10605 FOOTHILL PROJECT
CATEGORICAL EXEMPTION

OAKLAND, CALIFORNIA

LSA

February 2024

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10605 FOOTHILL PROJECT
CATEGORICAL EXEMPTION

OAKLAND, CALIFORNIA

Submitted to:

City of Oakland
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, California 94612

Case No. PLN20035

Prepared by:

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LSA Project No. CMH2101

LSA

February 2024

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10605 FOOTHILL PROJECT
CATEGORICAL EXEMPTION

Pursuant to California Resources Code Sections 21083.3, 21094.5.5, and 21166 and CEQA Guidelines Sections 15162, 15164, 15183, 15168, and 15180

Date: February 26, 2024

Project Address: 10605 Foothill Boulevard, Oakland, California 94605

Case Number: PLN20035

Zoning: Community Commercial (CC-1)

General Plan: Community Commercial

APNs: 047-559400-100

Lot Size: 0.325 acres

Applicant: Rubyhill Properties
1925 Via Di Salarno
Pleasanton, CA 94566

Staff Contact: Heather Klein, Planner IV
(510)238-3659
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1.0 EXECUTIVE SUMMARY

The proposed 10605 Foothill Project (project) would result in the construction of an approximately 26,275-square-foot, three-story (approximately 52-foot-tall) medical office building that would include two floors above a ground-level parking garage. In total, the proposed building would contain approximately 15,856 square feet of general practice and dental offices, 7,978 square feet of parking garage space, 2,194 square feet of common space, and 246 square feet of mechanical space. The parking garage would provide a total of 21 parking spaces, of which 4 would be for compact vehicles and one would be compliant with the Americans with Disabilities Act (ADA). The parking garage would also provide 4 long-term bicycle parking spaces, and an additional 2 short-term bicycle parking spaces would be provided near the entrance to the proposed building.

Environmental clearance under CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) would be permissible as there are a number of separate and independently qualified planning level documents, specifically program-level EIRs, that provide a basis for CEQA clearance of the proposed project. These program-level EIRs include the City of Oakland's 1998 General Plan Land Use and Transportation Element EIR (1998 LUTE EIR)[1] and the Central City East Redevelopment Plan EIR. These are referred to collectively throughout the analysis in this document as "the Previous CEQA Documents."

In summary, based on an examination of the analysis, findings, and conclusions of the 1998 LUTE EIR and the Central City East Redevelopment Plan EIR, the potential environmental impacts associated with development of the proposed project have been adequately analyzed and covered in the Previous CEQA Documents. Therefore, no further review or analysis under CEQA is required and streamlining is permissible.

[1] Oakland, City of, 1998. *Oakland General Plan Land Use and Transportation Element Final Addendum to the Draft EIR*. February.

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2.0 BACKGROUND

2.1 PLANNING CONTEXT

The project site is designated Community Commercial in the City of Oakland General Plan. The Community Commercial classification is intended to create areas suitable for a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts or centers. The maximum floor area ratio (FAR) for this classification is 5.0.

The project site is within the CC-1 zoning district. The CC-1 zone is intended to create, maintain, and enhance shopping centers and malls with a wide range of consumer businesses. Health care uses are permitted with the CC-1 zone. The project site is located within the 60-foot maximum height area, and therefore has a maximum nonresidential FAR of 3.0.

2.2 CEQA CONTEXT

CEQA Guidelines Section 15183 (Project Consistent with a Community Plan), Public Resources Code Section 21083.3, and CEQA Guidelines Section 15183 mandates that, "projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

This provision of CEQA applies only to projects that are consistent with: a) a community plan adopted as part of a general plan, b) a zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or c) a general plan of a local agency; and an EIR was certified by the lead agency for the zoning action, the community plan, or the general plan." Section 15183(a) provides that, in approving a project meeting these requirements, "a public agency shall limit its examination of environmental effects to those that the agency determines, in an initial study or other analysis:

- Are peculiar to the project or the parcel on which the project would be located;
- Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan;
- Are potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
- Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR."

Section 15183(c) provides that, "if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition

of uniformly applied development policies or standards, . . . then an additional EIR need not be prepared for the project solely on the basis of that impact." When reviewing the environmental effects of a project pursuant to these provisions, "an effect of the project on the environment shall not be considered peculiar to the project or the parcel . . . if uniformly applied development policies or standards have been previously adopted by the city, with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR." These provisions further provide that if the City, "failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city decides to apply the standards or policies as permitted in this section.

