

FINAL DRAFT

**CITY OF RICHMOND
URBAN GREENING MASTER PLAN
INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION**

RICHMOND, CALIFORNIA

Prepared for:

City of Richmond
Planning Division
450 Civic Center Plaza, 2nd Floor
Richmond, CA 94804

Prepared by:

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Project No. VAA1301

LSA

March 2017

MITIGATED NEGATIVE DECLARATION

Project Name. Urban Greening Master Plan

Project Location. The Urban Greening Master Plan area includes the areas within the City of Richmond's jurisdictional boundaries.

Project Description. The proposed project consists of the adoption of the City of Richmond Urban Greening Master Plan (Plan) as well as construction of several recommended projects that have been identified in the Plan. The Urban Greening Master Plan is intended to serve as a guide for the development and enhancement of the City's urban forest. The Plan proposes code changes, details planting guidelines and identifies greening opportunities to help the City achieve its green vision.

As described in the Plan, the tree inventory identified over 13,000 street tree opportunity sites currently available within the City right-of-way, including existing tree wells with no trees, tree wells that have been filled or paved, stretches of sidewalk with sufficient width to accommodate street trees, empty planting areas or planting areas with some vegetation, but no trees, and other areas where trees could be planted. Over time, the planting of trees in these opportunity sites will be the most significant implementation activity. The implementation projects identified in the Plan represent focus areas where greening strategies could be effectively implemented on City-owned properties and within the existing public right-of-way.

Findings. It is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment.

Mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this Mitigated Negative Declaration. The City of Richmond has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Reporting Program.

Lina Velasco

Lina Velasco, Project Manager II
City of Richmond Planning Division

04/4/2017

Date

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CITY OF RICHMOND URBAN GREENING MASTER PLAN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

PROJECT INFORMATION

- 1. Project title:**
City of Richmond Urban Greening Master Plan
- 2. Lead agency name and address:**
City of Richmond
Planning Division
450 Civic Center Plaza, 2nd Floor
Richmond, CA 94804
- 3. Contact person and phone number:**
Lina Velasco
Senior Planner
City of Richmond Planning Division
(510) 620-6841
- 4. Project location:**
The Urban Greening Master Plan area includes the areas within the City of Richmond's jurisdictional boundaries (see Figure 1). To facilitate the tree survey, the City was divided into thirteen zones based on neighborhood boundaries, as shown in Figure 1.
- 5. Project sponsor's name and address:**
City of Richmond
Planning Division
450 Civic Center Plaza, 2nd Floor
Richmond, CA 94804
- 6. General plan designation:**
The Urban Greening Master Plan area includes various General Plan land use designations.
- 7. Zoning:**
The Urban Greening Master Plan area includes various zoning designations.
- 8. Description of project:**
The proposed project consists of the adoption of the City of Richmond Urban Greening Master Plan (Plan), including implementation of recommended projects that have been identified in the Plan.

The Urban Greening Master Plan is intended to guide other planning efforts to improve Richmond's physical landscape by identifying opportunities for policy making, programs, and partnerships to grow, maintain and fun the urban forest through promoting community stewardship. The Plan incorporates the most relevant aspects of these plans, assessments, and

ordinances into a document that will enable the City to realize its vision of a more walkable, multi-modal landscape that can offer many environmental, economic and health benefits.

In order to provide for a thematically and geographically comprehensive analysis of the Urban Greening Master Plan, potential environmental impacts associated with the Plan are analyzed at a “program” level within this Initial Study. However, specific implementation projects are evaluated at a “project” level. The City Planning Department will review all other recommended projects within the Plan on a case-by-case basis to determine if any supplemental review under CEQA for potentially adverse project-specific impacts would occur that are not mitigated through the recommended project revisions and mitigation measures identified in this Initial Study.

The following sections provide the planning context for the Plan, and describe the components of the Plan and the recommended projects in more detail.

Project Background. In 2011, the City of Richmond applied for and was awarded a Proposition 84 Grant to develop an Urban Greening Master Plan. Proposition 84, also known as the *Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006*, authorized funding to be used to “[revitalize] our communities and [make] them more sustainable and livable by investing in sound land use planning, local parks, and urban greening.”¹ The development and implementation of urban greening plans is a means to coordinate and support state-wide environmental goals while providing substantial benefits to local Richmond residents and community members.

Proposed Plan. The Plan provides a road map for a strategic approach to protection, expansion, and management of Richmond’s urban forest and permeable streetscapes while supporting the goals of other City plans for a greener and healthier Richmond.

The Plan is organized into five chapters. The first component, *Introduction*, The second section, *The Case for Urban Greening*, provides background on urban greening and its benefits. The third section, *Existing Frameworks*, provides an overview of the inventory process, an account of the existing condition of the City’s urban forest (including the results of the tree inventory), and a description of the benefits of the City’s existing urban forest. The fourth section, *Vision & Goals*, identifies the goals as well as the supporting policies and programs to achieve the goals established by the City for the Urban Greening Master Plan. The fifth section, *Implementation*, provides strategies for implementing the plan, including funding sources and specific recommendations to achieve the goals established by the City for the Urban Greening Master Plan, including a list of implementation projects. Section Three also includes recommendations on local, regional, and State programs and initiatives to promote stewardship of the urban forest and a description of the Plan’s relationship to other planning documents.

¹ California Penal Code, Division 43, Chapter 1, Section 75003(e). Accessed 4/10/16.
http://www.waterboards.ca.gov/water_issues/programs/grants_loans/prop84/prop84nov2006.pdf

The following discussion describes the recommendations found in the fourth and fifth sections of the Plan in further detail.

Plan Goals and Policies/Programs. The Plan is structured around five core goals. In correspondence with the five core goals, the Plan puts forth a number of recommended actions for the City to achieve its urban greening goals. The goals and actions are identified below. Tables of recommended actions associated with each goal, along with Lead City departments and an anticipated timeframe are provided in Section 4.02 of the Urban Greening Master Plan (2016). The goals and policies/programs are listed below:

Goal 1. Protect the Urban Forest

Policy 1-A. Strengthen the City's existing tree ordinances to achieve a net zero loss of trees and consider adding a section to recognize and protect significant trees.

Policy 1-B. Recognize and establish biological and natural resource protection areas as part of the City's urban forest.

Goal 2. Expand the Urban Forest through Urban Greening Initiatives

Program 2-A. Activate a City-wide tree planting program on opportunity sites by supporting and expanding existing tree programs and events.

Program 2-B. Support other urban greening initiatives by citizen action groups while following adopted industry best practices.

Program 2-C. Follow plant species recommendations and biodiversity requirements for new planting projects, adopt the updated Approved Street Tree List, and routinely update recommendations to encourage plant selections that are suited to Richmond's environmental conditions.

Policy 2-D. Consider the establishment of development best practices to expand the urban forest through sustainable design.

Program 2-E. Coordinate green strategies with other City-wide plans to achieve mutual goals.

Program 2-F. Support urban agriculture through inclusive land use policy.

Policy 2-G. Update the Park and Recreation Dedication and Fees Ordinance to require new development and redevelopment projects to pay a fair share of the costs of parkland acquisition and improvement.

Policy 2-H. Consider negotiating with private land owners and State agencies for the establishment of open space and planting area easements.

Goal 3. Manage and Support the Urban Forest and Urban Greening

Program 3-A. Partner with community groups for tree planting and maintenance.

Program 3-B. Maintain and expand the urban forest inventory to reflect the diversity of urban greening projects in Richmond.

Policy 3-C. Support the City's Integrated Pest Management ordinance to foster plant and wildlife diversity.

Program 3-D. Provide self-service stockpiles of compost and woodchips as a resource for urban greening projects.

Program 3-E. Practice and promote proper tree care techniques for publicly- and privately-owned trees.

Program 3-F. Support and encourage use of the City's tool lending library.

Program 3-G. Support community participation in water conservation programs.

Goal 4. Educate and Promote Stewardship of the Urban Forest

Policy 4-A. Explore opportunities to partner with the Urban Forestry Advisory Committee (UFAC) to support implementation of the Urban Greening Master Plan.

Program 4-B. Identify possible economic and workforce development opportunities associated with urban forestry.

Program 4-C. Support the development of environmental curricula to foster environmental stewardship.

Program 4-D. Recognize significant trees and green infrastructure enhancements within Richmond.

Program 4-E. Consider assisting in the development of tree workshops for residents and community members.

Goal 5. Fund the Urban Forest and Urban Greening Initiatives

Program 5-A. Identify funding sources for urban greening projects and support of the City's Parks and Landscaping Division.

Program 5-B. Incorporate the costs of sustainable landscaping in capital improvement project budgets.

Program 5-C. Maintain the City's Tree City USA designation.

Implementation Projects. As described in the Plan, the tree inventory identified over 13,000 street tree opportunity sites currently available within the City right-of-way, including existing tree wells with no trees, tree wells that have been filled or paved, stretches of sidewalk with sufficient width to accommodate street trees, empty planting areas or planting areas with some vegetation, but no trees, and other areas where trees could be planted. Over time, the planting of trees in these opportunity sites will be the most significant implementation activity. Figure 2 provides a list of proposed projects. This list illustrates focus areas where greening strategies could be effectively implemented on City-owned properties and within the existing public right-of-way.

The Plan supports greening efforts in all areas of the City. The proposed projects listed in Figure 2 identify focus areas where greening strategies could be effectively implemented on City-owned properties and within the existing public right-of-way. Three specific implementation projects are described further below. Clear definition of other projects listed is subject to available resources and other constraints not currently known.

City Owned Parking 1 – The City of Richmond owns and maintains approximately 4.5 acres of paved parking at the Civic Center complex. This project (Figure 3) would include renovation of these parking areas to allow for the following greening strategies:

- Street trees would be planted in existing tree wells at the back of curb, where possible.
- Adjustment of the existing parking configuration would allow for tree planting within parking areas. The goal of this planting is to achieve a 50 percent shading of the parking areas when trees mature.
- Adjustment of existing and surface drainage patterns would allow for capture and treatment of storm water runoff before it is released into the City storm drain system.
- Installation of permeable paving materials would be encouraged where possible to reduce storm water runoff.

City Owned Parking 2 – The City of Richmond owns and maintains approximately 2 acres of parking and storage at the Corporation Yard complex. The surface is a mix of impermeable and gravel paving. consists of both impermeable surfaces and gravel paving with few trees. This project (Figure 4) includes renovation of these parking and storage areas to allow for the following greening strategies:

- Park and street trees would be planted in existing tree wells at the back of curb where possible.
- The existing parking configuration would be adjusted to allow for tree planting within parking areas. The goal of this planting is to achieve a 50 percent shading of the parking areas when trees mature.
- Adjustment of existing surface drainage patterns would allow for capture and treatment of storm water runoff before it is released into the City storm drain system.
- Installation of permeable paving materials would be encouraged where possible to reduce storm water runoff.

San Pablo Avenue Median Improvements – This project (Figure 5) would consist of improvements along a six block section of San Pablo Avenue. The work would include street tree planting, median sections, sidewalk adjustments, and curb reconfiguration to allow for the following greening strategies:

- Street trees would be planted in existing tree wells at the back of curb, where possible.
- Sections of the existing center turn lane would be replaced with a median planter strip, which would allow for tree planting. A traffic study to be conducted at the design phase of the project would determine the locations and geometry of the median planters and breaks in between. Locations shown on Figure 5 are conceptual.
- Adjustment of existing curb lines would allow for capture and treatment of storm water runoff before it is released into the City storm drain system.
- Installation of permeable paving materials would be encouraged where possible to reduce storm water runoff.

Implementation of these projects is anticipated to reduce the heat island effect generated by paved areas, increase the carbon sequestration capacity of the urban forest, reduce stormwater runoff and improve the quality of the remaining runoff.

