

# ***APPENDIX N***

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## ***CLIMATE ACTION PLAN CONSISTENCY TABLE***

Strategy	Description	Performance Goal	Modified Project Consistent with Strategy?	Discussion	
<b>Objective 1: Energy Efficient Buildings and Facilities</b>					
Strategy EE1	Leverage Existing Programs and Rebates to Improve Efficiency of Existing Buildings	NA	Improve the energy efficiency of all existing buildings (residential, commercial, and industrial) by 50 percent by 2030.	Yes	The renovations of the contributing buildings to the Winehaven Historic District will improve the energy efficiency of the buildings by meeting Title 24, Part 8, The California Historical Building Code.
Strategy EE2	Leverage Existing Funding Programs and Financing Tools	NA	Increase energy program participation rates.	Not Applicable (City-specific)	Not Applicable (City-specific)
Strategy EE3	Promote Green Building	NA	All new buildings meet or exceed Title 24 standards at time of construction; by 2020 all new residential buildings will be ZNE; by 2030 all new commercial buildings will be ZNE.	Yes	New construction developed under the Modified Project would be required to comply with the latest Title 24 buildings standards in effect at the time of construction. Already, the current Title 24 requires solar photovoltaic systems on all new homes that are three stories or lower. One EV Charger would be installed in the garage of each single-family unit, and in multifamily and commercial units, per 2019 Municipal Code requirements. Additionally, mitigation measures provided in Section 4.2.6 would require the use of energy efficient lighting and appliances throughout the Modified Project. To the extent that Title 24 standards in effect at time of building permit issuance for the Project cannot demonstrate the Project's compliance with ZNE at that time, the Modified Project will comply with the City's energy reach codes in effect at that time to show the Project's progress towards the CAP's ZNE goal.
Strategy EE4	Outreach and Education to Promote Energy Conservation and Renewable Energy	NA	Support Strategies EE1 through EE3.	See consistency with Strategies EE1 through EE3 above.	See consistency with Strategies EE1 through EE3 above.
<b>Objective 2: Increase Use and Generation of Renewable Energy</b>					
Strategy RE1	Increase Local Solar Energy Generation	The City will promote the installation of distributed, small-scale solar photovoltaic systems (solar PV), as well as other renewable energy generation systems, in existing buildings and new construction, prioritizing investments in municipal buildings, schools, and public housing developments. Richmond is leading local solar development in the Bay Area through innovative policy decisions that create competition and marketplaces for local renewable energy development.	By 2030, 1,010 new residential solar installations averaging 4 kW per system; 69 new commercial solar installations averaging 174 kW per system.	Yes	See consistency with Strategy EE3 described above. As a part of the 2019 Title 24 Building Energy Efficiency Standards, newly constructed homes will be required to have solar photovoltaic systems. New commercial buildings and residential buildings greater than three stories would include solar PV on portions of the roof not needed to accommodate required rooftop mechanicals, elevator and stair overruns, or to accommodate common open space for residents.
Strategy RE2	Promote and Maximize Utility Clean Energy Offerings	The City will promote renewable and alternative energy generation in its own operations and throughout the community.	In partnership with MCE supply at least 87 percent of community electricity from sources that are 95 percent renewable, by 2025; PG&E will supply the remainder of community electricity from sources that are at least 50 percent renewable by 2030.	Yes	As the City of Richmond is within the service area of Marin Clean Energy (MCE), businesses and residents within the Modified Project will be automatically enrolled the Light Green Option that sources 56 percent of its energy supply from renewable energy sources. Additionally, these businesses and residents will have the option to enroll in the Deep Green option, which provides a 100 percent renewable energy.
Strategy RE3	Promote Conversion From Natural Gas to Clean Electricity	The City will promote conversion of residential and commercial natural gas systems to electric systems powered by renewable energy or solar thermal systems.	Residential: Convert 1,328 water heaters annually from natural gas to electric in Richmond homes by 2030. Commercial: 6 percent of currently forecasted natural gas use is electrified by 2020, and 17 percent by 2030.	Yes Yes	There are no existing buildings used for residences on the Property and therefore no City programs promoting "conversion" of natural gas systems apply. All new residential construction shall include electric water heaters. There are no commercial uses on the Property; all commercial buildings are vacant. Rehabilitated commercial buildings will be retrofitted with systems that are more energy efficient than the systems in the buildings and that meet the requirements of Title 24, Part 8, of the Historic Building Code.
