures identified in the Specific Plan EIR for the Sub-Area 4 Project apply to the proposed Campus Bay Project.

Appendix D focuses on the comparison of intersection and freeway operations impacts. In the interests of providing comprehensive information to the City, Appendix E outlines a supplemental Vehicle Miles Traveled (VMT) evaluation according to currently applicable methodology from the Contra Costa Transportation Authority (CCTA). VMT for the Sub-Area 4 Project analyzed in the EIR was measured in order to analyze air quality and GHG impacts in the Specific Plan EIR. However, the VMT analysis was not published in the EIR's transportation impact chapter, since CEQA did not recognize transportation impact thresholds for VMT at that time.

Trip Generation

Summarizing from the intersection/freeway operations memo in Appendix D, the Campus Bay Project would generation 3,420 fewer total daily vehicle trips compared to the Sub-Area 4 Project; however, the inbound and outbound trips vary during the peak hours due to the change in land use mix (e.g. more residential and less commercial with the proposed project, rather than more commercial and less residential with the Sub-Area 4 Project).

Intersection Operations

Existing Plus Proposed Project. The analysis considers the same study intersections and freeway segments for Existing and 2040 conditions, land configurations and controls, and internal street configurations that were assumed for the Sub-Area 4 Project analysis in the EIR.

Detailed comparative intersection level of service (LOS) results are in Table 6 of Appendix D and show that the impact findings under the *Existing Plus Proposed Project* conditions are consistent with the Sub-Area 4 Project findings in the EIR. Given the shift in inbound and outbound trips due to the different land use mix now considered with the proposed project, **Mitigation Measure TRANS-1.SA4** as modified (shown below) would continue to improve intersection operations from LOS F to LOS C during peak hours and would result in a less than significant. However, just as reported in the EIR, the impact is considered signification and unavoidable as the improvement is located within Caltrans jurisdiction and therefore not fully within the City's control to implement.

2040 Plus Proposed Project. For the cumulative analysis, the same *2040 Plus Proposed Project* conditions as those assumed in the EIR were assumed for buildout of the Sub-Area 4 Project and the full Specific Plan, background assumptions, roadway improvements, and approach to signal timing upgrades over time. Detailed comparative intersection LOS results are in Table 7 of Appendix D and show that the impact findings under the *2040 Plus Proposed Project* conditions are consistent with the Sub-Area 4 Project findings in the EIR. As described above, **Mitigation Measure TRANS-1.SA4** as modified (shown below) would continue to apply and would maintain the signification and unavoidable impact from the EIR.

Freeway Operations

Existing Plus Proposed Project – Freeway. The analysis of the proposed project conservatively studies the same freeway segments along I-580 and I-80, and conservatively assumes these segments would operate at LOS F under *Existing Plus Proposed Project* conditions. The proposed project would not increase the peak hour volume on these study freeway segments by more than five percent, and therefore the same less than significant impact identified for the Sub-Area 4 Project in the EIR would apply to the project (see Table 8 in Appendix D).

2040 Plus Proposed Project – Freeway. Similar results occur under the cumulative *2040 Plus Proposed Project* conditions on study freeway segments; the proposed project would increase the peak hour volumes on the study I-80 freeway segments by less than five percent. The impact is still conservatively identified as significant and unavoidable, as identified in the EIR. Preparation of a robust Transportation Demand Management (TDM) plan is required by the Specific Plan, however the cumulative reduction of the TDM cannot be known. Moreover, the segments are in Caltrans jurisdiction and thus the City does not have authority to implement changes to these roadways. (See Table 9 in Appendix D.)

Hazards/Safety, Emergency Access, Construction and Plan Consistency

The proposed project area is consistent with the Sub-Area 4 Project area. Therefore, it would result in the same less than significant impacts identified in the EIR regarding the potential for the proposed project to increase hazards due to a design feature. The proposed project would also allow for adequate emergency access to the site, same as identified for the Sub-Area 4 Project. In addition, construction activity anticipated for the propose project also would be similar to that analyzed in the EIR, and therefore would remain less than significant.

Vehicle Miles Traveled

As mentioned above, Appendix E contains a VMT evaluation of the Campus Bay Project.

Project Screening. There are five independent screening criteria used to determine if a project can be screened out of conducting further VMT analysis. Projects which meet any one of the screening criteria are presumed to have a less than significant VMT impact unless there is substantial evidence to the contrary The proposed project meets two of the five screening criteria : *Criterion 2.3, Local-Serving Uses*, and *Criterion 2.5, Projects Located in Low-VMT Areas*., which both presume that projects. Both screening criteria presume that projects which meet their criteria have a less than significant VMT impact and thus, the project is exempt from

further VMT analysis. This assessment is discussed in greater detail in Appendix E, supported by Table 2.

Project VMT Estimation. Both the residential and the retail elements of the Project satisfy the screening criteria described above and therefore would not trigger the need for further analysis of potential VMT impacts. However, in the interest of providing complete disclosure regarding potential project impacts, the VMT associated with the proposed project's primary use (housing) has been estimated and compared to the significance threshold recommended in the CCTA VMT Methodology. This analysis shows that the proposed project would not exceed that threshold and thus that the project would result in a less than significant impact. This assessment is also discussed in greater detail in Appendix E, supported by Table 2.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified transportation and traffic impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan 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 Sub-Area 4 Project was calculated and disclosed at the time of the Specific Plan 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 Specific Plan EIR was certified. *See Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320. For these reasons, no revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential transportation and traffic impacts of the Campus Bay Project and no subsequent or supplemental EIR is required.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR will continue to apply to the Campus Bay Project to address significant transportation and traffic impacts, some shown as modified (shown underlined and stricken-through text) in this addendum based on the project-specific analysis presented or referenced above (or editorial corrections to the EIR). The EIR also identified several Specific Plan mitigation measures ("SP") that also applied to the Sub-Area 4 Project; those SP mitigation measures are not listed here because one or more of the Sub-Area 4 Project mitigation measures ("SA4") adequately mitigates the Campus Bay Project's contribution to the specific intersection.

Mitigation Measure TRF-1.SA4: Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps Intersection Signalization and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement:

a) **Mitigation Measure TRF-6.SP**, which would consist of installing an actuated signal at the intersection with protected left-turn phasing on ~~all approaches~~ the north / south approaches and split phasing on the east /west approaches, and restriping the westbound I-580 off-ramp for one left-turn lane and one shared left / through / right lane, and restriping eastbound Seaport Avenue for one shared left / through lane and one right-turn lane, and restriping southbound 51st Street to provide two left-turn lanes and a shared right/through lane.

The Project Applicant shall monitor this intersection annually beginning with occupancy of the first residential

unit. Monitoring shall include completing a traffic signalization study including the full complement of warrants for signalization as defined by Part 4 of the California Manual on Uniform Traffic Control Devices. The mitigation measure shall be installed within one year after the intersection meets one or more traffic signal warrants. Implementation of this Mitigation Measure is contingent on Caltrans accepting the traffic signalization study and approving the intersection improvement plans. This mitigation measure should be fully funded by the Project Applicant. ~~The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.~~

~~It is estimated that the mitigation measure at this intersection would be required when approximately 60 percent of the Foreseeable Maximum Theoretical Buildout is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 60 percent buildout trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.~~

After implementation of this measure, the intersection would improve to LOS D during the AM peak hour and LOS E during the PM peak hour. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as an additional through lane on the northbound Bayview Avenue and southbound 51st Street approaches. The City of Richmond, as lead agency, does not have jurisdiction to implement Mitigation Measure TRF-1.SA4 and the mitigation would need to be approved and implemented by Caltrans. No other secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-2.SA4: Cutting Boulevard/23rd Street Intersection Signal Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement:

a) **Mitigation Measure TRF-12.SP**, item b, which would update the signal to actuated-coordinated operations and coordinate signal timings with adjacent intersection along Cutting Boulevard.

The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.

It is estimated that the mitigation measure at this intersection would be required when about 90 percent of the Sub-Area 4 Project is developed. At that time, the ~~development project that triggers the impact shall either fully fund or implement the mitigation measure~~City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 90 percent ~~buildout~~ Sub-Area 4 Project trigger occurs.~~, the mitigation measure would not be required to be implemented by an individual project and~~ In such case, the City may continue to collect fair-share contributions from the projects in in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would improve to LOS E during the AM peak hour and continue to operate at LOS F during the PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. No secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-3.SA4: Meeker Avenue/Marina Bay Parkway Intersection Signal and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvements:

a) **Mitigation Measure TRF-~~12~~13.SP,** items b and c, which would restripe the eastbound Meeker Avenue approach to provide an exclusive left-turn lane and a shared right/through lane within the current right-of-way, update the signal to actuated-coordinated operations, convert the phasing for the east and west intersection approaches from split-phasing to protected phasing, and coordinate signal timings with adjacent signal timings along Marina Bay Parkway.

The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.

It is estimated that the mitigation measure at this intersection would be required when about 90 percent of the Sub-Area 4 Project is developed. At that time, the ~~development project that triggers the impact shall either fully fund or implement the mitigation measure~~City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 90 percent ~~buildout~~ Sub-Area 4 Project trigger occurs~~, the mitigation measure would not be required to be implemented by an individual project and~~ In such case, the City may continue to~~-~~collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would improve to LOS E during the AM peak hour and continue to operate at LOS F during the PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. No secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-4.SA4: Westbound I-580 Ramps/Juliga Woods Street Intersection Signalization. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement:

a) **Mitigation Measure TRF-3.SP,** which would install an actuated signal at the intersection with protected phasing on all approaches.

The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.

It is estimated that the mitigation measure at this intersection would be required when about 10 percent of the Sub-Area 4 Project is developed. At that time, the ~~development project that triggers the impact shall either fully fund or implement the mitigation measure~~ City shall cause the mitigation measure to be implemented. Alternatively, the City of Richmond may implement this mitigation measure prior to the time the 10 percent ~~buildout~~ Sub-Area 4 Project trigger occurs~~, the mitigation measure would not be required to be implemented by an individual project and~~In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would continue to operate at LOS F during the AM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions, and would improve to LOS E during the AM peak hour. The mitigation measure would reduce the impact to a less-than-significant level. However, the City cannot ensure implementation of this mitigation measure because the intersection is under the jurisdiction

of Caltrans. The City of Richmond, as lead agency, does not have jurisdiction to implement Measure TRF-4.SA4 and the mitigation would need to be approved and implemented by Caltrans. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway segments that are within the jurisdiction of those agencies and can and should be implemented to further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council and Caltrans in advance of each intersection reaching an unacceptable level of service. No secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-5.SA4: Meade Street/Regatta Boulevard/Eastbound I-580 Ramps Intersection Signal and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement:

a) **Mitigation Measure TRF-4.SP**, which would restripe westbound Meade Street to provide one exclusive right-turn lane and a shared left/through lane, upgrade the signal to actuated operations, convert the signal phasing for east and west intersection approaches from protected phasing to split-phasing, and coordinate signal timings with the adjacent Regatta Boulevard/Meade Street intersection and the at-grade railroad crossing.

The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.

It is estimated that the mitigation measure at this intersection would be required when approximately 75 percent of the Sub-Area 4 Project is developed. At that time, the ~~development project that triggers the impact shall either fully fund or implement the mitigation measure~~City shall cause the mitigation measure to be implemented. Alternatively, the City of Richmond may implement this mitigation measure prior to the time the 75 percent ~~buildout~~ Sub-Area 4 Project trigger occurs.~~, the mitigation measure would not be required to be implemented by an individual project and~~ In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. The City of Richmond, as lead agency, does not have jurisdiction to implement Measure TRF-5.SA4 and the mitigation would need to be approved and implemented by Caltrans. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway segments that are within the jurisdiction of those agencies and can and should be implemented to further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council and Caltrans in advance of each intersection reaching an unacceptable level of service. No secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-6.SA4: Regatta Boulevard/Meade Street Intersection Signalization. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement:

a) **Mitigation Measure TRF-5.SP**, which would install an actuated signal at the intersection with protected left-turn phasing on the north / south approaches and split phasing on the east /west approaches, and restriping the westbound I-580 off-ramp for one left-turn lane and one shared left / through / right lane, and restriping eastbound Seaport Avenue for one shared left / through lane and one right-turn lane~~all~~

~~approaches, and coordinate signal timings with the adjacent Meade Street/Regatta Boulevard/Eastbound I-580 Ramps intersection and the at-grade railroad crossing~~.

The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.

It is estimated that the mitigation measure at this intersection would be required when approximately 85 percent of the Sub-Area 4 Project is developed. At that time, the ~~development project that triggers the impact shall either fully fund or implement the mitigation measure~~City shall cause the mitigation measure to be implemented. Alternatively, the City of Richmond may implement this mitigation measure prior to the time the 85 percent buildout trigger occurs~~, the mitigation measure would not be required to be implemented by an individual project and~~ In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. No secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-7.SA4: Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps Intersection Signalization and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 shall be responsible for implementing the following improvements:

a) a) **Mitigation Measure TRF-6.SP**, which would install an actuated signal at the intersection with protected left-turn signal phasing on the north / south approaches and split phasing on the east /west approaches, and restriping the westbound I-580 off-ramp for one left-turn lane and one shared left / through / right lane, and restriping eastbound Seaport Avenue for one shared left / through lane and one right-turn lane~~on all approaches, and restripe southbound 51st Street to provide two left-turn lanes and a shared right/through lane~~.

It is estimated that the mitigation measure at this intersection would be required when approximately 60 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 85 percent buildout trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hours. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway segments that are within the jurisdiction of those agencies and can and should be implemented to further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council and Caltrans in advance of each intersection reaching an unacceptable level of service. No other secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-8.SA4: Bayview Avenue/Carlson Boulevard Intersection Signal Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvements:

a) **Mitigation Measure TRF-18.SP**, item b, which would convert the signal phasing for the east and west intersection approaches from split-phasing to protected phasing and provide an overlap phase for the northbound right-turn movement.

The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for

roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.

It is estimated that the mitigation measure at this intersection would be required when approximately 30 percent of the Sub-Area 4 Project is developed. At that time, the~~development project that triggers the impact shall either fully fund or implement the mitigation measure~~ City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 30 percent ~~buildout~~ Sub-Area 4 Project trigger occurs~~, the mitigation measure would not be required to be implemented by an individual project and~~ In such case, the City may continue to collect fair-share contributions from the projects in in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would continue to operate at LOS F during the AM peak hour and improve to LOS D during the PM peak hour. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third through lane on eastbound or westbound Carlson Boulevard. However, these modifications cannot be accommodated within the available automobile right-of-way and would require additional right-of-way, and/or loss of planned bicycle and/or pedestrian facilities, which would conflict with Specific Plan and General Plan goals to promote pedestrian, bicycle, and transit trips. No other secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-9.SA4: Carlson Boulevard/ Westbound I-80 Ramps Intersection Widening. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement:

a) **Mitigation Measure TRF-19.SP**, item b, which would widen the southbound Westbound I-80 Off-Ramp to provide one right-turn lane and one shared through/left turn lane.

The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.

It is estimated that the mitigation measure at this intersection would be required when approximately 80 percent of the Sub-Area 4 Project is developed. At that time, the ~~development project that triggers the impact shall either fully fund or implement the mitigation measure~~City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 80 percent ~~buildout~~ Sub-Area 4 Project trigger occurs. ~~, the mitigation measure would not be required to be implemented by an individual project and~~ In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hours. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as second through lanes on eastbound and westbound Carlson Boulevard. The City of Richmond, as lead agency, does not have jurisdiction to implement Measure TRF-9.SA4 and the mitigation would need to be approved and implemented by Caltrans. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway segments that are within the jurisdiction of those agencies and can and should be implemented to

further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council and Caltrans in advance of each intersection reaching an unacceptable level of service. No other secondary significant impacts would result from implementation of this measure.

Mitigation Measure TRF-10.SP: Wright Avenue/Harbour Way South Intersection Signalization, Channelization, and Safety Improvements. All applicants proposing the development of projects within the Plan Area and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvements:

a) The multi-modal improvement projects as outlined in the SRTCP and detailed on page 4.13-75, which would reduce the overall automobile trip generation and reduce the project contribution at this intersection. Specifically at this intersection, the Harbour Way South/Wright Avenue intersection improvement would signalize intersection and provide warning lights and gates for the at-grade railroad crossing.

b) Mitigation Measure TRF-1.SP, which would consist of signalizing intersection and restriping the southbound Harbour Way South approach to provide an exclusive left-turn lane and a shared right/through lane within the current right-of-way.

It is estimated that the mitigation measure at this intersection would be required when approximately 50 percent of the Foreseeable Maximum Theoretical Buildout (without the Sub-Area 4 Project development) is developed, or alternatively 55 percent of the Sub-Area 4 Project. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 50 percent buildout (or 55 percent Sub-Area 4 Project) trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.

After implementation of this measure, the intersection would improve to LOS C during the AM peak hour and LOS D during the PM peak hour and reduce the impact to a less-than -significant level. No secondary significant impacts would result from implementation of this measure.

N. Utilities and Service Systems

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact UTL-1.SA4: The Sub-Area 4 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. (*Less than Significant, No Mitigation Required)*
Impact UTL-2.SA4: The water demand generated by development under the Sub-Area 4 Project would not exceed water supplies available from existing entitlements and resources, or need expanded entitlements. (*Less than Significant, No Mitigation Required)*
Impact UTL-3.SA4: Development of the Sub-Area 4 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. (*Less Than Significant with Mitigation*)
Impact UTL-4.SA4: Development of the Sub-Area 4 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. (*Less than Significant, No Mitigation Required)*
Impact UTL-5.SA4: Development of the Sub-Area 4 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. *(Less Than Significant, No Mitigation Required)*
Impact C-UTL-1.SA4: Construction activity and operations for the development under the Sub-Area 4 Project in combination with past, present, existing, approved, pending, and reasonably foreseeable future projects in the vicinity of the Plan Area, would not contribute considerably to cumulative impacts to utilities and service systems. (*Less Than Significant with Mitigation*)

These impacts are addressed in detail on pages 4.14-33 through 4.14-41 of the Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

The proposed project would change some of the land use assumptions underlying the utilities and service systems analysis in the Specific Plan EIR. Compared to the Sub-Area 4 Project analyzed in the EIR, the proposed project would remove the planned R&D land uses, increase planned residential land uses, and decrease planned retail uses. However, the proposed project encompasses the same site as the Sub-Area 4 Project in the Specific Plan EIR, therefore the existing infrastructure and service system, as described in the EIR, have not changed substantially since preparation of the EIR. Overall, as discussed below, the proposed project would not increase utility and service system demands in a way that would result in new or substantially more severe impacts.

Water and Water Treatment System

On October 9, 2020, the City of Richmond issued a request to the East Bay Municipal Utilities District (EBMUD) for a determination that the proposed project would demand approximately 667,000 average gallons of water per day (gpd), based on engineering estimates provided by the project applicant. This initial demand assumption was approximately 177,000 gpd more than estimated for the Sub-Area 4 Project in the EIR.

On October 26, 2020, EBMUD responded to the City's request and determined that the proposed project would actually result in a decrease in water demand (see **Appendix F**, which includes the City's request and EBMUD's response). This determination is based on the land use changes in the proposed project, applying new 2020 City of Richmond water

demand factors to all proposed uses, and comparing demand of the proposed project to that of the full Foreseeable Maximum Theoretical Buildout (FMTB) of the Specific Plan. Specifically, the 2016 Water Supply Assessment estimated 1.93 million gpd for the full Specific Plan FMTB while the revised estimate is 1.75 million gpd, considering the changes in Sub-Area 4 resulting from the proposed project and the other factors listed above.

EBMUD also confirmed in its October 2020 response that there has been no change in circumstances or conditions and no significant new information that would substantially affect EBMUD's ability to provide sufficient water supplies to the project. No new facilities are required, and there are still no improvements proposed for recycled water near the project site at this time. The impact would remain less than significant as identified in the EIR.

Wastewater

Estimated wastewater generation and flows of the proposed project compared to the capacity of the existing ICI Pump Station that would serve the project in addition to existing uses, is also provided in Appendix F. The proposed project is estimated to generate 1.7 million gpd, whereas the system has existing peak flows of 227,520 gpd, with an existing capacity of 406,080 gpd assuming that peak flow. Therefore, the proposed project's demand exceeds the existing system capacity. As was determined for the Sub-Area 4 Project in the EIR, the existing infrastructure may not have sufficient capacity to handle the increase in sewer flow from the Sub-Area 4 Project, particularly during wet weather flows. Existing **Mitigation Measure UTL-4.SP (ICI Pump Station Upgrades)** would continue to apply to the proposed project to reduce the potential impacts relating to wastewater capacity and infrastructure to less than significant. There are no substantial changes in circumstances or conditions or any significant new information that would substantially affect the wastewater impact or analysis identified in the EIR.

Stormwater Facilities and Other Infrastructure

As described in Section H, *Hydrology and Water Quality,* the proposed project will construct or improve all backbone systems for site development, including storm drainage, sewers and water infrastructure. As discussed in the Sub-Area 4 Project analysis in the EIR, all potential construction-related impacts associated with the removal or installation of new or expanded infrastructure to serve the Sub-Area 4 Project are addressed and mitigated to the extent feasible in other analyses throughout the EIR, including but not limited to, Sections 4.2, *Air Quality*; 4.4, *Cultural Resources*; 4.5, *Geology, Soils and Seismicity*; 4.6, *Greenhouse Gases and Energy*; 4.7, *Hazards and Hazardous Materials*; Section 4.8, *Hydrology and Water Quality*; and 4.10, *Noise*, and these impacts are re-assessed for the proposed project throughout this chapter. Overall, as for the Sub-Area 4 Project, the proposed project will involve new storm drainage facilities, but the construction of it or any other utilities, would not have a new or substantially more severe impact than previously identified in the EIR.

Solid Waste

As the existing project site, existing buildings to be demolished, and construction characteristics are generally the same for the proposed project as for the Sub-Area 4 Project in the EIR, construction and demolition waste impacts and analysis would be the same as

analyzed in the EIR. As to operational waste, the proposed project would generate approximately 5,101 tons per year of total operational solid waste, compared to 8,676 tons per year of total waste from the Sub-Area 4 Project.[6,7] The generation of waste thus would be notably less with the proposed project.

The construction and operation of the proposed project would also continue to comply with AB 939, the California Integrated Waste Act, as well as the Green Building Standards Code, which require waste reductions. No changes in the proposed project, conditions or information relevant to solid waste generation, waste diversion, or existing landfill capacities exist that would change the less than significant impact finding for solid waste identified in the EIR.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified utility and service system impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All construction and operation of the proposed project will continue to be subject to applicable regulatory requirements pertaining to water, wastewater, storm drainage and solid waste. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential utility and service system impacts of the Campus Bay Project.

Mitigation Measures

The following mitigation measures from the Specific Plan EIR will continue to apply to the Campus Bay Project to address potentially significant utilities and service systems.

Mitigation Measure UTL-3a.SP: Confirmation of Sanitary Sewer System Capacity. For each project developed within the Plan Area, the project applicant shall ensure that a qualified civil engineer confirm the capacity of the surrounding sanitary sewer system to accommodate the proposed project, prior to the issuance of final certificate of occupancy or equivalent permit to operate or occupy. As part of project plan review, the project applicant shall provide a plan to the City that shows how any necessary stormwater and sanitary sewer infrastructure improvements would be implemented to accommodate the proposed project, and commit to funding improvements that are not otherwise funded through City programs, and/or to implementing the improvements, which may include onsite treatment of stormwater to reduce demand on the sanitary sewer system due to Infiltration/Inflow.
Mitigation Measure UTL-3b.SP: Determine Upgrades to Water Pollution Control Plant. For each project developed within the Plan Area, the City Planning and Building Division shall review the sanitary sewer system capacity study prepared per Mitigation Measure UTL-3a.SP, and additionally confirm whether improvements planned for the Water Pollution Control Plant (WPCP) in the most current Wastewater Treatment Plant Facility Plan are required to be operational prior to project operation, and shall ensure that any required improvements are completed prior to issuance of a building permit for the project. The City shall also commit to preparing and implementing a Water Pollution Control Plant Improvement Fee

[6] Residential waste is generated at 8,060 [residents] x 3.3[pounds per day] x 365 [days per year] = 9,708,270 pounds per year; and commercial waste is generated at 105 [employees] x 12.9 [pounds per day] x 365 [days per year] = 494,393 pounds per year for employee waste. For a total of ((9,708,270 [pounds per year of residential waste] + 494,393 [pounds per year of commercial waste])/ 2,000 [pounds per ton]) = 5,101 tons per year total waste.

[7] Residential waste is generated at 3,070 [residents] x 3.3[pounds per day] x 365 [days per year] = 3,697,815 pounds per year; and commercial waste is generated at 2,900 [employees] x 12.9 [pounds per day] x 365 [days per year] = 13,654,650 pounds per year for employee waste. For a total of ((3,697,815 [pounds per year of residential waste] + 13,654,650[pounds per year of commercial waste])/ 2,000 [pounds per ton]) = 8,676 tons per year total waste.