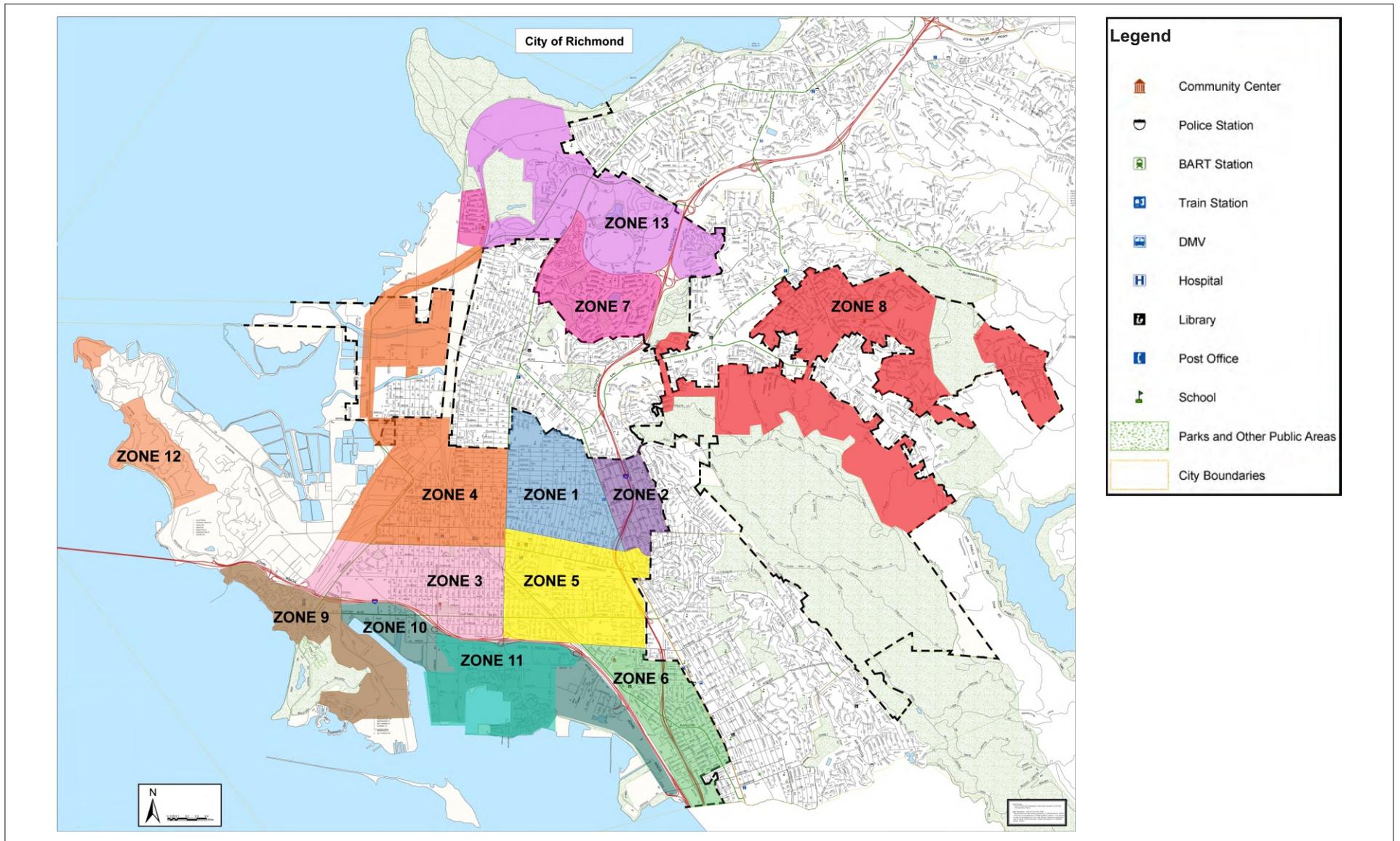
9. Surrounding land uses and setting:

As previously described, the Plan encompasses the entire City of Richmond (See Figure 1), which is located in West Contra Costa County. The City of Richmond is bordered by the City of San Pablo and the unincorporated area of North Richmond to the north; the unincorporated areas of El Sobrante and East Richmond Heights to the east; the City of El Cerrito to the southeast; the Richmond Inner Harbor to the south; and the San Francisco Bay to the west. Richmond's land mass forms a promontory that stretches into the San Francisco and San Pablo bays. This shoreline defines a significant portion of the City's borders to the north, west, and south. Neighboring San Francisco and Marin counties provide attractive backdrops from Richmond across the Bay. Regional access to the project site is provided from Interstate 80 (I-80) and Interstate 580 (I-580). Local access is provided by San Pablo Avenue and Cutting Boulevard, which serve as the primary corridor entrances to the City.¹

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

- Contra Costa County Flood Control & Water Conservation District
- U.S. Army Corps of Engineers
- Regional Water Quality Control Board
- California Department of Fish and Wildlife

¹ PBS&J, 2011. Richmond General Plan Update Draft Environmental Impact Report. February.



L S A

FIGURE 1

*City of Richmond Urban Greening Master Plan
Initial Study/Mitigated Negative Declaration*

Plan Area



URBAN GREENING IMPLEMENTATION PROJECTS

The following list of proposed projects illustrates focus areas where greening strategies could be effectively implemented on city-owned properties and within the existing public right of way.

Project Description	Location
Street Tree Planting on Significant Streets	
<i>The recently completed street tree inventory identified existing tree planting opportunities in the public right of way</i>	
23rd Street / Marina Bay Parkway	156 available planting locations as of May 2014
Barrett Ave.	108 available planting locations as of May 2014
Carlson Blvd.	174 available planting locations as of May 2014
Cutting Blvd.	101 available planting locations as of May 2014
Harbour Way	122 available planting locations as of May 2014
Hilltop Drive	79 available planting locations as of May 2014
Macdonald Ave.	149 available planting locations as of May 2014
Pennsylvania Ave.	49 available planting locations as of May 2014
San Pablo Ave.	73 available planting locations as of May 2014
Tree Planting and Storm Water Runoff Management in City-Owned Parking Lots and Storage Areas	
Parking Areas at Richmond Civic Center	See attached diagram - City Owned Parking 1
Parking Areas at Richmond Corporation Yard	See attached diagram - City Owned Parking 2
Baxter Creek Day Lighting / Improvements at Booker T. Anderson Park	
The details and scope of this project will be developed as resources become available.	
Tree Planting and Urban agriculture at Miraflores Greenbelt	
The details and scope of this project will be developed as resources become available.	
Center Median, Curbside Planting, and Traffic Calming San Pablo Avenue	
A proposed 14' wide center median with curbside planting and traffic calming bulb outs.	See attached diagram - San Pablo Avenue Median
Planting / Greening Projects at Richmond Greenway	
Unity Park - a new 8 acre neighborhood park	
Greening the Last Mile - A 1.2 mile eastern section of the Richmond Greenway. Portions of this project that are currently funded include: Carlson Meadow, 33rd Street, and 39th Street.	
The details and scope of additional future project will be developed as resources become available.	
Green Alleys	
Mathieu Court Alley – replace 16,000 square feet of impervious paving with landscaped areas, and with pervious pavers and/or turf cell where vehicle access is necessary.	



PROJECT DESCRIPTION

The City of Richmond owns and maintains approximately 4 1/2 acres of paved parking at the Civic Center complex. Implementation Project #1 includes renovation of these parking areas to allow for the following greening strategies.

TREE PLANTING FOR CARBON CAPTURE AND PAVEMENT SHADING

- 1) Street trees are to be planted in existing tree wells at the back of curb where possible.
- 2) Adjustment of existing parking configuration to allow for tree planting within parking areas. The goal of this planting is to achieve a 50% shading of the parking areas when trees mature.

TREATMENT OF STORM WATER RUN OFF

- 1) The project will include adjustment of existing surface drainage patterns to allow for capture and treatment of storm water run off before it is released into the city storm drain system.
- 2) Installation of permeable paving materials is also encouraged where possible to reduce storm water run off.



CITY OWNED PARKING 1

NOT TO SCALE:





PROJECT DESCRIPTION

The City of Richmond owns and maintains approximately 2 acres of parking and storage at the Corporation Yard complex. The surface is a mix of impermeable and gravel paving. Implementation Project #2 includes renovation of these parking and storage areas to allow for the following greening strategies.

TREE PLANTING FOR CARBON CAPTURE AND PAVEMENT SHADING

1) Street trees are to be planted in existing tree wells at the back of curb where possible.

2) Adjustment of existing parking configuration to allow for tree planting within parking areas. The goal of this planting is to achieve a 50% shading of the parking areas when trees mature.

TREATMENT OF STORM WATER RUN OFF

1) The project will include adjustment of existing surface drainage patterns to allow for capture and treatment of storm water run off before it is released into the city storm drain system.

2) Installation of permeable paving materials is also encouraged where possible to reduce storm water run off.



CITY OWNED PARKING 2

DIAGRAM NOT TO SCALE





PROJECT DESCRIPTION

Implementation Project #3 consists of improvements along a six block section of San Pablo Avenue. The work includes street tree planting, median sections, sidewalk adjustments, and curb reconfigurations to allow for the following greening strategies.

TREE PLANTING FOR CARBON CAPTURE AND PAVEMENT SHADING

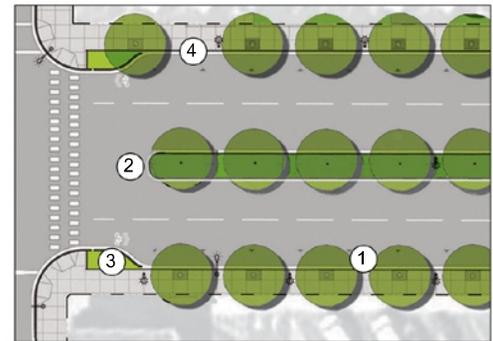
- 1) Street trees are to be planted in existing tree wells at the back of curb where possible.
- 2) Sections of the existing center turn lane are to be replaced with a median planter strip which will allow for tree planting. Note, traffic study at the design phase of the project will determine the locations and geometry of the median planters and breaks in between. Locations shown on this diagram are conceptual.

TREATMENT OF STORM WATER RUN OFF

- 3) The project will include adjustment of existing curb lines to allow for capture and treatment of storm water run off before it is released into the city storm drain system.
- 4) Installation of permeable paving materials is also encouraged where possible to reduce storm water run off.

BENEFITS ANTICIPATED

Implementation of this project will reduce the heat island effect generated by paved areas, increase the carbon sequestration capacity of the urban forest, reduce storm water run off and improve the quality of remaining run off.



VIGNETTE IMPROVEMENTS - SAN PABLO AVENUE

SAN PABLO AVENUE MEDIAN

SCALE: 1"=100'



LSA

FIGURE 5

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural & Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lina Velasco

4/4/2017

Lina Velasco, Project Manager II
City of Richmond Planning Division

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

This section identifies the environmental impacts of this project by answering questions from Appendix G of the CEQA Guidelines, the Environmental Checklist Form. The environmental issues evaluated in this chapter include:

- Aesthetics
- Agricultural & Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Services Systems
- Mandatory Findings of Significance

All analyses take into account the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Impacts are categorized as follows:

Potentially Significant Impact is appropriate if there is substantial evidence that an effect is significant, or where the established threshold has been exceeded. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) may be required.

Less Than Significant with Mitigation Incorporated applies where the incorporation of mitigation measures would reduce an effect from Potentially Significant Impact to a Less Than Significant Impact. Mitigation measures are prescribed to reduce the effect to a less than significant level.

Less Than Significant applies when the project will affect or is affected by the environment, but based on sources cited in the report, the impact will not have an adverse effect. For the purpose of this report, beneficial impacts are also identified as less than significant. The benefit is identified in the discussion of impacts, which follows each checklist category.

