

**ADDENDUM TO NEGATIVE DECLARATION FOR DEVELOPMENT PLAN CDDP02-03053
AS MODIFIED BY DEVELOPMENT PLAN CDDDP24-03040
May 5, 2025**

I. Introduction:

This document constitutes the Addendum to the Negative Declaration/Initial Study (ND), prepared for Development Plan CDDP02-03053 for development of four industrial buildings on a 6.05-acre site at 2217 Goodrick Avenue in the North Richmond area of unincorporated Contra Costa County. The Addendum, together with the ND, addresses all potentially significant environmental impacts of the project, as modified by Development Plan CDDP24-03040, which proposes development of a 64-stall electric vehicle charging station on the western portion of the project site. The County Zoning Administrator will consider the environmental record including the ND, this Addendum, and the environmental findings, prior to taking action on the proposed CDDP24-03040 Development Plan.

II. Background:

On February 28, 2003, the Department of Conservation and Development (DCD) published a draft ND that analyzed potentially significant environmental impacts of Development Plan CDDP02-03053 for phased development of the 6.05-acre site with four industrial buildings. During the public comment period, which extended to March 24, 2003, DCD received one comment letter from the East Bay Municipal Utility District. The letter did not address the adequacy of the ND but included District requirements for providing water service to the project site. The Zoning Administrator adopted the ND and approved Development Plan CDDP02-03053 on May 19, 2003.

III. Proposed Modifications to the Project:

The CDDP02-03053 Development Plan allowed the phased development of a 6.05-acre site with four industrial buildings. The first phase of the project included the development of a manufacturing building with an attached office and associated improvements. This development is shown as "Parcel A" on the CDDP02-03053 site plan in Attachment 1. This phase has been completed along with the driveway from Goodrich Avenue providing access to the building. In addition to the building and driveway, all necessary site improvements have been installed, including parking areas, lighting, utilities, fencing, signage, landscaping, and irrigation. No additional development of the project site has been completed.

The CDDP24-03040 Development Plan proposes to development the remaining undeveloped portion of the project site with an electric vehicle (EV) charging station consisting of 64 parking stalls with Level 2 and Level 3 EV chargers in lieu of the approved industrial buildings. The EV charging station would include 34 parking stalls in a north parking area and 30 parking stalls in a south parking area separated by the common driveway. This proposed development is shown on the CDDP24-03040 site plan in Attachment 2. The proposed project would implement site improvements to match installed improvements, including lighting, utilities, fencing, landscaping, and irrigation.

IV. Purpose of the Addendum:

Section 15162 of the California Environmental Quality Act (CEQA) Guidelines states that no subsequent ND shall be prepared unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following has occurred.

- (1) Substantial changes are proposed in the project which will require major revisions of the previous ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous ND was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous ND;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous ND;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 requires the lead agency to prepare an addendum to a previously adopted ND if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent ND have been met. An addendum need not be circulated for public review but can be included in or attached to the ND. The County Zoning Administrator must consider the addendum together with the ND prior to making a decision on the project. A brief explanation of the decision not to prepare a subsequent ND pursuant to Section 15162 should be included in the addendum, the lead agency's findings on

the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This Addendum evaluates the potentially significant environmental impacts of proposed project modifications of the CDDP02-03053 project. This Addendum will be used to support approval of Development Plan CDDP24-03040 for the 64-parking stall EV charging station to be installed on the property in lieu of three unbuild industrial buildings approved under Development Plan CDDP02-03053.

V. No Substantial Change in the Circumstances Under Which the Project is Undertaken:

The project site is located on the west side of Goodrick Avenue, which intersects the Richmond Parkway to the north and Parr Boulevard to the south. All three roads are arterials and serve to facilitate goods movement through the North Richmond area. The subject site is similar to other parcels on either side of Goodrick Avenue. Most parcels are developed with industrial buildings and associated parking uses. The area is in the North Richmond P-1 Planned Unit District that was enacted to facilitate industrial development in this part of unincorporated Contra Costa County and development of the parcels, including the project site, have been taken into account in developing the P-1 District development standards and regulations. In this context, there has been no substantial change with respect to the circumstances under which the project is undertaken, there are no new significant environmental effects not discussed in the adopted ND, and no substantial increase in the severity of previously identified significant effects. Therefore, no major revisions of the previous ND are necessary as no substantial change has occurred in the project setting.