Program to guarantee funding for upgrades to the WPCP, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Water Pollution Control Plant Improvement Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the WPCP improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.
Mitigation Measure UTL-4.SP: ICI Pump Station Upgrades. For any development proposed within the Plan Area, prior to the recordation of a Final Map, the issuance of a grading permit, the issuance of a building permit, or utility extension approval, whichever is sooner, the project developer shall submit written verification from the City's Utility Planning Division (or Engineer) that the ICI Pump Station is adequately improved to provide service to the proposed development. Alternatively, project applicants may construct equivalent improvements to ensure the facility's function to the satisfaction of the City Public Works Department.

O. Energy

PREVIOUSLY-IDENTIFIED SUB-AREA 4 PROJECT IMPACTS IN THE RICHMOND BAY SPECIFIC PLAN EIR

Impact ENE-1.SA4: Construction and operation of the Sub-Area 4 Project would not result in wasteful, inefficient and unnecessary use of energy and the Sub-Area 4 Project would not require substantial additional capacity. (*Less than Significant, No Mitigation Required)*

These impacts are addressed in detail on page 4.15-22 of the Draft EIR.

PROPOSED CAMPUS BAY PROJECT ANALYSIS

Energy demand estimates for the Sub-Area 4 Project in the Specific Plan EIR are based on the GHG emission estimates calculated in Chapter 4.6, *Greenhouse Gases and Energy*. Therefore, as discussed in Section F of this addendum, *Climate Change and Greenhouse Gas Emissions,* the proposed project would change some assumptions regarding energy demand identified in the Sub-Area 4 Project analysis. However, the project would not result in changes to the energy impact determinations described in the EIR.

The operational CalEEMod estimates for this comparative analysis are provided in Appendix B and show that operational electrical demand for the proposed project is approximately 59,373 Mega British thermal units (MBTU) per year (compared to 99,600 MBTU for the Sub-Area 4 Project), while operational natural gas demand would be approximately 35,130 MBTU per year (compared to 35,000 MBTU for the Sub-Area 4 Project), for a total operational energy demand of approximately 94,503 MBTU (compared to 134,600 MBTU for the Sub-Area 4 Project). The total energy demand of the proposed project is less than for the Sub-Area 4 Project in the EIR, therefore the impact would continue to be less than significant as identified in the EIR.

As also previously discussed in Section F, *Climate Change and Greenhouse Gas Emissions*, like the Sub-Area 4 Project, the proposed project would be subject to and comply with the Richmond CAP, Richmond's Energy Reach Code, Green Building Standards of the Richmond Building Code and the Specific Plan, which are consistent with CALGreen standards - all of which, individually and together, require new projects to improve energy efficiency and conservation. Further, the proposed project would continue to be subject to all regulations and General Plan policies that combine with attributes of the location of the proposed project, to prevent wasteful and unnecessary use of energy. Moreover, as discussed for the Sub-Area 4 Project in the EIR, the project would be required to comply with stringent fuel efficiency regulations that would continue to reduce energy demand and Title 24 standards for energy efficiency in the future. Therefore, the energy demand from the construction and operation of the proposed project would not result in wasteful, inefficient and unnecessary use of energy, as was determined in the EIR.

Summary

In summary, no new significant impact or any substantial increase in the severity of previously identified energy impacts with the Campus Bay Project would occur beyond those identified for the Sub-Area 4 Project addressed in the Specific Plan EIR. Nor is there new information of substantial importance that would change that analysis. All construction and operation of the proposed project will continue to be subject to applicable regulatory

requirements pertaining to energy. No revisions are required to the Specific Plan EIR analysis of the Sub-Area 4 Project to address potential energy impacts of the Campus Bay Project.

Mitigation Measures

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

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CHAPTER 4
Conclusion

An evaluation of the Campus Bay Project is presented in the CEQA Analysis in Section 3 of this addendum. The evaluation supports a determination that the Campus Bay Project qualifies for an addendum to the certified Specific Plan EIR.

4.1 Proposed Changes to the Sub-Area 4 Project Analyzed in the EIR

Summarizing from Chapter 2, *Project Description*, the boundary of the proposed project and its location is consistent with the Sub-Area 4 Project area. In terms of land uses and development, compared to the Sub-Area 4 Project, the proposed project will develop 2,480 more residential units, 140,000 fewer square feet of retail use, and none of the 1.27 million square feet of R&D/Business/Service uses. These changes result in approximately 4,990 more residents and 2,795 fewer employees that would exist onsite compared to those previously analyzed in the EIR.

Other modifications that the proposed project makes to the Sub-Area 4 Project include that it slightly relocates the curved shoreline roadway (Street D) southward (Bayward), up to 220 feet closer to the existing pond/lagoons and tidal marsh areas. The proposed project is largely consistent with the conceptual street and parks layouts of the Sub-Area 4 Project in the EIR, and the proposed new pedestrian connection to the existing San Francisco Bay Trail would occur in the southeast portion of the project site, rather than from the central linear urban park as conceptually located in the EIR.

4.2 Implications of Proposed Project Changes to the Sub-Area 4 Project in the Specific Plan EIR

The changes described above in the Campus Bay Project as compared to the Sub-Area 4 Project do not require major revisions to the EIR due to new or more severe significant impacts, nor is there new information of substantial importance, which are not known and could not have been known at the time of EIR adoption which shows new or more severe significant effects, mitigation measures of alternatives previously found not to be feasible that would be feasible which the project proponents decline to adopt, or mitigation measures or alternative considerably different from those analyzed in the EIR that would substantially reduce previously identified impacts that the project proponents decline to adopt. Therefore, any potential environmental impacts associated with the Campus Bay Project were adequately analyzed and covered by the analysis in the Specific Plan EIR.

The Campus Bay Project is required to comply with the applicable mitigation measures identified in the Specific Plan EIR, including as updated in this addendum and included in the Campus Bay Project Mitigation Monitoring and Reporting Program (MMRP). With implementation of the applicable mitigation measures, the Campus Bay Project would not result in any new significant impacts or a substantial increase in the severity of environmental impacts identified in the Specific Plan EIR.

4.3 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 Chapter 3 of this document, the Campus Bay Project qualifies for an addendum because the following findings can be made:

Addendum Findings: The proposed Campus Bay Project:

- would not cause new significant impacts not previously identified in the previously certified Specific Plan 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, although specific minor modifications are identified to apply to the Campus Bay Project;
- no changes have occurred with respect to circumstances assumed in the Specific Plan 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 Campus Bay Project would cause new significant environmental impacts.
- Therefore, no supplemental environmental review is required in accordance with Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164.

The above findings satisfy CEQA compliance for the proposed Campus Bay Project.

EXHIBIT B

CAMPUS BAY PROJECT – ADDENDUM TO THE RICHMOND BAY FINAL EIR
MITIGATION MONITORING AND REPORTING PROGRAM

Campus Bay Project Mitigation Measure	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
A. Aesthetics					
None required.					
B. Air Quality					
Mitigation Measure AIR-2b.SP: Require Tier 4 Engines on Construction Equipment. All applicants proposing development of projects within the Plan Area shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that 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 operate on a USEPA-approved Tier 4 engine. Construction equipment with Tier 4 engines currently comprise 22 percent of the statewide construction equipment fleet and CARB Regulations will result in the percentage increasing over the next several years. Alternatively, future project sponsors could have a construction air quality assessment performed which, if the results warrant and the City approves, would obviate the need for implementation of Mitigation Measure AIR- 2b.SP.	Applicants of Individual Projects / Project Contractors, BAAQMD, and City of Richmond Building Division and Engineering Department	BAAQMD and City of Richmond Building Division and Engineering Department	Engineering Department to verify inclusion of BAAQMD BMPs in applicable construction plans and specifications submitted for building permits. 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-2c.SP: Require Construction Fleet to Use Renewable Diesel. All applicants proposing development of projects within the Plan Area shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that 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 operate on renewable diesel (such as Diesel HPR). Renewable diesel is currently commercially available in Berkeley and Oakland. Alternatively, future project sponsors could have a construction air quality assessment performed which, if the results warrant and the City approves, would obviate the need for implementation of Mitigation Measure AIR-2c.SP.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
Mitigation Measure AIR-3a.SP: Use Super-compliant VOC Architectural Coatings in Maintaining Buildings through CC&Rs and Ground Leases. Future developer(s) of projects within the Plan Area shall require all residentially developed parcels to include within their CC&R's and/or ground leases requirements for all future interior spaces to be repainted only with "Super-Compliant" Architectural Coatings (http://www.aqmd.gov/home/regulations/ compliance/architectural-coatings/super-compliant- coatings).While Regulation 8 Rule 3 of the BAAQMD places limits on the VOC content of paint and other architectural coatings, use of lower VOC coatings available to consumers can further reduce operational ROG emissions.	Applicants of Individual Projects / Project Engineer	City of Richmond Planning Division	Inclusion of VOC architectural coatings and green consumer products to be verified during Planning Division review of individual projects. Planning Division review also will verify electrification of loading docks, and deny permits for wood burning fireplaces. Additionally verify, Diesel Backup Generator Specifications.	Prior to issuance of building permit.	*Verified by:* *Date:*

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Mitigation Measure AIR-3b.SP: Promote use of Green Consumer Products. To reduce ROG, NOx and PM10 emissions associated with projects developed within the Plan Area, developer(s) of such projects shall provide education for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of final occupancy and every five years thereafter, the project sponsors shall work with the City of Richmond to develop electronic correspondence to be distributed by email annually to residential and/or commercial tenants of each building on the project site that encourages the purchase of consumer products that generate lower than typical VOC emissions. The correspondence shall encourage environmentally preferable purchasing and shall include contact information and links to vendors of low VOC consumer products.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
Mitigation Measure AIR-3c.SP: Electrification of Loading Docks. For all projects developed within the Plan Area, developer(s) shall ensure that loading docks for retail, light industrial or warehouse uses that will receive deliveries from refrigerated transport trucks incorporate electrification hook-ups for transportation refrigeration units to avoid emissions generated by idling refrigerated transport trucks.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
Mitigation Measure AIR-3d.SP: Prohibit Wood Burning Fireplaces. For all projects developed within the Plan Area, developer(s) shall ensure that building specifications for residential units preclude fireplaces, whether wood-burning or natural gas-fired. Compliance with this measure shall be verified upon plan review and prior to occupancy by the City of Richmond Building Department.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
Mitigation Measure AIR-3e.SP: Diesel Backup Generator Specifications. For all projects developed within the Plan Area, and to reduce NOx emissions associated with operation of stationary sources, the project sponsors shall implement the following actions: 1. Any new diesel backup generators shall: a. Have engines that meet or exceed CARB Tier 4 off-road emission standards which have the lowest NOx emissions of commercially available generators, and b. Be fueled with renewable diesel, if commercially available, which has been demonstrated to reduce NOx emissions by approximately 10 percent. All new diesel backup generators shall have an annual maintenance testing limit of 50 hours, if feasible, and up to a maximum of 50 hours per engine, subject to any further restrictions as may be imposed by the Bay Area Air Quality Management District (BAAQMD) in its permitting process.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*

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Mitigation Measure AIR-4b.SP: Health Risk Assessment of Future Projects under the Specific Plan. For all projects proposed for development within the Plan Area (except the Sub-Area 4 Project), project applicants shall assess the potential cancer risk exposures to on-site residential receptors or any proposed school facilities later in the design phase, but prior to occupancy, and to prepare a project-specific HRA using updated receptor location information and a more detailed assessment of risks associated with I-580 or permitted stationary sources at that time and submit to the City for review. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk exposures for on-site receptors will be less than BAAQMD project-level thresholds, then Mitigation Measure AIR-4a.SP would be unnecessary. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk for on-site sensitive receptors will be less than presented in this analysis, but still over BAAQMD threshold, the mitigation effort may be proportionately reduced.	Applicants of Individual Projects / Project Engineer shall hire a qualified air quality consultant to prepare an HRA	City of Richmond Building Division and Engineering Department	Approve air quality consultant selection. Review verification from air quality consultant. Verify inclusion of indoor air filtration systems and verify health risk assessment is completed. Verify a project specific HRA is completed. Verify and review the risk and reduction plan for backup generators.	Approve consultant selection, and review verification from air consultant, prior to approval of individual development permit. Verify inclusion of approved measures.	*Verified by:* *Date:*
Mitigation Measure AIR-4c.SP: Risk Reduction Plan for Backup Generators or New Permitted Stationary Sources. Applicants for projects that would include backup generators shall prepare and submit to the City a Risk Reduction Plan for City review and approval. The applicant shall implement the approved Risk Reduction Plan. The Risk Reduction Plan shall reduce cumulative localized cancer risks to the maximum feasible extent. The Risk Reduction Plan may contain, but is not limited to the following strategies: 1. Demonstration using screening analysis or a health risk assessment that project sources, when combined with local cancer risks from cumulative sources with 1,000 feet would be less than 100 in one million. 2. Installation of non-diesel fueled generators. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy.	Applicants of Individual Projects / Project Engineer shall hire a qualified air quality consultant to prepare a Risk Reduction Plan	City of Richmond Building Division and Engineering Department	Approve air quality consultant selection. Review verification from air quality consultant. Verify inclusion of indoor air filtration systems and verify health risk assessment is completed. Verify Risk Reduction Plan is completed. Verify and review the Risk Reduction Plan for backup generators.	Approve consultant selection, and review verification from air consultant, prior to approval of individual development permit. Verify inclusion of approved measures.	*Verified by:* *Date:*

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Mitigation Measure AIR-2.SA4: Implement BAAQMD Basic Construction Mitigation Measures. The Sub-Area 4 Project applicant shall require construction contractors to implement the following applicable BAAQMD Basic Construction Mitigation Measures to reduce emissions of fugitive dust and equipment exhaust: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • 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. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • 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. • 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, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. • Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.	Sub-Area 4 applicant, BAAQMD, and City of Richmond Building Division and Engineering Department	BAAQMD, City of Richmond Building Division and Engineering Department, and Sub-Area 4 applicant	Engineering Department to verify inclusion of BAAQMD BMPs in applicable construction plans and specifications submitted for building permits. City of Richmond Building Division to inspect site during construction to ensure compliance with project construction plans.	Prior to issuance of grading or building permit, whichever is first. Field inspections during construction.	*Verified by:* *Date:*

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Mitigation Measure AIR-4a.SA4: As an alternative to Mitigation Measures AIR-2b.SP and AIR-2c.SP, the Sub-Area 4 Project construction contractor/s shall use other measures, or in combination with use of Tier 4 equipment, to minimize diesel particulate matter emissions during the construction period, provided such measures reduce the predicted cancer risk below the threshold of (a) an incremental cancer risk level greater than 10 in one million, (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM2.5 of greater than 0.3 micrograms per cubic meter (µg/m3) and are approved by the City. Any diesel-powered off-road and portable equipment shall meet or exceed emission standards for Tier 2 engines. For example, the construction contractor(s) may use other measures such as the use of alternative powered equipment (e.g., LPG-powered or electric lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures.	Sub-Area 4 Applicant/Site Developer, Contractors, BAAQMD, and City of Richmond Building Division and Engineering Department	Sub-Area 4 applicant/ Site Developer	For AIR-4a.SA4 the City of Richmond Building Division to inspect site during construction to ensure compliance with project construction plans. For AIR-4b.SA4, the HRA will be prepared by a qualified air quality consultant, and reviewed by a second independent air quality consultant.	Field inspections during construction. Approve consultant selection, and review verification from air consultant, prior to approval of individual development permit. Verify inclusion of approved measures.	*Verified by:* *Date:*
Mitigation Measure AIR-4b.SA4: The Sub-Area 4 Project applicant/s may choose to reassess the potential off-site cancer risk and PM2.5 concentration exposures to off-site residential receptors later in the design phase, but prior to the start of construction, and prepare a revised HRA using updated receptor location information and more detailed construction plans and equipment list and submit to the City for review. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk and exposure to PM2.5 for all potentially exposed off-site receptors will be less than BAAQMD project-level threshold of (a) an incremental cancer risk level greater than 10 in one million, (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM2.5 of greater than 0.3 micrograms per cubic meter (µg/m3), then Mitigation Measure AIR-4a is unnecessary. If the revised HRA demonstrates, to the satisfaction of the City, that the cancer risk or exposure to PM2.5 for off-site sensitive receptors will be less than presented in this analysis but still over BAAQMD thresholds, then the mitigation effort may be proportionately adjusted.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
C. Biological Resources					

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Mitigation Measure BIO-1a.SP: Avoidance and Minimization Measures for Western Pond Turtle. For any project proposed for development adjacent to the existing Upper Lagoon and/or Lower Lagoon, or in the area of Meeker Slough and Meeker Creek, project applicants shall determine the presence or absence of western pond turtle by conducting a preconstruction survey in areas of suitable habitat. If western pond turtle is present, the following measures shall be implemented: a) A qualified biologist shall supervise the installation of exclusion fencing along the boundaries of the work area adjacent to occupied and/or suitable habitat, as the biologist deems necessary to prevent western pond turtles from entering the work area. The construction contractor shall install species exclusion fencing, with a minimum height of 3 feet above ground surface and with an additional 4 to 6 inches of fence material buried such that species cannot crawl under the fence. b) A qualified biologist shall survey the project site within 48 hours before the onset of initial ground- disturbing activities and shall be present during initial vegetation clearing and ground-disturbing activities. (A qualified biologist is an individual who shall have a minimum of five years of academic training and professional experience in biological sciences and related resource management activities with a minimum of two years conducting surveys for each species that may be present within the project site.) The biological monitor shall monitor the exclusion fencing weekly to confirm proper maintenance and inspect for turtles. If western pond turtles are found, the City shall halt activities in the vicinity that pose a threat to the individual turtle or turtles as determined by the qualified biologist. If possible, the turtle or turtles shall be allowed to move out of the project site of their own volition (e.g., if it is near the exclusion fence that can be temporarily removed to let it pass). The qualified biologist shall relocate turtles to the nearest suitable habitat should they not leave the work area of their own accord. Construction shall resume after the turtles are out of harm's way. If western pond turtles occur repeatedly onsite after the exclusion fencing has been installed, a qualified biologist shall initiate preconstruction sweeps of the project site for this species prior to start of construction on a daily basis and thereafter throughout the duration of the project. **c)** During project construction or other ground- disturbing activities, excavations deeper than 6 inches shall have a sloping escape ramp of earth or a wooden plank installed at a 3:1 rise; openings, such as pipes, where western pond turtles might seek refuge shall be covered when not in use; and all trash that may attract predators or hide western pond turtles shall be properly contained each day, removed from the worksite, and disposed of regularly. Following the completion of activities, the construction contractor shall remove all trash and construction debris from the work areas.	Applicants of Individual Projects / Project Contractors shall prepare construction plans that incorporate pre-construction surveys and buffer zones. If required shall also implement avoidance procedures. Applicants of Individual Projects / Project Contractors shall also hire a qualified biologist and the site developer's contractor(s) shall engage the qualified biologist to conduct pre-construction surveys as described.	City of Richmond Building Division, and qualified biologist	Review and approve a qualified biologist per requirements of measure. Qualified biologist to review pre- construction survey reports. If the western pond turtle is found, inspect construction site to confirm buffer zones, and verify inclusion of condition on construction plans to the extent of the measure.	Prior to issuance of grading or building permit, whichever is sooner. Inspect site during construction to ensure compliance with project construction plans.	*Verified by:* *Date:*
Mitigation Measure BIO-1c.SP: Preconstruction Nesting Bird Surveys. For any project proposed for development within the Plan Area, the City shall require the project applicant to conduct preconstruction nesting bird surveys in areas containing, or likely to contain, habitat for nesting birds (i.e., areas with burrows or areas with trees or 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.	Applicants of Individual Projects / Project Contractors shall prepare construction plans that	Site developer City of Richmond Planning and Building Division	Review and approve a qualified biologist. Review pre-construction survey reports. If active nests are found, inspect construction site to	No more than 14 days before start or restart of construction during the months of February	*Verified by:* *Date:*

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• To the extent practicable, construction activities including building demolition, vegetation and tree removal, and new site construction shall be performed between September 1 and January 31 in order to avoid the avian nesting season. • 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 Plan Area 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 Plan Area and within a 500 feet (for raptors) and 250 feet (for all other species) around any construction activity will be surveyed. • If active nests are found either within the project site or within the 500-foot survey buffer surrounding the project site, "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 demolition, 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 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. • 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. • 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. • A construction lighting plan for each project under the Specific Plan shall be prepared detailing measures to minimize light spillover outside of each project site.	incorporate pre-construction surveys and buffer zones. If required, avoidance procedures shall be implemented. Applicants of Individual Projects / Project Contractors shall hire a qualified biologist and the site developer's contractor(s) shall engage the qualified biologist to conduct pre-construction surveys as described.	Qualified biologist	confirm buffer zones.	through August.	

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Burrowing Owls: The following measures shall be implemented to address construction or other ground-disturbing activities that could take place within burrowing owl nesting habitat in Sub-Area 4. All accessible potential nesting habitat, including bare ground, in the project site that could be affected by construction activity will be surveyed per guidance provided in Appendix C of the Staff Report on Burrowing Owl Mitigation (CDFG, 2012). These guidelines shall determine timing and survey methodology, and reporting requirements. Preconstruction surveys to determine absence or presence of active burrowing owl nesting sites within the project site shall generally be completed as follows, or as modified by any subsequent approved protocol: a) Two surveys shall occur no more than 30 days prior to ground disturbing activity: one no less than 14 days prior to ground disturbing activity, and one within 24 hours prior to ground disturbing activity. Habitat assessments shall be conducted per guidelines provided in Appendix C of the Staff Report on Burrowing Owl Mitigation (CDFG, 2012). If no burrows are observed during the first survey, the second survey is not required. b) Conduct the survey/s between morning civil twilight and 10:00 AM and two hours before sunset until evening civil twilight to provide the highest detection probabilities. c) A survey for burrows and owls shall be conducted by walking through suitable habitat in the project site and in areas within 150 meters (approximately 500 feet) of the project site. This 150-meter buffer zone is included to account for adjacent burrows and foraging habitat outside the project site and impacts from factors such as noise and vibration due to heavy equipment which could impact resources outside the project site. d) Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be no more than 30 meters (approximately 100 feet), and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To efficiently survey projects larger than 100 acres, it is recommended that two or more surveyors conduct concurrent surveys. Surveyors should maintain a minimum distance of 50 meters (approximately 160 feet) from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons. e) A report of the burrow survey stating absence or presence of burrows shall be	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*

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California Ridgway's rail: The following measures shall be implemented to address construction and other ground-disturbing activities that could take place near Ridgway's rail habitat in Sub-Area 4. All accessible potential nesting habitat, including marsh and mud flat areas, within 750 feet of the construction site that could be directly or indirectly affected by construction activity will be surveyed by a qualified biologist consistent with the USFWS California Clapper Rail Survey Protocol (USFWS 2015). If Ridgway's rails are observed, the following measures will be implemented to avoid and minimize impacts on California Ridgway's rail: a) Construction activities within 750 feet of vegetated tidal marsh providing suitable breeding habitat for Ridgway's rails (i.e., the area within West and East Stege Marshes) are prohibited during the breeding season of February 1 through August 31. The buffer area shall be identified by a qualified biologist who is familiar with Ridgway's rail habitat requirements. Only continued use of recreational trails established prior to the start of the breeding season, or routine inspection, maintenance, or monitoring activities that have little potential for effects on rails due to their short durations, distance from rail habitat, or low-magnitude effects may be performed during the breeding season within 750 feet of rail breeding habitat. b) Exceptions. Once Street D is constructed and parcels near the marsh have been developed (e.g., lots 28, 29, 32, and 33, and parcels G and H), new structures will provide a physical barrier and noise buffer that will lessen rail habitat effects in other construction areas. Following the development of these areas, work may continue in more northerly areas (e.g., lots 26, 27, 30, and 31) within the 750-foot buffer at any time of year. However, pile driving shall strictly adhere to nesting season prohibitions within 750 feet of marshlands without exception.	Applicants of Individual Projects / Project Contractors shall hire a qualified biologist and the site developer's contractor(s) shall engage the qualified biologist to conduct pre-construction surveys as described.	Site developer City of Richmond Planning and Building Division Qualified biologist	Review and approve a qualified biologist. Review pre-construction survey reports. If Ridgway's rails are observed, confirm buffer zones within which construction activity shall be prohibited (during February through August), pursuant to exceptions after Street D and certain parcels are developed.	No more than 14 days before start or restart of construction during the months of February through August.	*Verified by:* *Date:*
Mitigation Measure BIO-1d.SP: Building Design and Lighting Strategies to Address Biological Resources Impacts. For any project proposed for development within the area of the Specific Plan, and prior to the issuance of the first building permit for each new building, the City of Richmond (City) shall require that the project applicant retain a qualified biologist experienced with bird strike issues to review and approve the design of the building windows and lighting to ensure that it sufficiently minimizes the potential for bird strikes. The City may also consult with applicable resource agencies with jurisdiction such as CDFW, USFWS, or others, as it determines to be appropriate during this review. Consistent with the Specific Plan, the Campus Bay Project will implement a permanent barrier along the Bay-ward perimeter of Parcel I extending north along the eastern perimeter of S.49th Street to S. 46th Street to restrict access to sensitive marsh areas and to reduce human and domestic animal disturbance in sensitive habitat. ***Building Design***. Prior to issuance of a building permit, the project applicant shall provide documentation to the satisfaction of the Planning Director identifying the measures and features of the building design that are intended to reduce potential impacts on birds. The building design may include, but is not limited to, some of the following measures:	Applicants of Individual Projects / Project Contractors	City of Richmond Planning and Building Services Division	Verify inclusion of minimizing design and lighting measures in applicable construction plans and specifications. City of Richmond Building Division to inspect site during construction to ensure compliance with project construction plans. Verify inclusion of educational materials to building tenants, occupants and residents.	Prior to issuance of building permit.	*Verified by:* *Date:*