<b>Objective 3: Sustainable Transportation and Land Use</b>					

City of Richmond Climate Action Plan Consistency Table

Strategy		Description	Performance Goal	Modified Project Consistent with Strategy?	Discussion
Strategy TL1	Promote Smart Growth and Complete Neighborhoods	The City will promote a range of development and conservation strategies that support economic growth, environmental health, and GHG reductions, including but not limited to placing higher density, mixed-use developments near or within existing development, and near transit services.	By 2030, increase residential and employment density by 15% as compared to BAU.	Yes	The Project provides a new mixed-use community that promotes the conservation and rehabilitation of the Winehaven District. Reusing existing buildings rather than constructing new buildings is a sustainable building practice because it uses materials that have already been made and are on the site. Similarly, building on land that was previously disturbed, such as Point Molate, in urban areas, such as Richmond, is more sustainable than greenfield development away from urban uses, such as develop on agricultural land in Contra Costa County. By providing a mix of uses, including residential, office, and commercial, the Project will decrease trips because residents accomplish errands locally and some residents may work locally. The Project also will provide space for new residents and employment uses in the City, helping the City meet its goal to increase residential and employment density. Finally, the Project also would provide a shuttle to BART and may provide new ferry service, thereby promoting transit use.
Strategy TL2	Promote "Complete Street" Improvements	The City will design its streets so that they enable safe access to goods and services for all pedestrians, bicyclists, motorists, and transit users. Complete streets in dense urban areas will encourage people to walk, bicycle, or take transit rather than drive.	By 2030, make vehicle calming and speed reduction enhancements to intersections and roadways that carry 25 percent of the City's traffic.	Yes	As described in Section 4.13, implementation of the Modified Project, including the use of narrow roads with bicycle lanes and angled parking within the Project Site, along with proposed traffic mitigation measures would ensure safe and efficient operations of all roadways and intersections in the vicinity of the project site.
Strategy TL3	Improve Bicycle and Pedestrian Infrastructure	The City will maintain and accelerate implementation of Richmond's Bicycle and Pedestrian Master Plans, and provide additional actions that support pedestrian and bicyclist safety and comfort, expand the bicycle and pedestrian network, and increase amenities throughout the City.	Increase 50% of Master Plan implemented by 2030 with 300% increase in bicycle trips (commute and non-commute).	Yes	The Modified Project would improve the pedestrian or bicycle circulation conditions in the area by providing new pedestrian and bicycle facilities where none are currently provided. As discussed in Section 3.4.5.4, the Modified Project would include a newly constructed segment of the Bay Trail. The Bay Trail will provide bicycle and pedestrian access from I-580 to Stenmark Drive and around San Pablo Point to the San Pablo Yacht Harbor. Additionally, the project will install bike lanes along the widened Stenmark Drive. Finally, implementation of the Modified Project would support the established goals and policies of the Richmond Bicycle Master Plan and Richmond Pedestrian Plan by expanding and improving the City's bicycle and pedestrian network, as well as completing part of the lanes envisioned in the Master Plan.
Strategy TL 4	Improve Signal Timing	The City will time groups of traffic signals along priority arterials to provide smooth movement of traffic with minimal stops.	Increase number of coordinated traffic signals.	Yes	The Project Site does not include any arterials. Off-site roadway improvements that include traffic signals would provide coordination with other signals to create time groups. The proposed roundabouts along Stenmark Drive would act to provide smooth movement of traffic with minimal stops.
Strategy TL5	Expand Public Transit Options and Network Connectivity	The City will improve the efficiency of public transit services by coordinating transit schedules and ensuring all parts of Richmond are provided access to transit options. The City may also improve amenities at existing transit stops and stations to improve rider comfort and safety.	30 percent increase in transit network coverage, 30 percent reduction in headways, and conversation of 50 percent of routes to BRT by 2030; Ferry service provides 400 commute trips daily by 2030.	Yes	The Modified Project would increase access to transit by providing shuttle service from the Project Site to local transit centers, as described under the TDM in Mitigation Measure 4.13-6. Additionally, the reuse of the pier described in Section 3.4.6 would allow for the addition of passenger ferry service to the Project Site. Ferry service would have a beneficial impact by reducing the load on local vehicular traffic from private automobile use. The project also includes an information kiosk to increase awareness about transit options in the area.
