

## 3.10 UTILITIES AND PUBLIC SERVICES

This section describes the existing setting on the project site and in the vicinity with regard to utilities, public services, and recreation, and discusses relevant plans and policies. The general and site-specific discussion of utilities, public services, and recreation contained herein provides the environmental baseline by which environmental impacts are identified and measured. Environmental impacts are discussed in **Section 4.0**.

### 3.10.1 REGULATORY SETTING

#### *STATE*

#### *Urban Water Management Planning Act (Water Code Sections 10610 – 10656)*

The Urban Water Management Planning Act (Act) was established in 1983 and most recently amended in 2000. The Act requires urban water suppliers to prepare a management plan of their current and future water sources so as to continue to provide their customers with an adequate and reliable water supply. The Urban Water Management Plan (UWMP) describes the projected uses for all water resources within an agency to meet the goal of managing water supplies for their highest and best uses. East Bay Municipal Utilities District (EMUD) adopted its latest UWMP in 2005. It is updated in five-year intervals.

#### *Senate Bill 610*

Senate Bill (SB) 610 amended the Urban Water Management Planning Act to require (as of January 1, 2002) additional information in UWMPs when groundwater is identified as a source. Such information includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if non-adjudicated, whether the basin has been identified as being overdrafted or projected to be overdrafted in the most current California Department of Water Resources (DWR) publication on that basin. Any project subject to the California Environmental Quality Act (CEQA) supplied with water from a public water system must be provided a supply assessment, except as specified in the law (DWR, 2008).

#### *California Integrated Waste Management Act*

Assembly Bill (AB) 939, the California Integrated Waste Management Act, mandates management of non-hazardous solid waste throughout the State of California. The purpose of AB 939 is to reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible; improve regulation of existing solid waste landfills; ensure that new solid waste landfills are environmentally sound; streamline permitting procedures for solid waste management facilities; and specify the responsibilities of local governments to develop and implement integrated waste management programs (CIWMB, 2007c).

AB 939 sets forth policies and mandated requirements for the State and local governments. Among them is a hierarchy of preferred waste management practices. The highest priority is to reduce the amount of waste generated at its source (source reduction). Second in the hierarchy is to reuse, by extending the life of existing products and recycling those wastes that can be reused as components or feed stock for the manufacture of new products, and by composting organic materials. Source reduction, reuse, recycling and composting are jointly referred to as waste diversion methods because they divert waste from disposal. Third and lowest in the hierarchy is disposal by environmentally safe transformation in a landfill. AB 939 and California Public Resources Code 41780 enforce this prioritization by requiring that all local jurisdictions, cities, and counties divert 50 percent of the total waste stream from landfill disposal by the year 2000 and each year thereafter (using 1990 as the base year). Each local jurisdiction must demonstrate compliance by instituting source reduction programs. Jurisdictions that did not meet the 50-percent diversion requirement in 2000 could petition the California Integrated Waste Management Board (CIWMB) for a time extension lasting a maximum of five years (CIWMB, 2007c).

### ***LOCAL***

#### ***Association of Bay Area Governments***

The Association of Bay Area Governments (ABAG) is an advisory organization, serving as a planning agency for the nine counties of the Bay Area: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. Incorporated cities within these counties, including the City of Richmond, are members of the organization. ABAG facilitates coordination between local governments to address social, environmental, and economic issues. Cities and counties join ABAG on a voluntary basis. ABAG's General Assembly is comprised of an elected official from each member city and county. The General Assembly determines policy and adopts an annual budget. Each delegate has one vote, and a majority of city and county votes are required for action. ABAG has limited statutory authority (ABAG, 2002).

#### ***East Bay Regional Park District***

The East Bay Regional Park District (EBRPD) is responsible for the development and operation of a system of public parks and trails encompassing 1,745 square miles in Alameda and Contra Costa Counties. The EBRPD supports the Bay Trail Plan and has a desired trail segment on the project site along the western shoreline following an existing railroad right-of-way that would continue north to the San Pablo Yacht Harbor (EBRPD, 2007). The Bay Trail is discussed further in **Section 3.10.2**.

#### ***City of Richmond General Plan***

The City of Richmond (City) General Plan, last amended in August of 1994, is the main policy document governing the project site. The General Plan provides goals and policies with regard to utilities and public services for areas within the City, including the project site. There are also specific guidelines for areas of Richmond including the project site, which is a part of the West Shoreline Planning Area. The

following goals, policies, and area-specific guidelines related to utilities and public services may be relevant to the project alternatives.

#### *General Plan Update*

The City is currently updating its General Plan and anticipates releasing the Draft General Plan to the public in the Winter of 2008 (Velasco, 2007). To date, the City has not released any publicly available information regarding resource areas addressed in this section.