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• Employ design techniques that create "visual noise" via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees; • Decrease continuity of reflective surfaces using "visual marker" design techniques, which may include: a) Patterned or fritted glass, with patterns at most 28 centimeters apart; b) One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside; c) Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters; and/or d) Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters square. • Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed; • Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and • Place new vegetation sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than 3 feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds' flight momentum. • A construction lighting plan for each project under the Specific Plan shall be prepared detailing measures to minimize light spillover outside of each project site. ***Lighting Design***. The project applicant shall ensure that the design and specifications for buildings implement design elements to reduce lighting usage, change light direction, and confine light exposure.These may include, but are not limited to, the following general considerations that should be applied wherever feasible throughout the proposed project to reduce night lighting impacts on fish, marine mammals, and avian species: a) Avoid installation of lighting in areas where not required for public safety; b) Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including: i. Installing motion-sensitive lighting; ii. Installing task lighting; iii. Installing programmable timers; and, iv. Installing fixtures that use lower-wattage, sodium, and yellow-red spectrum					

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lighting; and, c) Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky. ***Educating Residents and Occupants.*** The City shall ensure, as a condition of approval for every building permit, that the project applicant agrees to provide educational materials to building tenants, occupants, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. The City Planning and Building Services Division shall administratively review and approve the educational materials prior to building occupancy. ***Documentation***. The City shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of any proposed projects to ensure that they sufficiently minimize the potential for bird strikes.					
Mitigation Measure BIO-1e.SP: Salt Marsh Harvest Mouse and Salt Marsh Wandering Shrew Measures. The following measures shall be implemented within occupied, or presumed-occupied, salt marsh harvest mouse and/or salt marsh wandering shrew habitat to avoid, minimize, and mitigate impacts to these species and their habitat. 1. A qualified, CDFW and/or USFWS-approved biological monitor will be present during all project- related activities within habitat determined suitable for salt marsh harvest mouse and/or salt marsh wandering shrew, or within 100 feet of such habitat. The biological monitor will present supplemental Worker Environmental Awareness Program information as needed for construction personnel to provide guidance about listed species and their habitats. The biological monitor will monitor all activities to ensure that no salt marsh harvest mouse or salt marsh wandering shrew is harassed, killed, or injured, and to ensure that the project conforms to the conservation measures outlined in the EIR. The biological monitor will notify the construction management lead when any aspect of the project might result in unauthorized take of special-status wildlife. 2. Vegetation within 100 feet of potential salt marsh harvest mouse and salt marsh wandering shrew habitat shall be removed using hand-tools prior to the installation of the exclusion fencing under the supervision of the qualified biological monitor. If animals of either species are observed within the work area, a biologist, with the appropriate federal and state permits, will remove and relocate the species to the nearest appropriate habitat. 3. To avoid potential impacts to salt marsh harvest mouse and salt marsh wandering shrew, exclusion fencing shall be installed by hand in all locations containing pickleweed, fat hen, and alkali heath vegetation or suitable foraging or nesting habitat and all natural/undeveloped uplands within a minimum of 100 feet of these habitats to prevent these species from entering the active work area, to protect	Applicants of Individual Projects / Project Contractors shall hire a qualified biologist (per requirements of the measures) and the site developer's contractor(s) shall engage the qualified biologist to monitor during all project-related activities within the habitat determined suitable for salt marsh harvest mouse and or salt marsh wandering shrew	City of Richmond Planning and Services Building Division / CDFW and/or USFWS Biologists	Review and approve a qualified biologist. Verify inclusion of condition on construction plans. If habitat must be removed, review and approve qualified biologist, WEAP, and construction plan that includes salt marsh harvest mouse/wandering shrew avoidance.	During construction	*Verified by:* *Date:*

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habitat from earthmoving activities or accidental spills, and to exclude workers from sensitive habitat. The fence shall be made of a heavy plastic sheeting material that does not allow salt marsh harvest mouse and salt marsh wondering shrew to pass through or climb, and the bottom shall be buried to a depth of at least four inches so that the mouse and shrew cannot crawl under the fence. Fence height shall be at least 12 inches higher than the highest adjacent vegetation with a maximum height of four feet. All supports for the exclusion fencing shall be placed on the inside of the work area. A two-foot buffer will be maintained clear of vegetation along the outside of the exclusion fencing. Exclusion fencing shall be installed above the maximum high tide to prevent trapping animals between the fencing and rising tid waters. The fencing shall be installed under the supervision of the qualified biological monitor. Installation shall not occur during winter high tides, as determined by the biological monitor, when marsh habitats are submerged and these species are pushed to upland habitats.					
Mitigation Measure BIO-1f.SP: Special-Status Bat Protection Measure. For any project proposed for development within the area of the Specific Plan that would involve the removal of trees or buildings or the renovation of buildings, a preconstruction survey for special-status bats shall be conducted by a qualified biologist in advance of tree and structure removal to characterize potential bat habitat and identify active roost sites. Should the preconstruction survey find no bat habitat or bat roosting sites, then no further action is required. Should potential roosting habitat or active bat roosts be found in trees and/or structures to be removed under the project, the following measures shall be implemented: a) Removal of trees and structures shall be initiated when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15; outside of bat maternity roosting season (approximately April 15 – August 31) and outside of months of winter torpor (approximately October 15 – February 28), to the extent feasible. b) If removal of trees and structures during the periods when bats are active is not feasible and active bat roosts being used for maternity or hibernation purposes are found on or in the immediate vicinity of the project site where tree and structure removal is planned, a no disturbance buffer of 100 feet shall be established around these roost sites until they are determined to be no longer active by the qualified biologist. The extent of this buffer may be modified by the qualified biologist depending on existing screening around the roost site (such as dense vegetation or a building) as well as the type of construction activity which would occur around the roost site. c) The qualified biologist shall be present during tree and structure removal if potential bat roosting habitat or active bat roosts are present. Trees and structures with active roosts shall be removed only when no rain is occurring or is forecast to occur for 3 days and when daytime temperatures are at least 50°F. d) Removal of trees with potential bat roosting habitat or active bat roost sites shall follow a two-step removal process: i. On the first day of tree removal and under supervision of the qualified biologist, branches and limbs not containing cavities or fissures in which bats could roost, shall be cut only using chainsaws.					

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ii. On the following day and under the supervision of the qualified biologist, the remainder of the tree may be removed, either using chainsaws or other equipment (e.g. excavator or backhoe).					
Mitigation Measure BIO-2a.SP: Restoration of Northern Coastal Saltmarsh, Riparian, and Wetlands. For any project proposed for development within the area of the Specific Plan that may remove the habitat functions and services of northern coastal saltmarsh, riparian habitat, or freshwater emergent wetlands, these habitats shall be restored in-place to pre-project conditions, if possible, or an equivalent area of these habitats shall be established (ratio of 1:1) at suitable off-site locations along the Richmond shoreline. A habitat-specific Restoration and Monitoring Plan shall be prepared by the project applicant for each development project that removes the respective habitat, and shall contain the same principles as the existing Berkeley Global Campus Wetland Restoration Monitoring Plan for affected areas, subject to approval by the appropriate regulatory agencies, and shall generally include, but not be limited, to the following: 1. A final grading plan for the affected northern coastal saltmarsh, riparian habitat, and/or wetlands, which would restore the topography of the affected habitat areas to pre-project conditions, or to conditions that will achieve long-term stability, and will support site- appropriate habitat; 2. A planting plan, composed of native plant species appropriate to the target restored habitat; 3. A management plan, including provisions for weed control to prevent the spread of invasive non-native plant species in the restoration area; 4. Performance criteria for the revegetated areas that establish success thresholds over a specific amount of time (typically five years) as determined by the regulatory agencies with jurisdiction over the affected areas; 5. A monitoring and reporting program under which progress of the revegetated areas shall be tracked to ensure survival of the mitigation plantings. The program shall document overall health and vigor of mitigation plantings throughout the monitoring period and provide recommendations for adaptive management as needed to ensure the site is successful, according to the established performance criteria. An annual report documenting monitoring results and providing recommendations for improvement throughout the year shall be provided to the regulatory agencies; and 6. A best management practices element describing erosion control measures to be installed around the affected areas following mitigation planting in order to avoid sediment runoff into adjacent waters.	Applicants of Individual Projects / Project Contractors shall prepare construction plans that identify wetlands and buffer zones. If required, avoidance and/or protection measures shall be implemented.	City of Richmond Planning and Building Services Division / Biologists	Review and approve project specifications and grading and construction plans for inclusion of this measure in specifications. Inspect site during construction to ensure compliance with project construction plans.	Prior to issuance of building permit. Field inspections during construction.	*Verified by:* *Date:*

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Mitigation Measure BIO-2b.SP: Restoration of Coastal Terrace Prairie. For the Lark Avenue Variant, road construction within the coastal prairie that removes this sensitive plant community shall be restored according to UC Berkeley's Coastal Terrace Prairie Management Plan (Stromberg, 2014). To facilitate construction of the Lark Avenue Variant on UC land, the City would enter into a Memorandum of Understanding (MOU) with UC, and would adopt and implement the Coastal Terrace Prairie Management Plan, which would result in net ecological benefit for the prairie community. Implementation of the Plan in conjunction with UC would include the following (adapted from the LRDP FEIR): • UC shall commence initial phase implementation of the 2014 Richmond Bay Campus Coastal Terrace Prairie Management Plan (Appendix G of the LDRP FEIR) that addresses exotic plant removal, tree and coyote brush removal, weed management, and programs for native plant stock preservation to aid in preservation and enhancement of the grassland portion of the Natural Open Space area. • When the Lark Avenue Variant is constructed, proactive (not passive) measures to improve the quality of the native grasslands in the Natural Open Space area shall be funded and undertaken. This may take the form of support for research and education into effective restoration. Possible fund sources would be established as part of the MOU between the City and UC. • Once the Lark Avenue Variant is constructed, UC shall update its Coastal Terrace Prairie Management Plan to guide conservation and enhancement efforts, as well as the siting of boardwalks and minor access roads and structures in a resource-sensitive manner. The plan shall include weed management actions, annual monitoring and reporting, and adaptive management sufficient to maintain or improve the quality of the grasslands preserved in the designated Natural Open Space. The effectiveness of the plan shall be continually evaluated and the plan adjusted as needed. Prior to the commencement of the construction of the Lark Creek Variant in high, medium, or low quality grasslands outside of the Natural Open Space land use zone, UC shall conduct a site-specific native plant survey. All survey results would be published to the UC environmental website for the Berkeley Global Campus/Richmond Field Station. UC would apply the results of such surveys to implement a program that would use the native plant stock from such area to aid enhancement and restoration in Natural Open Space grassland areas, and to develop or restore meadow acreage elsewhere. Possible locations include formal landscaped open areas of the Richmond Field Station, rooftops of buildings at the Richmond Field Station, demonstration meadows at UC Berkeley or in the city of Richmond that help explain the former extent of regional coastal terrace prairie grasslands.	Applicants of Individual Projects / Project Contractors, and UC Berkeley	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Verify inclusion and execution of UC Berkeley's Coastal Terrace Prairie Management Plan. Review and approve project specifications and construction plans for inclusion of this measure in specifications.	Prior to issuance of building permits.	*Verified by:* *Date:*

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Mitigation Measure BIO-3.SP: Wetland Protection. For any project proposing development within or adjacent to wetlands within the area of the Specific Plan, wetland protection measures shall be applied to protect identified state and federal jurisdictional wetlands. These measures shall include the following: a) To the extent feasible, construction projects that might affect jurisdictional drainages or wetlands shall be scheduled for dry-weather months. Avoiding ground-disturbing activities during the rainy season would further decrease the potential risk of construction-related discharges to jurisdictional waters; b) A protective barrier shall be erected around any wetland feature designated for complete avoidance in project construction plans and regulatory permits to isolate it from construction or other ground-disturbing activities; c) Signage shall be installed on the fencing to identify sensitive habitat areas and restrict construction activities; d) No equipment mobilization, grading, clearing, or storage of vehicles, equipment or machinery, or similar activity shall occur at each project site until a City representative has inspected and approved the wetland protection fencing; and e) The City shall ensure that the temporary fencing is continuously maintained until all construction or other ground-disturbing activities are completed. f) The project applicant shall obtain the appropriate permits in accordance with the Clean Water Act and California Fish and Game Code from the regulatory agencies and implement any additional mitigations measures or conditions of approval included within the permits.	Applicants of Individual Projects / Project Contractors shall prepare construction plans that identify wetlands and buffer zones. If required, avoidance and/or protection measures shall be implemented.	Applicants of Individual Projects / Project Contractors / City of Richmond Planning and Building Services Division	Review and approve project specifications and grading and construction plans for inclusion of this measure in specifications. Inspect site during construction to ensure compliance with project construction plans.	Prior to issuance of grading or building permit, whichever is first. Field inspections during construction.	*Verified by:* *Date:*
D. Cultural and Paleontological Resources					
Mitigation Measure CUL-1. SP: Historic Resources Evaluation. During the preliminary design for each project proposed for development within the Plan Area, and prior to submittal of a project application to the City of Richmond Planning Division, the project applicant shall undertake the following: **1. Historic Resources Survey.** The historic resources survey shall include, at a minimum: a. An updated records search at the Northwest Information Center; b. An intensive historical resources survey, documenting and evaluating resources within the project footprint (area of ground disturbance) and located on adjacent parcels within 200 feet of the project footprint, that are 45 years or older for listing in the California Register and local Richmond Historic Inventory; c. Recommendations for any additional measures that are required to resolve adverse impacts to recorded historical resources; and	Applicants of Individual Projects / Project Contractors, and historian or architectural historian	City of Richmond Planning and Building Services Division, and historian or architectural historian	Review and approval of archaeologist. Review and approval of the construction plan that includes archaeological mitigation. Inspect site during construction.	Prior to issuance of building permit. Field inspections during construction.	*Verified by:* *Date:*

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d. A report documenting the results of this research and recommendations, for submittal to the City. The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History. Site- specific surveys and evaluations that are more than 5 years old shall be updated to account for changes which may have occurred over time. For all historic resources identified as a result of site- specific surveys and evaluations, the project applicant shall undertake the following: **2. Historic Resources Treatment Plan.** The historic resources treatment plan shall be prepared by a qualified historian or architectural historian, and shall discuss, but not be limited to, the following options for the resource: a. Avoidance. The City shall ensure, where feasible, that all future development activities allowable under the Specific Plan, including demolition, alteration, and new construction, would avoid historical resources (i.e., those listed on federal, state, and local registers). b. Adaptive Reuse. If avoidance is not feasible, adaptive reuse and rehabilitation of historical resources shall occur in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties. c. Appropriate Relocation. If avoidance or adaptive reuse in situ is not feasible, the project applicant shall make a good faith effort to relocate the affected building(s) to a site acceptable to the City. Projects that relocate the affected historical property to a location consistent with its historic or architectural character could reduce the impact less than significant, unless the property's location is an integral part of its significance, e.g., a contributor to a historic district. For all historic resources identified as a result of site-specific surveys and evaluations which cannot be feasibly avoided (and including resources that would be adaptively reused, or appropriately relocated) the project applicant shall undertake the following: **3. Recordation and Public Interpretation.** A qualified historian or architectural historian shall evaluate the feasibility and appropriateness of recordation and public interpretation of identified resources prior to any construction activities which would directly affect them. Should City staff decide recordation and or public interpretation is required, the following activities would be performed: • *Recordation.* Recordation shall follow the standards provided in the National Park Service's Historic American Building Survey (HABS) program, which requires photo-documentation of historic structures, a written report, and/or measured drawings (or photo reproduction of original plans if available). The photographs and report would be archived at the Richmond Planning Department and local repositories, such as public libraries, historical societies, and/or the Northwest Information Center at Sonoma State University.					

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The recordation efforts shall occur prior to demolition, alteration, or relocation of any historic resources identified in the Plan Area. Additional recordation could include (as appropriate) oral history interviews or other documentation (e.g., video) of the resource. • *Public Interpretation.* A public interpretation or art program shall be developed by a qualified historic consultant or local artist in consultation with City staff, based on a City-approved scope of work and submitted to the City for review and approval. The program could take the form of plaques, commemorative markers, or artistic or interpretive displays which explain the historical significance of the properties to the general public. Such displays would be incorporated into project plans as they are being developed, and would typically be located in a publicly accessible location on or near the site of the former historical resource(s). Public interpretation displays shall be installed prior to completion of any construction projects in the Plan Area. • Photographic recordation and public interpretation of historically significant properties does not typically mitigate the loss of resources to a less-than-significant level (CEQA Guidelines Section 15126.4[b][2]).					
Mitigation Measure CUL-2a.SP: Archaeological Resources Evaluation. During the preliminary design for each project proposed for development within the Plan Area and the Lark Drive Variant, and prior to submittal of a building permit application to the City of Richmond Planning Division as needed, the project applicant (or City, in the case of the Lark Drive Variant) shall undertake the following: **1. Archeological Resources Survey.** The archeological resources survey shall be completed by a qualified archeologist, and shall include, at a minimum: a. An updated records search at the Northwest Information Center (per Mitigation Measure CUL-1.SP); b. A cultural resources survey of the project site that meets industry standards, including subsurface presence/absence studies; c. Recommendations for any additional measures that are required to resolve potential adverse impacts to recorded and/or undiscovered archaeological resources, with a preference for preservation in place for historical resources of an archaeological nature, where feasible; and d. A report documenting the results of this research and recommendations, for submittal to the City. If the results of the initial survey indicate the presence of or high likelihood for archaeological resources, the City shall require additional measures as outlined below. If the archeologist determines that a significant archaeological resource that could be adversely impacted by a project is present at the site, the project applicant shall undertake the following:	Applicants of Individual Projects / Project Contractors	Contractor, City of Richmond Planning and Building Services Division, and Archeologist	Review and approval of archaeologist. Review and approval of the construction plan that includes archaeological mitigation. Inspect site during construction.	Prior to issuance of grading permit. Field inspections during construction.	*Verified by:* *Date:*
2. Preservation in Place. If the find is determined to be potentially significant, a qualified archaeologist, in consultation with the Planning Director or designee at					

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the City of Richmond, the project applicant, and the appropriate Native American representative, where applicable, shall determine whether preservation in place is feasible. 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 the archeologist determines that preservation in place is not feasible for the resource and another type of mitigation would better serve the interests protected by CEQA, mitigation shall include data recovery through archaeological investigations and the project applicant shall undertake the following: 3. **Archaeological Research Design and Treatment Plan (ARDTP).** If avoidance/preservation in place is not feasible for the identified resource, the project applicant (or City, in the case of the Lark Drive Variant) shall hire a Secretary of the Interior-qualified archaeological consultant who shall prepare a detailed ARDTP that shall be submitted to the City for review and approval. The ARDTP shall identify a proposed data recovery program, and how the data recovery program would preserve the significant information the archaeological resource is expected to contain. Treatment of unique archaeological resources shall follow the applicable requirements of Public Resources Code Section 21083.2. Treatment 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 of targeting the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The ARDTP shall include provisions for analysis of data in a regional context; reporting of results within a timely manner and subject to review and comments by the appropriate Native American representative, where applicable, before being finalized; curation of artifacts and data at a local facility acceptable to the City and appropriate Native American representative, if applicable; and dissemination of final confidential reports to the appropriate Native American representative, if applicable, the Northwest Information Center of the California Historical Resources Information System and the City.					
Mitigation Measure CUL-2b.SP: Inadvertent Discovery of Archaeological Resources. During construction of each project proposed for development within the Plan Area and/or the Lark Drive Variant, if prehistoric or historic-era cultural materials are encountered, all construction activities within 100 feet shall halt and the City shall be notified. 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. The project applicant (or City, in the case of the Lark Drive Variant) shall ensure that a Secretary of the Interior- qualified archaeologist shall inspect the find within 24 hours of discovery. If the find is determined to be potentially significant, the archaeologist, shall follow the guidelines provided in Mitigation Measure CUL-2a.SP, above.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*

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Mitigation Measure CUL-4.SP: Paleontological Resources Mitigation Program. For each project-level development proposal submitted to the City of Richmond for approval and the Lark Drive Variant, and prior to initial ground disturbance, the project applicant (or City, in the case of the Lark Drive Variant) will retain a qualified paleontologist or a California Registered Professional Geologist (California RPG) with appropriate paleontological expertise to carry out all mitigation measures related to paleontological resources. The qualified paleontologist or geologist will be available on-call to the project applicant (or City) throughout the duration of ground-disturbing activities. The project applicant (or City) will also ensure the following measures are undertaken: 1. All construction forepersons and field supervisors conducting or overseeing subsurface excavations will be trained in the recognition of potential fossil materials prior to ground disturbing activities. A pre- construction training on paleontological resources will also be provided to all other construction workers, but may include videotape of the initial training and/or the use of written materials rather than in-person training by the qualified paleontologist/California RPG. In addition to fossil recognition, the training will convey procedures to follow in the event of a potential fossil discovery. If potential fossils are discovered during construction, all earthwork or other types of ground disturbance within 100 feet of the find will stop until the qualified paleontologist/California RPG can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist/ California RPG may record the find and allow work to continue, or recommend salvage and recovery of the fossil. If treatment and salvage is required, recommendations will be consistent with current professional standards. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection. **2.** If found to be warranted based on experience during construction, the qualified paleontologist/ California RPG, or paleontological monitor working under the supervision of the qualified paleontologist/ California RPG, will monitor ground-disturbing activities. This monitoring will consist of periodically inspecting disturbed, graded, and excavated surfaces, as well as soil stockpiles and disposal sites. The frequency of monitoring will be determined by the qualified paleontologist/California RPG. If the monitor encounters a paleontological resource, it will be assessed and	Applicants of Individual Projects / Project Contractors	City of Richmond Planning and Building Services 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. Field inspections during construction	*Verified by:* *Date:*
E. Geology, Soils, and Minerals					
None required.					
F. Climate Change and Greenhouse Gases					

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Mitigation Measure GHG-1.SP: GHG Prevention and Control. The City will continue to work proactively with the Bay Area Air Quality Management District, the California Air Resources Board, and the United States Environmental Protection Agency to help these agencies implement and enforce GHG prevention and control mandates within the City, and will work with the community to identify and advocate for GHG measures that are within the jurisdiction of these agencies and can and should be implemented to further reduce GHG emissions from the Richmond Bay Specific Plan and Sub-Area 4 Project.	City of Richmond Planning and Building Services Division Applicants of Individual Projects / Project Contractors	City of Richmond Planning and Building Services Division	Verify implementation and enforcement of GHG prevention and control mandates Verify mitigation measure on construction plans and implementation	Prior to issuance of a building permit.	*Verified by:* *Date:*
Mitigation Measure GHG-1.SA4a: Project Specific CAP and Building Code Measures. The project shall incorporate the following measures as applicable to reduce GHG emissions for each phase of development: a) Energy Reach Code. Comply with all applicable requirements of Richmond's Energy Reach Code (City Ordinance No. 06-20 N.S.). b) Green Building Standards. Incorporate Richmond's Commercial and Residential Green Building Standards through compliance with current CALGreen Code, as adopted by the Building Standards Commission (California Code of Regulations, Title 24, Part 11 Emergency Building Standard DSA-SS EF-02/15). These standards incorporate energy efficient appliances for all development within the Campus Bay Project, in cases where appliances are offered by the homebuilders. New construction must use high efficiency plumbing fixtures, including toilets, urinals, showerheads, and faucet fixtures c) Solar Photovoltaic. For all new commercial development with structures over 10,000 square feet in size, and all new residential development with 10 or more dwelling units, the developer shall install at least 1.5 kW of solar photovoltaic (PV) for each residence, or each 5,000 square feet of commercial structure unless the City's Design Review Board determines that solar PV at these levels is technically infeasible due to an unacceptable aesthetic impacts (an impact related to design or public views). d) Zero-Net Energy Buildings. As feasible, all new residential buildings shall be Zero-Net Energy (ZNE), and all new commercial buildings shall be ZNE by 2030. Prior to 2030, all new commercial development with structures over 10,000 square feet in size within the Campus Bay Project shall meet LEED certification standards for building design and construction (BD+C). e) Transportation Demand Management (TDM). Implement a project-specific TDM program that includes a set of measures that are consistent with the baseline TDM measures specified in the Specific Plan and additional TDM measures (including use of renewable energy and clean technology for transportation) best suited to the tenants/employees and location to meet the Specific Plan's mode split goal. f) Designated Parking. Designate parking for zero emission vehicles. g) Constrained Parking. Reduce parking requirements to encourage more residents,	Applicants of Individual Projects / Project Contractors	City of Richmond Planning and Building Services Division	Verify mitigation measure on construction plans and implementation.	Prior to issuance of a building permit.	*Verified by:* *Date:*