VI. Analysis of Environmental Impacts Discussed in the Negative Declaration:

The ND for Development Plan CDDP02-03053 evaluated the following environmental topics for potentially significant environmental impacts: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. The ND discloses that the project would result in either no impacts or less than significant impacts. This Addendum evaluates the proposed Development Plan CDDP24-03040 modifications against each of the environmental topics discussed in the ND.

- A. Aesthetics: The proposed project modifications include the development of an EV parking station on the property in lieu of three industrial buildings that were assessed in the ND. From a visual impact perspective, the proposed EV charging station constitutes a demonstrable reduction in potential adverse aesthetic effects. This conclusion is based on the following comparative analysis of scale, massing, height, potential view impairment, visual dominance, and typical lighting characteristics.

1. Scale, Massing, and Height: The fundamental difference lies in visual scale and mass. Industrial buildings, by nature, introduce significant visual bulk due to their substantial height, expansive footprints, and large, often monolithic, façade surfaces. An EV charging station primarily consists of low-profile elements: charging pedestals and ancillary equipment that are significantly lower and less massive than building rooflines, and associated ground-level electrical equipment and paving. This dramatic reduction in verticality and overall volume means the EV station occupies substantially less visual space within the viewshed from adjacent properties and public vantage points.
2. View Impairment: The considerable height and length inherent in the design of three industrial buildings would have resulted in greater potential for view blockage from surrounding properties. The low-profile nature of the EV charging station significantly minimizes this potential, preserving existing view corridors and reducing the sense of enclosure for neighboring observers compared to the previously analyzed project.
3. Visual Character and Dominance: While the project site exists within an industrial park context – an environment generally capable of absorbing industrial-type development (i.e., possessing lower visual sensitivity) – the sheer scale of three industrial buildings would have introduced visually dominant structures. The EV charging station, being markedly smaller and less imposing, exhibits significantly lower visual dominance. It represents a less intensive alteration to the existing visual landscape, integrating more subtly into the industrial setting with reduced visual contrast compared to the originally proposed large-scale structures.
4. Light and Glare: While subject to final design review and conditions, the lighting profile typically associated with EV charging stations (focused, potentially shielded, lower-mounted illumination for charging bays and circulation) generally results in less potential for off-site light trespass and glare compared to the extensive security and operational lighting often required for large industrial buildings facilities (e.g., high wall packs, broad parking area illumination).

Based on this comparative analysis of scale, massing, height, potential view impairment, visual dominance, and typical lighting characteristics, the proposed EV charging station represents a substantially less intensive development from a visual standpoint than the previously analyzed three industrial buildings. Its reduced visual presence and profile significantly lessen the potential for adverse aesthetic impacts. Coupled with the requirement for adherence to the North Richmond design guidelines (ensuring appropriate material and design treatments), the modified project's aesthetic impacts are clearly diminished compared to the ND analysis and remain unimpactful. Therefore, the project modification results in a reduced, less-than-significant impact on aesthetic resources.

- B. Agricultural and Forest Resources: The ND did not identify any impacts on agricultural and forest resources, as the CDDP02-03053 project would not convert farmland to a non-agricultural use, conflict with existing zoning for agricultural use, and is not under a Williamson Act contract. The CDDP24-03040 project would not change any conditions related to agricultural and forest uses.
- C. Air Quality: The ND did not identify any significant impacts related to the generation of substantial air pollutants and odors during grading and construction activities on the project site. Currently, air quality in the San Francisco Bay Air Basin is regulated by the Bay Area Air Quality Management District's *2017 Bay Area Clean Air Plan: Spare the Air, Cool the Climate* (CAP). The primary goals of the CAP are to protect public health and protect the climate. A measure for determining whether the proposed project supports the primary goals of the CAP is if the project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. Given that the EV charging station would facilitate decreased emissions of harmful air pollutants and greenhouse gases, the project is consistent with CAP goals, objectives, and control measures.
- D. Biological Resources: As noted in the ND, the proposed project site is located in an existing industrial park. The site is disturbed and lacks trees, with the exception of relatively small trees on the perimeter of the site (chiefly along the north boundary of the site) that were planted at the time of construction of the industrial building on the site. Approximately 80 percent of the site is devoid of vegetation with bare soil on the surface. Construction of a 64-stall EV charging station in place of three industrial buildings is not expected to result in loss of wildlife habitat.
- E. Cultural Resources: As discussed in the ND, the California Historical Information System (CHRIS) submitted a memorandum on October 7, 2002, indicated the project site is within an area having a low potential for historical resources. Thus, the ND did not identify any impacts related to cultural resources. Construction of a 64-stall EV charging station in place of three industrial buildings is not expected to change the potential for uncovering previously undiscovered cultural resources.