Strategy TL6	Expand Car Sharing, Bike Sharing, and Ride Sharing	The City will expand existing and promote new car sharing, bike sharing, and ride sharing programs within Richmond and the Bay Area.	75 percent of City residents and employees are within half a mile of a car share pod by 2030.	Yes	As part of the TDM program, described in Section 3.4 and Mitigation 4.13-6, the Modified Project will include strategies to encourage ride sharing and carpooling on to and from the Point Molate Site.
Strategy TL7	Promote Low-Carbon Vehicles and Fuels	The City will act to increase adoption of zero-emission vehicles (ZEVs) including plug-in battery electric vehicles (PEVs) and hydrogen fuel cell electric vehicles through actions including but not limited to supporting the expansion of PEV charging stations, creating a program that offers rental income for unused EVs, offering PEV car rentals, providing longer range PEV vehicles for rent to reduce range anxiety, sharing the City's underused EVs with other residents, providing subsidies for residential developers to provide EV car share stations and subsidies for sales/leases, and developing a robust educational campaign.	By 2030, 17% of vehicles used by residents and businesses are Plug-in electric vehicles (PEVs) or other zero emission vehicles (ZEVs).	Not Applicable (City-specific)	The Project proposes to include an EV charger in each private residential garage and up to 15 percent of the parking spaces for commercial and multi-family residential uses shall be equipped with EV chargers.

Strategy		Description	Performance Goal	Modified Project Consistent with Strategy?	Discussion
Strategy TL8	Support Outreach and Education for Public Transit and Active Transportation	The City will partner with local agencies, schools, and community groups to engage students, residents, and businesses in confronting the climate change challenge. Together, we will continue identify and implement opportunities for school and community improvements related to active transportation (i.e., walking and biking) and public transportation.	Increase number of residents knowledgeable about transportation options by 20 percent.	Not Applicable (City-specific)	As required by the TDMs, the residential and commercial TDM coordinators would provide information about transit services, bike facilities, and carpool services to new residents (residential TDM coordinator) or commercial tenants (commercial TDM coordinator).
Strategy TL9	Support Transportation Demand Management	The City will support transportation demand management (TDM) programs within private businesses by continuing to employ a staff member responsible for enforcement of the Bay Area and Richmond Commute Benefits Ordinances. This staff member will continue to help businesses comply with these ordinances, and will also promote additional TDM strategies, particularly for larger businesses where these strategies are the most effective. The City will also consider new ways to incentivize TDM strategy implementation alongside basic compliance.	10 percent increase in participation and number of employees provided transit subsidies and a doubling of employees able to work from home (from 5 percent to 10 percent) at least one day a week.	Yes	As described in Section 3.4, the Modified Project will implement a Transportation Demand Management (TDM) program to reduce total trips of residents and employees commuting to/from the Point Molate Site.
<b>Objective 4: Zero Waste</b>					
Strategy SW1	Establish a Zero Waste Framework	The City will implement Zero Waste strategies aimed to prevent waste, and increase recycling, reuse, and composting of waste materials so that fewer materials are sent to landfills. Strategies will include, but not be limited to, developing a Zero Waste Ordinance and a Zero Waste Strategic Plan.	By 2030, 90 percent of all solid waste is diverted from landfills.	Yes	The Project would rehabilitate and reuse all of the historic Winehaven buildings rather than demolishing them, thereby diverting material from landfills. Further, as described in Section 4.2, the Modified Project will comply with the City's Zero Waste Ordinance by implementing Mitigation Measure 4.2-2(f) to divert 50 percent of solid waste from landfills.
Strategy SW2	Increase Participation in Recycling Programs and Incentives	The City will work with local waste haulers and agencies to increase recycling and composting, and ensure appropriate disposal of hazardous waste.	By 2030, 90 percent of all solid waste is diverted from landfills.	See consistency with Strategy SW1.	See consistency with Strategy SW1.
Strategy SW3	Supportive Garbage Collection Service Rates and Schedules	The City will work with its franchise haulers to increase commercial and multi-family recycling and organics diversion by setting garbage service rates (i.e., costs) and schedules that incentivize diversion.	By 2030, 90 percent of all solid waste is diverted from landfills.	See consistency with Strategy SW1.	See consistency with Strategy SW1.