#### *General Plan (1994) Community Facilities Element*

### **Goals**

#### Recreation and Park Facilities

- CF-A Meet the present and future recreation acreage needs of the community.
- CF-B Improve the quality of life for residents and workers in Richmond by providing facilities to meet their active and passive recreation needs.
- CF-C Ensure that all areas of the community are adequately served by recreation and park facilities.
- CF-D Meet the community's recreation and park needs through a capital improvement program that is within the financial ability of the city.

#### Public Safety Facilities

- CF-E Minimize the risks to people, property, and the environment due to fire hazards and the use and storage of hazardous materials.
- CF-F Provide a high level of security and safety to the maximum extent possible through the prevention or reduction of crime to persons and property.
- CF-G Provide an efficient, coordinated response to emergencies and natural or technological disasters.

#### Public Infrastructure Facilities

- CF-H Provide and maintain a level of public infrastructure facilities that adequately serves the present and future needs of the community.

#### Human Services Facilities

- CF-J Support the School District and other educational providers in providing high quality educational opportunities for all segments of the population.

### **Policies**

#### Recreation and Park Facilities

- CF-A.1 Identify and reserve sufficient land to satisfy the park and recreation needs of Richmond residents.
- CF-A.2 Acquire lands for neighborhood, district, and citywide park needs through dedication, direct acquisition, or donation.
- CF-A.4 Protect public recreation and park areas against encroachment or acquisition for other public or private uses.
- CF-A.7 Ensure that sufficient land is available to meet the existing and future needs for regional shoreline recreation.
- CF-A.8 Promote the development of regional and local urban trails and collaborate with regional, County, and other local public agencies and with nonprofit and private groups to develop urban trail systems.
- CF-B.5 Provide recreation and park facilities near employment centers that can be used by workers, that encourage the growth of employment, and that increase the desirability of the City as a place to live and work.
- CF-B.6 Coordinate the development and maintenance of regional recreation with that of commercial recreation, preservation and utilization of open space, conservation, and public access facilities.
- CF-B.7 Require projects adjacent to parks or recreational corridors to minimize impacts on the recreational values of those facilities.
- CF-C.4 Maintain a safe and healthy environment and an adequate level of facilities at all City owned or operated park and recreation facilities.
- CF-D.1 Require residential developers to contribute to the development of public park and recreational land and facilities.
- CF-D.2 Encourage developers to provide dedicated public park land, trails, and facilities instead of in lieu fees.
- CF-D.4 Encourage development of private and commercial recreational facilities to supplement public facilities.

Public Safety Facilities

- CF-E.1 Provide fire prevention facilities and equipment necessary to protect the community.
- CF-F.1 Provide an adequate level of police facilities and equipment to protect the community.

Public Infrastructure Facilities

- CF-H.1 Coordinate with EBMUD to ensure an adequate water system for existing and future residents and to maintain adequate water reserves.

- CF-H.3 Encourage effective water conservation practices by residents and businesses including household conservation and use of drought-resistant landscaping and reclaimed wastewater.
- CF-H.6 Work cooperatively with Contra Costa County to identify stormwater pollution control needs and modify the City's separate stormwater control system, as necessary and practical, to control the quality of discharge to creeks, streams, and other waterways within Richmond and into San Francisco Bay; and ensure that all new developments address non-point pollution in the design of their projects.
- CF-H.8 Work actively to (a) reduce the amount of solid waste generated, (b) promote reuse of materials, (c) recycle as much of the solid waste as possible, (d) make use of the energy and nutrient value of the solid waste, and (e) properly dispose of the remaining solid waste.
- CF-H.12 Cooperate with and assist Pacific Gas & Electric Company and telephone service providers to provide needed gas, electric, and telephone services and capacity to meet present and future projected needs.
- CF-H.15 Encourage new utility mains and extensions in proposed new and improved street networks.
- CF-H.16 Carry out the undergrounding of utilities along the city's major thoroughfares and arterials through use of underground utility districts, where feasible.
- CF-H.17 Provide and maintain adequate, modern facilities to support all City government operations.
- CF-H.18 Require developers to contribute toward the financing of fire, police, and other public infrastructure facilities needed to reduce the impacts caused by new development.
- CF-H.19 Promote the use of energy conservation features in the design of all new residential structures, in accordance with the State Building Energy Efficiency Standards.

#### Human Services Facilities

- CF-J.1 Encourage educational providers in the community to provide a high standard of well-maintained and equipped school facilities and education services, and enhanced educational opportunities for the general public.

#### *Area-Specific Guidelines for the West Shoreline*

3. Designate a permanent site at the Point Molate Naval Fuel Depot for use as a beach park when its present use is phased out and the site is available.
4. Develop the full recreation potential of Point Molate beach. Improve hike and bike access and provide some sort of public transportation to the beach. Consider extension of the present site.
5. Encourage the reuse of Winehaven buildings as a conference center or similar use, possibly under the auspices of the EBRPD.