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employees and visitors to shift from driving alone to other modes of travel. h) Alternative Energy Fueling Stations/Chargers. Install "alternative energy fueling stations" for plug-in vehicles (PEVs) or other zero emission vehicles (ZEVs). The station could be a 208/240 VAC electrical vehicle charging station or a station providing another new or improved technology (e.g. compressed natural gas [CNG] and hydrogen fuel cell) that provides refueling for vehicles that do not use fossil fuel. i) An alternative energy fueling station should allow for simultaneous charging of two electric vehicles, subject to the applicable Specific Plan land use codes and standards regarding the location and number of alternative energy fueling/recharging facilities. PEV/ZEV chargers could also or alternatively be installed in residences. j) Designated Parking. Designate parking for zero emission vehicles. k) Constrained Parking. Reduce parking requirements to encourage more residents, employees and visitors to shift from driving alone to other modes of travel. l) Alternative Energy Fueling Stations/Chargers. Install "alternative energy fueling stations" for plug-in vehicles (PEVs) or other zero emission vehicles (ZEVs). The station could be a 208/240 VAC electrical vehicle charging station or a station providing another new or improved technology (e.g. compressed natural gas [CNG] and hydrogen fuel cell) that provides refueling for vehicles that do not use fossil fuel. m) An alternative energy fueling station should allow for simultaneous charging of two electric vehicles, subject to the applicable Specific Plan land use codes and standards regarding the location and number of alternative energy fueling/recharging facilities. PEV/ZEV chargers could also or alternatively be installed in residences.					
G. Hazards and Hazardous Materials					
Mitigation Measure HAZ-1a.SP: Protection of Human Health From Environmental Contamination. Prior to issuance of a building permit for any new project proposed within the Plan Area at a location where previous hazardous materials releases have occurred or resulted in environmental impacts, the City shall ensure the project will be developed under the supervision of the environmental agency(ies) of applicable jurisdiction (e.g., Department of Toxic Substances Control, Regional Water Quality Control Board, Contra Costa County Department of Human Health Services) such that health-based goals appropriate for the proposed new use are achieved, and soil management plans and/or environmental land use covenants are observed. The City shall not issue a building, use, or other permit for a new use that is inconsistent with any applicable land use covenant(s). Measures to protect environmental health shall include one or more of the following strategies and approaches: removal of environmental contaminants from the subject area (e.g., excavation and off-site disposal, use of soil vapor extraction equipment); separation of site users from contamination (e.g., engineering or institutional controls), or treatment of environmental contamination (e.g., in situ chemical oxidation). Prior to issuance of a certificate of occupancy or similar operating permit for such new project, the project proponent shall provide evidence to the City of successful implementation of protective	Individual Project Applicants/ Contractors	Contra Costa Health Services Regional Water Quality Control Board (RWQCB) City of Richmond Building Division and Engineering Department	Contra Costa Health Services to confirm receipt of hazardous material assessment. RWQCB to verify approved measures on construction plans. Engineering Division to receive and review soil vapor assessment as well as confirmation that the site remedial action plan has been revised as necessary, and approved by the RWQCB, to address the construction of housing and other infrastructure (i.e., water utilities) in areas of the site not otherwise contemplated for housing or infrastructure in the 2005 Updated Proposed	Prior to issuance of building permit. Field inspections during construction.	*Verified by:* *Date:*

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measures through a certificate of completion, finding of suitability for the project's intended use or similar documentation issued by the environmental agency having jurisdiction over the project.			Remedial Action Plan, and that all remedial actions required to be completed per the revised remedial action plan prior to project construction have been approved as complete, and documented as such, by the RWQCB. Building Division to inspect site during construction to ensure compliance with project construction plans.		
Mitigation Measure HAZ-1b.SP: Health and Safety Plan. Prior to issuance of a building or grading permit for a new project proposed within the Plan Area at a location where previous hazardous materials releases have occurred, the City shall document that a Health and Safety Plan (HASP) has been prepared and will be implemented for the protection of workers, the public and the environment. Such HASP shall be prepared by a California licensed professional of applicable expertise (e.g., certified industrial hygienist, professional engineer). The HASP shall include measures consistent with customary protocols and applicable regulations (including, but not limited to Title 8 of the California Code of Regulations) for the protection of workers, site users, the public, and the environment (e.g., management of impacted soil; use of personal protective equipment; management, use and or treatment of water associated with construction activities; dust mitigation) and to address the discovery of any suspect soils (e.g., petroleum odor and/or discoloration) during construction activities, including notification of appropriate oversight agencies and investigation, removal, and disposal of soils as appropriate under agency directives and local, state, and Federal regulations). Prior to the issuance of a certificate of occupancy or similar operating permit for activities covered by the grading or building permit, a completion report documenting the implementation of the HASP and any deviations shall be submitted to and approved by the City.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
Mitigation Measure HAZ-1c.SP: Hazardous Building Material Assessment (ACM, LBP, PCBs, other hazardous building materials). For any project proposed for development within the Plan Area (or in the area of the Lark Drive Variant) that would require building demolition, and prior to issuance of any demolition permit, the project applicant (or, in the case of the Lark Drive Variant, the City) shall submit to the City and/or the Contra Costa Health Services Department, according to relevant jurisdiction, a hazardous building material assessment prepared by qualified licensed contractors for any structure intended for demolition indicating whether asbestos containing materials (ACM), lead-based paint (LBP) or lead-based coatings, polychlorinated biphenyl (PCB)-containing equipment, and/or other hazardous building materials are present.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*

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Mitigation Measure HAZ-1d.SP: Hazardous Building Materials Removal Plan (ACM, LBP, PCBs). For any project proposed for development within the Plan Area (or in the area of the Lark Drive Variant), if the assessment required by Mitigation Measure HAZ-1c indicates the presence of ACM, LBP, PCBs, or other hazardous building materials, prior to issuance of any demolition permit the project applicant (or, in the case of the Lark Drive Variant, the City) shall submit and implement a hazardous building materials removal plan in accordance with local, state, and federal requirements to protect demolition and construction workers and the public from risks associated with such hazardous materials during demolition or renovation of affected structures.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
Mitigation Measure HAZ-4.SP: O&M Plan. Prior to issuance of a certificate of occupancy or similar operating permit for any project within the area of the Specific Plan at a location where a cleanup plan is being implemented, as provided under HAZ-1a.SP, where an operation and maintenance (O&M) plan is required by an agency of applicable jurisdiction, the applicant shall demonstrate that an O&M plan has been approved by the agency and will be implemented to ensure the long-term protection of environmental health of site users. The O&M plan shall ensure the maintenance of health-based goals by periodic inspection of the remedy and taking such actions (e.g., repairing any deficiencies in durable covers that cap residual environmental contamination, performing maintenance on remedial equipment). Evidence of such an O&M plan and its implementation may be demonstrated by a document issued by an agency of applicable jurisdiction.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
H. Hydrology and Water Quality					
Mitigation Measure HYD-1.SP: Water Quality Best Management Practices for All Construction Activities. All applicants for projects proposed for development within the area of the Specific Plan shall ensure that best management practices consistent with the most recent version of the California Stormwater Quality Association (CASQA) Construction BMP Handbook are included in the Stormwater Pollution Prevention Plan (SWPPP) prepared in accordance with the NPDES Construction General Stormwater Permit. BMPs may include without limitation: 1. The Straw bales, wattles, fiber rolls, gravel bags, or equivalent devices shall be installed around the perimeter of stockpiled materials and construction sites adjacent to water bodies (i.e., Meeker Channel and Slough, Baxter Creek, and Stege Marsh), to prevent debris from being transported to any receiving waters or open channel via runoff; The use of hazardous materials during construction shall be minimized to the extent practical, and the amount of hazardous materials stored adjacent to waterbodies shall be limited to what is needed to immediately support construction activities. Hazardous materials shall be centrally stored safely and securely in approved containers, under cover or in an approved storage shed, and in adequate secondary containment. Fueling of generators and other equipment shall be conducted in a central location with secondary containment, and adequate spill cleanup materials shall be provided during all fueling operations; 2. Well-maintained equipment shall be used to perform the construction work, and,	Project Applicant / Contractor	San Francisco Bay Regional Water Quality Control Board (RWQCB) City of Richmond Building Division and Engineering Services Department/ Water Resource Recovery Department	The San Francisco Bay RWQCB to review and approve the project applicant prepared MMDP. City of Richmond Water Resource Recovery Department to monitor implementation of project BMPs.	Review and approval of the MMDP prior to issuance of building permit. Field inspections during construction.	*Verified by:* *Date:*

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except in the case of a failure or breakdown, equipment maintenance shall be performed off site. Equipment shall be inspected daily by the operator for leaks or spills. If leaks or spills are encountered, the source of the leak shall be identified, leaked material will be cleaned up, and the cleaning materials shall be collected and properly disposed; 3. Inactive material stock piles must be covered at all times; 4. Construction material shall be covered in anticipation of any rainfall event; 5. Active debris boxes shall be covered during rain events to prevent contact with rainwater;					
6. Non-stormwater discharges to the Bay shall be prohibited unless specified in the SWPPP and approved by the City; and 7. A Materials Management and Disposal Plan (MMDP) shall be prepared to prevent any debris from falling into waterbodies in the Plan Area during construction to the maximum extent practicable and also ensure the appropriate disposal of all construction-related materials. The MMDP shall be submitted to the San Francisco Bay Regional Water Quality Control Board for review and approval. The measures identified in the MMDP shall be based on Best Available Technology, and will include, but not be limited to, the following: – During construction, in the event that debris does reach the Bay or a tributary, personnel within the work area shall immediately retrieve the debris for proper handling and disposal. All debris shall be disposed of at an authorized upland disposal site; – Construction waste shall be collected and transported to an authorized upland disposal area, per federal, State, and local laws and regulations; and, 8. All construction material, wastes, debris, sediment, rubbish, trash, fencing, etc., shall be removed from the project site once project construction is completed, and transported offsite in compliance with applicable federal, State, and local laws and regulations.					

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Mitigation Measure HYD-3.SA4: Pre-project stormflow levels. Prior to issuance of a grading permit, project applicants shall demonstrate, to the satisfaction of the City of Richmond Director of the Public Works Department, one the following: 1. Upon completion of construction activities, there will be sufficient detention capacity on the Project site to detain the incremental increase in stormflow volume that occurs during the 24-hour, 10-year design storm, which incremental increase is due to the increase in impervious surface above pre-project levels. This standard could be met with one or more detention vaults, tanks or other facilities, or through other means; 2. Upon completion of such construction, the total square footage of impervious surface area throughout the Project site will remain at or below pre-project levels; or The proposed development has met the requirements of Provision C.3.g by demonstrating through compliance of CCCWP that any increases in stormwater flows are unlikely to cause downstream erosion or off-site siltation.	Project Applicant / Contractor	City of Richmond Public Works Department	Verify sufficient detention capacity on the Project site and total square footage of impervious surface area	Prior to issuance of a grading permit Upon completion of construction activities,	*Verified by:* *Date:*
Mitigation Measure HYD-7a.SP: Sea Level Rise Measures. All applicants for projects proposed for development within the area of the Specific Plan will ensure that the project design includes the installation of appropriate stormwater inlet infrastructure, and/or the installation of back flow prevention devices on storm drain lines, and/or the design of the stormwater infrastructure to accommodate the future installation of back flow prevention devices on an as-needed basis. Stormwater infrastructure shall be designed to address up to 3 feet of sea level rise, as well as include capacity to adapt to up to 5.5 feet of sea level rise.	Project Applicant	City of Richmond Planning and Building Services Division and Engineering Department	Building Division to ensure mitigation language is provided in the projects Covenants, Conditions, and Restrictions. Engineering Department to receive and review Plan.	Prior to certification of occupancy.	*Verified by:* *Date:*
Mitigation Measure HYD-7b.SP: Sea Level Rise Adaptation. Prior to issuance of building permits, all projects proposed for development within areas of the Plan Area shown on Figure 4.8-2 of the EIR to be affected by greater than 3 feet of sea level rise, including the 100-year flood event and wave overtopping, shall submit an Adaptive Flood Risk Management Plan to the City for approval. The City shall require implementation of such plan as a condition of approval for entitlement approvals and/or building permits as applicable. The Adaptive Flood Risk Management Plan shall be consistent with City efforts to plan for sea level rise under General Plan Action Item EC6.g and Specific Plan Action Item A1.8, and shall include an Adaptive Flood Risk Management Strategy to address 100-year flood impacts associated with a rise in sea level of greater than 3 feet including the 100-year flood event and wave overtopping. Adaptive flood risk management strategies may include development setbacks, regrading, construction of raised berms or a wall, or other measure to protect future development from a rise in sea level above 3 feet. Consistent with General Plan Action Item EC6.g, the Adaptive Flood Risk Management Plan shall include discussion of financing mechanisms for sea level rise adaptations.	Project Applicant	City of Richmond Planning and Building Services Division and Engineering Department	Engineering Department to receive and review Adaptive Flood Risk Management Plan and verify implementation.	Prior to issuance of building permits	*Verified by:* *Date:*
I. Land Use and Planning					
None required.					

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J. Noise					
Mitigation Measure NOI-1a.SP: Construction Noise Control Measures and Noise Control Plan. For any project proposed for development within the area of the Specific Plan, the applicant shall employ site-specific noise attenuation measures during project construction to reduce the generation of construction noise, including pile-driving 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 is consistent with the standards set forth in the City's Noise ordinance and other standards as appropriate. Measures specified in the Noise Control Plan and implemented during project construction shall include, at a minimum, 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);	Individual Project Applicants / Contractor	City of Richmond Planning and Building Services Division and Engineering Department	Engineering 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:*
• 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 on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used; • Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures; and • Noise-reducing pile-driving techniques shall be performed as specified in Mitigation Measure NOI-1b.					

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Mitigation Measure NOI-1b.SP: Pile Driving Noise- Reducing Techniques and Muffling Devices. For any project proposed for development within the area of the Specific Plan that would require pile-driving during construction, noise-reducing pile-driving techniques shall be employed. These techniques shall include: • Limiting pile driving or other impact-related noise- generating activity to 9:00 AM to 5:00 PM, Monday through Friday. No pile driving or other extreme noise-generating activity is permitted on Saturdays, Sundays, and holidays; • Installing intake and exhaust mufflers on pile-driving equipment; • Vibrating piles into place when feasible; • Installing shrouds around the pile-driving hammer where possible; • Implementing "quiet" pile-driving technology (such as drill and cast-in-place methods), where possible, in consideration of geotechnical and structural requirements and conditions; • Implementing the use of more than one pile driver to shorten the total pile driving duration, where possible; • Using cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers, and placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and • At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within a minimum of 600 feet of the project site of the dates, hours, and expected duration of such activities.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*

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Mitigation Measure NOI-2.SP: Construction Vibration. For any project proposed for development within the area of the Specific Plan, and prior to the issuance of any building permit for each phase of project development, the project applicant shall conduct a historic survey of the project site, and a 200-foot buffer extending around the project site, to determine the locations of historic structures. If historic structures are identified, the project applicant shall develop a Vibration Reduction Plan (Plan) in coordination with an acoustical consultant, geotechnical engineer, and construction contractor, and submit the Plan to the City Chief Building Official for approval. The Plan shall include measures and/or controls to ensure that buildings within 200 feet of the project site will be exposed to less than 80 VdB and 83 VdB where people sleep and work, respectively, and less than 0.25 PPV for historic buildings to prevent building damage. Measures and controls shall be identified based on project-specific final design plans, and may include, but are not limited to, either or both of the following: 1. Implementation of buffers and the use of specific types of equipment to minimize vibration impacts during construction at nearby receptors in order to meet the specified standards. 2. Implementation of a vibration, crack, and line and grade monitoring program for identified historic buildings located within 50 feet of construction activities, in coordination with a geotechnical engineer and qualified architectural historian. The following elements shall be included in this program: a. Prior to construction, a qualified architectural historian shall conduct a thorough survey of identified historic resources to identify, measure the dimensions of, and document (photographs and text) any existing cracks in the historic buildings. b. During construction activities: i. The construction contractor shall identify, and regularly inspect and photograph, crack gauges and include records of these inspections in construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of construction activity in close proximity to identified crack gauges. ii. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold. iii. With regards to historic buildings, if vibration levels exceed the threshold and monitoring or inspection indicates that the project may damage or is damaging the building, the building shall be provided additional protection or stabilization. If necessary and with approval by the City Chief Building Official, the construction contractor shall install temporary shoring or stabilization to help	Individual Project Applicants / Contractor	City of Richmond Planning and Building Services Division and Engineering Department	Engineering 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:*

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Stabilization may involve structural reinforcement or corrections for deterioration that would minimize or avoid potential structural failures or avoid accelerating damage to the historic structure. Stabilization shall be conducted following the Secretary of Interior Standards Treatment of Preservation. This treatment shall ensure retention of the historic building's character-defining features. Stabilization may temporarily impair the historic integrity of the building's design, material, or setting, and as such, the stabilization must be conducted in a manner that will not permanently impair a building's ability to convey its significance. Measures to shore or stabilize the building shall be installed in a manner that when they are removed, the historic integrity of the building remains, including integrity of material. Post-construction: i. The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the historic and non-historic buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report. The project applicant (and its construction contractor) shall be responsible for repairs from damage to historic and non-historic buildings if damage is caused by vibration or movement during demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings. If necessary for historic structures, repairs shall be conducted in compliance with the Secretary of Interior Standards Treatment of Preservation. The project applicant shall provide the City Chief Building Official and City Preservation Officer for review and comment both a work plan for the repairs and a completion report to ensure compliance with the Secretary of Interior Standards.					
Mitigation Measure NOI-2b.SP: Exposure to Rail Vibration. For any project proposed for development within the area of the Specific Plan that involves new residential buildings or new dwelling units located adjacent to or within 200 feet of an active rail line, and prior to the approval of a construction-related permit, the project applicant shall submit a Vibration Reduction Plan (Plan) p prepared by a qualified acoustical consultant for City review	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*

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and approval that contains vibration reduction measures to reduce groundborne vibration to acceptable levels per Federal Transit Administration guidance (Federal Transit Administration, 2006, Transit Noise and Vibration Impact Assessment, May 2006). The applicant shall implement the approved Plan during construction. Potential vibration reduction measures include isolation of foundation and footings using resilient elements such as rubber bearing pads or springs, such as a "spring isolation" system that consists of resilient spring supports that can support the podium or residential foundations. The specific system shall be selected so that it can properly support the structural loads, and provide adequate filtering of groundborne vibration to the residences above.					
Improvement Measure NOI-3.SP: Project-Specific Noise Study. For any project proposed for development within the Plan Area, applicants shall conduct a project- specific noise study to determine compatibility of the proposed use with the existing noise environment based on land use/noise compatibility guidelines in the City's General Plan. If the noise environment is found to be "conditionally acceptable" or "normally unacceptable" for the proposed use, a detailed acoustical analysis shall be conducted to specify the noise insulation measures needed to reduce noise exposure to "normally acceptable" levels, and these measures will be implemented. Measures may include, but are not limited to, appropriate site design to achieve maximum sound attenuation, use of enhanced noise insulation features in the form of appropriate sound-rated assemblies and/or other features/measures to reduce interior noise levels to meet Title 24 requirements.	Individual Project Applicants / Contractor	City of Richmond Planning and Building Services Division and Engineering Department	Engineering 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:*
K. Population and Housing					
None required.					
L. Public Services and Recreation					
Mitigation Measure PUB-1.SP: Fire Protection Services and Facilities. Not later than achieving 20 percent implementation of the foreseeable maximum theoretical buildout of the Specific Plan, the City of Richmond shall document the scope of additional fire protection services and facilities necessary to maintain a six minute response time required at the complete buildout of the Specific Plan. The City shall issue no building permits for new or expanded projects after 20 percent implementation of the foreseeable maximum theoretical buildout has been achieved unless an analysis with conclusions regarding the scope of these additional fire protection services and facilities has been prepared and approved by the City of Richmond Fire Department. The City shall also identify a fair share funding mechanism to support the cost of completing the identified improvements, and shall establish a program to collect funds and guarantee they are used for these improvements. Not later than achieving 50 percent implementation of the foreseeable maximum theoretical buildout of the Specific Plan, the City shall document the implementation of fire protection services and facilities necessary to maintain a six minute response time. The City shall issue no building permits for new or expanded projects after 50 percent implementation of the foreseeable maximum theoretical buildout has been achieved unless such implementation has been certified by the City of Richmond Fire Department.	Individual Project Applicants / Contractor	City of Richmond Public Safety Department	City of Richmond Public Safety Department to document the implementation of fire services and facilities necessary	During project construction at 50% buildout	*Verified by:* *Date:*

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M. Transportation and Traffic					
Mitigation Measure TRF-1.SA4: Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps Intersection Signalization and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement: a) **Mitigation Measure TRF-6.SP**, which would consist of installing an actuated signal at the intersection with protected left-turn phasing on the north / south approaches and split phasing on the east /west approaches, and restriping the westbound I-580 off-ramp for one left-turn lane and one shared left / through / right lane, and restriping eastbound Seaport Avenue for one shared left / through lane and one right-turn lane, and restriping southbound 51st Street to provide two left-turn lanes and a shared right/through lane. The Project Applicant shall monitor this intersection annually beginning with occupancy of the first residential unit. Monitoring shall include completing a traffic signalization study including the full complement of warrants for signalization as defined by Part 4 of the California Manual on Uniform Traffic Control Devices. The mitigation measure shall be installed within one year after the intersection meets one or more traffic signal warrants. Implementation of this Mitigation Measure is contingent on Caltrans accepting the traffic signalization study and approving the intersection improvement plans. This mitigation measure should be fully funded by the Project Applicant. After implementation of this measure, the intersection would improve to LOS D during the AM peak hour and LOS E during the PM peak hour. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as an additional through lane on the northbound Bayview Avenue and southbound 51st Street approaches. The City of Richmond, as lead agency, does not have jurisdiction to implement Mitigation Measure TRF-1.SA4 and the mitigation would need to be approved and implemented by Caltrans. No other secondary significant impacts would result from implementation of this measure.	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*
Mitigation Measure TRF-2.SA4: Cutting Boulevard/23rd Street Intersection Signal Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement: a) **Mitigation Measure TRF-12.SP**, item b, which would update the signal to actuated-coordinated operations and coordinate signal timings with adjacent intersection along Cutting Boulevard. The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*

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require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure. It is estimated that the mitigation measure at this intersection would be required when about 90 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 90 percent Sub-Area 4 Project trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure. After implementation of this measure, the intersection would improve to LOS E during the AM peak hour and continue to operate at LOS F during the PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. No secondary significant impacts would result from implementation of this measure.					
Mitigation Measure TRF-3.SA4: Meeker Avenue/Marina Bay Parkway Intersection Signal and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvements: a) **Mitigation Measure TRF-13.SP,** items b and c, which would restripe the eastbound Meeker Avenue approach to provide an exclusive left-turn lane and a shared right/through lane within the current right-of-way, update the signal to actuated-coordinated operations, convert the phasing for the east and west intersection approaches from split-phasing to protected phasing, and coordinate signal timings with adjacent signal timings along Marina Bay Parkway. The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure. It is estimated that the mitigation measure at this intersection would be required when about 90 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 90 percent Sub-Area 4 Project trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*

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of this Mitigation Measure. After implementation of this measure, the intersection would improve to LOS E during the AM peak hour and continue to operate at LOS F during the PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. No secondary significant impacts would result from implementation of this measure.					
Mitigation Measure TRF-4.SA4: Westbound I-580 Ramps/Juliga Woods Street Intersection Signalization. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement: a) **Mitigation Measure TRF-3.SP,** which would install an actuated signal at the intersection with protected phasing on all approaches. The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure. It is estimated that the mitigation measure at this intersection would be required when about 10 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City of Richmond may implement this mitigation measure prior to the time the 10 percent buildout Sub-Area 4 Project trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure. After implementation of this measure, the intersection would continue to operate at LOS F during the AM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions, and would improve to LOS E during the AM peak hour. The mitigation measure would reduce the impact to a less-than-significant level. However, the City cannot ensure implementation of this mitigation measure because the intersection is under the jurisdiction of Caltrans. The City of Richmond, as lead agency, does not have jurisdiction to implement Measure TRF-4.SA4 and the mitigation would need to be approved and implemented by Caltrans. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway segments that are within the jurisdiction of those agencies and can and should be implemented to further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*