A No Impact answer is adequately supported if referenced information sources show that the impact simply does not apply to projects like the one involved. A No Impact Answer is explained where it is based on project-specific factors as well as general standards.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

I. AESTHETICS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) *Have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. The proposed Plan would result in the planting of trees and the installation of other green infrastructure throughout the City. Construction of the Implementation Projects would result in alterations to San Pablo Avenue and public parking areas to accommodate additional landscaping and other treatments, including special pavers, plantings, and stormwater improvements. These improvements would generally consist of at-grade, surface-level improvements to existing roadways, park and open space areas, as well as public and private property and are not expected to impair surrounding views. Because trees are common elements in the viewsheds along City streets, additional greening efforts associated with the Plan or listed implementation projects would not have a substantial, adverse effect on scenic vistas.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?*

No Impact. The proposed Plan would result in tree planting and installation of other green infrastructure throughout the City, including at City-owned parking areas and along San Pablo Avenue. The Plan areas are not within any portion of a State scenic highway and are not located in the vicinity of a State scenic highway. As a result, projects associated with the Plan would not result in the removal of a substantial number of trees, rock outcroppings, or historic resources within a State scenic highway.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. As previously noted, the proposed Plan would result in tree planting and installation of other green infrastructure (e.g., additional landscaping, permeable pavers, swales) throughout the City, primarily along existing rights-of-way. These improvements

would generally consist of at-grade, surface-level improvements to existing roadways, park and open space areas, as well as public and private property and would not result in significant changes to the visual character of the City. Although proposed implementation projects could alter the visual character of certain parts of the City, implementation of these projects would result in a beneficial effect on the visual character in these areas. Therefore, the Plan and the listed implementation projects would not adversely impact the visual character of the City.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

No Impact. The proposed Plan would result in the planting of trees and the installation of other green infrastructure throughout the City. Construction of the listed implementation projects would result in alterations to San Pablo Avenue and public parking areas to accommodate additional landscaping and other treatments, including special pavers, plantings, and stormwater improvements. No light standards would be installed as part of Plan implementation. Therefore, implementation of the proposed Plan would not create a new source of light or glare, which would adversely affect day or nighttime views.

	Less Than Significant			
Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact	

II. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?*

Less Than Significant Impact. With the exception of two small areas, the State Department of Conservation, Farmland Mapping and Monitoring Program classifies the City as “Urban and

Built-Up Land.”³ The two areas, located in Northern Richmond and near the intersection of I-80 and the Richmond Greenway, respectively, are identified as Unique Farmland, which is classified as farmland of lesser quality soils used for the production of the State’s leading agricultural crops. However, based on the General Plan⁴ and Zoning Ordinance⁵, no land in these areas is zoned for agricultural use.

Land uses within the Northern Richmond area include recreational lands, and land use designations near the Richmond Greenway include low-density residential and preservation and resource areas. Preservation and resource areas are designated to protect natural resources, including agricultural lands. Agricultural lands are generally used for agricultural uses and activities relating to livestock and/or the production of food, fiber, and plant materials. Richmond’s agricultural sector primarily consists of commercial nurseries where plants are grown in above-ground planters. The sector is not directly dependent on prime agricultural soils.

Although, the Richmond General Plan 2030 designates land for agricultural uses; such uses would not be in conflict with the proposed Urban Greening Plan, as the Plan promotes and supports community gardens and other agricultural uses. The Plan would result in tree planting and installation of other green infrastructure (e.g., additional landscaping, swales, permeable paving) throughout the City. These efforts would work in concert with local agriculture and other City initiatives to make landscapes more productive and provide benefits to local residents and ecosystems. Therefore, implementation of the proposed Plan would not convert existing Unique Farmland into a non-agricultural use.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Less Than Significant Impact. Refer to Section II, a). Although land for agricultural uses exists in Richmond, such uses would not be in conflict with the proposed Urban Greening Plan, as the Plan promotes and supports community gardens and other agricultural uses as part of the City’s green infrastructure. No part of the City is under a Williamson Act contract.⁶ Therefore, implementation of the Urban Greening Plan would not result in conflict with existing zoning for agricultural use or a Williamson Act contract.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The proposed Plan areas are not located on land zoned for forest land or timberland. As previously discussed, most of the City is classified as “Urban and Built-Up Land” and most of

³ California Department of Conservation, 2011 Contra Costa County Important Farmland 2010. Available online: www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx (Accessed September 11, 2014).

⁴ City of Richmond, 2012. Richmond General Plan 2030, Public Review Draft – August 2011. Adopted 25 August 2012. Available online at: <http://www.ci.richmond.ca.us/index.aspx?nid=2608> (Accessed September 11, 2014).

⁵ City of Richmond, 2016. Zoning Information. Available online: <http://www.ci.richmond.ca.us/3379/Zoning-Ordinance> (Accessed March 6, 2017).

⁶ California Department of Conservation, 2013. Contra Costa County Williamson Act Lands FY 2012/2013. Available online: ftp.consrv.ca.gov/pub/dlrp/wa/ (Accessed September 11, 2014).

the identified greening opportunities are located in urbanized neighborhoods with commercial and residential land uses. Therefore, implementation of the Plan would not conflict with existing zoning for or cause rezoning of, forest land or timberland.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response II(c) above. Implementation of the Plan would not result in the loss of forest land or conversion of forest land to non-forest uses.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See responses II(a) and II(c) above. Implementation of the Plan would not result in the extension of infrastructure into an undeveloped area, the development of urban uses on a greenfield site, or other physical changes that would indirectly result in the conversion of farmland to non-agricultural uses or conversion of forest land to non-forest use.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant Impact. The air quality plan applicable to the project area is the BAAQMD’s Bay Area 2010 Clean Air Plan (Clean Air Plan), which was adopted on September 15, 2010.⁷ The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. An evaluation of the project’s consistency with each of these criteria is provided below. As described below, the proposed project would not conflict with or obstruct implementation of the Clean Air Plan and this impact would be less than significant.

⁷ Bay Area Air Quality Management District, 2010. *Bay Area 2010 Clean Air Plan*. September 15.

Clean Air Plan Goals. The primary goals of the Clean Air Plan are to: attain air quality standards; reduce population exposure to air pollutants and protect public health in the Bay Area; and reduce greenhouse gas emissions and protect the climate. As indicated in the analysis that follows in Sections III.b and VII.a, below, the proposed project would not cause significant air quality or greenhouse gas emissions impacts and would not increase exposure of the population to air pollutants. The Greening Plan would contribute to fulfillment of the goals of the Clean Air Plan by encouraging urban heat island reduction measures and shade tree planting. Implementation of the plan may also promote bicycling and walking trips by improving the City's streetscapes. The proposed project would not hinder the region from attainment of the goals outlined in the Clean Air Plan. Therefore, the project supports the goals of the Clean Air Plan.

Clean Air Plan Control Measures. The BAAQMD identifies control measures as part of the Clean Air Plan to reduce ozone precursor emissions from stationary, area, mobile, and transportation sources. The transportation control measures are designed to reduce emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled (VMT) in addition to vehicle idling and traffic congestion. The proposed project would not conflict with the identified transportation and mobile source control measures of the Clean Air Plan. The project would potentially reduce vehicle trips and therefore have a beneficial impact by helping reduce emissions of greenhouse gases, particulate matter, and other pollutants. Therefore, the proposed project would not conflict with control measures from the Clean Air Plan.

Clean Air Plan Implementation. The project would not conflict with the vision of the Clean Air Plan. Control measures included in the plan include stationary source measures, transportation control measures, mobile source measures, land use and local impact measures, and energy and climate measures. The stationary source measures are not applicable to the proposed project as the measures relate to activities such as metal-melting facilities, open burning, livestock waste, and refineries, which are not proposed as part of the project. Therefore, the project would not hinder implementation of these measures. The transportation, mobile source, land use and local impact, and energy control measures would not be applicable to the project and therefore, the project would not hinder implementation of these measures. Therefore, the proposed project would not hinder or disrupt implementation of any control measures from the Clean Air Plan.

- b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant with Mitigation Incorporated. Implementation of the Plan would result in the planting of trees and the installation of other green infrastructure throughout the City. Construction of the implementation projects would result in alterations to San Pablo Avenue and public parking areas to accommodate additional landscaping and other treatments, including special pavers, plantings, and stormwater improvements. While some projects would result in minor alterations to local pedestrian, bicycle, and vehicular circulation patterns (e.g., changes to the parking configuration, adjustment of curb lines, installation of a median planter strip), by their nature, none of the recommended improvements would increase traffic congestion such that there would be an increase in vehicular pollutants or greenhouse gas emissions, conflict with or obstruct implementation of an air quality plan, violate air quality standards, or expose sensitive receptors to pollutants or objectionable odors. Projects that would be implemented under the proposed Plan are intended to improve air quality, increase carbon sequestration (e.g., reduce greenhouse gas emissions) and promote alternative transportation modes.

Construction of proposed improvement projects could result in temporary air quality impacts as ground disturbance occurs to install new planter strips and landscaping, adjust curb lines, or open up tree wells that have been filled or paved. Given the nature of proposed improvement projects, daily emissions from equipment operation, vehicles transporting equipment and workers, and hauling materials would be minimal. These emissions would be temporary and limited to the immediate area around the project site. Additionally, the proposed implementation projects would not be expected to significantly increase traffic congestion in the area over existing levels. Therefore, exhaust emissions are not expected to be substantial and would not result in a violation of air quality standards.

In addition to exhaust emissions, the effects of construction activities would be increased dustfall and locally elevated levels of particulate matter downwind of construction areas, which are potentially significant if unmitigated. Implementation of the following mitigation measure would ensure compliance with BAAQMD-recommended measures for fugitive dust control and Best Management Practices and would reduce this impact to a less than significant level:

Mitigation Measure AIR-1: The construction contractor shall implement the following measures at the project site:

- 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 tracked-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 shall be prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- 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 the 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 City of Richmond 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.

With implementation of Mitigation Measure AIR-1, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would therefore be less than significant.

- c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact. As described above in Section III(b), implementation of the Plan would not result in a cumulatively considerable net increase of any criteria pollutant.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact. Implementation of recommended projects identified in the Plan could expose sensitive receptors such as schools and residential properties to increased levels of particulate matter during a project's construction period. However, implementation of the City's standard construction-period emissions and dust control measures would ensure that exposure of pollutant concentrations to sensitive receptors would be less than significant.

- e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. As described above in Section III(b), implementation of the Plan would have no impact on the creation of objectionable odors.

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Less Than Significant Impact. The proposed Plan is intended to maintain and expand the City's existing urban forest through street tree planting and installation of landscaping throughout the City, specifically, the list of implementation projects detailed in the project description. Implementation of the Plan would improve and enhance the quality of the City's urban wildlife habitat. It would not result in the removal of trees or shrubs supporting nesting birds or the removal/degradation of habitat for special status species. Therefore, implementation of the Plan would have no impact on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Less Than Significant Impact. Refer to Section IV, a). The California Natural Diversity Database (CNDDB) identified three sensitive natural communities in the vicinity of Richmond: northern coastal salt marsh, northern maritime chaparral, and valley needlegrass grassland. Additionally, riparian habitat occurs along portions of San Pablo Creek and Wildcat Creek. As described above, implementation of the Plan would result in the planting of street trees and installation of additional landscaping throughout the City. Implementation of the Plan would improve and enhance the quality of the City's urban wildlife habitat. It would not result in the removal/degradation of riparian habitat or other sensitive natural community. Therefore, implementation of the Plan would have no impact on riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- c) *Would the project have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The proposed Plan would not have a substantial adverse effect on federally-protected wetlands. Implementation of the Plan and construction of the proposed implementation projects would increase the number of trees and other landscaping throughout the City. The Plan also promotes day lighting creeks, where appropriate, and would therefore increase the extent of wetlands in the City.