Furthermore, Section 15183(j) provides that, "this section does not affect any requirement to analyze potentially significant off-site or cumulative impacts, if those impacts were not adequately discussed in the prior EIR. If a significant off-site or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that off-site or cumulative impact. Subsequent sections of this CEQA Analysis document provide substantial evidence to support a conclusion that the project qualifies for streamlined review under CEQA Guidelines Section 15183, and that no effects of the project on the environment are peculiar to the project or the parcel when uniformly applied development policies or standards (i.e., City of Oakland Standard Conditions of Approval – or SCAs) are applied to the Project. A complete list of uniformly applied development standards (or City SCAs) that are applicable to the Project can be found in Attachment A, as cited throughout the CEQA Checklist.

2.2.1 Applicable Previous CEQA Documents/Program EIRs

The Program EIRs relied on for this analysis include the City of Oakland General Plan Land Use and Transportation Element (LUTE) EIR and the Central City East Redevelopment Plan EIR. These prior Program EIRs are applicable to the Project and support the streamlining and/or tiering provisions under CEQA Section 15183. This CEQA Analysis for the Project, as provided the following Checklist, evaluates the specific environmental effects of the Project in light of the analysis and conclusions addressed in these prior Program EIRs.

The following describes the Program EIRs that constitute the Previous CEQA Documents considered in this CEQA Analysis. Each of the following documents are hereby incorporated by reference and can be obtained via the following links:

https://www.oaklandca.gov/resources/completed-environmental-review-ceqa-eir-documents.

https://cao-94612.s3.amazonaws.com/documents/Central-City-East-Redevelopment-Plan-DEIR.PDF

2.2.1.1 Land Use and Transportation Element EIR

The City certified the EIR for its General Plan Land Use and Transportation Element in 1998. The LUTE identifies policies for utilizing Oakland's land as change takes place and sets forth an action program to implement land use policies through development controls and other strategies. The 1998 LUTE EIR is designated a "Program EIR" under CEQA Guidelines Sections 15183 and 15183.3. As such, subsequent activities under the LUTE are subject to requirements under each of the EIR CEQA Sections, which are described further in Section 6.0 of this document.

Applicable mitigation measures identified in the 1998 LUTE EIR are largely the same as those identified in the other program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or newer standard conditions of approval, the latter of which are described in Section 6.0.

The 1998 LUTE EIR (including its Initial Study Checklist) determined that development consistent with the LUTE would result in impacts related to the following topics that would be **reduced to a less-than-significant level with the implementation of mitigation measures and/or standard conditions of approval** (described in Section 6.0): aesthetics (views, architectural compatibility and shadow only); air quality (construction dust [including PM_{10}] and emissions, odors); cultural resources (except as noted below as less than significant); hazards and hazardous materials; land use (use and density incompatibilities); noise (use and density incompatibilities, including from transit/transportation improvements); population and housing (induced growth, policy consistency/ clean air plan); public services (except as noted below as significant); and transportation/circulation (intersection operations Downtown).

Less-than-significant impacts were identified for the following topics in the 1998 LUTE EIR and Initial Study: aesthetics (scenic resources, light and glare); air quality (clean air plan consistency, roadway emissions in Downtown, energy use emissions, local/regional climate change); biological resources; cultural resources (historic context/settings, architectural compatibility); energy; geology and seismicity; hydrology and water quality; land use (conflicts in mixed-use projects and near transit); noise (roadway noise Downtown and citywide, multi-family near transportation/transit improvements); population and housing (exceeding household projections, housing displacement from industrial encroachment); public services (water demand, wastewater flows, stormwater quality, parks services); and transportation/circulation (transit demand).

No impacts were identified for agricultural or forestry resources, and mineral resources.

Significant unavoidable impacts were identified for the following environmental topics in the 1998 LUTE EIR: air quality (regional emissions, roadway emissions Downtown); noise (construction noise and vibration in Downtown); public services (fire safety); transportation/circulation (roadway segment operations); wind hazards, and policy consistency (Clean Air Plan). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

2.2.1.2 Central City East Redevelopment Plan EIR

The City certified the EIR for the Central City East Redevelopment Project in July 2003. The basis for redevelopment within the Central City East Area was to implement and conform to the 1998 LUTE,

while also to assist either directly or indirectly in the development of approximately 1,440 net new households, an increase in population of approximately 3,780 people, and approximately 2,210 net new employment opportunities during the 20-year planning horizon of the EIR. The Central City EIR is designated a "Program EIR" under CEQA Guidelines Sections 15183. As such, subsequent activities under the Central City East Redevelopment Project are subject to requirements under each of the EIR CEQA Sections, which are described further in Section 6.0 of this document.

Applicable mitigation measures identified in the Central City East Redevelopment Plan EIR are largely the same as those identified in the other program EIRs prepared after the Central City EIR, either as mitigation measures or newer standard conditions of approval, the latter of which are described in Section 6.0.