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Campus Bay Project Mitigation Measure	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
and Caltrans in advance of each intersection reaching an unacceptable level of service. No secondary significant impacts would result from implementation of this measure.					
Mitigation Measure TRF-5.SA4: Meade Street/Regatta Boulevard/Eastbound I-580 Ramps Intersection Signal and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement: a) **Mitigation Measure TRF-4.SP**, which would restripe westbound Meade Street to provide one exclusive right-turn lane and a shared left/through lane, upgrade the signal to actuated operations, convert the signal phasing for east and west intersection approaches from protected phasing to split-phasing, and coordinate signal timings with the adjacent Regatta Boulevard/Meade Street intersection and the at-grade railroad crossing. The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure. It is estimated that the mitigation measure at this intersection would be required when approximately 75 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City of Richmond may implement this mitigation measure prior to the time the 75 percent Sub-Area 4 Project trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure. After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. The City of Richmond, as lead agency, does not have jurisdiction to implement Measure TRF-5.SA4 and the mitigation would need to be approved and implemented by Caltrans. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway segments that are within the jurisdiction of those agencies and can and should be implemented to further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council and Caltrans in advance of each intersection reaching an unacceptable level of service. No secondary significant impacts would	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*

CAMPUS BAY PROJECT – ADDENDUM TO THE RICHMOND BAY FINAL EIR
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Campus Bay Project Mitigation Measure	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
result from implementation of this measure.					
Mitigation Measure TRF-6.SA4: Regatta Boulevard/Meade Street Intersection Signalization. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement: a) **Mitigation Measure TRF-5.SP,** which would install an actuated signal at the intersection with protected left-turn phasing on the north / south approaches and split phasing on the east /west approaches, and restriping the westbound I-580 off-ramp for one left-turn lane and one shared left / through / right lane, and restriping eastbound Seaport Avenue for one shared left / through lane and one right-turn lane. The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure. It is estimated that the mitigation measure at this intersection would be required when approximately 85 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City of Richmond may implement this mitigation measure prior to the time the 85 percent buildout trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure. After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hour with less delay than under 2040 No Sub-Area 4 Project conditions. The mitigation measure would reduce the impact to a less-than-significant level. No secondary significant impacts would result from implementation of this measure.	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*
Mitigation Measure TRF-7.SA4: Bayview Avenue/51st Street/Seaport Avenue/Eastbound I-580 Ramps Intersection Signalization and Channelization Improvements. All applicants proposing the development of projects within Sub-Area 4 shall be responsible for implementing the following improvements: a) **Mitigation Measure TRF-6.SP**, which would install an actuated signal at the intersection with protected left-turn signal phasing on the north / south approaches and split phasing on the east /west approaches, and restriping the westbound I-580 off-ramp for one left-turn lane and one shared left / through / right lane, and restriping eastbound Seaport Avenue for one shared left / through lane and one	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*

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Campus Bay Project Mitigation Measure	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
right-turn lane. It is estimated that the mitigation measure at this intersection would be required when approximately 60 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 85 percent buildout trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure. After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hours. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway segments that are within the jurisdiction of those agencies and can and should be implemented to further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council and Caltrans in advance of each intersection reaching an unacceptable level of service. No other secondary significant impacts would result from implementation of this measure.		Division			
Mitigation Measure TRF-8.SA4: Bayview Avenue/Carlson Boulevard Intersection Signal Improvements. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvements: a) **Mitigation Measure TRF-18.SP**, item b, which would convert the signal phasing for the east and west intersection approaches from split-phasing to protected phasing and provide an overlap phase for the northbound right-turn movement. The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure. It is estimated that the mitigation measure at this intersection would be required when approximately 30 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 30 percent Sub-Area 4 Project trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure.	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*

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Campus Bay Project Mitigation Measure	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
After implementation of this measure, the intersection would continue to operate at LOS F during the AM peak hour and improve to LOS D during the PM peak hour. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third through lane on eastbound or westbound Carlson Boulevard. However, these modifications cannot be accommodated within the available automobile right-of-way and would require additional right-of-way, and/or loss of planned bicycle and/or pedestrian facilities, which would conflict with Specific Plan and General Plan goals to promote pedestrian, bicycle, and transit trips. No other secondary significant impacts would result from implementation of this measure.					
Mitigation Measure TRF-9.SA4: Carlson Boulevard/ Westbound I-80 Ramps Intersection Widening. All applicants proposing the development of projects within Sub-Area 4 and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvement: a) Mitigation Measure TRF-19.SP, item b, which would widen the southbound Westbound I-80 Off-Ramp to provide one right-turn lane and one shared through/left turn lane. The City shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and related traffic infrastructure improvements, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the traffic improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure. It is estimated that the mitigation measure at this intersection would be required when approximately 80 percent of the Sub-Area 4 Project is developed. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 80 percent Sub-Area 4 Project trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure. After implementation of this measure, the intersection would continue to operate at LOS F during both AM and PM peak hours. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as second through lanes on eastbound and westbound Carlson Boulevard. The City of Richmond, as lead agency, does not have jurisdiction to implement Measure TRF-9.SA4 and the mitigation would need to be approved and implemented by Caltrans. The City will continue to work proactively with Caltrans and any other agency having jurisdiction over potentially impacted intersections and/or roadway segments to implement mitigation measures identified in the EIR to reduce impacts to intersections and/or roadway	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*

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Campus Bay Project Mitigation Measure	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
segments that are within the jurisdiction of those agencies and can and should be implemented to further reduce transportation impacts from the Sub-Area 4 Project. The City shall monitor this intersection and ensure that measures, including further transportation management programs, are recommended to the City Council and Caltrans in advance of each intersection reaching an unacceptable level of service. No other secondary significant impacts would result from implementation of this measure.					
Mitigation Measure TRF-10.SP: Wright Avenue/Harbour Way South Intersection Signalization, Channelization, and Safety Improvements. All applicants proposing the development of projects within the Plan Area and meeting the trigger and funding criteria specified below shall be responsible for implementing the following improvements: a) The multi-modal improvement projects as outlined in the SRTCP and detailed on page 4.13-75, which would reduce the overall automobile trip generation and reduce the project contribution at this intersection. Specifically at this intersection, the Harbour Way South/Wright Avenue intersection improvement would signalize intersection and provide warning lights and gates for the at-grade railroad crossing. b) Mitigation Measure TRF-1.SP, which would consist of signalizing intersection and restriping the southbound Harbour Way South approach to provide an exclusive left-turn lane and a shared right/through lane within the current right-of-way. It is estimated that the mitigation measure at this intersection would be required when approximately 50 percent of the Foreseeable Maximum Theoretical Buildout (without the Sub-Area 4 Project development) is developed, or alternatively 55 percent of the Sub-Area 4 Project. At that time, the City shall cause the mitigation measure to be implemented. Alternatively, the City may implement this mitigation measure prior to the time the 50 percent buildout (or 55 percent Sub-Area 4 Project) trigger occurs. In such case, the City may continue to collect fair-share contributions from the projects in Sub-Area 4 to support implementation, in accordance with the requirements of this Mitigation Measure. After implementation of this measure, the intersection would improve to LOS C during the AM peak hour and LOS D during the PM peak hour and reduce the impact to a less-than -significant level. No secondary significant impacts would result from implementation of this measure.	Applicants of Individual Projects / Project Contractors shall contribute fair-share funds for traffic impact fees or construct the improvement.	Applicants of Individual Projects / Project Contractors City of Richmond Planning and Building Services Division	Develop the funding mechanism, the calculation of, and receipt of payment.	Prior to granting certificate of occupancy.	*Verified by:* *Date:*
4.14 Utilities and Service Systems					
Mitigation Measure UTL-3a.SP: Confirmation of Sanitary Sewer System Capacity. For each project developed within the Plan Area, the project applicant shall ensure that a qualified civil engineer confirm the capacity of the surrounding sanitary sewer system to accommodate the proposed project, prior to the issuance of final certificate of occupancy or equivalent permit to operate or occupy. As part of project plan review, the project applicant shall provide a plan to the City that shows how any necessary stormwater and sanitary sewer infrastructure improvements would be implemented to accommodate the proposed project, and commit to funding improvements that are not otherwise funded through City programs, and/or to implementing the improvements, which may include onsite treatment of stormwater to reduce demand on the sanitary	Individual project applicants shall hire a qualified civil engineer	City of Richmond Engineering Department/ Planning and Building Services Division	A qualified civil engineer will verify the capacity of the sewer system. City Planning and Building Division to review the sanitary sewer system capacity study and confirm needed improvements to the WPCP.	Prior to issuance of final occupancy or equivalent permit to operate or occupy	*Verified by:* *Date:*

CAMPUS BAY PROJECT – ADDENDUM TO THE RICHMOND BAY FINAL EIR
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Campus Bay Project Mitigation Measure	Implemented By	Monitored By	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
sewer system due to Infiltration/Inflow.					
Mitigation Measure UTL-3b.SP: Determine Upgrades to Water Pollution Control Plant. For each project developed within the Plan Area, the City Planning and Building Division shall review the sanitary sewer system capacity study prepared per Mitigation Measure UTL-3a.SP, and additionally confirm whether improvements planned for the Water Pollution Control Plant (WPCP) in the most current Wastewater Treatment Plant Facility Plan are required to be operational prior to project operation, and shall ensure that any required improvements are completed prior to issuance of a building permit for the project. The City shall also commit to preparing and implementing a Water Pollution Control Plant Improvement Fee Program to guarantee funding for upgrades to the WPCP, including implementation of this mitigation measure, that are necessary to mitigate impacts from development projects in the Plan Area. As part of the preparation of the Water Pollution Control Plant Improvement Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the Program. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the amount of the fees charged to each development project and the cost of the WPCP improvements attributable to each development project on which the fees are being imposed (i.e. it must be a "fair share" contribution). The City shall ensure that fees collected pursuant to this mitigation measure are directed towards funding implementation of the measure.	Same as above	Same as above	Same as above	Same as above	*Verified by:* *Date:*
Mitigation Measure UTL-4.SP: ICI Pump Station Upgrades. For any development proposed within the Plan Area, prior to the recordation of a Final Map, the issuance of a grading permit, the issuance of a building permit, or utility extension approval, whichever is sooner, the project developer shall submit written verification from the City's Utility Planning Division (or Engineer) that the ICI Pump Station is adequately improved to provide service to the proposed development. Alternatively, project applicants may construct equivalent improvements to ensure the facility's function to the satisfaction of the City Public Works Department.	Individual project applicants	City of Richmond Engineering Department	Verify the ICI Pump Station is adequately improved	Prior to issuance of permits	*Verified by:* *Date:*
O. Energy					
None required.					

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ADJACENT PROPERTY OWNERS

REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
C	560-032-003-9	PYRCZAK PETER
D	560-032-004-7	OSHIMA HIDE
E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
G	560-022-011-4	BIERI JURG H & CHRISTEL D TRE
H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC

EXISTING EASEMENTS

1. 10' WATERLINE EASEMENT (BOOK 10528, PAGE 938) TO BE REMOVED/VACATED
2. PUBLIC UTILITY EASEMENT (BOOK 3436, PAGE 261) TO BE REMOVED/VACATED
3. PUBLIC UTILITY EASEMENT (BOOK 8129, PAGE 756) TO BE REMOVED/VACATED
4. 40' WATERLINE EASEMENT (BOOK 12079, PAGE 61) TO BE REMOVED/VACATED
5. PUBLIC UTILITY EASEMENT (89-147257) TO BE REMOVED/VACATED
6. PUBLIC UTILITY EASEMENT (BOOK 8129, PAGE 753) TO BE REMOVED/VACATED
7. EASEMENT IN FAVOR OF PG&E AND PAC BELL (BOOK 8129, PAGE 753) TO BE REMOVED/VACATED
8. 10' SANITARY SEWER EASEMENT (BOOK 4086, PAGE 297) TO BE REMOVED/VACATED
9. 10' SANITARY SEWER EASEMENT (BOOK 606, PAGE 103 & BOOK 775, PAGE 422) TO BE REMOVED/VACATED
10. 5' SLOPE EASEMENT (84-044581) TO BE REMOVED/VACATED
11. LINE OF RANCHO SAN PABLO/SALT MARSH AND TIDELANDS (MAP 1, RACK 9) TO REMAIN
12. FLOATING TRAIL AND CONSERVATION EASEMENT (2002-0471406 & 2002-0141407) TO REMAIN
13. BIKE PATH EASEMENT (87-32397) TO REMAIN
14. PUBLIC UTILITY EASEMENT (89-147257) TO BE REMOVED/MODIFIED
15. PUBLIC UTILITY EASEMENT (2003-0600981) TO REMAIN
16. 5' SLOPE EASEMENT (BOOK 11661, PAGE 236) TO BE VACATED
17. POLE LINE EASEMENT (BOOK 96, PAGE 76) TO BE VACATED

DEVELOPMENT SUMMARY

LOT / PARCEL	OWNERSHIP	AREA (AC±)	USE
LOT 1	RETAINED BY OWNER	0.94	RESIDENTIAL/MIXED-USE
LOT 2	RETAINED BY OWNER	1.22	RESIDENTIAL/MIXED-USE
LOT 3	RETAINED BY OWNER	1.08	RESIDENTIAL/MIXED-USE
LOT 4	RETAINED BY OWNER	1.08	RESIDENTIAL/MIXED-USE
LOT 5	RETAINED BY OWNER	1.18	RESIDENTIAL/MIXED-USE
LOT 6	RETAINED BY OWNER	1.08	RESIDENTIAL/MIXED-USE
LOT 7	RETAINED BY OWNER	1.17	RESIDENTIAL/MIXED-USE
LOT 8	RETAINED BY OWNER	1.09	RESIDENTIAL/MIXED-USE
LOT 9	RETAINED BY OWNER	1.17	RESIDENTIAL/MIXED-USE
LOT 10	RETAINED BY OWNER	1.09	RESIDENTIAL/MIXED-USE
LOT 11	RETAINED BY OWNER	0.94	RESIDENTIAL/MIXED-USE
LOT 12	RETAINED BY OWNER	0.84	RESIDENTIAL/MIXED-USE
LOT 13	RETAINED BY OWNER	1.60	RESIDENTIAL/MIXED-USE
LOT 14	RETAINED BY OWNER	1.24	RESIDENTIAL/MIXED-USE
LOT 15	RETAINED BY OWNER	1.14	RESIDENTIAL/MIXED-USE
LOT 16	RETAINED BY OWNER	1.34	RESIDENTIAL/MIXED-USE
LOT 17	RETAINED BY OWNER	1.13	RESIDENTIAL/MIXED-USE
LOT 18	RETAINED BY OWNER	1.13	RESIDENTIAL/MIXED-USE
LOT 19	RETAINED BY OWNER	1.84	RESIDENTIAL/MIXED-USE
LOT 20	RETAINED BY OWNER	1.42	RESIDENTIAL/MIXED-USE
LOT 21	RETAINED BY OWNER	1.60	RESIDENTIAL/MIXED-USE
LOT 22	RETAINED BY OWNER	1.06	RESIDENTIAL/MIXED-USE
LOT 23	RETAINED BY OWNER	1.05	RESIDENTIAL/MIXED-USE
LOT 24	RETAINED BY OWNER	1.05	RESIDENTIAL/MIXED-USE
LOT 25	RETAINED BY OWNER	1.06	RESIDENTIAL/MIXED-USE
LOT 26	RETAINED BY OWNER	1.06	RESIDENTIAL/MIXED-USE
LOT 27	RETAINED BY OWNER	1.20	RESIDENTIAL/MIXED-USE
LOT 28	RETAINED BY OWNER	1.19	RESIDENTIAL/MIXED-USE
LOT 29	RETAINED BY OWNER	1.44	RESIDENTIAL/MIXED-USE
LOT 30	RETAINED BY OWNER	1.29	RESIDENTIAL/MIXED-USE
LOT 31	RETAINED BY OWNER	1.71	RESIDENTIAL/MIXED-USE
LOT 32	RETAINED BY OWNER	1.71	RESIDENTIAL/MIXED-USE
LOT 33	RETAINED BY OWNER	1.39	RESIDENTIAL/MIXED-USE
LOT 34	RETAINED BY OWNER	1.25	RESIDENTIAL/MIXED-USE
PARCEL A	RETAINED BY OWNER	0.13	OPEN SPACE
PARCEL B	RETAINED BY OWNER	0.30	OPEN SPACE
PARCEL C	RETAINED BY OWNER	0.37	OPEN SPACE
PARCEL D	RETAINED BY OWNER	0.35	OPEN SPACE
PARCEL E	RETAINED BY OWNER	0.35	OPEN SPACE
PARCEL F	RETAINED BY OWNER	0.70	OPEN SPACE
PARCEL G	RETAINED BY OWNER	0.72	OPEN SPACE
PARCEL H	RETAINED BY OWNER	0.14	OPEN SPACE
PARCEL I	RETAINED BY OWNER	2.20	OPEN SPACE
PARCEL J	RETAINED BY OWNER	25.91	OPEN SPACE
SUBTOTAL (NET)	RETAINED BY OWNER	72.95	–
STREET R/W DEDICATION	CITY	16.61	–
TOTAL	–	89.56	–

NOTE:
1. ALL STREET RIGHT-OF-WAYS TO BE DEDICATED TO THE CITY OF RICHMOND.
2. DEVELOPMENT SUMMARY INCLUDES PORTIONS OF S. 46TH STREET VACATION (LOTS 8, 10, 11 AND PARCELS A & B)

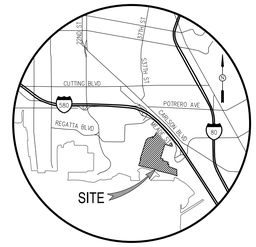
ABBREVIATIONS

BD	BOUNDARY	R	RADIUS
CL	CENTERLINE	RET	RETURN
ESMT	EASEMENT	RW	RECYCLED WATER
EVA	EMERGENCY VEHICLE ACCESS EASEMENT	R/W	RIGHT-OF-WAY
		SD	STORM DRAIN
EX	EXISTING	SS	SANITARY SEWER
LS	LANDSCAPE	SSE	SANITARY SEWER EASEMENT
PAE	PRIVATE ACCESS EASEMENT	TYP	TYPICAL
PUE	PUBLIC UTILITY EASEMENT	W	WATER
PR	PROPOSED	WLE	WATER LINE EASEMENT

GENERAL NOTES

1. OWNER/DEVELOPER: HRP CAMPUS BAY PROPERTY, LLC, 2 PARK PLAZA, SUITE 700, IRVINE, CA 92614, CONTACT: DAVID GRAVES, PHONE: (949) 417-1396
2. CIVIL ENGINEER: CARLSON, BARBEE, & GIBSON, INC., 2633 CAMINO RAMON, SUITE 350, SAN RAMON, CA 94583, CONTACT: JASON NERI, PHONE: (925) 866-0322
3. ARCHITECT: MVE + PARTNERS, 1900 MAIN STREET, SUITE 800, IRVINE, CA 94614, CONTACT: TIM BEUCHAT, PHONE: (949) 809-3388
4. LANDSCAPE ARCHITECT: BRIGHTVIEW LANDSCAPE, 8 HUGHES, SUITE 150, IRVINE, CA 92618, CONTACT: SOO WAI-KIN, PHONE: (949) 238-4900
5. GEOTECHNICAL ENGINEER: ENGEO INCORPORATED, 1630 SAN PABLO AVE, SUITE 200, OAKLAND, CA 94612, CONTACT: JEFF FIPPIN, PHONE: (925) 866-9000
6. TOPOGRAPHIC SOURCE: SITE AERIAL TOPOGRAPHY PER ALTA SURVEY PREPARED BY KISTER, SAVIO & PEI, INC. DATED NOVEMBER 6, 2018. UPPER / LOWER LAGOON. AERIAL TOPOGRAPHY PREPARED BY GEOMAPS, FLOWN ON SEPTEMBER 20, 2019. DATUM: NAVD88
7. BENCHMARK: NGS MONUMENT DE8481 BRASS DISK IN MONUMENT WELL STAMPED PT 04 LS5672 1990 EL=22.10' DATUM: NAVD88 (TO CONVERT TO NGVD29 = NAVD88 – 2.66')
8. A.P.N.'S: 560-050-023 (PORTION), 560-050-021, 560-010-046, 560-010-047, 560-050-022, 560-026-002, 560-028-007, 560-027-005, 560-050-023 (PORTION), 560-022-019, 560-023-026, 560-050-007, 560-050-019 (PORTION)
9. EXISTING LAND USE: VACANT LOT
10. PROPOSED LAND USE: RESIDENTIAL/MIXED-USE & OPEN SPACE/PARK
11. SITE AREA: 89.31± ACRES (GROSS) + 0.25± ACRES (S. 46TH ST VACATION) – 16.61± ACRES (STREET DEDICATIONS) 72.95± ACRES (NET)
12. RESIDENTIAL UNITS: 4,000 UNITS (34 LOTS)
13. GENERAL PLAN: BUSINESS, INDUSTRY & COMMUNITY
14. DENSITY: 44.79± DU/ACRE (GROSS) 54.82± DU/ACRE (NET)
15. ZONING: SP-2 (RICHMOND BAY SPECIFIC PLAN) AND OS (OPEN SPACE)
16. STREETS: ALL STREETS TO BE PUBLIC STREETS, OWNED & MAINTAINED BY THE CITY OF RICHMOND. ALL STREETS WITHIN LOTS 1-34 TO BE PRIVATELY OWNED & MAINTAINED.
17. WATER: EAST BAY MUNICIPAL UTILITY DISTRICT (EBMUD)
18. STORM AND SEWER: CITY OF RICHMOND
19. GAS AND ELECTRIC: PACIFIC GAS & ELECTRIC (PG&E)
20. TELEPHONE: AT&T
21. CABLE TV: COMCAST
22. FLOOD ZONE: ZONE X UNSHADED (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AND ZONE AE (AREAS WITHIN THE 100-YEAR FLOOD PLAIN, WITH BASE FLOOD ELEVATION) PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP #06013C0237G DATED SEPTEMBER 30, 2015.
23. STORM WATER QUALITY: SITE RUNOFF WILL BE COLLECTED AND TREATED USING BIO-RETENTION MEASURES BEFORE DISCHARGING TO THE SAN FRANCISCO BAY (SEE SHEET C-5.0, PRELIMINARY STORM WATER CONTROL PLAN FOR DETAILS). BIO-RETENTION AREAS WITHIN THE PUBLIC STREETS TO MAINTAINED BY THE CITY OF RICHMOND. ON-SITE PRIVATE BIO-RETENTION AREAS WILL BE MAINTAINED BY THE PARCEL OWNERS. ALL MEASURES COMPLY WITH THE WATER QUALITY TREATMENT STANDARDS OF THE CONTRA COSTA CLEAN WATER PROGRAM.
24. EXISTING STRUCTURES: ALL EXISTING ON-SITE STRUCTURES TO BE DEMOLISHED AND REMOVED.
25. CONTOURS: EXISTING CONTOUR INTERVAL: 1 FOOT
26. GRADING: PROPOSED GRADING AS SHOWN IS PRELIMINARY, FINISHED GRADING IS SUBJECT TO FINAL DESIGN.
27. UTILITIES: PROPOSED UTILITIES AS SHOWN ARE PRELIMINARY AND SUBJECT TO FINAL DESIGN.
28. EROSION CONTROL: ALL EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) AND THE STATE WATER RESOURCES CONTROL BOARD NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES, ORDER NO 2009-0009-DWQ. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY OF RICHMOND.
29. DIMENSIONS: ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO THE FINAL MAP.
30. PHASING: THIS PROJECT MAY BE PHASED. MULTIPLE FINAL MAPS MAY BE FILED ON THE LANDS SHOWN ON THIS VESTING TENTATIVE MAP IN ACCORDANCE WITH ARTICLE 4, SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
31. EASEMENTS: EXISTING EASEMENTS MAY REQUIRE VACATION OR RELOCATION TO FACILITATE DEVELOPMENT. ALL PROPOSED, EXISTING, RELOCATED AND VACATED EASEMENTS TO BE SHOWN ON THE FINAL MAP OR BY SEPARATE INSTRUMENT AS NECESSARY.
32. CONDOMINIUM PLAN: A CONDOMINIUM PLAN MAY BE RECORDED FOR LOTS 1-34. THE SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF CONDOMINIUM DWELLING UNITS SHALL NOT BE MORE THAN 4,000 UNITS.
33. BIOLOGICALLY ACTIVE PERMEABLE BARRIER (BAPB) SETBACK: THE EXISTING PROPERTY CONTAINS A BIOLOGICALLY ACTIVE PERMEABLE BARRIER (BAPB) LOCATED IN THE SOUTHERN PORTION OF THE PROJECT. A 100-FOOT SETBACK FROM THE BAPB SHALL BE MAINTAINED FOR ALL HABITABLE/OCCUPIED STRUCTURES. NO HABITABLE/OCCUPIED STRUCTURES SHALL BE BUILT WITHIN THE 100-FOOT SETBACK AREA.