8. Retain existing parks at Miller-Knox Regional Shoreline, at Point Molate Beach, and at Keller Beach.

*Safety Element*

**Goals**

Fire/Hazardous Materials

SF-B Minimize the risks to people, property and the environment due to fire hazards and the use and storage of hazardous materials.

**Policies**

Fire

SF-B.1 Ensure that adequate fire equipment, fire breaks, facilities, water (with sufficient pressure and emergency backup systems), and access are provided for a quick and efficient response in any area designated in the Zoning Ordinance or in an environmental review document as having a fire hazard.

SF-B.5 Require a high level of fire resistance in all new and remodeled structures.

*Open Space and Conservation Element*

**Goals**

OSC-G Utilize for recreational purposes the sloping lands and shoreline vistas on San Pablo Peninsula north of the San Rafael Bridge.

OSC-J Reduce the need to import water and the environmental damage caused by water importation.

OSC-K Protect the groundwater supply from depletion or pollution in order to ensure an emergency source of water in case of natural or other disaster.

OSC-L Assist, through local regulatory means, in improving the quality of Bay water to a standard pure enough to use for water contact sports and edible shellfish.

OSC-O Preserve, enhance and expand sites for public access to the Bay in accord with the Bikeways and Trails Circulation Plan.

OCS-Q Preserve natural open-space areas for visual open space, nature study, community shaping, conservation of natural resources, and conservation of native plant and animal communities.

OSC-S Establish public routes that enhance non-motorized circulation and that complement the City's Circulation Plan.

**Policies**

OSC-J.2 Support all reasonable measures that would encourage reduced per capita water use.

- OSC-J.3 Encourage new development in areas already served by water tanks or reservoirs and discourage new development in areas not served by water tanks and reservoirs to minimize costs of public services, increase water conservation and preserve open space.
- OSC-K.1 Reject any development proposals which would deplete or degrade the groundwater supply.
- OSC-L.1 Prevent deterioration of water quality and danger to public health by requiring all new developments to hook up to existing sewage systems.
- OSC-M.1 Improve the City's sewage collection system so as to minimize the impact of stormwater on the sewage treatment plant.
- OSC-O.1 Provide access to shoreline parks, by public transportation, hiking trails, and biking trails, for those who do not own automobiles, to ensure that all residents are able to utilize the shoreline parks.
- OSC-O.2 Urge the development of public access points in order to make Richmond's open space visible to large numbers of people.
- OSC-O.3 Encourage free public access in areas of proposed shoreline development.
- OSC-O.4 Encourage free public access to the Bay, even in limited amounts, in areas of existing development.
- OSC-O.5 Provide for the maximum feasible access to the Richmond Shoreline.
- OSC-O.6 Encourage and support the development of regional trails and scenic drives, interconnecting the shoreline and hill areas.
- OSC-Q.4 Encourage developers to provide dedicated public park land, trails and facilities instead of in lieu fees.
- OSC-S.1 Establish commercial recreation uses at appropriate locations.
- OSC-S.4 Protect hiking and biking paths from conflicts with motorized vehicles to the greatest extent possible.
- OSC-S.5 Provide public access where a local or regional trail is planned or located.
- OSC-S.7 Develop a network of trails linking residential areas with parks, schools, open space, shopping, and various public facilities.

*Area-Specific Guidelines for the West Shoreline*

Establish a public access trail from Point Richmond to Point San Pablo including a pedestrian trail from Keller Beach to the Richmond-San Rafael Bridge and a bicycling trail from I-580 along Western Drive to the tip of Point San Pablo.

*Growth Management Element*

**Goals**

GM-B Achieve and maintain a level of service that meets or exceeds the City's adopted performance standards for parks, fire and police facilities, sanitary facilities, water services and flood control.

**Policies**

- GM-B.1 Comply with and maintain compliance with performance standards for fire, police, parks, sanitary facilities, water, and flood control established in Richmond's Growth Management Element, and Apply the standards to Richmond's development review process (Measure 'C' Policy Relating To Compliance).
- GM-B.2 Ensure that the new development pays its share of the costs associated with the provision of facilities for fire, police, parks, sanitary facilities, water, and flood control, by attaching project specific mitigation requirements as conditions of approval.

*Performance Standards*

Measure C was approved by Contra Costa County voters in November of 1988. It established a 0.5 percent sales tax for transportation projects. In order to receive funds, jurisdictions are required to prepare a Growth Management Element with performance standards for capital projects related to fire, police, parks, water service, and sanitary facilities (City of Richmond, 1994). The City has incorporated into the General Plan a Growth Management Element that establishes the following performance standards (in addition to goals and policies, as previously listed):

Parks and Recreation

City Park acreage standard: Three acres of parks per 1,000 population, or 0.003 acres per person.  
City recreational facility standard: One square foot of recreational facility per building space per person.