The Central City East Redevelopment Plan EIR determined that development consistent with the Central City East Redevelopment Project would result in impacts related to the following topics that would be **reduced to a less-than-significant level with the implementation of mitigation measures and/or standard conditions of approval** (described in Section 6.0): transportation (intersection operations); air quality (construction dust [including PM_{10}] and emissions); noise (construction noise and vibration; incompatible land uses); utilities and service systems (water and wastewater infrastructure); cultural resources (archaeological resources, historical resources); and, public services (cumulatively considerable deficit in parkland and school capacity).

Less-than-significant impacts were identified for the following topics in the Central City East Redevelopment Plan EIR: land use; transportation (addition of traffic to regional roadways; design hazards; alternative transportation; parking; transportation safety); air quality (clean air plan consistency; regional air quality; local air quality; odors); noise (traffic noise; compatibility of mixed use developments; airport noise); hazards and hazardous materials; utilities and service systems (water supply; drainage patterns; stormwater runoff); public services (police and fire services; solid waste); aesthetics; agricultural resources; biological resources; geology and soils; hydrology; mineral resources; and population and housing.

Significant unavoidable impacts were identified for the following environmental topics in the Central City East Redevelopment Plan EIR: transportation (intersection operations); and cultural resources (adverse change to a historic resources). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

3.0 PURPOSE AND SUMMARY OF THIS DOCUMENT

The purpose of this document is to evaluate CEQA compliance of the proposed project with the program-level analysis undertaken by the Previous CEQA Documents, as described in Section 2.0, and the requirements set forth in CEQA Guidelines Section 15183.

3.1 CEQA EXEMPTIONS

The analysis in the program EIRs – the 1998 LUTE EIR and Central City East Redevelopment Plan EIR – is applicable to the proposed project and are the Previous CEQA Documents providing the basis for use of the Community Plan Exemption for CEQA compliance.

3.2 PREVIOUS MITIGATION MEASURES AND CURRENT STANDARD CONDITIONS OF APPROVAL

The CEQA Checklist provided in Section 6.0 of this document evaluates the potential project-specific environmental effects of the proposed project, and evaluates whether such impacts were adequately covered by the Previous CEQA Documents to allow the above-listed provisions of CEQA to apply. The analysis conducted incorporates by reference the information contained in each of the Previous CEQA Documents. The proposed project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures identified in the Previous CEQA Documents. Therefore, the mitigation measures herein are assumed to be included as part of the proposed project, including those that have been modified to reflect the City's current standard language and requirements, as discussed below.

3.2.1.1 SCA Application in General

The City established its SCAs in 2008, and they have since been amended and revised several times. The City's SCAs are incorporated into new and changed projects as conditions of approval regardless of a project's environmental determination. The SCAs incorporate policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection Ordinance, Stormwater Water Management and Discharge Control Ordinance, Oakland Protected Trees Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. The SCAs are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects.

3.2.1.2 SCA Application in this CEQA Analysis

Mitigation measures and SCAs identified in the Previous CEQA Documents that would apply to the proposed project are listed in Attachment A to this document, which is incorporated by reference into this CEQA Analysis. Because the SCAs are mandatory City requirements, the impact analysis for the proposed project assumes that they will be imposed and implemented, which the project sponsor has agreed to do or ensure as part of the proposed project. If the CEQA Checklist (see

Section 6.0) or its attachments inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the proposed project is not affected.

Both the 1998 LUTE EIR and Central City East Redevelopment Plan EIR were certified prior to the City's adoption of SCAs. As discussed specifically in Attachment A to this document, the most current SCAs are identified in this CEQA Analysis.

3.3 PROPOSED PROJECT CEQA COMPLIANCE

As discussed in Attachment B, Project Consistency, the proposed project would be consistent with the relevant policies of the LUTE and Central City East Redevelopment Plan. The project is permitted in the zoning district where the project site is located, and is consistent with the land uses envisioned for the site.

Overall, based on an examination of the analysis, findings, and conclusions of the 1998 LUTE EIR and the Central City East Redevelopment Plan EIR (both of which are summarized in the CEQA Checklist in Section 6.0 of this document), the potential environmental impacts associated with the proposed project have been adequately analyzed and covered in the Previous CEQA Documents. Therefore, no further review or analysis under CEQA is required.

4.0 PROJECT DESCRIPTION

This chapter provides an overview of the proposed 10605 Foothill Project (proposed project), including a description of existing conditions within and in the vicinity of the project site.

4.1 PROJECT AREA

The following sections describe the project site's regional and local context.

4.1.1 Project Location

The approximately 14,200-square-foot (0.325-acre) project site is located at 10605 Foothill Boulevard (Assessor's Parcel Number [APN] 47-5594-1) in the City of Oakland, Alameda County, at the southwest corner of the intersection of 106th Avenue and Foothill Boulevard. The rectangular project site is generally bounded by 106th Avenue to the north, Foothill Boulevard and I-580 to the east, internal roadways and surface parking lots associated with the immediately adjacent dialysis clinic and Foothill Square Shopping Center to the south, and single-family residential uses to the west.