- d) *Would the project 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 Impact. The proposed project would not substantially interfere with wildlife movement or corridors. Implementation of the Plan would result in the planting of trees and the installation of other green infrastructure throughout the City. Construction of the implementation projects would result in alterations to San Pablo Avenue and public parking areas to accommodate additional landscaping and other treatments, including special pavers, plantings, and stormwater improvements. Implementation of the Plan would enhance wildlife movement corridors by enhancing and expanding urban wildlife habitat.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant Impact. As stated in the project description, and described in further detail in the Urban Greening Master Plan, the Plan is intended to build on and support other City planning efforts. The Plan is consistent with the City's General Plan, the City's Municipal Code, and other plans and ordinances. Implementation of the proposed Plan would enhance and expand the City's urban forest. Implementation of the proposed Plan would not conflict with any local policies or ordinances protecting biological resources.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?*

No Impact. No Habitat Conservation Plans (HCP) or Natural Community Conservation Plans (NCCP) apply to areas within the City of Richmond. The closest HCP/NCCP is the East Contra Costa County HCP/NCCP, which covers approximately 174,018 acres of land in eastern Contra Costa County⁸ over 15 miles east of the City of Richmond. Therefore, the proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

⁸ The East Contra Costa HCP/NCCP area is approximately bounded on the south by the Alameda –Contra Costa County line; on the east by the westernmost Delta sloughs between Oakley and Alameda-Contra Costa County line; on the north by the San Joaquin River shoreline; and on the southwest and west by the western edges of the watersheds of Kellogg and Marsh Creeks, the Mount Diablo Meridian, and the Clayton sphere of influence. (*Final Environmental Impact Statement/Environmental Impact Report for the East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan*, October 2006)

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less Than Significant with Mitigation Incorporated. Implementation of the proposed Plan would generally result in tree planting and installation of landscaping within City-owned rights-of-way and other City-owned properties, which are likely to have been subject to ground disturbance in the recent past. Proposed activities consist of surface-level, at-grade improvements, including street trees, landscaping, planters, landscaped medians, natural stormwater facilities, and others, implementation of which would have little potential to affect unidentified archaeological resources. However, it is possible that historic resources, as defined by *CEQA Guidelines* section 15064.5 could be encountered during installation activities, especially those taking place along the shoreline of creeks and waterways. Implementation of the following mitigation measure would ensure that potential impacts to historical resources that may be encountered during the construction of projects described in the Plan would be reduced to less than significant.

Mitigation Measure CULT-1: Should an archaeological resource be encountered during project construction activities, the construction contractor shall halt construction in the vicinity of the find and immediately notify the City of Richmond. Construction activities shall be redirected and a qualified archaeologist, in consultation with the City, shall: 1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource; and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does meet the CEQA definition of a historical or unique archaeological resource, then it shall be avoided to the extent feasible by project construction activities. If avoidance is not feasible, then adverse effects to the deposit shall be mitigated as specified in *CEQA Guidelines* section 15126.4(b) (for historic resources) or CEQA section 21083.2 (for unique archaeological resources). This mitigation

may include, but is not limited to, a thorough recording of the resource on Department of Parks and Recreation Form 523 records, or archaeological data recovery excavation. If data recovery excavation is warranted, *CEQA Guidelines* section 15126.4(b)(3)(C), which requires the preparation of a data recovery plan prior to data recovery excavation, shall be followed. If the significant identified resources are unique archaeological resources, mitigation of these resources shall be subject to the limitations on mitigation measures for archaeological resources identified in CEQA sections 21083.2(c) through 21083.2(f).

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less Than Significant with Mitigation Incorporated. It is possible, but unlikely, that archaeological resources, as defined by CEQA section 21083.2(g) could be encountered during installation activities associated with proposed projects described in the Plan. Implementation of Mitigation Measure CULT-1, described above, would ensure that impacts to any archaeological resources discovered during construction would be reduced to a less than significant level.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant with Mitigation Incorporated. As described above, implementation of the Plan would generally result in tree planting and installation of landscaping within City-owned rights-of-way, and other City-owned properties, as well as other greening projects throughout the City. These improvements would require no or minimal excavation or earth working activities. However, there is a possibility that such activities could uncover sub-surface paleontological resources. Implementation of the following mitigation measure would reduce potential impacts to paleontological resources to less than significant.

Mitigation Measure CULT-2: If paleontological resources are encountered during site preparation or grading activities, all work within 25 feet of the discovery shall be redirected until a qualified paleontologist has assessed the discoveries and made recommendations. Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks. If the paleontological resources are found to be significant, adverse effects to such resources shall be avoided by project activities to the extent feasible. If project activities cannot avoid the resources, the adverse effects shall be mitigated. In accordance with *CEQA Guidelines* Section 15126.4(b)(3), mitigation may include data recovery and analysis, preparation of a final report, and the formal transmission or delivery of any fossil material recovered to a paleontological repository, such as the University of California Museum of Paleontology (UCMP). Upon completion of project activities, the final report shall document methods and findings of the mitigation and be submitted to the City of Richmond and a suitable paleontological repository.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant with Mitigation Incorporated. The potential to uncover human remains exists in locations throughout California, even in urbanized areas. Although not anticipated to occur in the near-surface areas that could be disturbed as part of implementation of the Plan, human remains could be identified during site-prepared or grading activities that could result in a

significant impact to Native American cultural resources. Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority. Implementation of the following mitigation measure would ensure that potential impacts to human remains, should they be encountered, would be reduced to a less than significant level.

Mitigation Measure CULT-3: If human remains are encountered at any point during construction activities, work within 50 feet of the discovery shall halt and the Contra Costa County Coroner shall be notified immediately. In addition, a qualified archaeologist shall be contacted to examine the situation and consult with the appropriate agencies. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The construction contractor shall abide by these recommendations.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the City of Richmond and the Northwest Information Center.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. One Alquist-Priolo Fault Zone exists within the City of Richmond. The Hayward Fault Zone runs along the west ridge of Wildcat Canyon within the

City.⁹ The fault crosses through Parchester Village and extends into San Pablo Bay. The Wildcat Fault, considered an inactive branch, is approximately parallel and close to the Hayward Fault. Other inactive faults within the City include the San Pablo Fault, the Franklin Fault, and the Pinole Fault. The San Pablo Fault is thought to traverse the southwest portion of Richmond transecting the Ford Peninsula in Marina Bay and the northern side of the San Pablo Peninsula. The San Andreas Fault, located 15 miles to the west, could produce ground shaking that affects the City of Richmond.

Implementation of the proposed Plan would result in the maintenance and expansion of the City's urban forest, including tree planting on City-owned lands and installation of landscaping and other green infrastructure projects throughout the City. No habitable structures would be constructed as part of Plan implementation. Due to the types of improvements proposed, the Plan would not increase risks to human health or safety related to fault rupture, ground shaking, ground failure, liquefaction, or landslides compared to existing conditions. Proposed improvements would be constructed to City standards, which include compliance with standard geotechnical engineering standards.¹⁰ This impact would be less than significant.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact. The project site and the entire San Francisco Bay Area is in a seismically active region subject to strong seismic ground shaking. Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground-shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. As described above, both the Hayward and San Andreas Faults could cause ground shaking within the City.

As described above, implementation of the proposed Plan would result in the maintenance and expansion of trees and vegetation throughout the City. No habitable structures would be constructed as part of Plan implementation. The proposed Plan would not increase risks to human health or safety related to fault rupture, ground shaking, ground failure, liquefaction, or landslides compared to existing conditions. Proposed improvements would be constructed to City standards, which include compliance with standard geotechnical engineering standards. This impact would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. Liquefaction is the transformation of saturated, loose, fine-grained sediment to a fluid-like state because of earthquake shaking or other rapid loading. Soils most susceptible to liquefaction are loose to medium dense, saturated sands, silty sands, sandy silts, non-plastic silts and gravels with poor drainage, or those capped by or containing seams of impermeable sediment. As described above, implementation of the proposed Plan would not increase risks to human health or safety related to fault rupture, ground shaking,

⁹ PBS&J, 2011. Richmond General Plan Draft Environmental Impact Report. February. Available online at: <http://www.ci.richmond.ca.us/DocumentCenter/Index/1357> (Accessed September 12, 2014)

¹⁰ Chapter 12.44, Excavation, Grading, and Earthwork Construction of *Richmond Public Works Code*.

ground failure, liquefaction, or landslides compared to existing conditions. Therefore, impacts associated with seismic-related ground failure would be less than significant.

iv) Landslides?

Less Than Significant Impact. Refer to Section VI, a) i). Implementation of the proposed Plan would not increase risks to human health or safety related to fault rupture, ground shaking, ground failure, liquefaction, or landslides compared to existing conditions. Therefore, impacts associated with seismic-related ground failure would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Exposed soils could be subject to erosion during installation of improvements proposed under the Plan. The potential for soil erosion exists during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established. Construction of projects in areas susceptible to erosion would comply with City standard conditions of approval for mitigation of potentially significant construction-period impacts related to loss of topsoil and erosion (e.g., using standard erosion-control features such as hay bales, at sites where ground is disturbed) and adherence to National Pollutant Discharge Elimination System (NPDES) stormwater permit provisions (if required).¹¹ Adherence to these standards would ensure that impacts related to soil erosion would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. The proposed project would result in tree planting and installation of additional landscaping and construction of other greening projects. All proposed projects would be installed consistent with City policies and the City's Municipal Code. No structures would be constructed as part of Plan implementation. Furthermore, recommended projects primarily consist of surface-level, at-grade improvements and would not result in increased risk of landslides, lateral spreading, subsidence, liquefaction, or collapse when compared to existing conditions.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. As previously noted, the proposed Plan would result in the maintenance and expansion of the City's urban forest, including planting additional trees on City streets and public open space, installing additional landscaping and construction of other green infrastructure projects (e.g., swales, creek daylighting). All proposed projects would be installed consistent with City policies and the City's Municipal Code. No structures would be constructed as part of Plan implementation. Therefore, impacts associated with expansive soils would be less than significant.

¹¹ Chapter 12.44, Excavation, Grading, and Earthwork Construction and Chapter 12.22, Stormwater Management and Discharge Control of *Richmond Public Works Code*.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. Projects that would be implemented under the Plan would not require the treatment or disposal of wastewater, therefore the proposed Plan would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?*

Less Than Significant Impact. Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) that contribute to global climate change have a broader global impact. Global climate change is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth’s atmosphere. The principal GHGs contributing to global climate change are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds. Carbon dioxide equivalent (CO₂e) is the measure used to compare these emissions based upon their global warming potential. These gases allow visible and ultraviolet light from the sun to pass through the atmosphere, but they prevent heat from escaping back out into space. Among the potential implications of global climate change are rising sea levels, and adverse impacts to water supply, water quality, agriculture, forestry, and habitats. In addition, global warming may increase electricity demand for cooling, decrease the availability of hydroelectric power, and affect regional air quality and public health. Like most criteria and toxic air pollutants, much of the GHG production comes from motor vehicles. GHG emissions can be reduced to some degree by improved coordination of land use and transportation planning on the city, county and subregional level, and other measures to reduce automobile use. Energy conservation measures can contribute to reductions in GHG emissions.

The BAAQMD recommends that all GHG emissions from a project be estimated, including a project’s direct and indirect GHG emissions from operations. Because the proposed project is an urban greening plan and would not generate any vehicle trips, the proposed project is not expected to generate GHG emissions and would not conflict with any plan related to the reduction of greenhouse gas emissions.

The BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions. However, BAAQMD recommends that the Lead Agency quantify and disclose GHG emissions that would occur during construction, and make a determination on the

significance of these construction-generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals. The Lead Agency is encouraged to incorporate best management practices, such as recycling at least 50 percent of construction waste or demolition materials, to reduce GHG emissions during construction, as applicable.

GHG emissions associated with implementation of the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. Construction of the proposed implementation projects could produce combustions emissions from operation of equipment and from worker and builder supply vendor vehicles, which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment. Implementation of the Plan would result in the planting of trees and the installation of other green infrastructure throughout the City. Construction of the implementation projects would result in alterations to San Pablo Avenue and public parking areas to accommodate additional landscaping and other treatments, including special pavers, plantings, and stormwater improvements. These improvements would be implemented incrementally over time and are not anticipated to generate substantial amounts of demolition waste. Due to the size of proposed improvements and the types of equipment required for installation, project construction emissions would be limited.