Locational Standards: A district center facility located within one mile of each residential neighborhood; and a neighborhood park facility located within one-half mile of each residential neighborhood.

Fire

First Engine Company: 6 minute Response Time  
Water Requirements: 1500 gallons per minute minimum  
Access Widths: Turn-arounds and turning radius (inside must be 34 feet).

Police

Capital facilities sufficient to maintain the following response times (for first unit):  
Life-Threatening service calls: 3-5 Minutes  
Critical Emergency: 3-5 Minutes



Non-Critical Emergency: 15-20 Minutes

Non-Emergency: 30-60 Minutes

Other: 60 Minutes Plus

#### Sanitary Facilities

Verification by Richmond Municipal Sewer District (RMSD), or other Sanitary District if applicable, that adequate collection and treatment to Regional Water Quality Control Board (RWQCB) standards can be provided.

#### Richmond Municipal Sewer District

System: Class 4 conventional activated sludge and secondary treatment facility.

Capacity: Design flow of 15 million gallons per day.

Monitoring: Self-monitoring for full National Pollutant Discharge Elimination System (NPDES) permit compliance, with active pretreatment program.

#### Water

Verification by East Bay Municipal Utility District (EBMUD) that adequate water quantity and quality can be provided shall be required for approval of new development.

### **3.10.2 ENVIRONMENTAL SETTING**

#### ***WATER SUPPLY***

The project site is within the 331-square mile EBMUD service area. EBMUD serves portions of both Alameda County and Contra Costa County, which includes approximately 1.4 million people. EBMUD's water supply consists of 90 percent Mokelumne River diversions and 10 percent recovered runoff from the protected watershed in the East Bay. The distribution system consists of a number of reservoirs, aqueducts, treatment plants, and other distribution facilities that extend from the Mokelumne River Basin, the primary water source located in the Sierra Nevada Mountains. Runoff generated within the Sierra Nevada mountain range feeds the Mokelumne River. Water from the river is stored in the Pardee and Camanche Reservoirs. Water from the Pardee Reservoir traverses 91 miles via the Pardee Tunnel and the Mokelumne and Lafayette Aqueducts to the East Bay Area and EBMUD's water treatment facilities. EBMUD has water rights to divert up to 325 million gallons per day (mgd) from the Mokelumne River, pending the availability of water rights of other users. In the event that the water supply from the Mokelumne River becomes reduced in availability, EBMUD obtained the rights to a maximum of 133,000 acre-feet in one year, or 165,000 acre-feet over three consecutive years, to water from the Central Valley Project (**Appendix Z**).

There are six treatment plants that process the water obtained from the aqueducts at a rate of over 375 mgd (**Appendix G**). The distribution system includes 4,000 miles of pipe, 130 pumping plants, over 100 pressure zones, and 170 reservoirs with a combined capacity of 870 million gallons. Current winter water

demand (December 2007) is approximately 157 mgd, with a 7-day average of 163 mgd (EBMUD, 2007). In 2005, daily water consumption averaged approximately 203 mgd, approximately 59 percent of EBMUD's entitlement (EBMUD, 2005). The project site is served by the Orinda Water Treatment Plant (OWTP), which has a maximum capacity of 200 mgd (EBMUD, 2008). Currently, the OWTP produces approximately 140 mgd of treated water, with maximum treatment demands reaching 190 mgd (EBMUD, 2008a).

The project site is connected to the EBMUD system through a 12-inch diameter water main along Western Drive, which was installed in 1997. Water is pumped uphill to a storage tank, Tank A, and distributed on-site through 14-inch diameter private lines. Other private lines throughout the site include pipes of 4, 6, 8, 10, and 12 inches in diameter. Approximately 63 percent of the pipes are asbestos-concrete pipes, approximately 26 percent are unprotected steel, and approximately 11 percent are cast iron. The system is divided into four independent distribution systems. Two storage tanks, Tank A and Tank 66, provide fire protection and potable water. Tank A has a capacity of 1,134,000 gallons and Tank 66 has a capacity of 200,000 gallons. Tank A has a leak with an estimated loss of 15,000 gallons per day (gpd). There are 97 fire hydrants throughout the site. The water supply system on-site is normally kept off, as there has been little demand for potable water since base operations ceased; it is maintained in caretaker status for fire suppression purposes. When the Navy occupied the site, daily water consumption was approximately 57,000 gallons per day (gpd) (**Appendix U**).