Starting on July 1, 2015, pursuant to Assembly Bill 52, Tribal Consultation, DCD has provided notice to California Native American tribes who have requested notification of proposed projects within the Contra Costa County geographical area of an opportunity to request consultation on a proposed project. Since that time, the Wilton Rancheria had requested consultation in response to a Notice of Opportunity that led to a meeting between staff and a representative of the Wilton Rancheria. At that meeting, a tentative agreement was reached between staff and the Wilton Rancheria that the Native American tribe will be notified of any discovery of cultural resources or human remains on a project site. Subsequently, the Native American Heritage Commission (NAHC) requested that pursuant to State law, the NAHC shall

be notified of any discovery of human remains rather than the Native American tribe. Standard DCD Conditions of Approval provide for notice to the California Native American tribes of any discovery of cultural resources and notice to the NAHC of any discovery of human remains on the site. Thus, any future construction activity on the project site would be subject to these standard cultural resources Conditions of Approval.

- F. Geology and Soils: The ND did not identify any significant impacts related to geology and soils. A background document for the ND was a geotechnical investigation by Jasen-Van Lieden Associates (JVL) geotechnical consultants, which evaluated the potential geotechnical hazards and provided criteria and standards to guide site grading, drainage and foundation design. JVL concluded, the site is considered suitable for the CDDP02-03053 project. JVL provided recommendations pertaining to a) site preparation and grading; b) foundations; c) slab -on -grade construction; d) pavements; e) surface drainage; and f) construction observation/ plan review. Development of an EV charging station in lieu of the three industrial buildings would not affect the significance of any geologic or soils resources on the project site.
- G. Hazards and Hazardous Materials: The ND did not identify any significant impacts related to hazards or hazardous materials. The ND stated that International Geologic performed a Phase I Site Assessment due to a previously identified underground storage tank on the project site that found that there were no significant impacts, and the State Water Resources Control Board declared the underground storage tank case closed. Development of an EV charging station in lieu of the three industrial buildings would not affect the significance of any hazards or hazardous materials on the project site.
- H. Hydrology and Water Quality: The ND did not identify any significant impacts related to hydrology and water quality. hazards or hazardous materials. For the proposed CDDP24-03040 project, a Stormwater Control Plan (SWCP) prepared by Langon Engineering & Environmental Services Inc and dated March 7, 2025 was submitted by the applicant. The SWCP has been deemed preliminarily complete by the Public Works Department. Further, Public Works has submitted conditions of approval for drainage improvements, drainage requirements, compliance with the provisions of the Contra Costa Clean Water Program and the Stormwater Management and Discharge Control Ordinance that will be required if the project is approved. Thus, the CDDP24-03053 project would not have any significant hydrology or water quality impacts.
- I. Land Use and Planning: The ND did not identify any impacts on land use and planning, as the CDDP02-03053 project would be consistent with the General Plan land use designation for the area, the industrial buildings and the landscape plan that includes plantings along the northeast and west boundaries of the site. would be consistent with the development guidelines for the North Richmond P-1 Planned Unit District. The CDDP24-03040 project would also be consistent with the LI Light Industry General Plan land use designation.

proposed modification to the project does not conflict with the County's land use plans for areas designated as LI, Light Industry. Furthermore, the EV charging station would be consistent with the P-1 District and the North Richmond Specific Plan design guidelines for industrial properties.

- J. Mineral Resources: The ND did not identify any impacts on mineral resources in Contra Costa County. Since mineral resources are site-specific, the CDDP24-03040 project would also have no impact on mineral resources.
- K. Noise: The ND identified less than significant impacts of the CDDP02-03053 project during construction given that industrial parks are not considered to be sensitive receptors and due to the relatively short duration of the construction period. Construction of a 64-stall EV charging station in place of three industrial buildings is not expected to result in any increase in potential noise impacts, which would remain less than significant. If the project is approved, standard DCD construction restrictions will be applied to the project that regulate hours of construction activity, require working mufflers on all internal combustion engines and siting standards for stationary noise-generating equipment.
- L. Population and Housing: The ND did not identify any impacts related to inducing substantial population growth in the area, displacing existing housing or persons. Although development of one industrial building has occurred, the remainder of the project site is vacant. The CDDP24-03040 project proposes a 64-stall EV charging station in place of the three unbuilt industrial buildings. Similar to the original project, the EV charging station project would not have any impacts on population or housing.
- M. Public Services: The ND did not identify any impacts, stating that the CDDP02-03053 project is located within an urbanized area and currently has typical governmental services associated with urban development, and therefore, is not expected to increase demand for parks, schools, or other public facilities, or create any new or unusual law enforcement problems. The CDDP24-03040 EV charging station project does not have substantial employment associated with it. Thus, the project would not have any impacts on public services.
- N. Recreation: The ND did not identify any impacts, stating that the industrial buildings will have no impact in use of the parks and recreational facilities. Similar to the original project, the CDDP24-03040 project would not have any impacts on parks and recreational facilities.
- O. Transportation/Traffic: The ND identified less than significant impacts of the CDDP02-03053 project on transportation and traffic in the vicinity. Moreover, the Public Works Department's conditions of approval are included in the CDDP02-03053 permit, most of which have been implemented with construction of the one industrial building. In place of three new industrial buildings, which could have some transportation and traffic impacts, the proposed CDDP24-03040 EV charging station would occur on a site with an existing driveway, which the Public