Strategy SW4	Increase Diversion of Construction and Demolition (C&D) Waste	The City will promote the deconstruction of buildings, rather than demolition, in which buildings are carefully disassembled and component parts are recycled or locally repurposed and reused.	By 2030, 90 percent of C&D waste is diverted from landfills.	Yes	The Project would rehabilitate and reuse all of the historic Winehaven buildings rather than demolishing them, thereby diverting material from landfills. For the non-historic buildings that would be demolished, the Project would comply with the most current California Green Building Standards Code (CALGreen) requirement of regarding the diversion rate of generated construction materials and any future changes to the diversion rate under that Code.
Strategy SW5	Promote School Waste Diversion Programs	The City will support communitywide implementation of the Zero Waste Framework (Strategy SW1) by expanding recycling outreach and education programs in schools.	By 2030, 100 percent of all schools will have "three-bin" recycling programs (garbage, recycling, and compost).	Not Applicable (City-specific)	Not Applicable (City-specific)
<b>Objective 5: Water Conservation</b>					
Strategy WA1	Promote EBMUD Outreach and Conservation Programs	The City will promote programs EBMUD outreach and conservation programs (WaterSmart Calculator, water surveys, WaterSmart Gardener, WaterSmart Business Certification, etc.), as well as Property Assessed Clean Energy (PACE) programs that provide financing for water efficiency and conservation improvements.	By 2020, 20 percent per capita reduction in water consumption from 2012 levels (per Senate Bill 7x); by 2030, 30 percent per capita reduction.	Yes	As described in Section 4.2, the Modified Project will implement Mitigation Measure 4.2-2(g) to implement low flow appliances and fixtures in all new residential units. All new construction will comply with the most current California Green Building Standards Code and rehabilitation of the historic buildings under the Historic Building Code will increase the water efficiency of those existing historic buildings.

Strategy		Description	Performance Goal	Modified Project Consistent with Strategy?	Discussion
Strategy WA2	Expand School Programs	The City will expand upon existing water conservation efforts in schools in the West Contra Costa Unified School District (WCCUSD) to further engage students through water usage assessments, water reduction targets, and tracking programs of school facilities to teach students how to perform a water audit, with a follow up assignment to apply these auditing, target setting, and tracking skills at home.	25 percent of WCCUSD schools participating in water conservation programs by 2020; 100 percent participating by 2030.	Not Applicable (no schools onsite)	Not Applicable (no schools onsite)
Strategy WA3	Green Building Strategies for Water Conservation	The City will employ a variety of strategies to reduce water use via green building techniques, such as ensuring that all projects demonstrate compliance with, at minimum, the 2013 CalGREEN standards; offering incentives for certification through GreenPoint Rated, LEED, or other green building rating systems; considering adopting a retrofit-on sale ordinance in conjunction with a Building Energy Saving Ordinance (BESO); and providing information to developers, homeowners, and businesses on water efficiency and green building rating systems.	100 percent compliance with CalGREEN Code or more stringent water standards.	Yes	As described in Section 4.5, the Modified Project would comply with the latest CalGREEN Code.
Strategy WA4	Support Water Infrastructure Improvements and Expand Water Reclamation and Reuse	The City will support EBMUD's efforts to expand recycled water use to serve its City of Richmond customers, and support the use of graywater and rainwater catchment systems by local residents and businesses. The City will support EBMUD's efforts to maintain and upgrade water infrastructure and conveyance systems to minimize leaks and prevent waste.	Annual increases in the number of graywater and rainwater catchment permits issued; increase in capacity of purple pipe installed and volume of reclaimed water provided to City by Richmond Municipal Sewer District.	Not Applicable (City-specific)	Not Applicable (City-specific). However, the project will involve use of recycled water for landscaping and other uses throughout the site.
<b>Objective 6: Green Infrastructure, Urban Forestry and Agriculture</b>					
Strategy GA1	Support Urban Tree-Planting Programs	The City will continue to collaborate with community-based organizations to organize plantings of shade trees along public right-of-ways, promote the Adopt-A-Tree program, and distribute existing resources providing tree care tips. The City will consider developing a shade tree incentive program that provides a rebate or covers the full cost of the tree.	5 percent of all new and existing homes in Richmond will plant a shade tree by 2030.	Not Applicable (City-specific)	Not Applicable (City-specific)
Strategy GA2	Support Local Agriculture and Food Production	The City will promote urban agriculture to increase access to healthy food; continue to promote its weekly farmers markets; partner with schools and other community organizations to bring urban agriculture to neighborhoods, schools, and parks; and use its purchasing power to advance locally-produced and health eating options.	Double the acreage of urban gardens in Richmond from baseline conditions by 2030.	Yes	Current site deed restrictions limit gardening and agriculture in many of the developed areas of the site. Whether the site can be used for gardening and agriculture is contingent upon remediation effort and lifting deed restrictions, which will occur under the oversight of the Regional Water Quality Control Board, and may vary among different portions of the site. The City will retain control over the open-space areas of the site suitable for urban gardens and farmers' markets, and may run farmers markets and community gardens in any of the City-owned open spaces developed by the Project. The Project applicant also would be willing to put provisions in the CC&Rs about hosting farmers markets in privately-owned open space areas, such as plazas, if a community group wants to have a market there and covers applicable costs.