The primary existing sources of human-caused GHGs in the project area are vehicle emissions. The proposed project would not result in significant, long-term, GHG emissions, as the proposed project consists of an urban greening plan and would not generate vehicle trips and/or source emissions that would contribute to an increase in GHG emissions. Implementation of the Plan would maintain and expand the City's urban forest, thereby improving air quality and increasing the City's carbon sequestration capability. The Plan would not generate significant greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- b) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

No Impact. The California Climate Action Team (CAT) and the California Air Resources Board (ARB) have developed several reports to achieve the State's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "*Report to Governor Schwarzenegger and the Legislature*," ARB's 2007 "*Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California*," and ARB's "*Climate Change Scoping Plan: a Framework for Change*." The reports identify strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05 and AB 32.

The adopted Scoping Plan includes proposed GHG reductions from direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as cap-and-trade systems.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed ARB to identify a list of "discrete early action GHG reduction measures" that can be adopted and made enforceable by January 1, 2010. In June 2007 ARB approved a list of 37 early action measures, including

three discrete early action measures (Low Carbon Fuel Standard, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that are required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code (HSC) Section 38560.5. The ARB adopted additional early action measures in October 2007 that tripled the number of discrete early action measures.

ARB's focus in identifying the 44 early action items was to recommend measures that ARB staff concluded were "expected to yield significant GHG emission reductions, are likely to be cost-effective and technologically feasible." The combination of early action measures is estimated to reduce Statewide GHG emissions by nearly 16 million metric tons (MMT). Accordingly, the 44 early action items focus on industrial production processes, agriculture, and transportation sectors. Early action items associated with industrial production and agriculture do not apply to the proposed project. The transportation sector early action items such as truck efficiency, low carbon fuel standard, proper tire inflation, truck stop electrification and strengthening light duty vehicle standards are either not specifically applicable to the proposed project or would result in a reduction of GHG emissions associated with the project. State measures include emission reductions assumed as part of the Scoping Plan, including light-duty vehicle GHG standards ("Pavley standards"), low carbon fuel standard, and energy efficiency measures. Both the AB 32 Scoping Plan and the City of Richmond's Climate Action Plan¹² (CAP) relate to actions that the State and City will take, like proposing new regulations, or actions that the State and City will encourage on a voluntary basis.

As indicated above, the project would not generate operational GHG emissions and would not generate significant construction greenhouse gas emissions. Implementation of the Plan would maintain and expand the City's urban forest, thereby improving air quality and increasing the City's carbon sequestration capability. Therefore, the proposed project would be consistent with all the applicable local plans, policies and regulations and would not conflict with the provisions of AB 32, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions, including the AB 32 Scoping Plan and the City's CAP.

¹² City of Richmond, 2016. *City of Richmond Climate Action Plan*. July. Available online at: <http://www.ci.richmond.ca.us/3313/Climate-Action-Plan> (Accessed March 6, 2017).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. Although small quantities of commercially available hazardous materials could be used during implementation activities (e.g., oil, gasoline, paint) and for landscape maintenance, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, implementation of the Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts associated with these activities would be less than significant.

- b) *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 Impact. None of the projects that would be implemented under the Plan would result in a significant hazard related to emissions of hazardous materials or the regular handling of hazardous waste because the individual projects contemplated under the Plan would require generally small amounts of ground disturbance such that no large-scale release of contaminated soil or groundwater would occur. Hazardous materials, including commercially-available pesticides, fuels, and paint, could be used temporarily during construction of certain projects. The City would comply with all State and regulatory agency requirements when using hazardous materials and potential impacts regarding their release would be less than significant.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?*

Less Than Significant Impact. As previously described, the Plan encompasses the entire City of Richmond; therefore multiple schools could be located within ¼ mile of activities proposed as part of the Urban Greening Master Plan. As described in Response VII, b), the use of hazardous materials such as commercially-available pesticides, fuels, and paint during construction of projects envisioned under the Plan would not create conditions such that hazardous emissions would be created or such hazardous materials would be handled within one-quarter mile of an existing or proposed school. Implementation of the proposed Plan would have a less than significant effect on the emission of hazardous materials, substances, or waste.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less Than Significant With Mitigation Incorporated. According to the State Water Resources Control Board's Geotracker website, sites listed throughout Richmond are located on the Regional Water Quality Control Board's (RWQCB) leaking underground storage tank (LUST) database and the RWQCB spills, leaks, investigations, and cleanups (SLIC) database¹³ two of the component databases that comprise the State Cortese List of known hazardous materials sites compiled pursuant to Government Code Section 65962.5. The City also has many sites listed on other components of the Cortese List, including the DTSC hazardous waste and substances list.¹⁴

¹³ State Water Resources Control Board, 2014. Geotracker website: <http://geotracker.waterboards.ca.gov/> (Accessed September 12, 2014).

¹⁴ Department of Toxic Substances Control, 2007. Envirostor Database website: <http://www.envirostor.dtsc.ca.gov/public/> (Accessed September 12, 2014).

Most of these sites are gas stations and commercial uses that use and dispose of hazardous materials. These uses would not be affected by the surface construction of streetscape and landscaping facilities and improvements to parks and open spaces. Proposed improvements also include planting of community gardens and children's play areas. Improvements that involve the disturbance of soil or use of soil (e.g., edible gardening, children's play areas) at or near these hazardous materials sites could potentially expose people and the environment to hazardous substances. Implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-3 described below would reduce potential impacts associated with listed hazardous materials sites to a less than significant level.

Mitigation Measure HAZ-1: Prior to construction of any improvements that require ground disturbance, lists of hazardous materials sites maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be searched to determine if a proposed improvement would be located on an identified site. Where ground disturbance is proposed at or near an identified site, the City shall retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) to determine the potential for site contamination and level of exposure risk associated with implementation of proposed improvements. Based on that information, soil and/or groundwater sampling and analysis may also be required.

Mitigation Measure HAZ-2: If contamination is identified as a result of the Phase I Environmental Site Assessment, the contractor shall prepare and implement a project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials during construction. The CRMP shall characterize the soil, delineate areas of known soil contamination, and identify soil (and groundwater, if encountered) management options for excavated soil and dewatered groundwater (if applicable), in compliance with local, state, and federal statutes and regulations.

The CRMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation activities; 2) require the preparation of a project-specific Health and Safety Plan that identifies hazardous materials present, if any, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with state and federal worker safety regulations, and designates the personnel responsible for Health and Safety Plan implementation. The CRMP shall be submitted to the City for review and approval prior to construction activities. The City will review and approve the Plan and implement the recommended soil management and control specifications.

Mitigation Measure HAZ-3: Prior to implementation of a permanent community garden or children's play area on any identified hazardous site, the City shall conduct soil testing to determine environmental contaminants, as well as macronutrients (e.g., nitrogen, phosphorus, potassium), micronutrients (e.g., magnesium, calcium, manganese, iron), soil pH, and organic matter needed for healthy plant growth. If contaminants are present at a level that required remediation, the City shall determine whether an alternative site should be pursued, whether cleanup funds are available, or whether above-ground rather than in-ground gardening should be implemented to reduce exposure to unsafe soils.

If above-ground planting is implemented, all edible plants will be planted in raised beds filled with clean, imported soil. Trees will be planted in clean, imported soil that extends to the expected width and depth of the mature tree roots. The soil will be obtained from a commercial source of residential garden soil. All children's play areas will be covered with clean, imported soil, or a geotextile and playground materials such as bark, to prevent direct contact with soil. Imported soil would be selected and screened in accordance with DTSC guidelines for clean, imported fill material.¹⁵

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. The closest airport to the project site is the Oakland International Airport, approximately 22 miles southeast of the site. Therefore, implementation of the proposed Plan would not result in a safety hazard for people residing or working in the project area.

- f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The project site is not in the vicinity of a private airstrip. Therefore, implementation of the proposed project would not expose persons to airport-related hazards.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No Impact. Implementation of the Plan would ultimately result in the expansion of the City's urban forest, including street trees in public rights-of-way and other landscape improvements throughout the City. Proposed improvements would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Less Than Significant Impact. Recommended projects that would be developed under the Plan primarily consist of surface-level, at-grade landscape improvements (e.g., installation of street trees, landscaping, natural stormwater treatments, and permeable pavers) on public rights-of-way and City-owned land. These projects would not introduce inappropriate uses or materials to these rights-of-way, such as introducing housing or a large amount of fire susceptible vegetation that would increase the risk of wildland fires. Therefore, implementation of the Plan would have a less than significant impact related to wildfire risks.

¹⁵ California Department of Toxic Substances Control ("DTSC"), 2001, *Information Advisory Clean Imported Fill Material*, October.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Violate any water quality standards or waste discharge requirements?*

No Impact. Implementation of the Plan would result in expansion of the City's urban forest through increased tree planting and landscaping throughout the City. Proposed improvements would not increase impervious surfaces, but would improve stormwater runoff by providing increased capacity for stormwater retention and infiltration. Therefore, the Plan would not violate water quality standards or waste discharge requirements by generating large volumes of polluted stormwater runoff. Implementation of the proposed projects identified in the Plan would have a beneficial effect on water quality.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

No Impact. None of the improvements proposed as part of the Plan would require the use or extraction of groundwater. As described above, the Plan would not result in an increase in impervious surfaces, but would increase stormwater retention and infiltration by providing more tree canopy and vegetation throughout the City; thereby enhancing groundwater recharge. The Plan would not substantially interfere with groundwater recharge, nor would it deplete groundwater supplies or have an impact on groundwater.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. No significant change in either drainage patterns or on-site or off-site effects from erosion and siltation would occur with implementation of the Plan. Projects that would be developed under the proposed Plan may slightly change drainage patterns at certain locations (e.g., through changes in parking areas or construction of landscaped planting areas); however, these alterations would be minor and would not change the course of a stream or river, or otherwise cause changes in the drainage pattern such that substantial on- or off-site erosion/siltation or flooding would occur. The intent of these changes would be to allow for capture and treatment of stormwater runoff before it is released to the city storm drain system. Therefore, implementation of the Plan would have a less than significant effect on existing drainage patterns.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant Impact. See Response IX(c). Implementation of the projects identified in the Plan may change drainage patterns at certain locations; however, the intent of these changes would be to allow for capture and treatment of stormwater runoff before it is released to the city storm drain system. Therefore, the projects that would be developed under the proposed Plan would substantially alter existing drainage pattern or increase the rate or amount of surface runoff which would result in flooding on- or off-site. This impact is less than significant.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. See Response IX(d).

- f) *Otherwise substantially degrade water quality?*

No Impact. See Response IX(a).

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. No housing units are proposed as part of the project.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Less Than Significant Impact. The Federal Emergency Management Agency (FEMA) is in the process of updating the Flood Insurance Rate Maps (FIRMs) for the City of Richmond. However, The FIRMs issued by FEMA, effective June 16, 2009, indicate areas susceptible to flooding from the 100-year flood events. These areas include the coastal, or Bay Plain, areas south of Point Pinole and west of Castro Street, and from Marina Bay to Point Isabel.¹⁶ Proposed improvements identified in the Plan could be located within 100-year flood hazard areas; however, such improvements would consist of street tree planting and installation of additional landscaping, primarily within public rights-of-way and on City-owned land. Existing flood damage prevention regulations¹⁷ require installation and maintenance of flood control measures on all creeks and watersheds in coordination with the Contra Costa County Flood Control District. Implementation of these regulations would reduce the effects of development within 100-year flood hazard areas. Due to the nature and size of projects identified in the Plan and adherence to flood regulations, impacts related to exposure of people and structures to 100-year flood hazards would be less than significant.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?*

Less Than Significant Impact. The City is located within the dam failure inundation area of the San Pablo Reservoir dam. Failure of the San Pablo Reservoir dam would inundate the City west of 23rd Street and between 23rd Street and I-80 from about Macdonald Avenue to between San Pablo Dam Road and Hilltop Drive and along San Pablo Creek east of I-80.¹⁸ Proposed improvements identified in the Plan could be located within these flood hazard areas; however, such improvements would consist of street tree planting and installation of additional

¹⁶ PBS&J, 2011. Richmond General Plan Draft Environmental Impact Report. February. Available online at: <http://www.ci.richmond.ca.us/DocumentCenter/Index/1357> (Accessed September 12, 2014)

¹⁷ Chapter 12.26 of *Richmond Public Works Code*.