Regional access to the project site is provided by Interstate 580 (I-580), which is located immediately east of the project site. The project site itself is accessible via driveways along both Foothill Boulevard and 106th Avenue. The San Leandro Bay Area Rapid Transit (BART) station is located approximately 2.2 miles southwest of the project site, and the Coliseum BART station is located approximately 3.4 miles northwest. Figure 4-1 depicts the regional and local context of the project site. Figure 4-2 depicts an aerial view of the project site and vicinity.

4.1.2 Existing Site Conditions

The project site is currently vacant and contains ruderal grasses and ornamental landscaping around the perimeter. However, the project site was developed with a gas station between 1964 and 1982, at which point the associated underground storage tanks (USTs) and associated piping were reportedly removed. Environmental investigations conducted from 2004 through 2011 indicate that the site was impacted by petroleum and petroleum-related compounds, likely the result of leakage from three former USTs and former fuel dispenser island. The footprint of the former USTs and the areas surrounding the USTs was over-excavated to a depth of 20 feet below ground surface (bgs) and the soil was disposed of in February 2010. Due to the relatively low levels of petroleum and petroleum-related compounds left in-place, a conditional case closure with the Alameda County Department of Environmental Health (ACDEH) was obtained in November 2012.[2]

The project site has a General Plan designated of Community Commercial and is within the Community Commercial (CC-1) zoning district.

[2] Langan Engineering and Environmental Services, Inc. 2021. *Draft Corrective Action Plan for 10605 Foothill Boulevard Development, Oakland, California.* January 15.

4.1.3 Surrounding Land Uses

The project site vicinity is characterized as urban and consists of commercial, residential, and medical uses. The project site is located immediately adjacent to a commercial shopping center (Foothill Square) that is generally surrounded by residential and other commercial uses. Medical uses in the same commercial shopping center include the DaVita Alameda County Dialysis center located immediately south of the project site and a LifeLong Medical Care building located southeast of the project site. As shown in Figure 4-2, residential uses in the vicinity of the project site and shopping center consist of single-family homes, with some multi-family apartment buildings mixed in. The I-580 corridor is immediately east of the site.

4.2 PROPOSED PROJECT

The proposed project would include the development of the project site with a new three-story medical office building, as well as associated site improvements. Figure 4-3 shows a conceptual site plan for the proposed project, Figures 4-4 through 4-6 show conceptual floor plans, and Figures 4-7 through 4-10 show conceptual building elevations and sections. The proposed project is described in more detail below.

4.2.1 Building Program

The proposed project would consist of the construction of an approximately 26,275-gross-square-foot, three-story (approximately 52-foot-tall) medical office building that would include two floors above a ground-level parking garage. The ground level of the proposed building would include approximately 1,237 square feet of medical office space, 1,071 square feet of common space, and an approximately 7,978-square-foot garage, which is discussed below. The second floor of the proposed building would be approximately 8,793 square feet in size, consisting of 8,108 square feet of office space, 562 square feet of common space, and 123 square feet of mechanical space. The third floor of the proposed building would be approximately 7,195 square feet in size, consisting of 6,511 square feet of office space, 561 square feet of common space, and 123 square feet of mechanical space. In total, the proposed building would contain approximately 15,856 square feet of office space and 2,194 square feet of common space. It is anticipated that the office space would be occupied by general medical practice and dental offices.

The proposed building would be setback approximately 10 feet from 106th Avenue and approximately 15 feet from the western property line adjacent to the single-family residential uses. The proposed building would not include any setbacks along the eastern or southern property lines. The second and third floors of the proposed building would be setback an additional 6 feet, 5 inches and 10 feet, respectively, from the western property line.

4.2.2 Landscaping

The proposed project would include landscaping along the northern, eastern, and southern boundaries of the project site, which would consist of trees and shrubs that would generally be planted along the perimeter of the site.

4.2.3 Utilities and Infrastructure

The proposed project would require utility services including water, wastewater, storm drain, gas, electrical, and telecommunications. The proposed project would connect to existing utilities via tie-ins on both 106th Avenue, near the northwest corner of the project site, and Foothill Boulevard, near the southeast corner of the project site. Stormwater from the project site would be directed through a flow-through planter to the existing stormwater infrastructure within 106th Avenue. The project site does not currently contain any impervious surfaces, and therefore the proposed project would result in an increase of approximately 12,007 square feet of impervious surfaces, with 1,868 square feet of pervious surface remaining.

4.2.4 Access, Circulation, and Parking

Vehicular access to the parking garage would be provided via the existing driveway along Foothill Boulevard, as shown in Figure 4-3, and the existing driveway along 106th Avenue would be abandoned. The parking garage would provide a total of 20 parking spaces, of which 2 would be for compact vehicles and one would be compliant with the Americans with Disabilities Act (ADA). The parking garage would also provide 4 long-term bicycle parking spaces, and an additional 2 short-term bicycle parking spaces would be provided near the entrance to the proposed building.