Strategy		Description	Performance Goal	Modified Project Consistent with Strategy?	Discussion
Strategy GA3	Support Green Infrastructure and Streetscape Design	The City will encourage property owners and developers to incorporate green infrastructure (e.g., bioswales, permeable pavement, rainwater catchment, planter strips, etc.) into existing and new developments, continue to utilize the same green infrastructure design principles in City-owned property as outlined in the City's Parks Master Plan, incorporate green infrastructure into new City developments, and retrofit existing City facilities with green infrastructure as funding becomes available.	Increase green infrastructure projects Citywide by 2030.	Yes	LID features, including bioswales, are proposed as part of the stormwater design.
<b>Objective 7: Green Business and Industry</b>					
Strategy GB1	Reduce Industrial Carbon Emissions	The City will partner with local industries, the Bay Area Air Quality Management District (BAAQMD) and the California Air Resources Board (CARB) to ensure compliance with AB32 Cap and Trade emissions reduction targets for regulated industries and local carbon emission limits for industries that are not regulated by AB 32.	GHG reduction by local regulated (capped) facilities.	Not Applicable (Industry-specific)	Not Applicable (Industry-specific)
Strategy GB2	Green Workforce Development	The City will continue to support and expand workforce development programs for the City's residents and youth through actions such as working with WCCUSD to incorporate green technology education and job training into the curriculum of area high schools; considering partnering with WCCUSD, UC Berkeley, and local industries and businesses to host an annual green tech career fair; and pursuing other technical training programs that could be provided to residents in Richmond.	Increase number of individuals trained for green jobs.	Not Applicable (City-specific)	Not Applicable (City-specific)
Strategy GB3	Support Green/Clean Technology Incubator Programs	The City will promote networking and training organizations in the Bay Area, and will promote the various sources of financial assistance available throughout the Bay Area.	Promote networking and training organizations and raise awareness of financial assistance sources available to entrepreneurs.	Not Applicable (City-specific)	Not Applicable (City-specific)
Strategy GB4	Support Local Energy and Green Business Programs	The City will work with PG&E and MCE to develop an outreach and education plan that targets businesses and industries with the greatest potential for GHG reduction opportunities; cross-promote transportation demand management programs that go beyond the requirements of the Bay Area Commuter Benefits ordinance; educate businesses regarding fuel switching and electrification, reducing reliance on diesel fuel, and reducing hydrofluorocarbons (HFCs); provide supportive guidance to companies interested in reducing their carbon footprint, and identify ways to promote their accomplishments in the community and throughout the greater Bay Area.	Maximize participation in local energy and green business programs.	Not Applicable (City-specific)	Not Applicable (City-specific)
Strategy GB5	Reduce Emissions from Goods Movement	The City will reduce diesel fuel emissions through measures to address goods movement, or the transportation of imported and exported goods through or within the City of Richmond.	Reduce Port of Richmond GHG emissions by 20% below 2005 baseline by 2030.	Not Applicable (Industry-specific)	Not Applicable (Industry-specific)

Strategy		Description	Performance Goal	Modified Project Consistent with Strategy?	Discussion
Strategy GB6	Reduce Use of Short-Lived Climate Pollutants (SLCPs)	The City will work with the CARB, BAAQMD, the Department of Toxic Substance Control, and other agencies to assist local business and industry in choosing or shifting to alternative refrigerants that don't use hydrofluorocarbons (HFCs). Where feasible, the City shall encourage new development and redevelopments to eliminate the use of HFCs in building construction by using alternative methods of heating and refrigeration.	Increase diversion of organics from landfill, and work with local industry to reduce use of refrigerants and SLCP emissions	Yes	Refrigerants/SLCP emissions: there are currently no available alternatives to traditional refrigerants for residential and commercial development. Diversion of organics: The Project would be served by the City's waste provider, which separates compostable materials from other materials and diverts them from landfills.