Works Department has determined to not require additional road or access improvement due to the current project. Thus the CDDP24-03040 project would have impacts similar to the original project.

- P. Utilities and Service Systems: The ND did not identify any impacts, stating that the project site is in the service areas of electrical telephone, water, sewer, and waste collection service providers and that no annexations into service areas was required. Since that time, an industrial building has been constructed on the site. The proposed CDDP24-03040 project would therefore be located where hookups to utility and service systems is readily available. As a result, the proposed EV charging station project is not expected to have any impacts.

VII. Analysis of Environmental Impacts Not Discussed in the Negative Declaration:

Since the adoption of the ND in 2003, CEQA requirements have evolved and discussion of new environmental topics is required, including energy, greenhouse gas emissions, tribal cultural resources, and wildfire. Following is a discussion of these new environmental topics as they relate to the proposed CDDP24-03040 project.

- A. Energy: New energy consumption includes energy required for operation of the EV charging station as well as energy used for construction and maintenance of the proposed project. The operation of the EV charging station would occur outdoors with vehicles hooked up to chargers to recharge vehicle batteries. Power for the chargers would be from the local energy grid. Therefore the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Operational impact would be less than significant.

The proposed project's construction is not anticipated to result in unusually high energy use. DCD conditions of approval place limitations on idling of vehicles and equipment and requirements that equipment be properly maintained that would result in fuel savings. Similarly, compliance with State regulations would limit idling from both on-road and off-road diesel-powered equipment and are enforced by the California Air Resources Board. Additionally, the applicant's overall construction schedule and process is already designed to be efficient to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Thus the construction impact would be less than significant.

- B. Greenhouse Emissions: Greenhouse gases are gases that trap heat in the atmosphere and contribute to global climate change. Greenhouse gases include gases such as carbon dioxide, methane, nitrous oxide, and various fluorocarbons commonly found in aerosol sprays. Both construction and operational activities have the potential to generate GHG emissions. The proposed project would generate GHG emissions during temporary (short-term) construction activities such as grading, running of construction equipment engines, movement of on-site heavy-duty construction vehicles, hauling of materials to and from the project site, asphalt

paving, and construction worker, vendor, and haul truck motor vehicle trips. Long-term operational GHG emissions would result from project-generated vehicular traffic, operation of any landscaping equipment, and off-site generation of electrical power over the life of the proposed project.

The Bay Area Air Quality Management District provides screening criteria based on project size to provide local lead agencies with a conservative indication of whether implementing a proposed project could result in generation of operational criteria air pollutants or precursors that exceed the thresholds of significance. Based in the construction and operational screening criteria, the proposed project would not generate criteria pollutant and precursor emissions in excess of the applicable thresholds of significance. As the project does not exceed the screening criteria, the project's impact on the generation of GHG emissions would be less than significant.