Pedestrian access to the proposed building would be provided via a pedestrian lobby located at the northeast corner of the project site. A secondary pedestrian access would be provided near the entrance to the parking garage. A stairwell and an elevator would be located in the ground floor lobby and an additional stairwell would be located in the southeast corner of the proposed building.

4.2.5 Construction Timing

The construction period is anticipated to begin in 2023 and would occur over an approximately 12-month period. Occupancy of the proposed building could occur in 2024.

4.2.6 Discretionary Actions

The project sponsor requests, and the proposed project would require, the following discretionary actions/approvals from the City:

- CEQA Determination
- Regular Design Review Approval for Non-Residential Construction

In addition, A number of other public agencies' approval and authorization will or may be required to implement the project. These agencies and their approvals include:

- East Bay Municipal Utilities District – Approval of new service requests and water meter installation.
- Alameda County Department of Public Health – Approval of a Medical Waste Management Plan
- Alameda County Department of Environmental Health (ACDEH) – Approval for all required corrective and remedial actions and required environmental clearances.

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FIGURE 4-1

N

0 500 1000
FEET

SOURCE: ESRI StreetMap North America, National Geographic.

I:\CMH2101\GIS\Maps\Figure 4-1_Regional Location.mxd (8/31/2021)

10605 Foothill Project

Regional Location

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FIGURE 4-2

Project Site Boundary

N

0 150 300

FEET

10605 Foothill Boulevard Project

Aerial Photograph of the Project Site and Surrounding Land Uses

SOURCES: Google Earth, 8/5/2020; LSA, 2021

P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-2.ai (9/1/2021)