EXHIBIT C



VICINITY MAP

NOT TO SCALE

SHEET INDEX

SHEET NO.	SHEET DESCRIPTION
TM-1	VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES
C-1.0	PRELIMINARY SITE PLAN
C-2.0	BOUNDARY AND EXISTING CONDITION PLAN
C-2.1	EXISTING UTILITY PLAN
C-3.0	OVERALL PRELIMINARY GRADING & DRAINAGE PLAN
C-3.1	PRELIMINARY GRADING & DRAINAGE PLAN
C-3.2	PRELIMINARY GRADING & DRAINAGE PLAN
C-4.0	PRELIMINARY UTILITY PLAN
C-5.0	PRELIMINARY STORMWATER CONTROL PLAN
C-6.0	PRELIMINARY CIRCULATION AND TRUCK ACCESS PLAN
C-7.0	PRELIMINARY PHASING PLAN

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SUBDIVISION BOUNDARY
		CENTERLINE
		LOT LINE
		RIGHT OF WAY
		EASEMENT LINE
		CURB & SIDEWALK
		BIO-RETENTION BASIN

VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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SHEET NO. TM-1 OF 11 SHEETS

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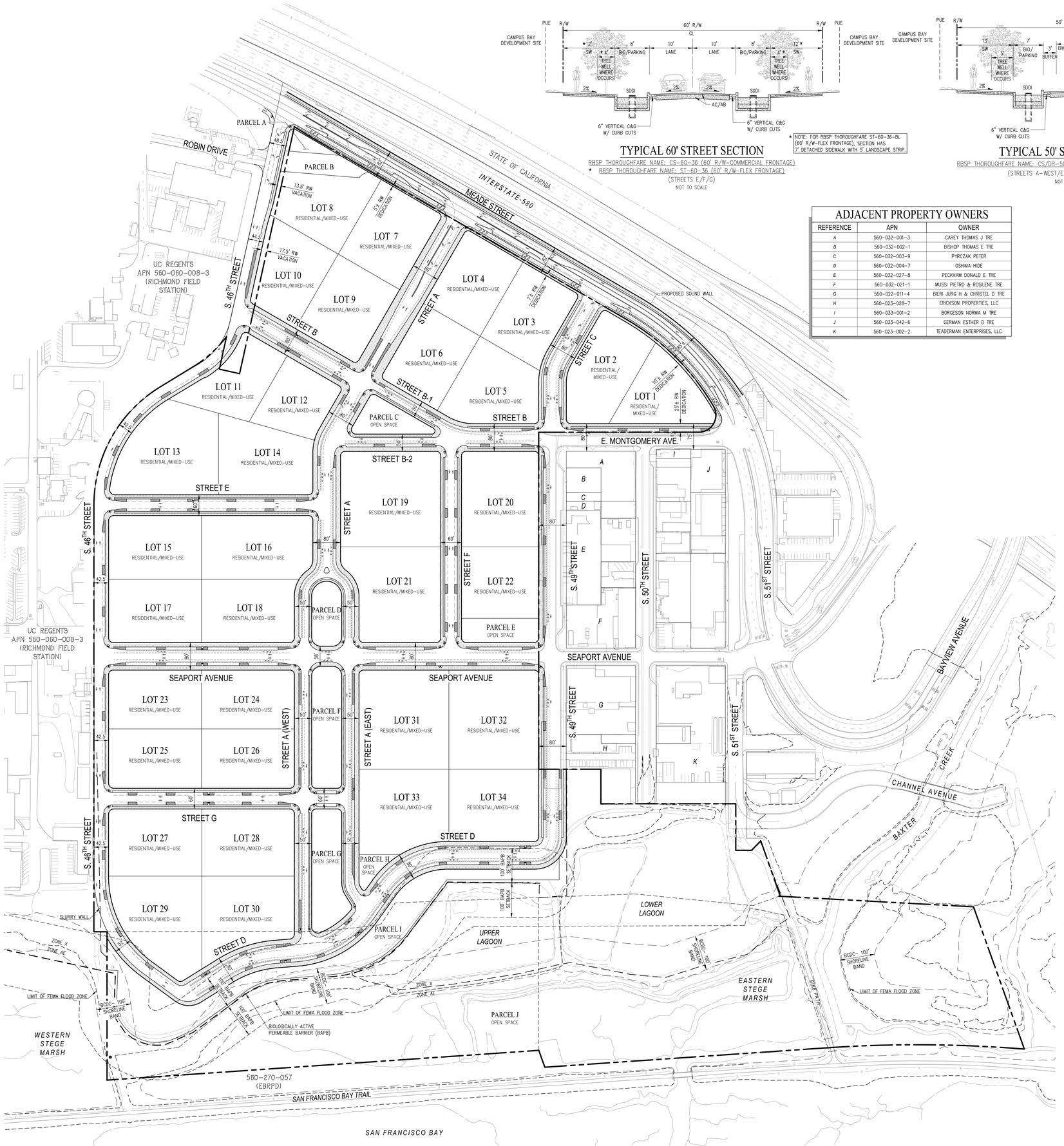
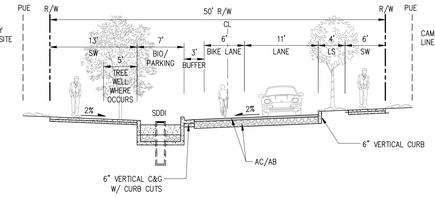


TYPICAL 60' STREET SECTION

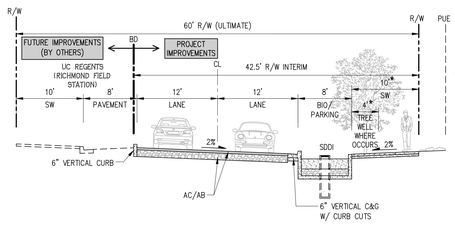
RBSP THOROUGHFARE NAME: CS-60-36 (60' R/W-COMMERCIAL FRONTAGE)
* RBSP THOROUGHFARE NAME: ST-60-36 (60' R/W-FLEX FRONTAGE)
(STREETS E/F/G)
NOT TO SCALE

* NOTE: FOR RBSP THOROUGHFARE ST-60-36-BL (60' R/W-FLEX FRONTAGE), SECTION HAS 7' DETACHED SIDEWALK WITH 5' LANDSCAPE STRIP.



TYPICAL 50' STREET SECTION

RBSP THOROUGHFARE NAME: CS/DR-50-27-BL (ONE-WAY COUPLET ALONG PARK)
(STREETS A-WEST/EAST & STREET B-1/B-2)
NOT TO SCALE

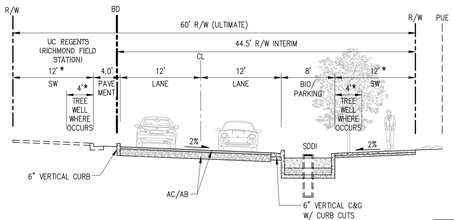


TYPICAL 42.5' STREET SECTION

RBSP THOROUGHFARE NAME: CS-60-40 (CAMPUS EDGE-INTERIM)
(S. 46TH STREET)
NOT TO SCALE

ADJACENT PROPERTY OWNERS

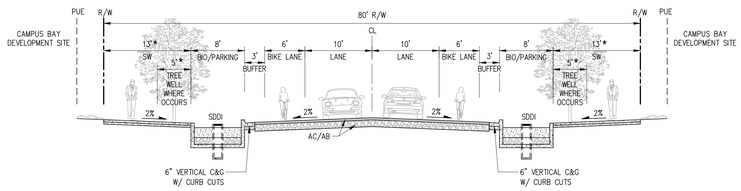
REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
C	560-032-003-9	PYRCZAK PETER
D	560-032-004-7	OSHIMA HIDE
E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
G	560-022-011-4	BIERI JURG H & CHRISTEL D TRE
H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC



TYPICAL 44.5' STREET SECTION

RBSP THOROUGHFARE NAME: CS-60-36 (60' R/W COMMERCIAL FRONTAGE)
* RBSP THOROUGHFARE NAME: ST-60-36 (60' R/W FLEX FRONTAGE)
(S. 46TH STREET)
NOT TO SCALE

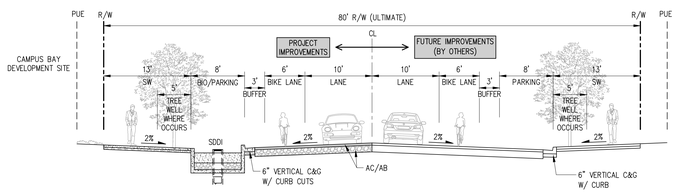
* NOTE: FOR RBSP THOROUGHFARE ST-60-36-BL (60' R/W-FLEX FRONTAGE), SECTION HAS 7' DETACHED SIDEWALK WITH 5' LANDSCAPE STRIP.



TYPICAL 80' STREET SECTION

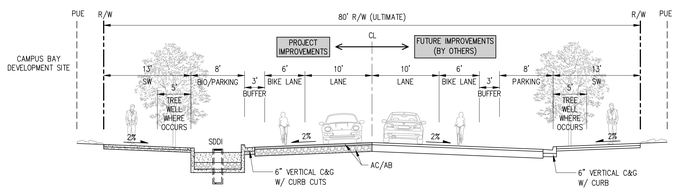
RBSP THOROUGHFARE NAME: CS-80-54-BL (80' R/W-COMMERCIAL FRONTAGE)
* RBSP THOROUGHFARE NAME: AV-80-54-BL (80' R/W-FLEXIBLE FRONTAGE)
(STREETS A/B/C/D & SEAPORT AVENUE)
NOT TO SCALE

* NOTE: FOR RBSP THOROUGHFARE AV-80-54-BL (80' R/W-FLEX FRONTAGE), SECTION IS 8' DETACHED SIDEWALK WITH 5' LANDSCAPE STRIP.



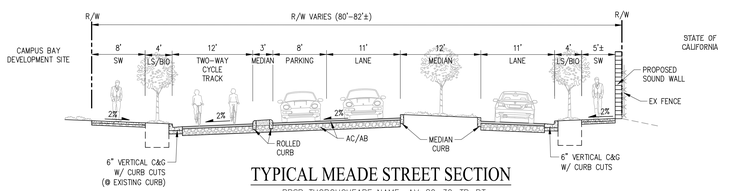
TYPICAL S. 49TH STREET SECTION

RBSP THOROUGHFARE NAME: CS-80-54-BL (80' R/W-COMMERCIAL FRONTAGE)
NOT TO SCALE



TYPICAL E. MONTGOMERY AVENUE SECTION

RBSP THOROUGHFARE NAME: CS-80-54-BL (80' R/W-COMMERCIAL FRONTAGE)
NOT TO SCALE



TYPICAL MEADE STREET SECTION

RBSP THOROUGHFARE NAME: AV-80-30-TR-BT
NOT TO SCALE

PRELIMINARY SITE PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA
SCALE: 1" = 100' DATE: SEPTEMBER 17, 2020

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SHEET NO. C-1.0 OF 11 SHEETS

F:\2000-000\ACAD\TMC-1.0.DWG

ADJACENT PROPERTY OWNERS

REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
C	560-032-003-9	PYRCZAK PETER
D	560-032-004-7	OSHIMA HIDE
E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
G	560-022-011-4	BIERI JURG H & CHRISTEL D TRE
H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC

LEGEND

EXISTING

- PROJECT BOUNDARY
- EASEMENT
- ZONE X / ZONE AE (ELEV 11.0) — FEMA 100-YR FLOOD LIMITS
- CATCH BASIN
- FIRE HYDRANT
- MANHOLE
- STREET LIGHT

CONSTRUCTION NOTES

1. BUILDING AND FOUNDATION TO BE REMOVED
2. ASPHALT AND CONCRETE TO BE REMOVED

EXISTING EASEMENTS

1. 10' WATERLINE EASEMENT (BOOK 10528, PAGE 938) TO BE REMOVED/VACATED
2. PUBLIC UTILITY EASEMENT (BOOK 3436, PAGE 261) TO BE REMOVED/VACATED
3. PUBLIC UTILITY EASEMENT (BOOK 8129, PAGE 756) TO BE REMOVED/VACATED
4. 40' WATERLINE EASEMENT (BOOK 12079, PAGE 61) TO BE REMOVED/VACATED
5. PUBLIC UTILITY EASEMENT (89-147257) TO BE REMOVED/VACATED
6. PUBLIC UTILITY EASEMENT (BOOK 8129, PAGE 753) TO BE REMOVED/VACATED
7. EASEMENT IN FAVOR OF PG&E AND PAC BELL (BOOK 8129, PAGE 753) TO BE REMOVED/VACATED
8. 10' SANITARY SEWER EASEMENT (BOOK 4086, PAGE 297) TO BE REMOVED/VACATED
9. 10' SANITARY SEWER EASEMENT (BOOK 606, PAGE 103 & BOOK 775, PAGE 422) TO BE REMOVED/VACATED
10. 5' SLOPE EASEMENT (84-044581) TO BE REMOVED/VACATED
11. LINE OF RANCHO SAN PABLO SALT MARSH AND TIDELANDS (MAP 1, RACK 9) TO REMAIN
12. FLOATING TRAIL AND CONSERVATION EASEMENT (2002-0471406 & 2002-0141407) TO REMAIN
13. BIKE PATH EASEMENT (87-32397) TO REMAIN
14. PUBLIC UTILITY EASEMENT (89-147257) TO BE REMOVED/MODIFIED
15. PUBLIC UTILITY EASEMENT (2003-0600981) TO REMAIN
16. 5' SLOPE EASEMENT (BOOK 11661, PAGE 236) TO BE VACATED
17. POLE LINE EASEMENT (BOOK 96, PAGE 76) TO BE VACATED

BOUNDARY AND EXISTING CONDITION PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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SHEET NO. C-2.0 OF 11 SHEETS

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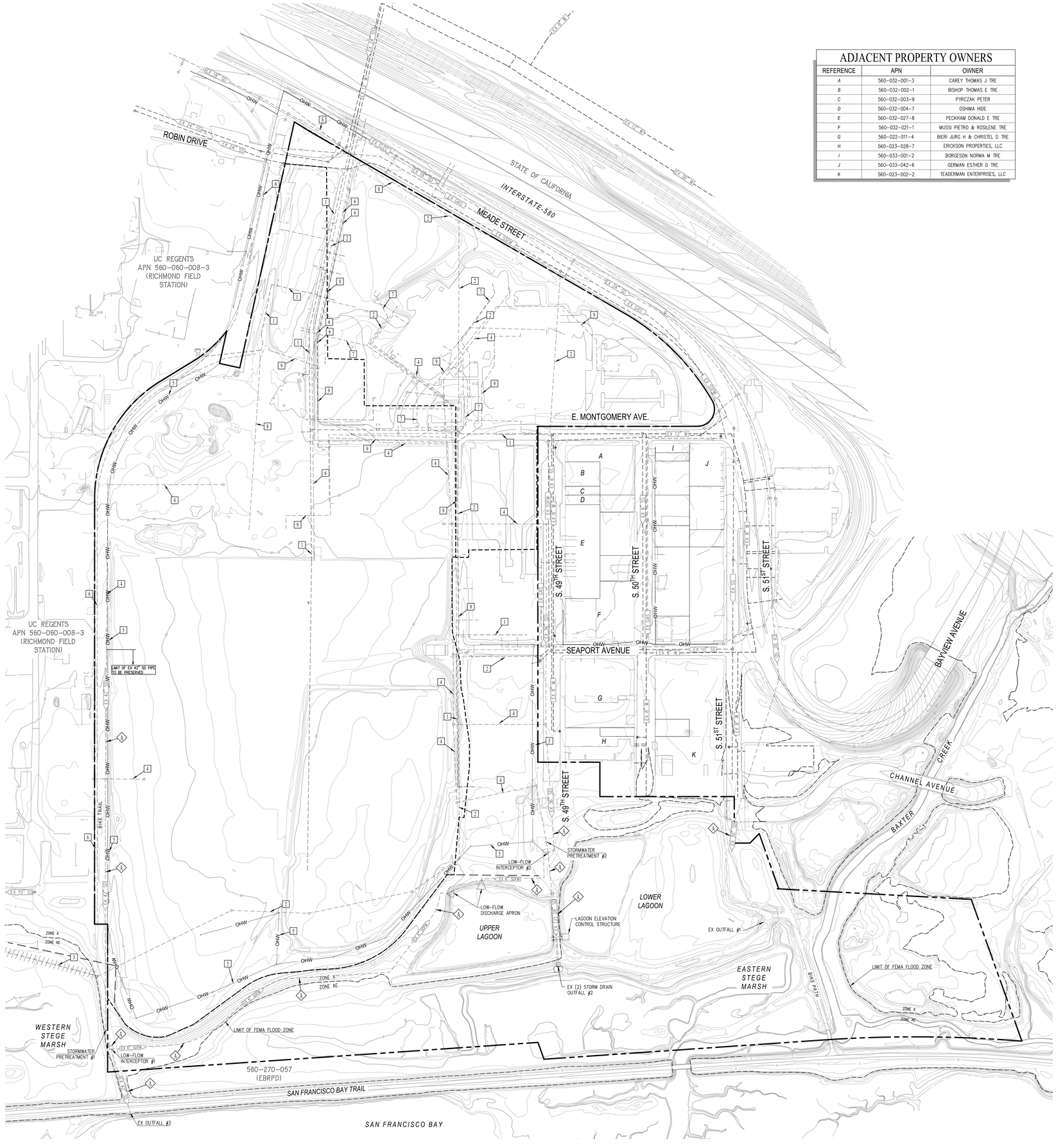

ADJACENT PROPERTY OWNERS

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E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
G	560-022-011-4	BIERI JURG H & CHRISTEL D TRE
H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC

LEGEND

EXISTING

- PROJECT BOUNDARY
- EASEMENT
- ZONE X / ZONE AE (ELEV 11.0) — FEMA 100-YR FLOOD LIMITS
- CATCH BASIN
- FIRE HYDRANT
- MANHOLE
- STREET LIGHT
- EX 8" SD — STORM DRAIN
- EX 6" SDFM — STORM DRAIN FORCE MAIN
- EX 8" SS — SANITARY SEWER
- EX SSFM — SANITARY SEWER FORCE MAIN
- EX 8" W — WATER LINE
- EX 8" RW — RECYCLED WATER
- EX GAS — GAS
- EX JT — JOINT TRENCH LINE
- OHW — OVERHEAD LINE

ALL EXISTING ON-SITE UTILITIES TO BE REMOVED PER CITY OF RICHMOND, EBMUD AND PG&E STANDARDS, UNLESS OTHERWISE NOTED.

DEMOLITION MEASURES

1. EXISTING WATER PIPE (TO BE REMOVED)
2. EXISTING SANITARY SEWER PIPE AND MANHOLES (TO BE REMOVED)
3. EXISTING SANITARY SEWER PIPE AND MANHOLES (TO BE ABANDONED)
4. EXISTING STORM DRAIN PIPE AND STRUCTURES (TO BE REMOVED)
5. EXISTING OVERHEAD LINE (TO BE REMOVED)
6. EXISTING GAS LINE (TO BE REMOVED)
7. EXISTING CHEMICAL DRAIN (TO BE REMOVED)
8. EXISTING ELECTRICAL LINE (TO BE REMOVED)
9. EXISTING FIRE LINE (TO BE REMOVED)

PRESERVATION MEASURES

A. EXISTING STORM DRAIN PIPE AND STRUCTURES (TO BE REMAIN)

EXISTING UTILITY PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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SHEET NO. C-2.1 OF 11 SHEETS

LEGEND

EXISTING	PROPOSED	
		PROJECT BOUNDARY
		EASEMENT LINE
ZONE X / ZONE AE (ELEV 10.0)		FEMA 100-YR FLOOD LIMITS
		GRADE BREAK LINE
		CURB, GUTTER & SIDEWALK
12.0	12.0	SPOT ELEVATION
		FLOW DIRECTION
EX 8" SD	12" SD	STORM DRAIN PIPE
○	●	STORM DRAIN MANHOLE
⊡	■	CATCH BASIN
⊠	▬	DRAINAGE INLET
		BIORETENTION AREA
		DIRECTION OF OVERLAND RELEASE

NOTES:

1. ALL GRADES ARE PRELIMINARY & SUBJECT TO FINAL DESIGN.
2. ALL ELEVATIONS SHOWN ON THIS PLAN ARE BASED ON THE NAVD88 DATUM (NGVD29 ELEVATION = NAVD88 – 2.66').
3. STORM DRAIN SIZING IS PRELIMINARY & SUBJECT TO FINAL DESIGN.
4. THE MINIMUM DEVELOPMENT PAD ELEVATION HAS BEEN SET AT 17.0. THIS IS BASED ON THE FEMA 100-YEAR FLOOD ELEVATION OF 10.0 + 3' OF FUTURE SLR + 1' TO PAD + 3' OF ADDITIONAL SLR.

PRELIMINARY EARTHWORK SUMMARY

DESCRIPTION	CUT	FILL
ROUGH GRADING	90,000	90,000
UTILITY SPOILS	–	–
SUBTOTAL	90,000	90,000
NET (BALANCED)	0	–

NOTES:
1. ASSUMES 2' UNDERCUT FOR STREETS WITHIN THE RIGHT-OF-WAY.
2. UTILITY SPOILS ARE INCLUDED IN THE ROUGH GRADING QUANTITY.
3. BIORETENTION SPOIL IS INCLUDED IN THE ROUGH GRADING QUANTITY.
4. EARTHWORK QUANTITIES DO NOT INCLUDE ANY SHRINK OR SWELL ADJUSTMENTS.
5. EARTHWORK DOES NOT INCLUDE ANY CLEAN-CORRIDOR QUANTITIES.