¹⁸ PBS&J, 2011. Richmond General Plan Draft Environmental Impact Report. February. Available online at: <http://www.ci.richmond.ca.us/DocumentCenter/Index/1357> (Accessed September 12, 2014)

landscaping, primarily within public rights-of-way and on City-owned land. Due to the nature and size of the recommended projects identified in the Plan, implementation of the Plan would not expose people or structures to significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. This impact would be less than significant.

j) *Inundation by seiche, tsunami, or mudflow?*

Less Than Significant Impact. No designated seiche risk areas or tsunami evacuation zones are located within the City of Richmond.¹⁹ However, the maximum wave height, under a “worst case” scenario created by a tsunami with an origin in the Aleutian Islands was modeled at about 7.5 feet along the Richmond Bay coast, and 7.9 feet within the Richmond Channel.²⁰ Flooding along coastal areas and channels could also occur in the event of substantial sea level rise. Some areas of the City consist of hillside terrain that could be prone to mud flows during heavy storm events. As described above, proposed improvements could be located in areas subject to inundation; however, due to the nature of proposed improvements (e.g., street tree planting, landscaping), implementation of the Plan would not pose a significant risk to people or structures related to tsunami or mudflow. This impact would be less than significant.

¹⁹ PBS&J, 2011. Richmond General Plan Draft Environmental Impact Report. February. Available online at: <http://www.ci.richmond.ca.us/DocumentCenter/Index/1357> (Accessed September 12, 2014)

²⁰ Ibid.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Physically divide an established community?*

No Impact. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. The projects that would be implemented under the proposed Plan would consist of tree planting and installation of landscaping and other greening elements, primarily within public rights-of-way and other City-owned property. These improvements would not result in the division of an established community. Furthermore, the Plan is intended to enhance the safety, beauty and value of the community. Therefore, the Plan would not physically divide an established community, and would benefit the community at large.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The Plan supports and promotes plans and policies adopted for the purpose of enhancing the City’s urban forest, including avoiding or mitigating an environmental effect, and does not conflict with applicable plans or policies.

As described in the project description, the Richmond General Plan 2030 contains goals, policies, and implementing actions in support of the City’s urban forest. The Plan also contains policies promoting sustainability, addressing climate change, enhancing natural resources, and improving the City’s health and safety. Additionally, several other City planning and policy documents provide context and policy recommendations that are included in or implemented through the Plan. These documents include: City of Richmond Municipal Code; Richmond Parks Master Plan; Richmond Urban Agriculture Plan; Richmond Livable Corridors Form-Based Code; the

Richmond Bicycle Master Plan; and the Richmond Pedestrian Plan. Therefore, implementation of the proposed Plan would not conflict with any applicable land use plan, policy, or regulations.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. No Habitat Conservation Plans (HCP) or Natural Community Conservation Plans (NCCP) apply to areas within the City of Richmond. The closest HCP/NCCP is the East Contra Costa County HCP/NCCP, which covers approximately 174,018 acres of land in eastern Contra Costa County²¹ over 15 miles east of the City of Richmond. Therefore, the proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

²¹ The East Contra Costa HCP/NCCP area is approximately bounded on the south by the Alameda –Contra Costa County line; on the east by the westernmost Delta sloughs between Oakley and Alameda-Contra Costa County line; on the north by the San Joaquin River shoreline; and on the southwest and west by the western edges of the watersheds of Kellogg and Marsh Creeks, the Mount Diablo Meridian, and the Clayton sphere of influence. (*Final Environmental Impact Statement/Environmental Impact Report for the East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan*, October 2006)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. MINERAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

No Impact. Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat and oil bearing rock, but excluding geothermal resources, natural gas and petroleum. Rock, sand, gravel and earth are also considered minerals by the Department of Conservation when extracted by surface mining operations. Mineral production in Richmond has been largely limited to sand, gravel and rock products. Mining for sandstone and crushed rock was until recently limited to one quarry on Canal Boulevard near the Port of Richmond and another at Point Molate. The Canal Boulevard quarry has been closed and remediated.²² The Point Molate quarry is focused on recycling and handling operations rather than extraction. No quarry operations are anticipated in the future. Implementation of the Plan would not result in impacts to mineral resources because no mineral extraction activities are anticipated to occur in Richmond in the future.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. See XI(a), above.

²² City of Richmond, 2012. *Richmond General Plan 2030*.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

No Impact. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A *decibel* (dB) is a unit of measurement that indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3.0 dB or less are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3.0 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of

loudness. Sound intensity is normally measured through the *A-weighted sound level* (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.

The primary existing noise source in the City is vehicle traffic, including cars, trucks, buses, and motorcycles. Significant noise is also generated by railroads, BART, aircraft, and stationary sources, including heating, ventilation and air-conditioning (HVAC) equipment, construction, landscape maintenance activities (e.g., leaf blowing equipment, lawn mowers), heavy equipment operation, and outdoor sporting event facilities.

Recommended improvements associated with Plan implementation are located largely along City streets and on City-owned land already subject to motor vehicle use and associated noise. Installation of improvements and periodic maintenance (e.g., tree trimming, leaf-blowing) could result in short-term noise increases. However, such increases would not permanently increase ambient noise levels and would not be considered significant. Installation and maintenance activities would comply with the City's noise standards for construction and demolition activities (Section 9.52.110 of the City's Municipal Code, which regulates the hours of construction activities). Construction activities would be restricted to the hours of 7:00 a.m. to 7:00 p.m. Mondays through Fridays and 9:00 a.m. to 8:00 p.m. on weekends and holidays.²³ Therefore, implementation of the Plan would not expose persons to or generate high noise levels in excess of established standards.

- b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

Less Than Significant Impact. Installation of some projects recommended in the Plan may require some excavation and earthwork activities. In addition, some project locations are adjacent to residential areas. However, implementation of the Plan would not result in excessive ground borne vibration or noise levels. Relatively minor vibrations may result from the use of trucks or other equipment during installation activities. However, this ground borne condition from such equipment would be relatively minor, intermittent, short-term, and restricted to daytime hours. Therefore, the Plan would not expose people to or generate excessive ground borne vibration or noise and the impacts associated with the temporary increase in noise levels during implementation would be less than significant.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

No Impact. Implementation of recommended projects associated with the Plan would not result in new sources of noise since they would generally consist of tree planting/landscape installation along existing rights-of-way subject to motor vehicle use and associated noises. Therefore, implementation of the Plan would not result in a substantial permanent increase in ambient noise levels.

²³ City of Richmond, 2016. City of Richmond Municipal Code, Section 9.52, Community Noise Ordinance. As amended through 16 June. Available online at: https://www.municode.com/library/ca/richmond/codes/code_of_ordinances?nodeId=ARTIXHE_CH9.52C_ONOOR Accessed 18 July 2016.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant Impact. Installation activities associated with recommended projects under the Plan would increase ambient noise levels during the construction period. However, the increased noise level would be temporary, and would occur in association with minor excavation, earthwork, and paving activities, and would be considered less than significant.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. Therefore, implementation of the Plan would not expose people residing or working in the project area to excessive noise levels.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The proposed project is not located within the vicinity of a private airstrip.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No Impact. Implementation of the proposed Plan would expand the City’s existing urban forest. The Plan would not result in the construction of any new housing, commercial or industrial space, result in the conversion of adjacent land uses, or provide access to previously inaccessible areas. It would not provide additional major infrastructure or increase the capacity of the existing water system. Therefore, the Plan would not directly or indirectly induce substantial population growth.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. Implementation of the proposed improvements in the Plan would not remove or displace any existing housing.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. See XIII(b), above.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES.

- a) Would the project 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:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) *Would the project 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: Fire protection, police protection, schools, parks, other public facilities?*

No Impact. Implementation of the Plan would not result in an increase in population or facilities that would require the provision of fire or police services, schools, parks, or other public facilities, or result in the need for physically altered facilities. The demand for public services would be the same as under existing conditions after implementation of the proposed Plan.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. RECREATION.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less Than Significant Impact. Implementation of the proposed Plan would not result in a substantial increase in park usage. Development of the Plan’s recommended improvements would enhance park facilities, with increased trees and landscaping. However, such improvements are not anticipated to result in a significant increase in use of recreation facilities such that substantial physical deterioration of the facility would occur or be facilitated. Therefore, impacts associated with existing parks and other recreational facilities would be less than significant.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Less Than Significant Impact. As noted in Section XV, a), the proposed Plan would not substantially increase use of local recreational facilities, and would not require the construction or expansion of recreational facilities beyond the improvement projects identified in the Plan. Therefore, the Plan would have a less than significant impact on recreational facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less Than Significant Impact. The proposed Plan would not generate foreseeable new person trips, including vehicle trips, and as such would not result in impacts to traffic conditions, operation, or hazards. The Plan is a regulatory program and its adoption would result in the implementation of recommended tree planting and landscaping projects throughout the City. No direct person trip generation would result from adopting the proposed Plan.

Implementation of the proposed Plan would not result in new residents or employment that would generate new vehicle trips. Where Plan policies propose improvements such as on public rights-of-way or on underutilized City-owned space, such improvements would serve the local

neighborhood population. Physical modifications to intersections, such as the construction/modification of landscaped medians and planting of street trees would enhance the safety of intersections for pedestrians and bicyclists, thereby reducing vehicle trips as compared to traditional vehicle-oriented street layouts.

Construction of proposed improvements, including street tree planting and other green infrastructure may require temporary, partial street closures. However, these impacts would be temporary and would not be significant.

Therefore, implementation of the Plan would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. This impact would be less than significant.

- b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less Than Significant Impact. As described above, implementation of the proposed Plan would not generate new vehicle trips nor result in impacts to traffic conditions, operation, or hazards. Therefore, implementation of the Plan would not conflict with an applicable congestion management program or exceed a level of service standard established by the Contra Costa County Congestion Management Agency.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?*

No Impact. The Plan does not include any changes to infrastructure or policies that would affect air traffic patterns or levels of air traffic. Therefore, implementation of the Plan would have no impact on air traffic patterns or levels of air traffic.

- d) *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 Impact. The improvements proposed in the Plan are intended to maintain and expand the City's urban forest by planting additional street trees and installing landscaping in other areas of the City. Physical modifications to intersections, such as the construction/modification of landscaped medians and planting of street trees would enhance the safety of intersections for pedestrians and bicyclists. Impacts associated with an increase in hazards due to a design feature from implementation of the Plan are expected to be less than significant.

- e) *Result in inadequate emergency access?*

Less Than Significant Impact. Implementation of the proposed Plan would enhance the City's urban forest, including increased street tree planting and landscape installation, particularly along City rights-of-way. Physical modifications to intersections, such as the construction/modification of landscaped medians and planting of street trees are not anticipated to affect existing emergency access. As part of the City's standard project review process, the City's fire and police

departments would review street redesign proposals for emergency access considerations. Therefore, implementation of the Plan would not result in inadequate emergency access. This impact would be less than significant.