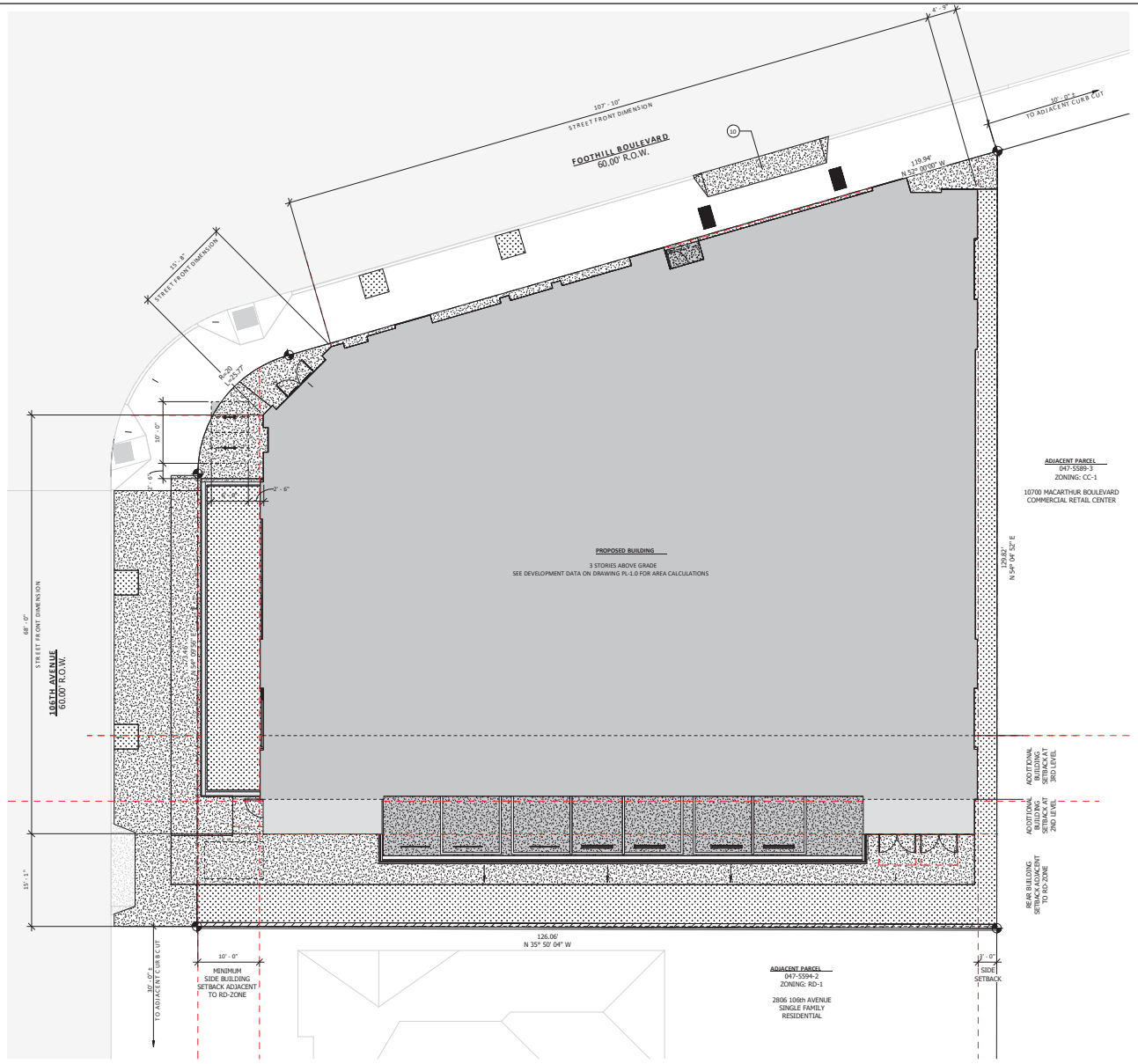

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FIGURE 4-3

10605 Foothill Boulevard Project
Proposed Conceptual Site Plan

SOURCE: Commercial Architecture, Inc., January 12, 2022

P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-3.ai (6/9/2022)

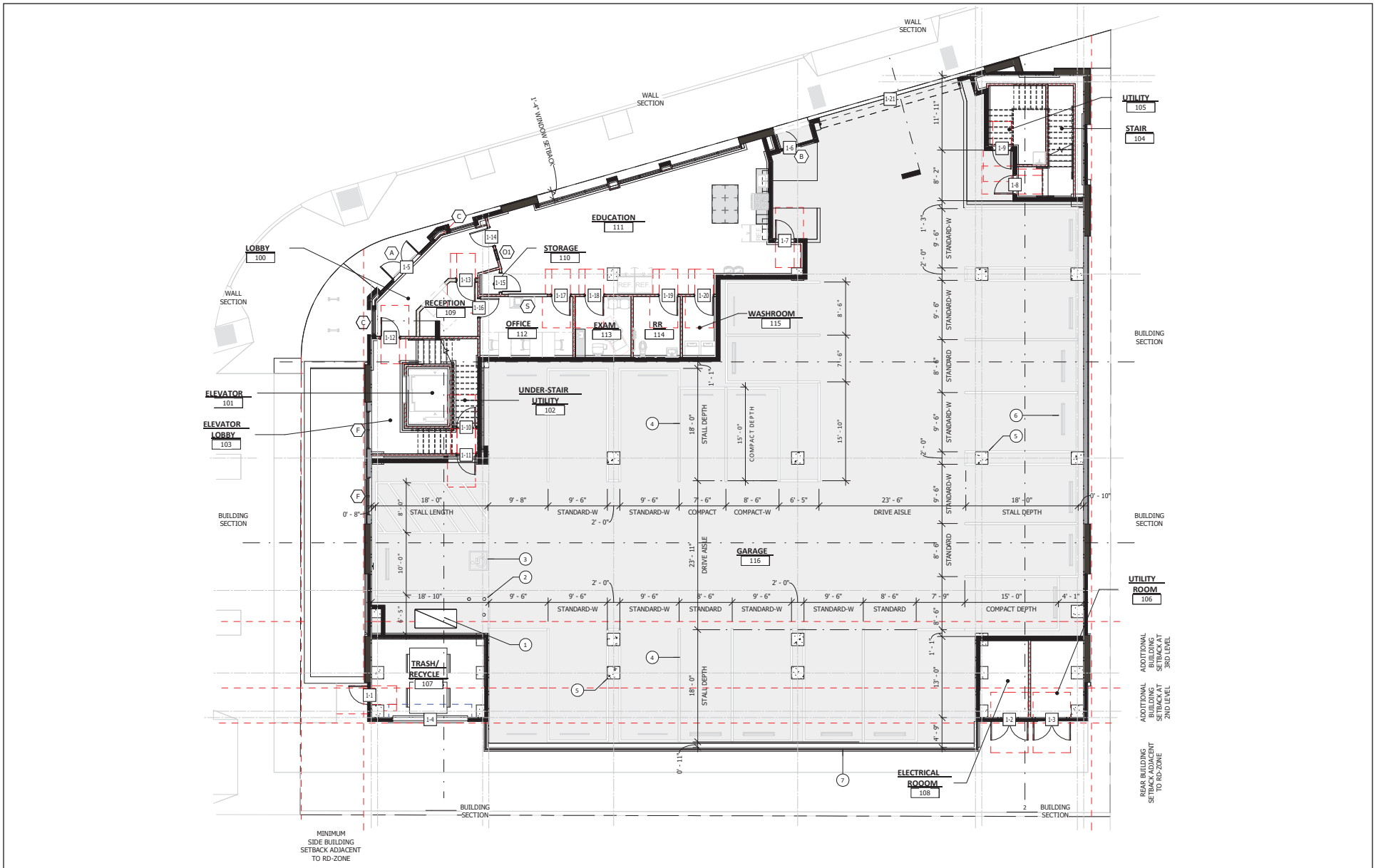

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FIGURE 4-4

10605 Foothill Boulevard Project

Proposed Conceptual Ground Level Floor Plan

SOURCE: Commercial Architecture, Inc., January 12, 2022

I:\CMH2101\G\Fig 4-4_Proposed Ground Level Floor Plan.ai (6/10/2022)