ADJACENT PROPERTY OWNERS

REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
C	560-032-003-9	PYRCZAK PETER
D	560-032-004-7	OSHIMA HIDE
E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
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H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC

OVERALL PRELIMINARY GRADING & DRAINAGE PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

0 100 200 300

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SHEET NO. C-3.0 OF 11 SHEETS

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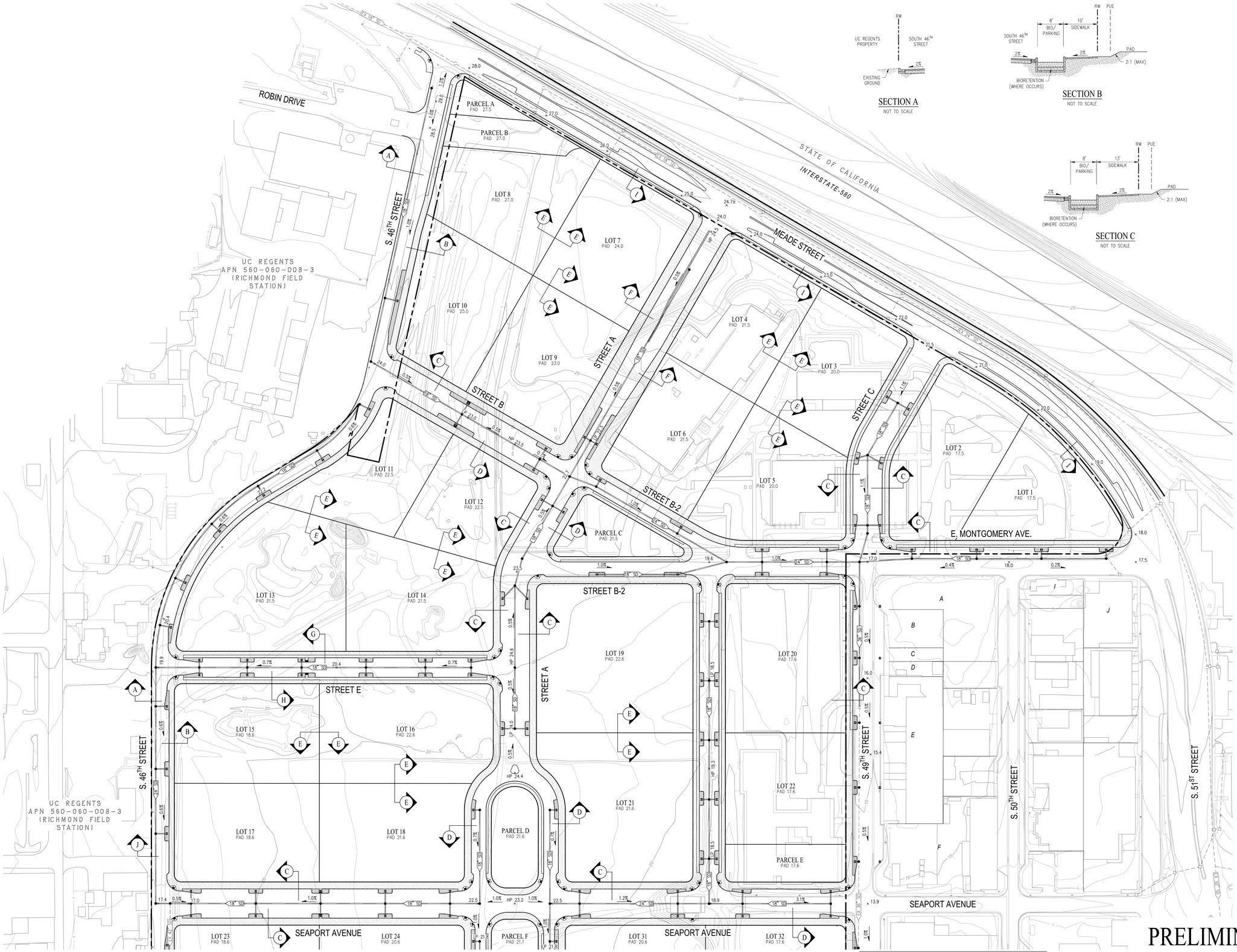
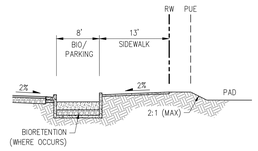


SEE SHEET C-3.2

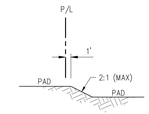
SECTION A
NOT TO SCALE

SECTION B
NOT TO SCALE



SECTION D
NOT TO SCALE

SECTION C
NOT TO SCALE



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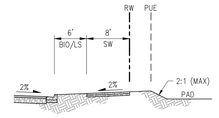

SECTION F
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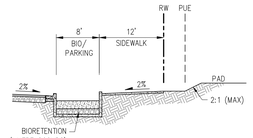

SECTION G
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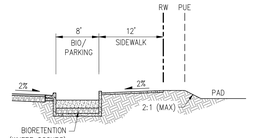

SECTION H
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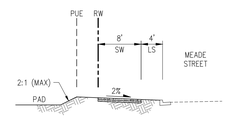
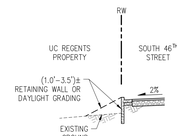


SECTION I
NOT TO SCALE



SECTION J
NOT TO SCALE

ADJACENT PROPERTY OWNERS

REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
C	560-032-003-9	PYRCZAK PETER
D	560-032-004-7	OSHIMA HIDE
E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
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J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC

PRELIMINARY GRADING & DRAINAGE PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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SHEET NO. C-3.1 OF 11 SHEETS

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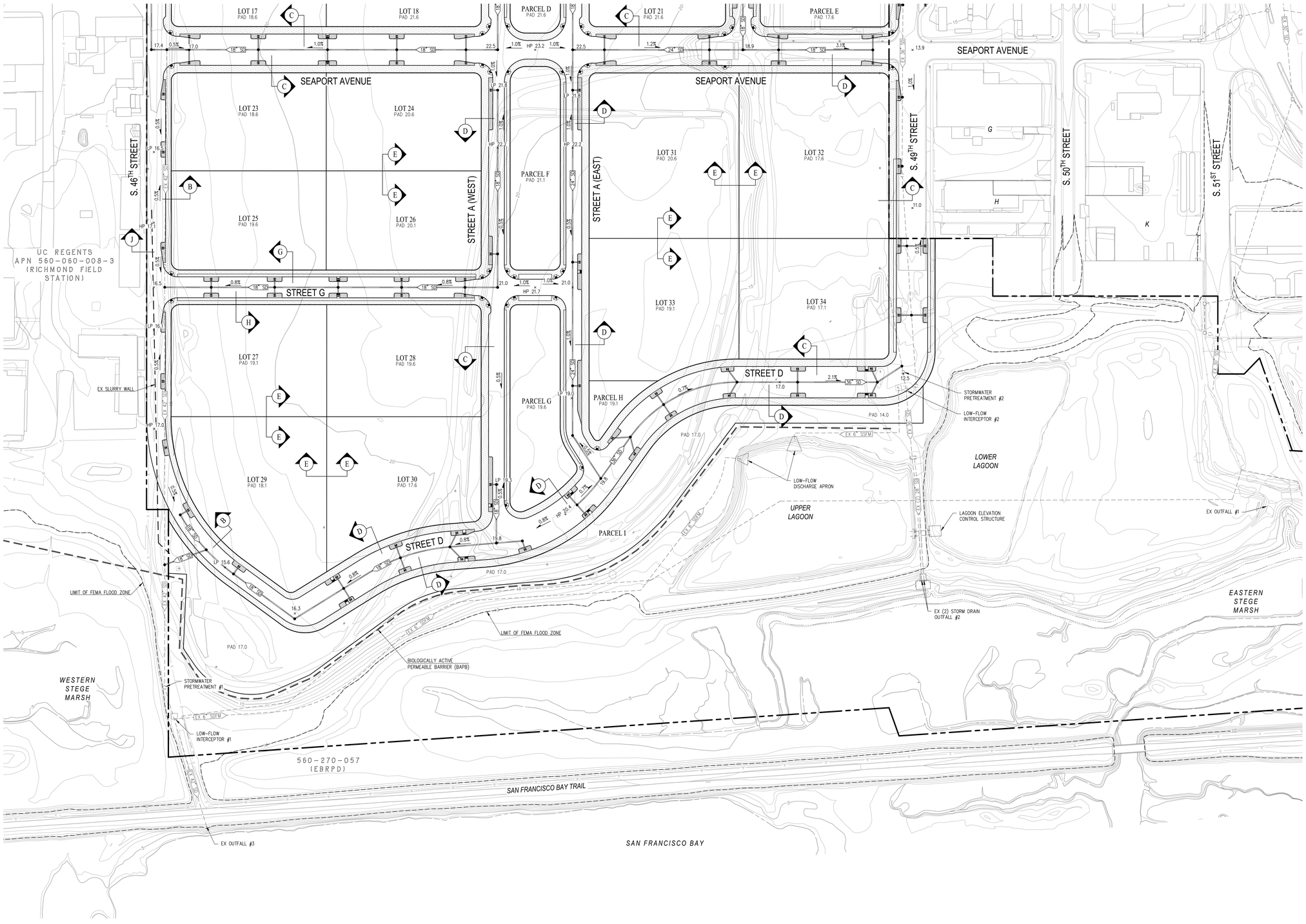
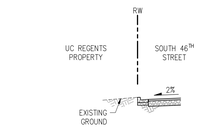
SEE SHEET C-3.1





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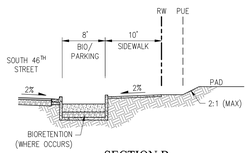

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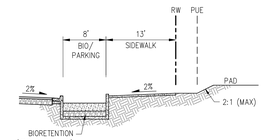

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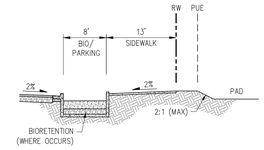
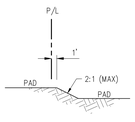


SECTION D
NOT TO SCALE

ADJACENT PROPERTY OWNERS		
REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
C	560-032-003-9	PYRCZAK PETER
D	560-032-004-7	OSHIMA HIDE
E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
G	560-022-011-4	BIERI JURG H & CHRISTEL D TRE
H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC



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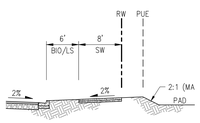

SECTION F
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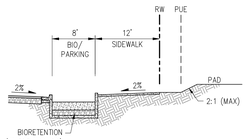

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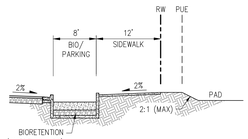

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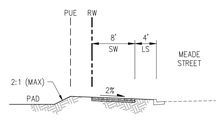

SECTION I
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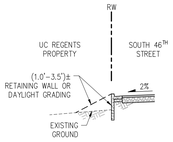

SECTION J
NOT TO SCALE

PRELIMINARY GRADING & DRAINAGE PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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SHEET NO.
C-3.2
OF 11 SHEETS

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LEGEND

EXISTING	PROPOSED	
		PROJECT BOUNDARY
EX 8" SD	12" SD	STORM DRAIN PIPE
EX 6" SS	6" SS	SANITARY SEWER PIPE
EX 8" W	8" W	DOMESTIC WATER PIPE
	SSFM	SANITARY SEWER FORCE MAIN
		MANHOLE
		DRAINAGE INLET
		FIRE HYDRANT
		BIORETENTION AREA

ADJACENT PROPERTY OWNERS

REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
C	560-032-003-9	PYRCZAK PETER
D	560-032-004-7	OSHIMA HIDE
E	560-032-027-8	PECKHAM DONALD E TRE
F	560-032-021-1	MUSSI PIETRO & ROSILENE TRE
G	560-022-011-4	BIERI JURG H & CHRISTEL D TRE
H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC

NOTES:

1. ALL UTILITIES ARE PRELIMINARY & SUBJECT TO FINAL DESIGN.

PRELIMINARY UTILITY PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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SHEET NO. C-4.0 OF 11 SHEETS

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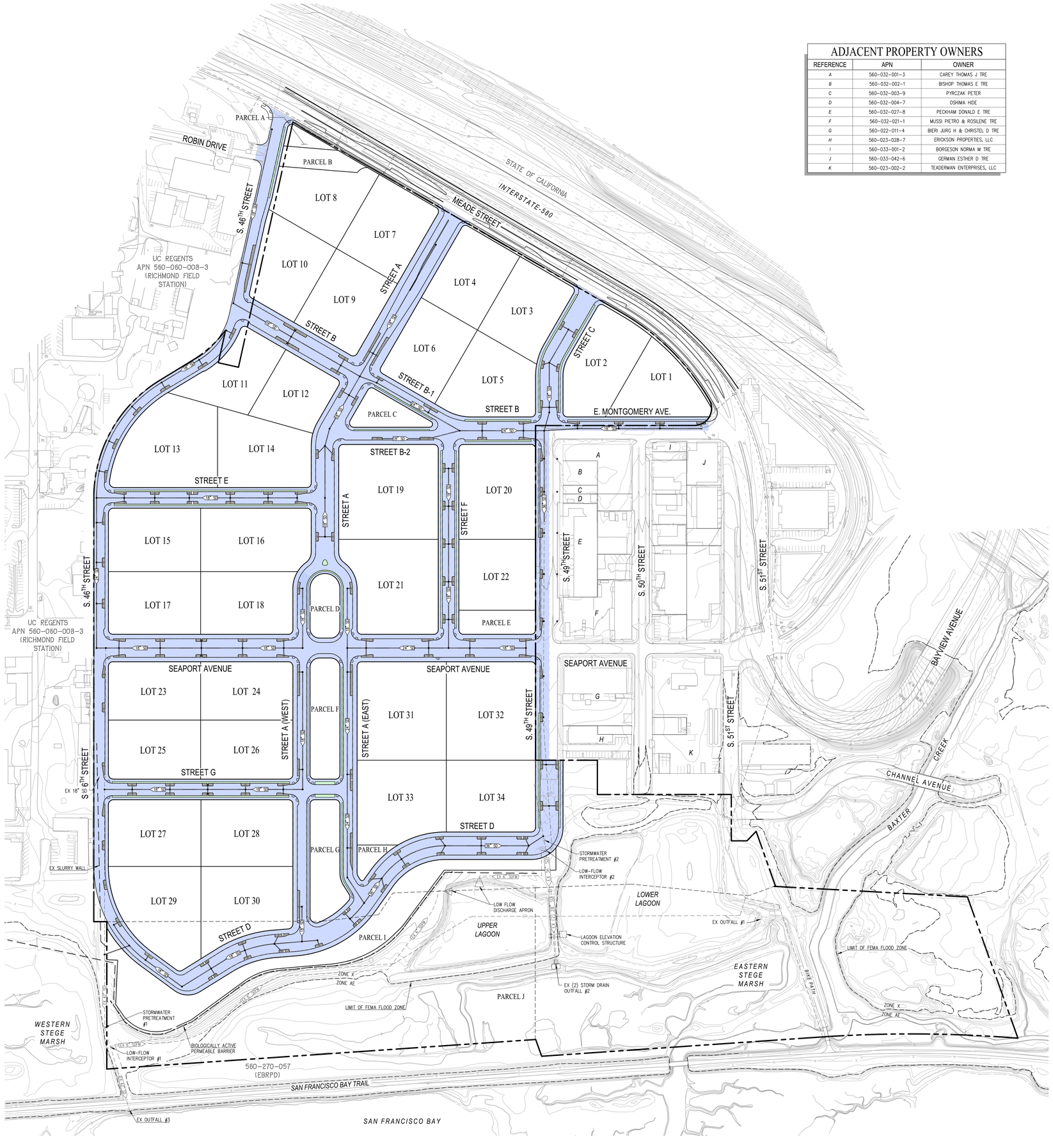

ADJACENT PROPERTY OWNERS

REFERENCE	APN	OWNER
A	560-032-001-3	CAREY THOMAS J TRE
B	560-032-002-1	BISHOP THOMAS E TRE
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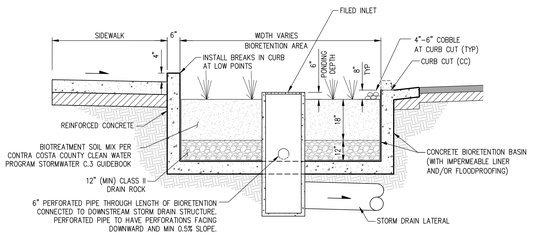
G	560-022-011-4	BIERI JURG H & CHRISTEL D TRE
H	560-023-028-7	ERICKSON PROPERTIES, LLC
I	560-033-001-2	BORGESON NORMA M TRE
J	560-033-042-6	GERMAN ESTHER D TRE
K	560-023-002-2	TEADERMAN ENTERPRISES, LLC

LEGEND

EXISTING	PROPOSED	
		PROJECT BOUNDARY
12.0	12.0	SPOT ELEVATION
		FLOW DIRECTION
EX 8" SD	12" SD	STORM DRAIN PIPE
		MANHOLE
		DRAINAGE INLET
		CATCH BASIN
ZONE X / ZONE AE (ELEV 10.0)		FEMA 100YR FLOOD ZONE
		IMPERVIOUS AREA
		PERVIOUS AREA
		BIORETENTION AREA

DRAINAGE MANAGEMENT SUMMARY TABLE (TREATMENT ONLY)

DRAINAGE MANAGEMENT AREA	TREATMENT AREA	TOTAL AREA (SF)	CONCRETE OR ASPHALT AREA (SF)	TOTAL IMPERVIOUS AREA (SF)	LANDSCAPE AREA (SF)	TOTAL PERVIOUS AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	TREATMENT TYPE	MINIMUM BIORETENTION AREA (SF)	PROVIDED BIORETENTION AREA (SF)
1	IMP 1	755,095	723,670	723,670	31,425	31,425	726,813	BIORETENTION	29,073	30,330
TOTAL										30,330
										104%



TYPICAL BIORETENTION DETAIL

NOT TO SCALE

PRELIMINARY STORMWATER CONTROL PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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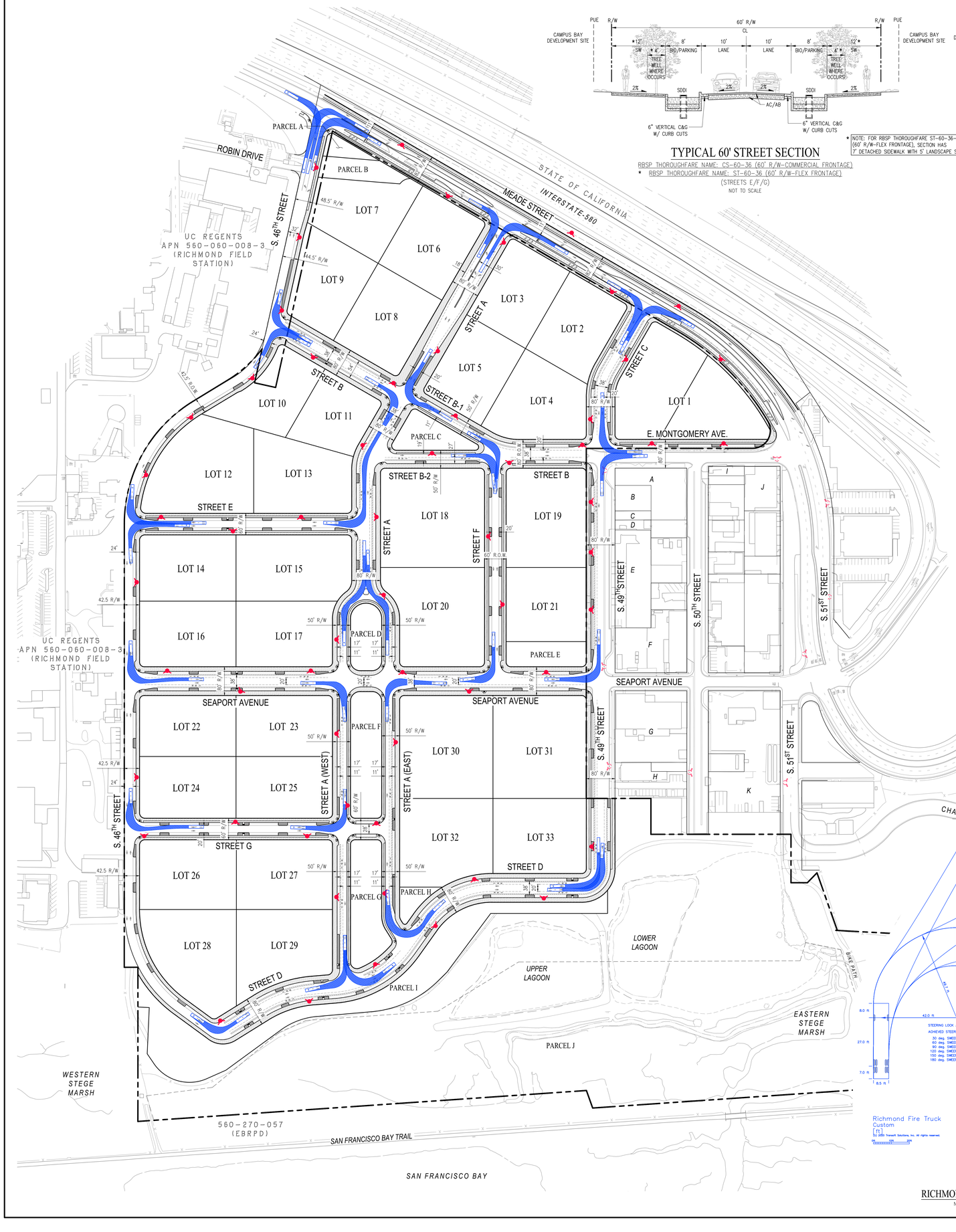


TYPICAL 60' STREET SECTION

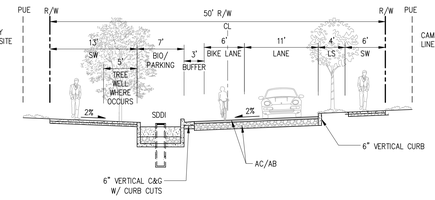
RBSP THOROUGHFARE NAME: CS-60-36 (60' R/W-COMMERCIAL FRONTAGE)

* RBSP THOROUGHFARE NAME: ST-60-36 (60' R/W-FLEX FRONTAGE)

(STREETS E/F/G)

NOT TO SCALE

* NOTE: FOR RBSP THOROUGHFARE ST-60-36-BL (60' R/W-FLEX FRONTAGE), SECTION HAS 7' DETACHED SIDEWALK WITH 5' LANDSCAPE STRIP.

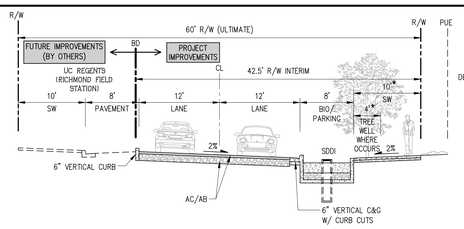


TYPICAL 50' STREET SECTION

RBSP THOROUGHFARE NAME: CS/DR-50-27-BL (ONE-WAY COUPLET ALONG PARK)

(STREETS A-WEST/EAST & STREET B-1/B-2)

NOT TO SCALE

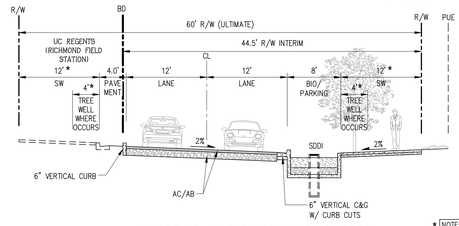


TYPICAL 42.5' STREET SECTION

RBSP THOROUGHFARE NAME: CS-60-40 (CAMPUS EDGE-INTERIM)

(S. 46TH STREET)

NOT TO SCALE



TYPICAL 44.5' STREET SECTION

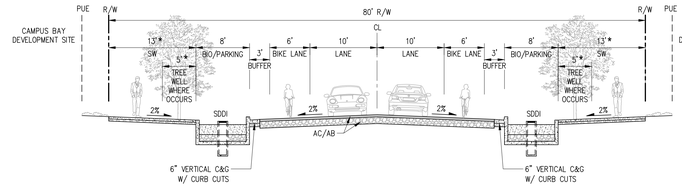
RBSP THOROUGHFARE NAME: CS-60-36 (60' R/W COMMERCIAL FRONTAGE)

* RBSP THOROUGHFARE NAME: ST-60-36 (60' R/W FLEX FRONTAGE)

(S. 46TH STREET)

NOT TO SCALE

* NOTE: FOR RBSP THOROUGHFARE ST-60-36-BL (60' R/W-FLEX FRONTAGE), SECTION HAS 7' DETACHED SIDEWALK WITH 5' LANDSCAPE STRIP.



TYPICAL 80' STREET SECTION

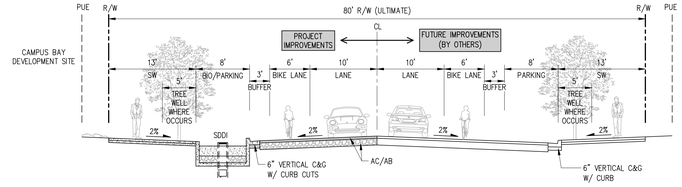
RBSP THOROUGHFARE NAME: CS-80-54-BL (80' R/W-COMMERCIAL FRONTAGE)

* RBSP THOROUGHFARE NAME: AV-80-54-BL (80' R/W-FLEXIBLE FRONTAGE)

(STREETS A/B/C/D & SEAPORT AVENUE)

NOT TO SCALE

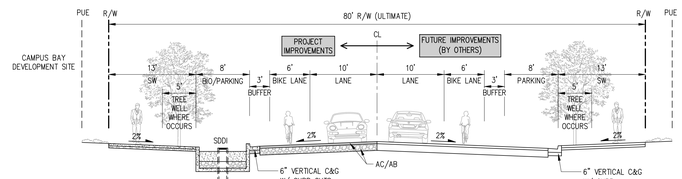
* NOTE: FOR RBSP THOROUGHFARE AV-80-54-BL (80' R/W-FLEX FRONTAGE), SECTION IS 8' DETACHED SIDEWALK WITH 5' LANDSCAPE STRIP.