- C. Tribal Cultural Resources: As in Section V.E, Cultural Resources, since July 1, 2015, DCD has provided notice to California Native American tribes who have requested notification of proposed projects within the Contra Costa County geographical area of an opportunity to request consultation on a proposed project, pursuant to Assembly Bill 52, Tribal Consultation. Since that time, the Wilton Rancheria had requested consultation in response to a Notice of Opportunity that led to a meeting between staff and a representative of the Wilton Rancheria. At that meeting, a tentative agreement was reached between staff and the Wilton Rancheria that the Native American tribe will be notified of any discovery of cultural resources or human remains on a project site. Subsequently, the Native American Heritage Commission (NAHC) requested that pursuant to State law, the NAHC shall be notified of any discovery of human remains rather than the Native American tribe. Standard DCD Conditions of Approval provide for notice to the California Native American tribes of any discovery of cultural resources and notice to the NAHC of any discovery of human remains on the site. Thus, any future construction activity on the project site would be subject to these standard cultural resources Conditions of Approval. With the standard DCD Conditions of Approval the impact of the proposed project on tribal cultural resources is less than significant.
- D. Wildfire: The project site is located in the LI Light Industrial General Plan land use designation in a fire hazard severity zone classified as "urban unzoned". Furthermore, the site is relatively flat and the ND has identified the CDDP02-03053 project as having no significant geology, hazardous material, or hydrology impacts. For these reasons, the proposed CDDP24-03040 project would have less than significant impacts related to wildfire or geology, hazardous materials, or hydrology risks increased by a wildfire.

VIII. Conclusion:

Based on the foregoing information, it is concluded that the analyses conducted and the conclusions reached in the ND adopted on May 19, 2003 remain valid. The proposed project

modifications would not cause new or different potentially significant impacts not identified in the ND, and no new mitigation measures would be necessary to reduce potentially significant impacts. No changes have occurred that would require major revision of the ND due to new significant impacts or a substantial increase the severity of previously identified significant impacts. No new information has become available that shows that the project would cause potentially significant environmental impacts. Thus, no supplemental environmental review is required beyond this Addendum.

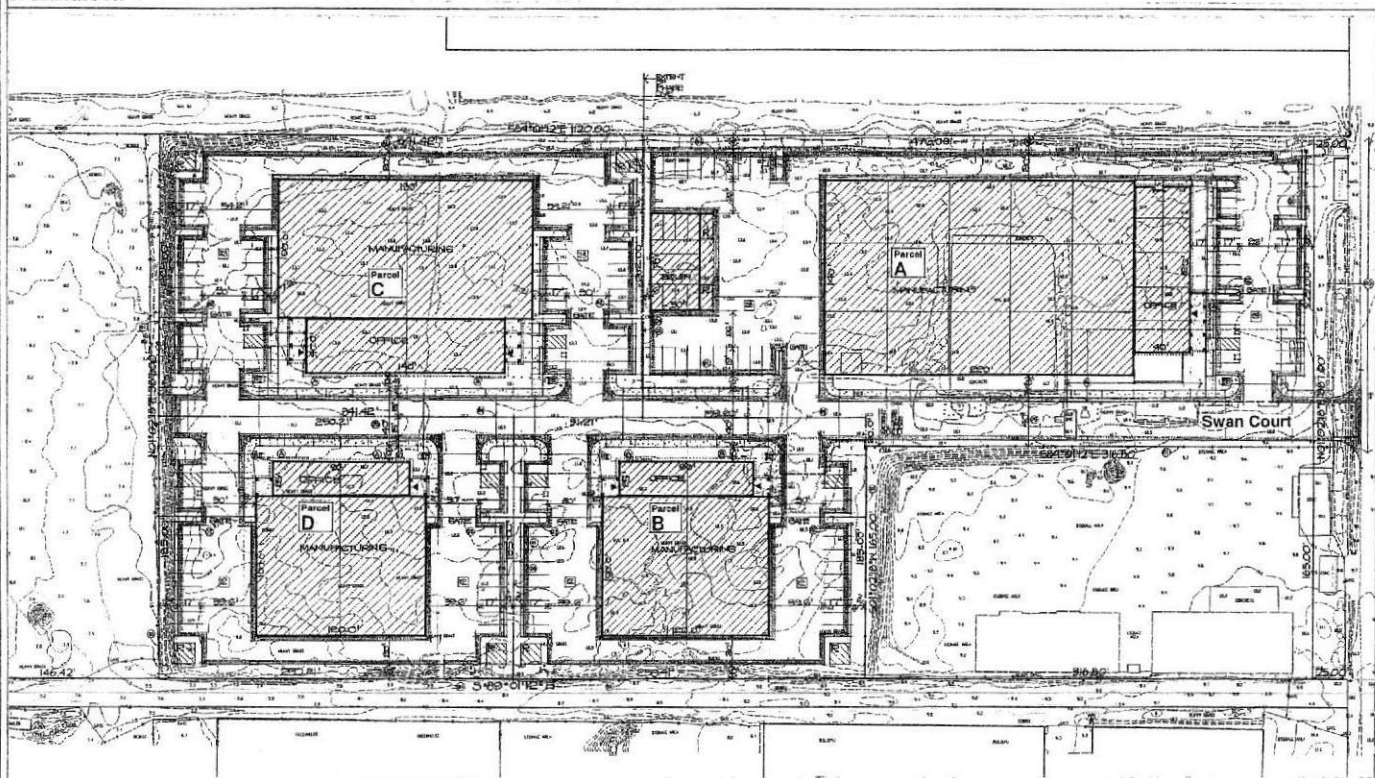
REFERENCES

In the process of preparing the Addendum, the following references were consulted and are available for review at the Contra Costa County Department of Conservation and Development, 30 Muir Rd., Martinez, CA 94553