- f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

No Impact. Implementation of the proposed Plan would enhance the City's rights-of-way and bicycle/pedestrian facilities through tree planting and installation of landscaping. However, such improvements are not expected to result in a significant increase in use of such facilities, create potentially hazardous conditions, or interfere with bicycle/pedestrian accessibility. The proposed Plan is consistent with the City's Bicycle Master Plan and the Pedestrian Plan. Therefore, implementation of the Plan would not conflict with adopted policies, plans, programs regarding public transit, bicycle or pedestrian facilities.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. The proposed Plan would not increase the demand for wastewater treatment and would therefore not exceed the treatment requirements of the Regional Water Quality Control Board.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. Implementation of the proposed Plan is not anticipated to substantially increase demand for water supplies. An increase in water use would occur with landscape irrigation for projects that include landscaping or street tree planting as plants are

installed and to help them establish. However, such improvements would need to comply with City policies regarding irrigation, planting of native species, and water-efficient landscape design. The Plan would not require the construction of new wastewater or water facilities, or the expansion of existing facilities. Therefore, implementation of the Plan would have a less than significant effect on water and wastewater treatment facilities.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No Impact. Refer to Sections IX, a) and c). Projects that would be implemented under the proposed Plan would not generate a substantial quantity of runoff that would exceed the capacity of stormwater drainage systems that serve the City and no new drainage facilities would need to be constructed.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant Impact. See XVII(b), above.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

No Impact. See XVII(a), above.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact. Implementation of the proposed Plan would not generate solid waste (beyond whatever small quantities of construction waste could not be recycled and reused). Existing landfills would have sufficient capacity to accommodate this potential minor increase in construction waste and impacts associated with landfill capacity are expected to be less than significant.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*

Less Than Significant Impact. See Section XVII, f). The proposed improvements under the Plan would comply with federal, State, and local statutes and regulations related to solid waste. Therefore, implementation of the Plan would have a less than significant effect on statutes and regulations related to solid waste.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</i>				

Less Than Significant with Mitigation Incorporated. Implementation of the proposed Plan would not substantially degrade the quality of the environment; reduce the habitat, population, or range of a plant or animal species; or eliminate important examples of California history or prehistory. The Plan is intended to enhance the environment by maintaining and expanding the City’s urban forest through increased street tree planting, and other landscape improvements. Implementation of the Plan would improve wildlife habitat throughout the City.

Implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3, would ensure that potential impacts related to cultural resources would be reduced to less than significant levels. With mitigation, implementation of the Plan and proposed Implementation Projects would not: 1) substantially degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less Than Significant Impact. The impacts of the proposed Plan would generally be individually limited and not cumulatively considerable. Most of the Plan impacts would result from installation of individual projects, and would be temporary. All environmental impacts that could occur as a result of implementation of the proposed Plan would be reduced to less than significant levels through implementation of the mitigation measures recommended in this document.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

No Impact. The proposed Plan would not result in environmental effects that would cause substantial direct or indirect adverse effects to human beings.

REPORT PREPARERS AND REFERENCES

A. REPORT PREPARERS

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B. REFERENCES

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APPENDIX A MITIGATION MONITORING AND REPORTING PROGRAM

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MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation and Monitoring Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the proposed Urban Greening Master Plan (proposed project). The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the project. The MMRP includes the following information:

- A list of mitigation measures;
- The party responsible for implementing the mitigation measure;
- The timing for implementation of the mitigation measure;
- The agency/city department responsible for monitoring the implementation; and
- The monitoring action and frequency.

The City of Richmond must adopt this MMRP, or an equally effective program, if it approves the Urban Greening Master Plan with the mitigation measures that were adopted or made conditions of project approval.

Table 1: Mitigation Monitoring and Reporting Program

Mitigation Measures	Implementation Actions	Monitoring/ Reporting Responsibility	Timing Requirements	Verification By/Date
I. AESTHETICS				
<i>There are no significant impacts related to aesthetics.</i>				
II. AGRICULTURAL RESOURCES				
<i>There are no significant impacts related to agricultural resources.</i>				
III. AIR QUALITY				
<p>Mitigation Measure AIR-1: The construction contractor shall implement the following measures at the project site:</p> <ul style="list-style-type: none"> 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 tracked-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 shall be prohibited. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. 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 use. 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 the manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator. 	<ul style="list-style-type: none"> Include measure as Condition of Approval. Implementation actions are outline in the mitigation measure. 	<ul style="list-style-type: none"> The City of Richmond Planning Division is responsible for incorporating measure into contract specifications and for ensuring compliance during construction. The Project Contractor is responsible for implementing this measure. 	<p>During construction activities.</p>	

Mitigation Measures	Implementation Actions	Monitoring/ Reporting Responsibility	Timing Requirements	Verification By/Date
<ul style="list-style-type: none"> Post a publicly visible sign with the telephone number and person to contact at the City of Richmond 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. 				
IV. BIOLOGICAL RESOURCES				
<i>There are no significant impacts related to biological resources.</i>				
V. CULTURAL RESOURCES				
<p>Mitigation Measure CULT-1: Should an archaeological resource be encountered during project construction activities, the construction contractor shall halt construction in the vicinity of the find and immediately notify the City of Richmond. Construction activities shall be redirected and a qualified archaeologist, in consultation with the City, shall:</p> <p>1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource; and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does meet the CEQA definition of a historical or unique archaeological resource, then it shall be avoided to the extent feasible by project construction activities. If avoidance is not feasible, then adverse effects to the deposit shall be mitigated as specified in <i>CEQA Guidelines</i> section 15126.4(b) (for historic resources) or CEQA section 21083.2 (for unique archaeological resources). This mitigation may include, but is not limited to, a thorough recording of the resource on Department of Parks and Recreation Form 523 records, or archaeological data recovery excavation. If data recovery excavation is warranted, <i>CEQA Guidelines</i> section 15126.4(b)(3)(C), which requires the preparation of a data recovery plan prior to data recovery excavation, shall be followed. If the significant identified resources are unique archaeological resources, mitigation of these resources shall be subject to the limitations on mitigation measures for archaeological resources identified in CEQA sections 21083.2(c) through 21083.2(f).</p>	<ul style="list-style-type: none"> Include measure as Condition of Approval. Incorporate measure as part of construction specifications. 	<ul style="list-style-type: none"> The City of Richmond Planning Division is responsible for incorporating measure into contract specifications, for ensuring compliance during construction, and hiring a professional archaeologist (if discoveries are made). A professional archaeologist is responsible for evaluating any resources found inadvertently during construction; and identifying appropriate mitigation measures. The Project Contractor is responsible for coordinating and cooperating with the 	<ul style="list-style-type: none"> Prior to and during construction activities. 	

Mitigation Measures	Implementation Actions	Monitoring/ Reporting Responsibility	Timing Requirements	Verification By/Date
		archaeologist and any stop-work orders if resources are discovered.		
<p>Mitigation Measure CULT-2: If paleontological resources are encountered during site preparation or grading activities, all work within 25 feet of the discovery shall be redirected until a qualified paleontologist has assessed the discoveries and made recommendations. Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks. If the paleontological resources are found to be significant, adverse effects to such resources shall be avoided by project activities to the extent feasible. If project activities cannot avoid the resources, the adverse effects shall be mitigated. In accordance with <i>CEQA Guidelines</i> Section 15126.4(b)(3), mitigation may include data recovery and analysis, preparation of a final report, and the formal transmission or delivery of any fossil material recovered to a paleontological repository, such as the University of California Museum of Paleontology (UCMP). Upon completion of project activities, the final report shall document methods and findings of the mitigation and be submitted to the City of Richmond and a suitable paleontological repository.</p>	<ul style="list-style-type: none"> • Include measure as Condition of Approval. • Implementation actions are outlined in the mitigation measure. 	<ul style="list-style-type: none"> • The City of Richmond Planning Division is responsible for incorporating measure into contract specifications, hiring a qualified paleontologist (if discoveries are made), and for ensuring compliance during construction. • A qualified paleontologist is responsible for evaluating any resources found inadvertently during construction; and identifying appropriate mitigation measures. • The Project Contractor is responsible for coordinating and cooperating with the paleontologist and any stop-work orders if resources are discovered. 	During construction activities.	
<p>Mitigation Measure CULT-3: If human remains are encountered at any point during construction activities, work</p>	<ul style="list-style-type: none"> • Include measure as Condition of 	<ul style="list-style-type: none"> • The City of Richmond Planning 	During construction activities.	

Mitigation Measures	Implementation Actions	Monitoring/ Reporting Responsibility	Timing Requirements	Verification By/Date
<p>within 50 feet of the discovery shall halt and the Contra Costa County Coroner shall be notified immediately. In addition, a qualified archaeologist shall be contacted to examine the situation and consult with the appropriate agencies. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The construction contractor shall abide by these recommendations.</p> <p>Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the City of Richmond and the Northwest Information Center.</p>	<p>Approval.</p> <ul style="list-style-type: none"> Implementation actions are outlined in the mitigation measure. 	<p>Division is responsible for incorporating measure into contract specifications, hiring a professional archaeologist (if discoveries are made), and for ensuring compliance during construction.</p> <ul style="list-style-type: none"> A professional archaeologist is responsible for assessing the situation, and for preparing the report. The Project Contractor is responsible for coordinating and cooperating with the County Coroner and professional archaeologist and for any stop-work orders if human remains are discovered. 		
VI. GEOLOGY AND SOILS				
<i>There are no significant impacts related to geology and soils.</i>				
VII. GREENHOUSE GAS EMISSIONS				
<i>There are no significant impacts related to greenhouse gas emissions.</i>				
VIII. HAZARDS				
<p>Mitigation Measure HAZ-1: Prior to construction of any improvements that require ground disturbance, lists of hazardous materials sites maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be</p>	<ul style="list-style-type: none"> Include measure as Condition of Approval. Implementation 	<ul style="list-style-type: none"> The City of Richmond Planning Division is responsible for contracting with the 	<p>Prior to construction activities.</p>	

Mitigation Measures	Implementation Actions	Monitoring/ Reporting Responsibility	Timing Requirements	Verification By/Date
<p>searched to determine if a proposed improvement would be located on an identified site. Where ground disturbance is proposed at or near an identified site, the City shall retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) to determine the potential for site contamination and level of exposure risk associated with implementation of proposed improvements. Based on that information, soil and/or groundwater sampling and analysis may also be required.</p>	<p>actions are outlined in the mitigation measure.</p>	<p>appropriate entity to prepare the Phase I ESA, and for review and approval of the ESA.</p> <ul style="list-style-type: none"> A California Professional Geologist and/or a California Professional Civil Engineer is responsible for preparing the Phase I ESA. 		
<p>Mitigation Measure HAZ-2: If contamination is identified as a result of the Phase I Environmental Site Assessment, the contractor shall prepare and implement a project-specific Construction Risk Management Plan (CRMP) to protect construction workers, the general public, and the environment from subsurface hazardous materials during construction. The CRMP shall characterize the soil, delineate areas of known soil contamination, and identify soil (and groundwater, if encountered) management options for excavated soil and dewatered groundwater (if applicable), in compliance with local, state, and federal statutes and regulations.</p> <p>The CRMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation activities; 2) require the preparation of a project-specific Health and Safety Plan that identifies hazardous materials present, if any, describes required health and safety provisions and training for all workers potentially exposed to hazardous materials in accordance with state and federal worker safety regulations, and designates the personnel responsible for Health and Safety Plan implementation. The CRMP shall be submitted to the City for review and approval prior to construction activities. The City will review and approve the Plan and implement the recommended soil management and control</p>	<ul style="list-style-type: none"> Include measure as Condition of Approval. Implementation actions are outlined in the mitigation measure. 	<ul style="list-style-type: none"> The City of Richmond Planning Division is responsible for incorporating measure into contract specifications and for ensuring compliance during construction. The Project Contractor is responsible for implementing this measure. 	<p>Prior to and during construction activities.</p>	