TYPICAL S. 49TH STREET SECTION

RBSP THOROUGHFARE NAME: CS-80-54-BL (80' R/W-COMMERCIAL FRONTAGE)

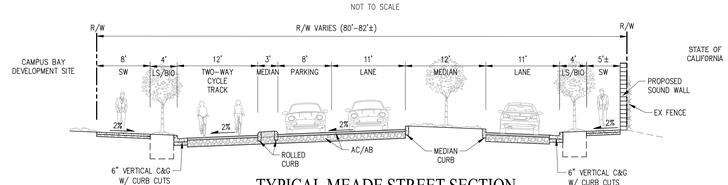
NOT TO SCALE



TYPICAL E. MONTGOMERY AVENUE SECTION

RBSP THOROUGHFARE NAME: CS-80-54-BL (80' R/W-COMMERCIAL FRONTAGE)

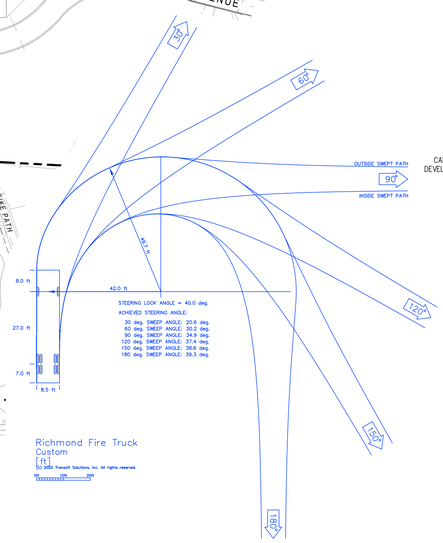
NOT TO SCALE



TYPICAL MEADE STREET SECTION

RBSP THOROUGHFARE NAME: AV-80-30-TR-BT

NOT TO SCALE



RICHMOND FIRE TRUCK

NOT TO SCALE

LEGEND

EXISTING PROPOSED

FIRE HYDRANT

PRELIMINARY CIRCULATION AND TRUCK ACCESS PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

SCALE: 1" = 100' DATE: SEPTEMBER 25, 2020

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PHASING SUMMARY

	LOT / PARCEL	AREA (AC±)	DWELLING UNIT
PHASE 1	LOT 1	0.94	
	LOT 2	1.22	
	LOT 3	1.08	
	LOT 4	1.08	
	LOT 5	1.18	
	LOT 6	1.08	
	LOT 7	1.17	
	LOT 8	1.09	
	LOT 9	1.17	
	LOT 10	1.09	
	LOT 11	0.94	
	LOT 12	0.84	
	LOT 13	1.60	
	LOT 14	1.24	
	LOT 15	1.14	
	LOT 16	1.34	
	LOT 19	1.84	
	LOT 20	1.42	
	PARCEL A	0.13	
	PARCEL B	0.30	
	PARCEL C	0.37	
	PHASE 1 SUB-TOTAL *(SEE NOTE 1)	22.26	1,655 DU*
PHASE 2	LOT 17	1.13	
	LOT 18	1.13	
	LOT 21	1.60	
	LOT 22	1.06	
	LOT 23	1.05	
	LOT 24	1.05	
	LOT 25	1.06	
	LOT 26	1.06	
	LOT 27	1.20	
	LOT 28	1.19	
	LOT 29	1.44	
	LOT 30	1.29	
	LOT 31	1.71	
	LOT 32	1.71	
	LOT 33	1.39	
	LOT 34	1.25	
	PARCEL D	0.35	
	PARCEL E	0.35	
	PARCEL F	0.70	
	PARCEL G	0.72	
	PARCEL H	0.14	
	PARCEL I	2.20	
	PARCEL J	25.91	
	PHASE 2 SUB-TOTAL *(SEE NOTE 1)	50.69	2,345 DU*
	TOTAL	72.95	4,000 DU

*NOTE 1: TOTAL NUMBER OF DWELLING UNITS PER PHASE IS APPROXIMATE AND MAY VARY. TOTAL NUMBER OF DWELLING UNITS FOR PROJECT NOT TO EXCEED 4,000 UNITS.

LEGEND

PHASE BOUNDARY

PRELIMINARY PHASING PLAN

CAMPUS BAY

CITY OF RICHMOND CONTRA COSTA COUNTY CALIFORNIA

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SHEET NO. C-7.0 OF 7 SHEET

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1. **Substantial Conformance:** The project shall be completed in substantial conformance with the Project Plans, submitted to and received by Community Development on September 25, 2020, except as may be modified by the conditions of approval for the project.

2. **Conditions of Approval on Plans:** All conditions of approval shall be written on the first or second page of the construction plans submitted for review and approval, along with annotations by the applicant of where the conditions have been met on the drawing set. These conditions of approval shall be on, at all times, all grading and construction plans kept on the project site.

3. **Responsibility to Inform**: The applicant shall be responsible for informing all subcontractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein, in the City of Richmond Municipal Code ("RMC"), including the requirement that a business license be obtained by all entities doing business in the City as well as hours of operation requirements in the City.

4. **Changes to Design:** Prior written approval from the Community Development Director or his/her designee shall be received by the applicants before any minor changes are made to the site design, grade, and vesting tentative map. Major changes shall be subject to review by the Design Review Board or Planning Commission at the Community Development Director's discretion.

5. **Maintenance**: The permittee, shall, at all times, keep the property in good order. This includes repair and maintenance of all structures, fences, signs, walks, driveways, painting, etc. as may be necessary to preserve a high quality environment. All landscaped areas shall be maintained free of litter, debris and weeds. All plantings shall be permanently maintained in a healthy growing condition, and whenever necessary, replaced with equivalent planting materials to ensure continued conformance with approved plans. Every sign shall be kept up and maintained in a secure and safe condition. Signs shall be kept free of rust, corrosion, peeling paint, cracks, fading and other surface deterioration.

6. **Transportation Demand Managemen**t: The applicant shall prepare a Transportation Demand Management (TDM) Plan in compliance with Section 4.8.7 of the Richmond Bay Specific Plan. The TDM plan shall include an implementation plan and shall be subject to review and approval by the Zoning Administrator.

7. **Stormwater Management during Construction:** During construction activities, the applicant shall reduce or prevent to the maximum extent practicable the direct or indirect discharge of any dust or pollutant into the storm drain system utilizing best

management practices contained in the California Storm Water Best Management Practices Handbook for Construction Activities. Construction activities include but are not limited to: watering operations; roadwork and paving operations; concrete and painting; structure construction and painting; construction material storage and handling; construction waste/debris storage and disposal; and, construction equipment/vehicle cleaning, maintenance and fueling operations. The project sponsor is also responsible for training all contractors and subcontractors on the best management practices identified in the California Storm Water Best Management Practices Handbook for Construction Activities which shall be made available by the project sponsor at the pre-construct meeting of the project.

8. **Encroachment Permit Required**: All work within the public right-of-way, including but not limited to utilities and grading, shall be explicitly noted with the building plans. The applicant shall obtain all necessary encroachment permits from the City of Richmond Public Works Department prior to issuance of building permits for all work and construction encroach within or over the public right-of-way, including, but not limited to, balconies, fire ladders, outdoor restaurant seating, bike racks, water meters, backflow devices, signs and curb/gutter/sidewalk improvements. Easements, subject to the approval of the City Council, shall be required for any structural features extending on, over, or under any public right of way.

9. **Indemnification**: The applicant agrees, on behalf of itself, its successor in interest and assigns, to defend, indemnify, and hold harmless the City, its Council, Planning Commission, advisory boards, officers, employees, consultants and agents (hereinafter "City") from any claim, action or proceeding (hereinafter "Proceeding") brought against the City to attack, set aside, void or annul the City's actions regarding any development or land use permit, application, license, denial, approval or authorization, including, but not limited to, variances, use permits, developments plans, specific plans, general plan amendments, zoning amendments, approvals and certifications pursuant to the California Environmental Quality Act, and/or any mitigation monitoring program, or brought against the City due to acts or omissions in any way connected to the applicant's project. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and costs of suit, attorneys fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant or City. If applicant is required to defend the City as set forth above, the City shall retain the right to select the counsel who shall defend the City.

10. **CEQA Compliance.** Permittee shall comply with the adopted mitigation monitoring and reporting program (“MMRP”).

11. **Expiration**. The approval or conditional approval of this vesting tentative map shall be valid for two years from the date of final approval, or such longer period specified in the Development Agreement, within which time the final map may be presented to the City Council for acceptance and recordation, unless an extension is granted per RMC Section 15.04.703.100(c) or is allowed pursuant to Section 66452.6(a) of the Subdivision Map Act if the filing of multiple final maps is authorized and if the subdivider is required to provide off-site improvements in the amounts specified in Section 66452.6(a) of the Subdivision Map Act. The expiration of the approved or conditionally approved vesting tentative map shall terminate all proceedings and no final map of all or any portion of the real property included within the vesting tentative map shall be filed with the legislative body without first processing a new tentative map. Once a timely filing is made, subsequent actions of the local agency, including, but not limited to, processing, approving, and recording, may lawfully occur after the date of expiration of the tentative map. Delivery to the county surveyor or city engineer shall be deemed a timely filing for purposes of this section.

12. **Final Plans**. Improvement plans and an improvement agreement shall be approved by the City prior to the construction of any subdivision improvements.

13. **Dedication to the City**. All new roadways, sidewalks, and pathways shall be designated as easements for the benefit of the public. These areas shall be accessible to all utilities providing water and sanitary sewer as well as those regulated by the Public Utilities Commission. The maintenance of all project roadways and utilities within the public rights of way shall be maintained by the applicant, or Home Owners association, or Community Facilities district in perpetuity.

14. **Site Drainage.** The project shall be designed to comply with the Department of Toxic Substances Control Site Investigation and Remediation Order Docket Number 06/07-005, specifically Conditions 8 and 9 of the Regional Water Quality Control Board Section 401 Water Quality Certification. The applicant shall demonstrate the following:

    a. Provide hydraulic calculations demonstrating that re-development of the site shall not result in the diversion of stormwater runoff from the lagoons and that post-remediation stormwater runoff continues to be directed to the lagoons to support the wetland hydrology in perpetuity. Redirection of runoff from the watershed to strom drain pipes or other water bodies is prohibited without review and approval by the Regional Water Quality Control Board Executive Officer. Treated stormwater and flows in excess of the treatment requirements shall be discharged to the lagoons in a manner similar to pre-remediation

conditions. Demonstrate how flows in excess of the pre-development condition are managed.

b. Provide a draft hydraulic analysis illustrating the flow and hydraulic grade line of storm water runoff in the collection system for the 10- and 100-year storms in the existing and future sea level rise scenarios.
c. The applicant shall develop a bioretention basin that prevents storm water from infiltrating the ground. The project shall implement a method to confirm that the basins are containing storm water to the satisfaction of the City Engineer.
d. All roadways, sidewalks, and plazas intended for public access shall integrate storm water quality infrastructure consistent with the Contra Costa Clean Water Program Stormwater C.3 Guidebook 7th Edition.
e. The Project shall comply with Municipal Regional Permit C.3 requirements.

15. **Stormwater Management.** The applicant shall submit an Operations and Maintenance ("O&M") Plan as well as an Agreement per the City of Richmond Templates for the storm water quality facilities. After approval of the O&M Plan and Agreement by the Water Resource Recovery Department the following shall occur:

    a. The property owner must sign and notarize the Agreement first.

    b. Then submit it to the City along with a legal description of the property.

    c. City officials will sign and notarize the Agreement.

    d. The executed Agreement is recorded with the County by the City.

    e. The City will provide Property Owner a copy of the recorded Agreement.

16. **Transportation.** The applicant shall comply with the following conditions:

    a. The applicant shall have street improvement plans prepared by a licensed civil engineer and obtain the Engineering Division's approval prior to approval of the Final Map.
    b. S 46th Street shall be constructed to the CDS-60-40 (Campus Edge) condition as detailed in the Richmond Bay Specific Plan. This shall be completed within the project site. Alternatively, the applicant can negotiate with the adjacent property owner(s) to install a portion of the roadway on their property. The full width of the roadway as required by the Specific Plan shall be completed by the applicant, regardless of which property it is installed upon.
    c. S 49th and Montgomery Streets shall be constructed as 80' ROW-Flexible Frontage Thoroughfares as defined in the Specific Plan. The applicant shall construct the buffered bicycle lane along the frontages of existing uses providing a buffered lane in both directions. The applicant shall resurface the

entire roadway to the satisfaction of the City Engineer prior to striping of the roadway.

d. The applicant shall install a two-way Class IV bikeway along the south and west side of Meade Street. The bikeway shall be at the same elevation as the sidewalk and shall be at least 14 feet wide. The applicant shall also install Class 2 bicycle lanes along S 51st Street between E Montgomery Avenue and Seaport Boulevard. The applicant shall also install a traffic signal at the intersection of E Montgomery Avenue and S 51st Street.
e. The applicant shall re-surface Meade Street along the project's frontage and re-stripe providing vehicle lanes of 11 feet. The left turn lanes shall be accommodated by striping; a raised center median is not required.
f. Street A shall have the following features:
    i. Street A's intersection with Street D shall be a 90-degree T-intersection.
    ii. Street A East and Street A West shall be raised to the elevation of the sidewalk. The project shall integrate streetscape features and striping to clearly delineate the separation between vehicle and pedestrian areas. See Condition 44 for length of improvement.
g. Street B-1 shall be reconfigured to be a two-way street (CS-80-54-BL) that intersects perpendicularly to Street A. Street B-2 shall be eliminated and integrated into the Parcel C civic space.
h. The applicant shall provide two Class 1 multi-use trail connections between the development and the existing San Francisco Bay Trail on S. 51st Street and a new Bay Trail connection to be built from the end of S.46th Street as part of the project in accord with the San Francisco Bay Trail Design Guidelines and Toolkit.
a. The applicant shall construct new traffic signals at Meade Street's intersection with S 46th Street, E Montgomery Avenue, and Seaport Avenue.
b. The applicant shall extend the City's fiber optic network to all new traffic signals. This shall include two 2 inch in diameter conduits, a 72 single mode fiber optic cable, access boxes, hardened Ethernet switch, a 1 Gb/s transceiver, and all associated appurtenances.
i. The applicant shall demonstrate that all intersections have adequate sight distance anticipating the future building development on the lots.
j. All streets accessible to the public shall have accessible parking consistent with the United States Access Board's proposed guidelines for accessibility within public rights-of-way. The total number, configuration, and distribution of stalls shall be developed to the satisfaction of the City Engineer.
k. The applicant shall provide electric vehicle charging stations along all streets accessible by the public consistent with the requirement of the Richmond Bay Specific Plan's "Parking and Transportation Demand Management Standards."

17. **Grading.** The applicant shall comply with the following conditions:

    a. The applicant shall demonstrate that upon completion of the mass grading activity, storm water will not be trapped and/ or create pools of runoff. In addition, the applicant shall demonstrate that stormwater from offsite areas that drains to the development is collected and conveyed.
    b. The applicant shall construct all roadways, sidewalks, and pathways to match the adjoining areas without abrupt transitions and consistent with the City's standards.
    c. All public access areas including roadways and plazas as well as private parcels shall be constructed to an elevation above sea level rise consistent with the Richmond Bay Specific Plan and City of Richmond General Plan. If raising the elevation creates conflict with adjacent private parcels, the applicant shall demonstrate an approach that adapts the site to raise elevations in the future to prevent inundation from sea level rise.

18. **Utilities.** The applicant shall comply with the following conditions:

    a. The Project is required to retrofit all existing and new drain inlets and catch basins on-site and adjacent offsite with full-trash capture device per RMC 12.22.090(a). Include detail of the chosen device on plan sheet and indicate the locations where they will be installed (see attached list of approved full trash capture devices). As part of the Stormwater Control Plan ("SWCP") the project shall be listed in the text for the trash inserts within the "Source Control Measures" and Section VI "Stormwater Facility Maintenance" Section of the SWCP.
    b. The applicant shall clearly illustrate the extent and depth of the clean utility corridors in the final plans.
    c. The applicant shall install electrical and communications infrastructure to support the development, including appropriate cable television systems and telephone and internet service, to each parcel.
    d. The applicant shall install street lighting consistent with the City of Richmond's standards as well as those of the Illuminating Engineering Society's guidelines in effect at the time of permit issuance.
    e. The applicant shall install storm drainage consistent with the City of Richmond's standards.
    f. The applicant should consider installing a recycled water pipeline within the public roadways for future use.
    g. The applicant shall coordinate with the City's Engineer to evaluate the downstream condition and capacity of the sanitary sewer collection system. The applicant shall improve all pipelines and related appurtenances to support

the additional wastewater generated by the development. The applicant shall install the sanitary sewer consistent with the City of Richmond's standards.

h. The applicant shall review the condition of all existing pump stations within the development. All pump station shall be upgraded to the City of Richmond's current standards. All pump stations within the development area shall be owned and maintained by the applicant.
i. The applicant shall locate the City's backbone fiber optic cable, which is located crossing Meade Street and State Route 580 at the driveway to the UC Field Station.

19. **As-Built.** The applicant shall provide as-built drawing to the City Engineer for all improvements constructed onsite and off-site as part of the project. The as-built drawings must be stamped by the engineer of record for the project.

20. **Effectiveness of Approval.** This approval shall not become effective unless and until applicant and City have executed the Development Agreement with respect to the project. From and following the effective date of the Development Agreement, this approval shall be and remain subject to all terms and conditions of the Development Agreement and in the event of any conflict between this approval, including but not limited to the conditions of approval and the rights of applicant under this approval, and any provisions of the Development Agreement, the Development Agreement shall control.

21. **Community Benefits.** Applicant shall satisfy all Community Benefits to be provided by the project as set forth in City Council Resolution No. 91-19, adopted September 24, 2019, and the Development Agreement.

22. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft. of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. CFC 503.1.1.

23. Roads used for Fire Department access shall have an unobstructed width of not less than 20' for structures up to and including 30' in height and not less than 26' in width for structures in excess of 30' in height. Roads used for Fire Department access shall have an unobstructed vertical clearance of 13'6" or more. CFC 503.2.1.

24. When access roads are divided by a median and two lanes of one way traffic exist, the minimum single lane width may be reduced to 16 feet. (Meade Street Section)

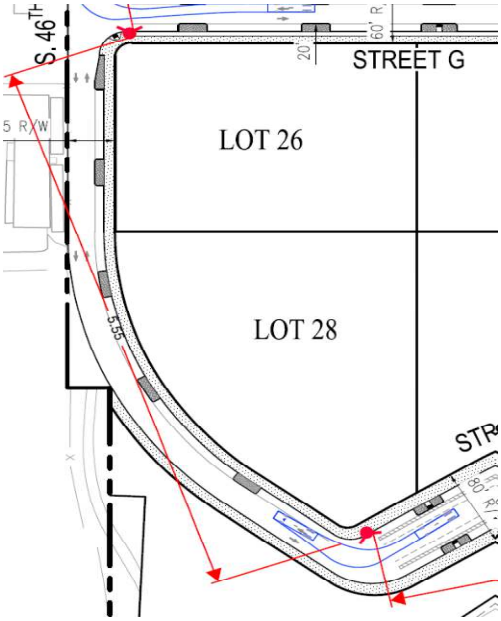
25. Fire lanes provided for aerial ladder/truck rescue operations around buildings four (4) or more stories in height shall have their clear access portion from a distance of

thirty (30) feet for the closest portion of the fire lane to a distance of fifty (50) feet for the most distant portion of the fire lane in respect to the building perimeter walls.

26. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities (minimum 74,000 lbs.). CFC 503.2.3.

27. Fire Department access roadways having a grade of between 16 percent and 20 percent shall be designed to have a finish surface of grooved concrete sufficient to hold a 45,000 pounds traction load. The grooves in the concrete surface shall be ½ inch wide by ½ inch deep and 1 ½ inch on center and set at a 30 to 45 degree angle across the width of the roadway surface. No grade shall exceed 20 percent, nor shall the cross slope exceed 8% unless authorized in writing by the fire code official.

28. Provide the required fire hydrants in accordance with CFC 507 and Appendix B, Section B105. One additional hydrant needs to be provided between Lots 26 and Lot 28 (also noted as Lots 27 and 28 on certain sheets). *(See detail provided below)



29. Note: Appendix B, Table B105.1 (2) has been amended by the City of Richmond so that the maximum amount of fire flow reduction is limited to 50% of the required GPM of Table B105.1 (2). The minimum fire flow requirement shall not be less than 1,500 GPM.

30. Fire service mains shall not cross property lines unless a reciprocal easement agreement is provided.

31. Maintenance agreements shall be entered into by Applicant with City for the interior roadways of the proposed complex and for the fire protection systems. The agreement shall be recorded with the Public Recorders Office having jurisdiction at the time of first Final Map approval and shall provide for the following:

a. Provisions for the necessary repair and maintenance of the roadway surface

b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20')

c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping

d. Provisions for the necessary repair and maintenance of vehicle and pedestrian access gates and opening systems

e. Unrestricted use of and access to the roadways covered by the agreements.

f. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.

g. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

32. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4.

33. Provide a water flow test. (Make arrangements through East Bay Municipal Utility District). CFC 507.4.

34. Provide appropriate Knox access for site. CFC 506.

35. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.

36. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 5,000 square feet for Occupancy Groups A, B, E, F-1, S, Group M occupancies exceeding 1,500 square feet, all buildings with 3 stories or more than 35' in height (as measured in accordance with CBC Chapter 5 CFC), all structures within the VHFHSZ areas of Richmond City, any structure that

requires a fire flow in excess of 2,000 GPM and all R Occupancies. Fire Code Amendments 903.2

37. Locate and identify Fire Department Connections (FDCs) no further than 100 feet from a fire hydrant and not more than 30 feet from a paved roadway.

38. Per the most recently adopted California Residential Code, all new residential construction including 1 and 2 family dwellings and townhouses shall be provided with an approved NFPA 13 D sprinkler system.

39. Minimum gate width shall provide 20 feet clear access. Gate shall have AC power and be provided with Key override switch (Knox). For gates that do not fail safe in the open position upon loss of AC power or are provided with battery back-up power, an approved pedestrian gate shall be installed within 10 feet of all vehicle gates. An approved key box (Knox) shall be installed at least 48 inches above grade on the outside of the gate. It shall be provided with a key to open the pedestrian gate.

40. Emergency Responder Radio Coverage may be required. Testing shall be conducted by an authorized technician to verify compliance with section 510, CFC. This test shall verify that building will support the City of Richmond Fire Department Radio Communication System. This test shall be performed once all computers, electronics and/ or wireless systems and etc. have been installed

41. Vertical construction and further subdivision of the lots shall be subject to the provision of the Richmond Bay Specific Plan and any procedures outlined within the Specific Plan.

42. Developer shall comply with the public art ordinance including the installation of public art at the project site or the payment of a fee prior to issuance of a certificate of occupancy.

43. The subdivision shall comply with the Subdivision Ordinance of the City of Richmond Municipal Code as determined by the City Engineer.

44. The applicant is encouraged to contact the Engineering Division to schedule a pre-application meeting prior to the first submittal of the subdivision map and improvement plans to discuss submittal requirements, project review timelines and fees associated with processing, filing and constructing this subdivision.

45. A current title report shall be submitted to identify current ownership, and any existing easements or land use restrictions.

46. Subdivision improvement agreement, bonds and all fees as required by the City Engineer shall be submitted prior to filing of the final map.

47. An engineer's cost estimate for frontage and site improvements shall be submitted.

48. The applicant shall have street improvement plans prepared for all work in the public right of way by a licensed civil engineer and obtain Department of Public Works approval prior to the issuance of the encroachment permit or subdivision improvement plans.

49. All utilities shall be undergrounded within the subdivision.

50. All power poles whether existing or new shall be located behind the curb or sidewalk.

51. All onsite surface drainage shall be collected and conveyed in an adequately designed underground storm drainage system in a manner to be approved by the City Engineer. The downstream drainage system shall be analyzed and inadequacies, if any, corrected as determined by the City Engineer.

52. The site shall be graded so that no additional runoff is directed to and so as not to impede runoff from adjacent properties.

53. Public sidewalks shall comply with ADA and Title 24 requirements for cross slope at driveway approaches and curb ramps.

54. The civic spaces proposed in the Vesting Tentative Map shall be revised to include the following:

a. Provide raised paving surrounding the Linear Park on A Street extending from north of the Linear Park to the southern edge of the Linear Park, and extending across Shoreline Drive to the Community Park (Shoreline Park) for traffic calming to the satisfaction of the Public Works Director and Community Development Director.

b. Provide a Shoreline Promenade per the Richmond Bay Specific Plan within the Shoreline Park, between S. 46th and S. 49th Streets, connecting to Bay Trail cross paths.

55. The Civic Spaces shall be completed as follows:

a. Parcel ‘A’ and ‘B’ shall be completed prior to first Certificate of Occupancy for Lot 8.

b. Parcel ‘C’ park shall be completed prior to first Certificate of Occupancy for Lot 19.

c. Parcel ‘E’ park shall be completed prior to first Certificate of Occupancy for Lot 22.

d. Parcel ‘H’ park shall be completed prior to first Certificate of Occupancy for Lot 33.

e. Parcel ‘D’, ‘F’, ‘G’, and ‘I’ shall be completed at the later of 36-months after first Final Map recordation or first building permit issuance for Phase 2.

56. The project shall comply with all of the requirements and conditions of the Bay Conservation and Development Commission, the Department of Toxic Substances Control, the Regional Water Quality Control Board, and any and all other resources agencies and other public agencies having jurisdiction over the project.

57. All references herein to lots and parcels shall mean such lots and parcels as shown on the Vesting Tentative Map, dated September 25, 2020, and as the same as shown on the Final Map(s) for the project.

58. All references herein to Developer, Permittee, and Applicant shall mean the same.

59. For parcels located in the Specific Plan SD:R&D transect zone where residential uses are proposed, the front parking setback shall be 50 feet and the side street parking setback shall be 30 feet, subject to review by the Community Development Director and the adjustment procedures under Specific Plan Subsection 4.10.5 (Adjustments).

60. The applicant shall provide a new Class I multi-use trail connecting the spine Bay Trail with the end of S 46th Street in accord with the San Francisco Bay Trail Design Guidelines and Toolkit, including public parking.

61. The San Francisco Bay Trail trailhead facilities to be constructed pursuant to Development Agreement Section 4.7.6 shall be installed at or near the existing S. 51st Street Bay Trail spur. To the extent that the actual costs paid by the developer for these Trailhead Improvements are less than the $3.0 million Trailhead Cap, the balance shall be paid to the City for San Francisco Bay Trail improvements elsewhere in the South Richmond Priority Development Area at the City’s sole and absolute discretion.

62. Any excess funds of the $3 million, noted in condition 61, shall be considered for use by the EBRPD and/or the City for widening of the Spine Bay Trail between Point Isabel Regional Shoreline and Meeker Slough Bridge.