#### **WASTEWATER SERVICE**

Wastewater service for the City is divided among several districts. Northern areas of Richmond are in the West County Wastewater District (WCSD). Southern areas of Richmond are in the Richmond Municipal Sewer District (RMSD). Areas of the Richmond Annex are in the Stege Sanitation District. The project site is within the 13.5-square mile service boundary of the RMSD, but is not currently connected to the District's wastewater collection system. The RMSD consists of 187 miles of pipelines ranging in diameter from 4 to 66-inches. The RMSD collection system is currently experiencing substantial inflow and infiltration (I&I). Infiltration occurs when runoff and other waters enter the collection systems through leaks into the pipelines. Approximately 60 percent of the collection pipelines are vitrified clay pipe (VCP), constructed prior to 1918. VCP, which has a service life of approximately 100 years, is susceptible to tree root intrusion and other structural inadequacies based on the age and material of the pipelines.

RMSD, via an operations contract with Veolia Water North, operates a wastewater treatment plant (WWTP) located on the Point Richmond peninsula. The WWTP has a dry-weather treatment capacity of 24 mgd, and wet-weather capacities for primary/secondary treatment and primary treatment only of 24 mgd and 40 mgd, respectively. Primary treatment of wastewater involves the physical removal of floatable and settleable solids, while secondary treatment involves biological removal of dissolved solids. Dry weather influent flows received at the WWTP average approximately 7 mgd, with wet weather

influent flows peaking at 56 mgd due to I&I, approximately 16 mgd above the capacity of the WWTP. Treated effluent from the RMSD WWTP combines with treated effluent from the WCSD, and is dechlorinated prior to release through an outfall into the San Francisco Bay (Bay). Sludge (solid and organic material filtered from treated wastewater) is sent to the WCSD plant for drying and disposal via burial at the West Contra Costa Sanitary Landfill.

Throughout the project site there are 4-, 6-, 8-, 12-, 18-, and 24-inch diameter sewers, which were plugged and capped at the manholes in 1995. There is an industrial wastewater treatment plant and a sanitary sewer treatment plant at Navy Building No. 125 and two septic tanks with leachfields at Navy Buildings No. 87 and No. 75. The wastewater treatment system includes a 10-inch diameter steel outfall to the Bay. The treatment plant had a design capacity of 24,000 gallons per day and a trickling filter capacity of 20,000 gallons per day. Neither the sewer collection system nor treatment plant is in use; portable toilets are currently used on-site. Some sewage from the project site is trucked to the RMSD treatment plant, located approximately three miles from the project site at 601 Canal Boulevard in Point Richmond (**Appendix D**).

#### ***SOLID WASTE SERVICE***

The West Contra Costa Integrated Waste Management Authority (WCCIWMA) is the joint powers agency created to manage solid waste for the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo. The WCCIWMA is governed by a Board of Directors made up of seven city council members among the various cities and covers approximately 75 square miles. There are 42 implemented programs to increase diversion including source reduction, recycling, composting, special waste material, public education, policy incentive, and facility recovery programs. In 2005, which is the most recent reporting year, the diversion rate for areas under WCCIWMA jurisdiction was 38 percent, 12 percent short of the AB 939 requirement of 50 percent. Time extensions to meet AB 939 standards have been issued by the CIWMB, due to “good faith” efforts to achieve diversion objectives. In 2005, areas under the WCCIWMA disposed of 228,837 tons of solid waste (CIWMB, 2007a).

The project site is within the service collection district of Richmond Sanitary Service. Refuse is collected and taken to a transfer station (Golden Bear Transfer Station), which then transports refuse to the Potrero Hills Landfill in Solano County (Braunesreither, pers comm., 2004; Contra Costa County, 2003). Potrero Hills Landfill is located at 3675 Potrero Hills Lane in Suisun City, approximately 41 miles northeast of the project site. The landfill currently has a permitted capacity of 21.5 million cubic yards and a permitted daily intake limit of 4,330 tons. In 2006, 520,828 tons of landfilled waste was received with a peak daily tonnage of 2,946 tons and an average daily tonnage of 1,535 tons. In 2002, the daily average tonnage was 2,342 tons (Solano County, 2003). The estimated life of the landfill is ten years; however, the landfill is currently working on expanding to an adjacent property that encompasses 260 acres. Expansion of the landfill would add approximately 61.6 million cubic yards for a total fill capacity of approximately 83.1 million cubic yards and would extend the life of the landfill by 35 years (Solano

County, 2003). Currently a recirculated Draft Environmental Impact Report (DEIR) is available for public review after the Superior Court of the State of California found the original environmental impact report (EIR) for the expansion project inadequate in analyzing the potential impacts to air quality, and the expansion project is currently stalled (Solano County, 2007).

#### ***ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS***

Pacific Gas and Electric Company (PG&E) supplies electrical power to the project site. PG&E lines enter the project site from the south and run along Western Drive to a service connection near Navy Building 13. Power is supplied at 12.47 kilovolts. At the service connection, power is distributed throughout the project site, at 2.4 and 12.47 kilovolts, to customers north on Western Drive. Electricity is currently used for street lighting and in Buildings 6 and 123 and was previously used at the WWTP, which has since ceased operations. At full operation, including the WWTP, the project site electricity demand was 120,000 kilowatts per month (**Appendix U**).