Mitigation Measures	Implementation Actions	Monitoring/ Reporting Responsibility	Timing Requirements	Verification By/Date
<p>specifications.</p> <p>Mitigation Measure HAZ-3: Prior to implementation of a permanent community garden or children’s play area on any identified hazardous site, the City shall conduct soil testing to determine environmental contaminants, as well as macronutrients (e.g., nitrogen, phosphorus, potassium), micronutrients (e.g., magnesium, calcium, manganese, iron), soil pH, and organic matter needed for healthy plant growth. If contaminants are present at a level that required remediation, the City shall determine whether an alternative site should be pursued, whether cleanup funds are available, or whether above-ground rather than in-ground gardening should be implemented to reduce exposure to unsafe soils. If above-ground planting is implemented, all edible plants will be planted in raised beds filled with clean, imported soil. Trees will be planted in clean, imported soil that extends to the expected width and depth of the mature tree roots. The soil will be obtained from a commercial source of residential garden soil. All children’s play areas will be covered with clean, imported soil, or a geotextile and playground materials such as bark, to prevent direct contact with soil. Imported soil would be selected and screened in accordance with DTSC guidelines for clean, imported fill material.²⁴</p>	<ul style="list-style-type: none"> • Include measure as Condition of Approval. • Implementation actions are outlined in the mitigation measure. 	<ul style="list-style-type: none"> • The City of Richmond Planning Division is responsible for contracting with the appropriate entity to conduct soil testing, determine an appropriate course of action, and to ensure implementation during construction. • A California Professional Geologist and/or a California Professional Civil Engineer is responsible for conducting soil testing. 	<p>Prior to and during construction activities.</p>	
IX. HYDROLOGY AND WATER QUALITY				
<i>There are no significant impacts related to hydrology and water quality.</i>				
X. LAND USE AND PLANNING				
<i>There are no significant impacts related to land use and planning.</i>				
XI. MINERAL RESOURCES				
<i>There are no significant impacts related to mineral resources.</i>				
XII. NOISE				
<i>There are no significant impacts related to noise.</i>				
XIII. POPULATION AND HOUSING				
<i>There are no significant impacts related to population and housing.</i>				
XIV. PUBLIC SERVICES				
<i>There are no significant impacts related to public services.</i>				
XV. RECREATION				

²⁴ California Department of Toxic Substances Control (“DTSC”), 2001, *Information Advisory Clean Imported Fill Material*, October.

Mitigation Measures	Implementation Actions	Monitoring/ Reporting Responsibility	Timing Requirements	Verification By/Date
<i>There are no significant impacts related to recreation.</i>				
XVI. TRANSPORTATION/TRAFFIC				
<i>There are no significant impacts related to transportation/traffic.</i>				
XVII. UTILITIES AND SERVICE SYSTEMS				
<i>There are no significant impacts related to utilities and service systems.</i>				

APPENDIX B RESPONSE TO COMMENTS

In accordance with CEQA Guidelines Section 15073, the Public Review Draft Initial Study/Mitigated Negative Declaration (IS/MND) was circulated for public review for 30 days beginning on August 9, 2016 and ending on September 9, 2016. The Public Review Draft IS/MND was posted on the project website (<http://www.ci.richmond.ca.us/urbangreening>), made available to local libraries, and presented to the community on August 16, 2016. The City received many comments on the Urban Greening Master Plan (UGMP). These comments will be addressed as part of the UGMP adoption.

Two comment letters were received by the City of Richmond Planning Division related to the IS/MND during this comment and review period:

- Ms. Patricia Maurice, Branch Chief, California Department of Transportation; and
- Ms. Rene Urbina, P.E., Civil Engineer, Contra Costa Flood Control & Water Conservation District.

Copies of these comment letters are provided in this memorandum and responses to the substantive issues raised by the commenters are provided on the page following the letters. When cross-referenced in the text, the comment is referred to as Letter-# where the letter refers to the commenter, and the number following the hyphen refers to the comment number within that letter. For example, comment B-1 refers to the first comment within the letter submitted by the Contra Costa Flood Control & Water Conservation District.

The City of Richmond (City) has reviewed these comment letters regarding the IS/MND for the UGMP. As part of the City's review and consideration of comments received, the City is providing the following written responses that will become part of the California Environmental Quality Act (CEQA) record for the project.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

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Serious Drought.
Help save water!

A

September 9, 2016

04-CC-2016-00020

Lina Velasco
City of Richmond Planning Division
450 Civic Center Plaza
P.O. Box 4046
Richmond, CA 94804

Dear Ms. Velasco:

City of Richmond Urban Greening Plan – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Department) in the environmental review process for the project referenced above. We have reviewed the mitigated negative declaration and have the following comments to offer.

1 Project Design

Page 99 of the Urban Greening Plan calls for permeable paving and paving alternatives to be used. Please ensure that all pedestrian walk surfaces, including sidewalks and crosswalks, remain smooth to facilitate travel in mobility devices.

2 Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Ms. Lina Velasco/City of Richmond
September 9, 2016
Page 2

Should you have any questions regarding this letter, please contact Becky Frank at becky.frank@dot.ca.gov or (510) 286-5536.

Sincerely,



PATRICIA MAURICE
Branch Chief
Local Development - Intergovernmental Review

Responses to Letter A
California Department of Transportation
Patricia Maurice, Branch Chief, Local Development – Intergovernmental Review

- A-1: As requested by Caltrans, all pedestrian walk surfaces, including sidewalks and crosswalks, designed using permeable paving and/or paving alternatives would remain smooth to facilitate travel in mobility devices. No changes to the IS/MND are required.
- A-2: If work is required within the State right-of-way, the City will obtain an encroachment permit from Caltrans. No changes to the IS/MND are required.



Contra Costa County
Flood Control
& Water Conservation District

Julia R. Bueren,
ex officio Chief Engineer
Steve Kowalewski,
Deputy Chief Engineer

B

September 7, 2016



Lina Velasco
City of Richmond
Planning Division
450 Civic Center Plaza
Richmond, CA 94804

RE: Urban Greening Master Plan—PLN 11-0851
Our File: 060-06

Dear Ms. Velasco:

We received the City of Richmond (City) 30-day Notice of Intent to Adopt a Proposed Mitigated Negative Declaration for the Urban Greening Master Plan. The project is a comprehensive plan that includes non-infrastructure and infrastructure components throughout the City. The project consists of the adoption and implementation of the City of Richmond Urban Greening Master Plan. We received the 30-day Notice on August 10, 2016, and we have the following comments:

1. The project includes some non-infrastructure components, such as updating the tree inventory list and developing advisory groups, and some infrastructure components, such as construction of landscape planting areas and modifications to parking areas. Construction projects outside the road right-of-way that result in an increase of impervious areas and located inside a Contra Costa County Flood Control & Water Conservation District (FC District) formed drainage area, such as DA 127 and DA 19A, will be required to pay drainage area fees.
2. According to the Draft CEQA Initial Study, the Urban Greening Master Plan will include projects that would alter the direction of the stormwater runoff flow. We recommend that the City require that stormwater originating or entering the proposed projects be collected and conveyed, without diversion of the watershed, to the nearest natural watercourse with defined bed and banks or to an adequate man-made drainage facility.
3. Any construction project that includes altering the existing drainage in unincorporated Contra Costa County areas, or inside the FC District right-of-way, will require either a 1010 Drainage Permit or an FC District Encroachment Permit. We recommend that the City account for this requirement.
4. Some FC District drainage areas in the City vicinity are currently unformed drainage areas that do not collect drainage area fees. For this reason, there are no funds available to cover for any increases of our maintenance costs of FC District facilities in that area. We recommend that projects resulting from the Urban Greening Master Plan planned in the FC District right-of-way not result in additional maintenance costs to the FC District. The City should ensure that a perpetual funding source and an agreement are in place with the FC District for these type of projects.

5. We recommend that the City set up a perpetual funding source for future maintenance and repairs of the new projects resulting from the Urban Greening Master Plan. Projects such as bioswales and landscaping projects will require regular maintenance.
6. We recommend that the appropriate environmental regulatory agencies, such as the U.S. Army Corps of Engineers, the State Department of Fish and Wildlife, and the State Regional Water Quality Control Board, be contacted for future construction projects that result from the Urban Greening Master Plan, and account for mitigation measures that may be required for projects by the aforementioned agencies.
7. We recommend that projects resulting from the Urban Greening Master Plan be required to comply with the current NPDES (National Pollutant Discharge Elimination System) requirements under the County Stormwater Management and Discharge Control Ordinances and the C.3 Guidebook. We support the state's goal of providing Best Management Practices to achieve the permanent reduction or elimination of stormwater pollutants and downstream erosion from new development.

We appreciate the opportunity to comment on this project in regards to drainage matters. If you should have any further questions, you may contact me at (925) 313-2308 or by e-mail at rene.urbina@pw.cccounty.us.

Sincerely,



for

Rene Urbina, P.E.
Civil Engineer
Contra Costa County Flood Control
& Water Conservation District

RU:cw

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c: Mike Carlson, Flood Control
Tim Jensen, Flood Control
Teri E. Rie, Flood Control

Responses to Letter B
Contra Costa County Flood Control & Water Conservation District
Rene Urbina, P.E., Civil Engineer

- B-1: As required, any construction projects outside the roadway right-of-way that would result in an increase of impervious areas and that would be located inside a Contra Costa County Flood Control & Water Conservation District (FC District)-formed drainage area, such as DA 127 and DA19A shall be required to pay drainage area fees in compliance with FC District regulations.
- B-2: As recommended by the FC District, the City shall require that stormwater originating or entering proposed projects to be implemented as part of the Urban Green Master Plan will be collected and conveyed, without diversion of the watershed, to the nearest natural watercourse with defined bed and banks or to an adequate man-made drainage facility.
- B-3: Comment acknowledged. The projects contemplated are anticipated to affect properties within the City only; however, partnership projects with adjacent jurisdictions may also be undertaken to implement vision of Urban Greening Master Plan. For any projects that would alter the existing drainage in unincorporated Contra Costa County areas or inside the FC District right-of-way, the City shall obtain either a 1010 Drainage Permit or an FC District Encroachment Permit, as required.

Page 6 of the Draft IS/MND has been revised to include the FC District in the list of other agencies from whom a permit may be required as follows:

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):
 - Contra Costa County Flood Control & Water Conservation District

- B-4: The FC District recommends that projects resulting from the Urban Greening Master Plan planned in the FC District right-of-way not result in additional maintenance costs to the FC District and that the City ensure a perpetual funding source and an agreement be in place with the FC District for these types of projects. The City does not anticipate any additional maintenance costs to the FC District for projects resulting from the Urban Greening Master Plan. For projects within the FC District right-of-way, the City shall establish an agreement and funding arrangement with the FC District.
- B-5: The FC District recommends that the City establish a perpetual funding source for future maintenance and repairs of the projects resulting from the Urban Greening Master Plan. As part of the construction of new projects, long term maintenance resources will be identified. This comment relates to the proposed project and not to the environmental impacts and mitigation measures identified in the Draft IS/MND. No changes to the IS/MND are required.
- B-6: As described in Section IV. *Biological Resources* of the IS/MND, implementation of the Urban Greening Master Plan is not anticipated to result in impacts to regulated waters of the

U.S. or State, habitat for special-status species, or sensitive natural communities. However, if such impacts would occur, the City shall apply for the necessary permits from the appropriate regulatory agencies and implement mitigation measures, as required.

Page 6 of the Draft IS/MND has been revised to include the FC District in the list of other agencies from whom a permit may be required as follows:

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):
 - Contra Costa County Flood Control & Water Conservation District
 - U.S. Army Corps of Engineers
 - Regional Water Quality Control Board
 - California Department of Fish and Wildlife

B-7: As described on page 31 of the IS/MND, construction of projects would comply with City standard conditions of approval for mitigation of potentially significant construction-period impacts related to loss of topsoil and erosion (e.g., using standard erosion-control features such as hay bales, at sites where ground is disturbed) and adherence to National Pollutant Discharge Elimination System (NPDES) stormwater permit provisions (if required).²⁵ No changes to the IS/MND are required.

²⁵ Chapter 12.44, Excavation, Grading, and Earthwork Construction and Chapter 12.22, Stormwater Management and Discharge Control of *Richmond Public Works Code*.