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PROJECT TRUE N

SOURCE: Commercial Architecture, Inc., January 2022

P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-5.ai (6/10/2022)

FIGURE 4-5

10605 Foothill Boulevard Project

Proposed Conceptual Second Level Floor Plan

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FIGURE 4-6

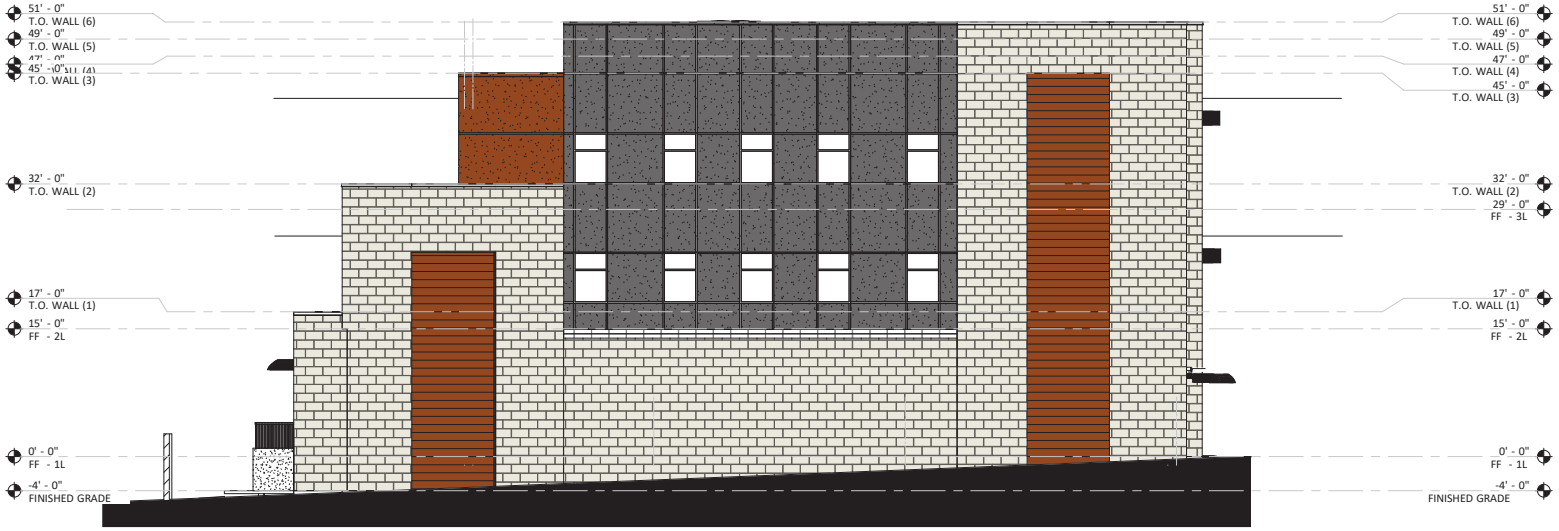
10605 Foothill Boulevard Project

Proposed Conceptual Third Level Floor Plan

SOURCE: Commercial Architecture, Inc., January 2022

P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-6.ai (6/10/2022)