Heating at the project site buildings is no longer used, but previously was provided by boilers and electricity. Heating for the 29 on-site cottages was provided by a heating oil system. AT&T provides telephone service via overhead lines to existing Navy Buildings 6 and 123. There is also a pay phone on the project site (**Appendix U**).

#### ***FIRE PROTECTION***

The Richmond Fire Department provides fire protection and emergency medical services to the project site. It provides service for the incorporated areas of the City, encompassing 30 square miles. In addition, the department has mutual aid agreements with Contra Costa County, El Cerrito, and Chevron, which operates a fire station on the San Pablo Peninsula. There are five divisions that include administration, operations, fire prevention, support services, and emergency services. Funding is provided through the City budget. There are 84 total sworn officers and 7 non-sworn employees. Firefighters are trained at the Emergency Medical Technician level. In 2007, there were 11,046 calls for service. An approximate breakdown of calls by incident is provided in **Table 3.10-1**.

**TABLE 3.10-1**  
**FIRE DEPARTMENT SERVICE CALLS 2007**

<b>Type</b>	<b>Number</b>
Emergency Medical	8,425
Structure Fires	754
False Alarms	727
Hazardous Materials	165
Service Calls	631
Good Intent Calls	330
<b>Total</b>	<b>11,032</b>

Source: Tucker, pers. communication, 2008.

There are seven fire stations in the City. Equipment for the department includes seven engines (one at each station), one fully staffed ladder trucks. An additional ladder truck, two rescue units, a hazardous materials unit, and three spare engines are located at stations throughout the City, staffed through a rotation of department personnel (Tucker, 2008). The closest station to the project site is Station 61, located at 140 W Richmond Avenue approximately three miles southeast of the project site. Station 61 has three sworn officers per shift and operates on three shifts. The next two closest stations are Stations 62 and 67. The nearest ladder truck is located at Station 64 at 4801 Bayview Avenue, approximately five miles from the project site. The fire stations are included in **Figure 3.10-1**. Response times to the property are approximately six minutes. The project site is designated by the City as being in a Very High Fire Hazard Severity Zone (**Figure 3.12-4**). On-site eucalyptus groves and the proximity of the Chevron oil refinery are both fire hazards for the project site.

### ***EMERGENCY MEDICAL SERVICES***

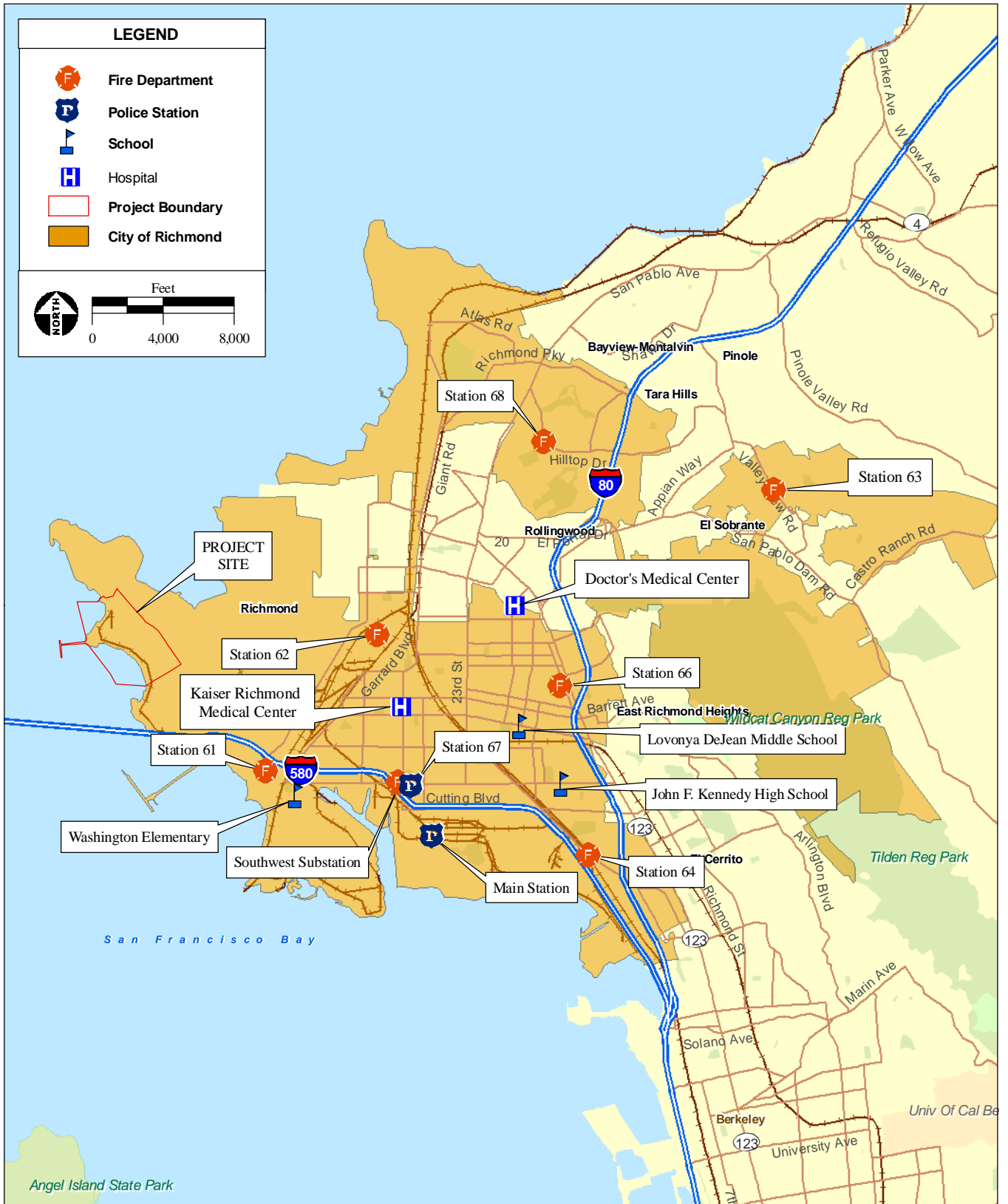
Emergency medical services in Richmond are coordinated by the City Police and Fire Departments. Initial calls are received at a joint police/fire dispatcher and emergency medical calls are then transferred to American Medical Response (AMR) for ambulance service. AMR provides ambulance service through contract with the City. Air ambulance services are provided by a number of companies including, California Shock Trauma Air Rescue (CALSTAR), Redwood Empire Air Care Helicopter (REACH), and Stanford Life.