- Contra Costa County, February 28, 2003. Negative Declaration for Development Plan CDDP02-03053, adopted May 19, 2003.
- Langon Engineering & Environmental Services Inc, March 7, 2025. Goodrick Avenue EV Depot plan set.
- Langon Engineering & Environmental Services Inc, March 7, 2025. Stormwater Control Plan for Goodrick Avenue EV Depot.
- Contra Costa County Public Works Department, March 27, 2025. Development Plan Permit DP24-3040 Staff Report & Recommended Conditions of Approval.

Attachment 1: CDDP02-03053 Site Plan

**Michael Woldemar & Associates
Incorporated**
Architecture & Planning
12226 San Pablo Avenue
Richmond, California 94805
Phone 510 232 1232
Fax 510 232 1248



1. This status indicates an overall Master Plan which is intended to set all future development on the site. See Sheet P-102 for the text of the Master Plan Development.
2. Green Court is to be a private street.
3. The lowest priority lands indicated on the above are proposed to be subdivided and developed by a minor subdivision to be filed with any further development located Project One.
4. A geotechnical and geology report has been submitted for the project. However, all grading, soil assessment, and foundation specifications shall comply with the geotechnical and geology report when required.
5. See the Civil Engineering Plans for additional site development.

General Mitz Fleh Leason

[illegible]

TRT Properties, LLC
Master Plan & Phase One
Heavy
Industrial
Project
2717 Goodrick Avenue
Between Parr Boulevard and the
Richmond Parkway
North Richmond Area
Contra Costa County, California

Sheet Contents

Master Plan	
Overall Site Plan	
Site Plan Notes	
Site Plan Legend	

Date 01 JUL 2002
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Revisions







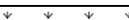

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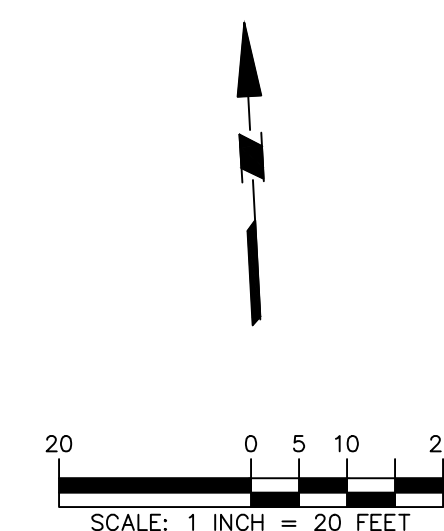
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PROJECT SHEET NO. 1 OF 1 DATE 10/1/80		CAT CATER & TREN & ASSOCIATES, INC. 10000 WILSON BLVD. SUITE 200 LOS ANGELES, CALIF. 90024		TOPOGRAPHIC SURVEY 1471 FERNWOOD, L.S. BOULDER, ARIZONA SOUTH RIMMONT, CALIFORNIA	
SCALE 1"=40' DATE 10/1/80		DRAWN BY J. TREN CHECKED BY J. TREN		SHEET NO. 1 OF 1 DATE 10/1/80	

OVERALL SITE PLAN
11-40608

	ASPHALT
	BIORETENTION
	CONCRETE
	LANDSCAPE
	30-FT LIGHT POLE WITH LITHONIA D-SERIES FIXTURE
	EV CHARGER
	CATCH BASIN
	PROPERTY LINE

1. THIS PROJECT PROPOSES A TOTAL OF 64 PARKING SPACES, CONSISTING OF 16 STALLS WITH ACCESS TO LEVEL 3 CHARGERS AND 48 SPACES WITH ACCESS TO LEVEL 2 CHARGERS. THE CHARGERS WILL BE DUAL PORT, MEANING THERE WILL NOT BE A 1:1 RATIO OF SPACES TO CHARGERS. NUMBER OF CHARGERS ON THE SITE IS SUBJECT TO CHANGE.

Project No. 731791701