<b>Objective 8: Resiliency to Climate Change</b>					
Strategy RC1	Improve Community Preparedness for Climate Emergencies	The City will raise community awareness of climate change impacts, vulnerabilities, and risks, and will work with government agencies, community-based organizations, and the community to increase neighborhood and city-wide resilience.	Update Local Hazard Mitigation Plan, General Plan Safety Element, and building codes as appropriate to incorporate sea level rise and other climate change hazards	Yes	Sea Level Rise analysed in SEIR and the Modified Project would not be affected by sea level rise (see SEIR Figure 4.2-1). The Project will comply with all applicable policies in the City's Local Hazard Mitigation Plan, General Plan Safety Element, and will comply with the building code. In addition, the City has disclosed the effects of sea level rise and wildfires on the Project site in this SEIR.
Strategy RC2	Increase Resilience of Local Housing to Climate Change	The City will increase the resilience of local housing such that physical structures can withstand anticipated climate hazards including sea-level rise and flooding.	Update Local Hazard Mitigation Plan, General Plan Safety Element, and building codes as appropriate to incorporate sea level rise and other climate change hazards.	Yes	Sea Level Rise analysed in SEIR and the Modified Project would not be affected by sea level rise (see SEIR Figure 4.2-1).
Strategy RC3	Increase Resilience of Critical Infrastructure to Climate Change	The City will increase the resilience of critical infrastructure (both existing and planned) such that physical structures can withstand anticipated climate hazards including sea-level rise and flooding.	Update Local Hazard Mitigation Plan, General Plan Safety Element, and building codes as appropriate to incorporate sea level rise and other climate change hazards.	Yes	Sea Level Rise analysed in SEIR and the Modified Project would not be affected by sea level rise (see SEIR Figure 4.2-1). The Project's residential structures will comply with all applicable policies in the City's Local Hazard Mitigation Plan, General Plan Safety Element, and will comply with the building code, which ensures residences can withstand anticipated climate hazards.
Strategy RC4	Increase Resilience of Parks & Ecosystems to Climate Change	The City will protect parks, natural areas and ecosystems that provide recreational and aesthetic value, are critical to local flora and fauna, and provide ecosystem services that are valuable to the community.	Update the City's Parks Master Plan to incorporate sea level rise and other anticipated climate change impacts; protect vulnerable local and regional park assets.	Yes	Sea Level Rise was analyzed in the SEIR, and the Modified Project would not be affected by sea level rise (see SEIR Figure 4.2-1). The Project maintains 70 percent of the Project site as open space, and the City would own the majority of the open space, which would be subject to the City's Parks Master Plan policies that protect parks, natural areas, and ecosystems.
			Update the City's approved street tree list to include species that will thrive under the future climate conditions anticipated for Richmond.	Not Applicable (City-specific)	The street trees proposed by the Project will consist of varieties on the City's approved street tree list.
Strategy RC5	Develop a Long-term Shoreline Vision and Protection Plan	The City will develop a comprehensive vision for its extensive shoreline that addresses climate change impacts to private property, commercial and industrial assets, public infrastructure, water quality, ecological protection, public access, public health and recreation.	Develop an Adaptive Management Plan that outlines an institutional framework, monitoring triggers, and a decision-making process, and creates an entity with taxing authority that would pay for infrastructure improvements necessary to adapt to higher than anticipated levels (GP Action EC6.G).	Yes	Although the City has not developed an entity with taxing authority, the Project would pay for infrastructure improvements for the Bay Trail, improvements to the shoreline park, and other shoreline areas of the Project site that would result in better protection of the shoreline and upland areas from sea-level rise. Sea Level Rise analysed in SEIR and the Modified Project would not be affected by sea level rise (see SEIR Figure 4.2-1).
Strategy RC6	Protect Public Health and Promote Health Equity	The City will take initial, short-term actions to reduce risk to climate change exposures and increase local preparedness efforts, including but not limited to integrating climate change into existing planning and preparedness processes to better understand the vulnerabilities of specific populations to climate change, and to target programs, capacity building, and resources in those areas in culturally- and linguistically-appropriate ways.	Update Local Hazard Mitigation Plan, General Plan Safety Element, and building codes as appropriate to incorporate public health impacts of climate change.	Not Applicable (City-specific)	Not Applicable (City-specific)