Ambulances take patients needing hospital services to the nearest or most appropriate hospital depending on the need for trauma, burn, or pediatric care. The nearest hospitals to the project site are Kaiser Richmond Medical Center and Doctor's Medical Center (**Figure 3.10-1**). Kaiser Richmond Medical Center is located five miles southeast of the project site at 901 Nevin Avenue in Richmond. Doctor's Medical Center is located 8.5 miles east of the project site at 2000 Vale Road in San Pablo. The nearest Level III trauma center is at Marin General Hospital, located 10 miles west of the project site at 250 Bonair Road in Greenbrae. The nearest Level II trauma center is at Highland Alameda County Medical Center, located 17 miles southeast of the project site at 1411 E 31<sup>st</sup> Street in Oakland.

### ***LAW ENFORCEMENT***

#### ***City of Richmond Police Department***

The City Police Department is the chief law enforcement agency serving the project site. The Department's service area includes the incorporated areas of the City, encompassing approximately 30 square miles. The Department, which is funded through the City budget, is divided into the Services Bureau, the Investigative Services Bureau, and the Support Services Bureau. The main station is located at 1701 Regatta Boulevard in Richmond and five substations are located throughout the City (**Figure 3.10-1**). The nearest substation to the project site is the Southwest Substation at 1137 Cutting Boulevard,



**Figure 3.10-1**  
Richmond Public Services

four miles southeast of the project site. The project site is in the police department's Southern District, which encompasses much of the shoreline portion of the City.

Approximately 65 patrol vehicles operate out of the police department's main station (Buhlis, pers. comm., 2005). There is a boat in storage reserved to patrol the coast of Richmond. Currently, there is no person staffed to patrol the coast but future plans are to staff the boat at approximately 40 hours per week.

The City Police Department is currently staffed with 211 officer positions approved and 156 currently sworn to duty. In response to the reduction in staffing levels, the department has reduced, eliminated, and/or automated some services. For example, there are now no reports filed for non-injury collision auto accidents. Also, petty theft incidences are now handled with automated forms instead of officers arriving to the scene. The average police team response time in an emergency call for service (Code 3) is just over four- minutes (Buhlis, pers. comm., 2005). Response time for non-emergency situations varies, but is generally well over four minutes. There are nine beat areas within the City, which are covered by six teams of 11 officers that cover one or two beats per officer per shift. There are three overlapping shifts (day shift, swing shift, and graveyard shift) that provide coverage 24 hours a day, 7 days a week, 365 days a year (Buhlis, pers. comm., 2005). In addition to the six teams that cover beats, there is a narcotics street team with seven officers and a traffic unit with six sworn officers and one unsworn staff member. **Table 3.10-2** provides data on the types of crimes reported in Richmond in 2007.

**TABLE 3.10-2**  
NUMBER OF CRIME REPORTS 2007

<b>Crime</b>	<b>Richmond</b>
Aggravated Assault	650
Arson	46
Auto Theft	2,309
Burglary	1,265
Homicide	47
Rape	31
Robbery	492
Theft	1,933
<b>TOTAL</b>	<b>6,733</b>

Source: Richmond Police Department, 2008.

### *Contra Costa Sheriff's Department*

There is a mutual aid agreement between the City Police Department and the Contra Costa County Sheriff's Department. The project site and vicinity are served primarily by the City Police Department; however, the Sheriff's Department can be asked to assist if additional law enforcement services are required.

### ***On-Site Security***

The project site is currently maintained by City staff and patrolled daily by a private security company hired by the City.

### ***SCHOOLS***

The City and the surrounding cities of El Cerrito, San Pablo, Pinole, Hercules, and portions of unincorporated western Contra Costa County are served by the West Contra Costa Unified School District (WCCUSD). WCCUSD currently has approximately 32,000 K-12 enrolled students within 70 countywide schools (WCCUSD, 2007). Washington Elementary, the closest elementary school to the project site, is located at 565 Wine Street, approximately three miles away. Washington Elementary is at current capacity, with an enrollment of 516 students. Lovonya DeJean Middle School, the closest middle school to the project site, is located at 3400 Macdonald Avenue, approximately six miles away. Current enrollment is 707 students, with a maximum capacity of 833 students (Francisco, 2008). John F. Kennedy High the closest high school to the project site is located at 4300 Cutting Boulevard, approximately six miles away. The current enrollment of John F. Kennedy High is 875 students, with a maximum capacity of 1,633 (Francisco, 2008).

WCCUSD schools receive funding through federal subsidies, state apportionments and aid, and local property tax revenue. California Education Code 17620 provides California school districts with a means to collect fees from developers to construct new schools, and fund upgrades and expansions to existing facilities.

### ***PARKS AND RECREATION***

#### ***Point Molate Beach Park***

Point Molate Beach Park, which is maintained by the City Community Services Department, is located within the project site. This park contains a playground, picnic tables, and a mixed sand and gravel beach. This park is currently not open to the public.

#### ***Off-Site Parks***

The closest off-site park operated by the City is Judge Carroll Park, located approximately two miles east of the project site. Another nearby park, which is operated by the East Bay Regional Park District (EBRPD), is the Miller/Knox Regional Shoreline. This park includes Keller Beach, and a historic ferry terminal. The park is located approximately two miles southeast of the project site. The EBRPD provides access to 65 parks, covering a total of 98,000 acres throughout Contra Costa and Alameda Counties. These parks are open to the public from 5 a.m. to 10 p.m. unless otherwise posted or permitted (EBRPD, 2008)



### ***San Francisco Bay Trail***

The San Francisco Bay Trail is a recreational corridor that has yet to be completed. The Bay Trail is designed to encircle San Francisco and San Pablo Bays, connecting the shoreline of all nine Bay Area counties, with a 500-mile network of trails for bicycling and hiking (regional section included in **Figure 3.8-2**). To date, approximately 270 miles of the trail network have been completed. The nonprofit San Francisco Bay Trail Project was created in 1990 to plan and promote implementation of the Bay Trail by making available grant funds for trail construction and maintenance, participating in planning efforts, educating the public and decision-makers about the benefits of the Bay Trail, and producing maps and other materials to publicize the Bay Trail. The Bay Trail Project, which is administered by ABAG, does not own land or construct trail segments. Segments of the trail are built, owned, managed, and maintained by cities, counties, park districts, and other agencies (ABAG, 1999).

The existing Bay Trail within the City runs along the southern shoreline from Point Isabel through Marina Bay, turning inland at Garrard Avenue and running north along Richmond Parkway. Separated sections are established along Keller Beach and Seacliff Drive to the South and around a section of the West County Landfill to the North. An easement has been provided through Chevron property, creating a future trail spur from Marine Street and Tewksbury under Interstate 580 (I-580) connecting with Western Drive (City of Richmond 2008b). A 2001 Baseline Feasibility Study of Bay Trail Routes to the Point San Pablo Peninsula was created to plan for the future Bay Trail spur. In 2005 the Bay Trail Gap Study Analysis evaluated the current gaps along the trail system, these segments were then numbered and designated a priority level, for which planning and construction is based. The Proposed Project is located within segments 5038 and 5040 of the Gap Study. Segment 5038 is defined as a short-term, Class I project with a distance of 1,425 feet. The 5038 Segment is characterized as an eight on the beneficial scale, determining that the segment holds a high value of shoreline exposure and continuity with existing or planned segments (ABAG, 2005). Segment 5040 is noted as a Class I long-term project, encompassing 8,078 feet of trail with a benefit level of eight (ABAG, 2005).