1 EXTERIOR ELEVATION - NORTH



2 EXTERIOR ELEVATION - EAST

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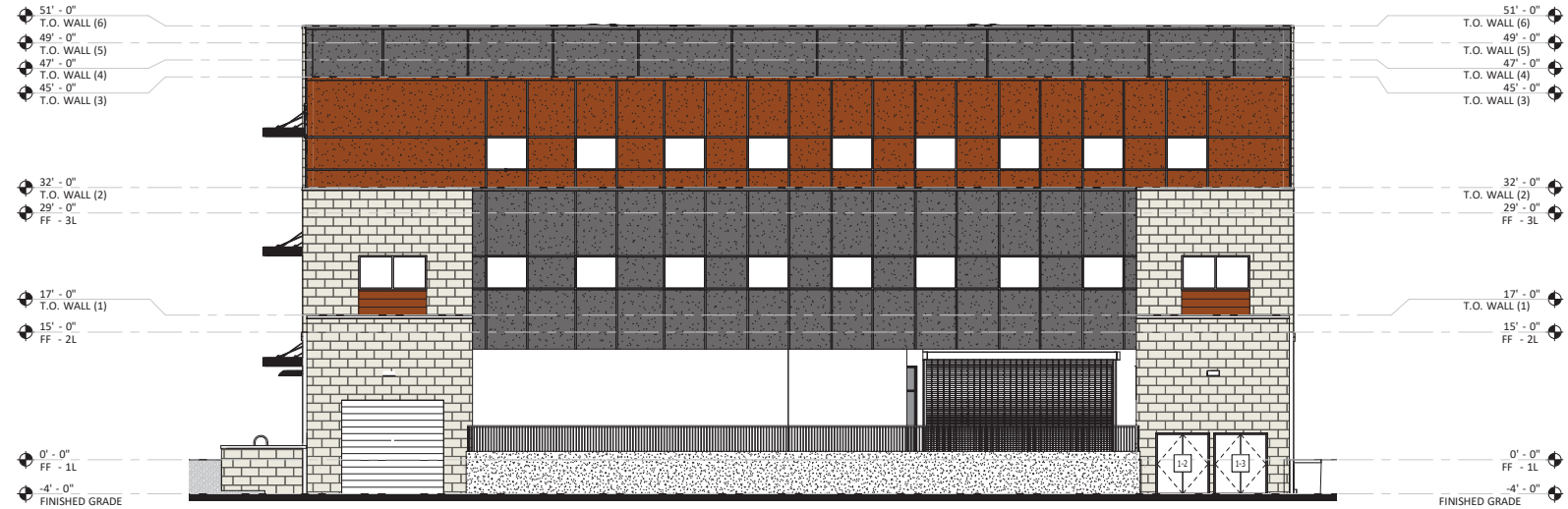
FIGURE 4-7

NOT TO SCALE

SOURCE: Commercial Architecture, Inc., January 2022

10605 Foothill Boulevard Project
Proposed Building Elevations - North and East

P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-7.ai (6/10/2022)



3 EXTERIOR ELEVATION - SOUTH

4 EXTERIOR ELEVATION - SOUTH

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FIGURE 4-8

NOT TO SCALE

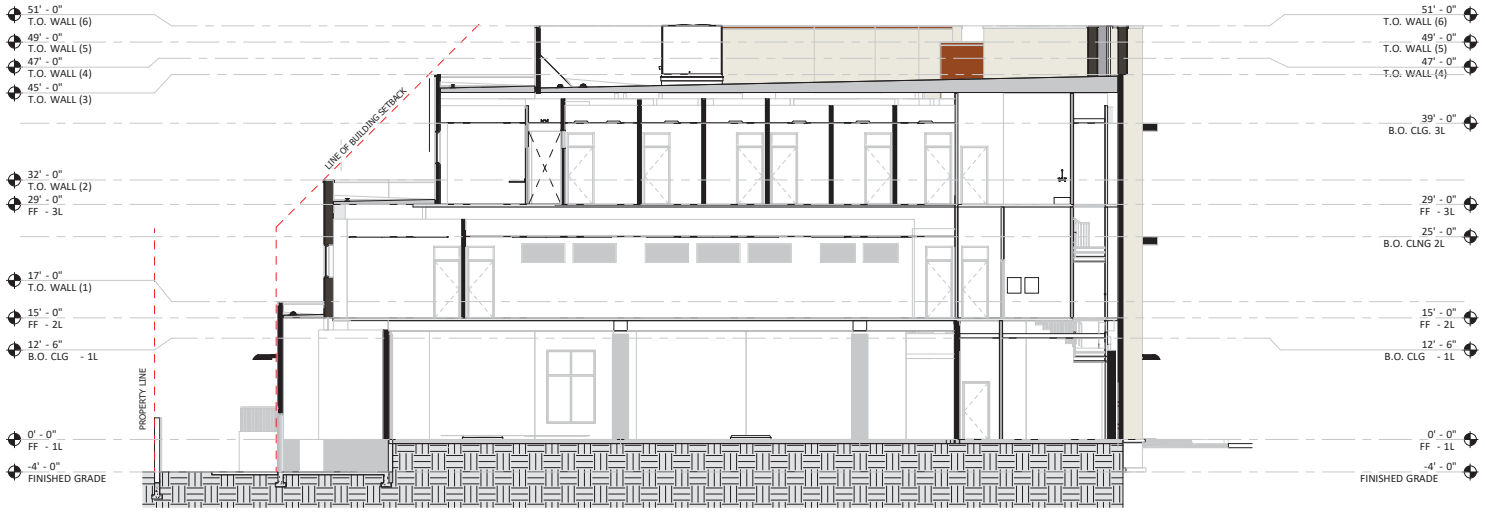
SOURCE: Commercial Architecture, Inc., January 2022.

P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-8.ai (6/10/2022)

10605 Foothill Boulevard Project

Proposed Building Elevations - South and West

1 BUILDING SECTION



2 BUILDING SECTION

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FIGURE 4-9

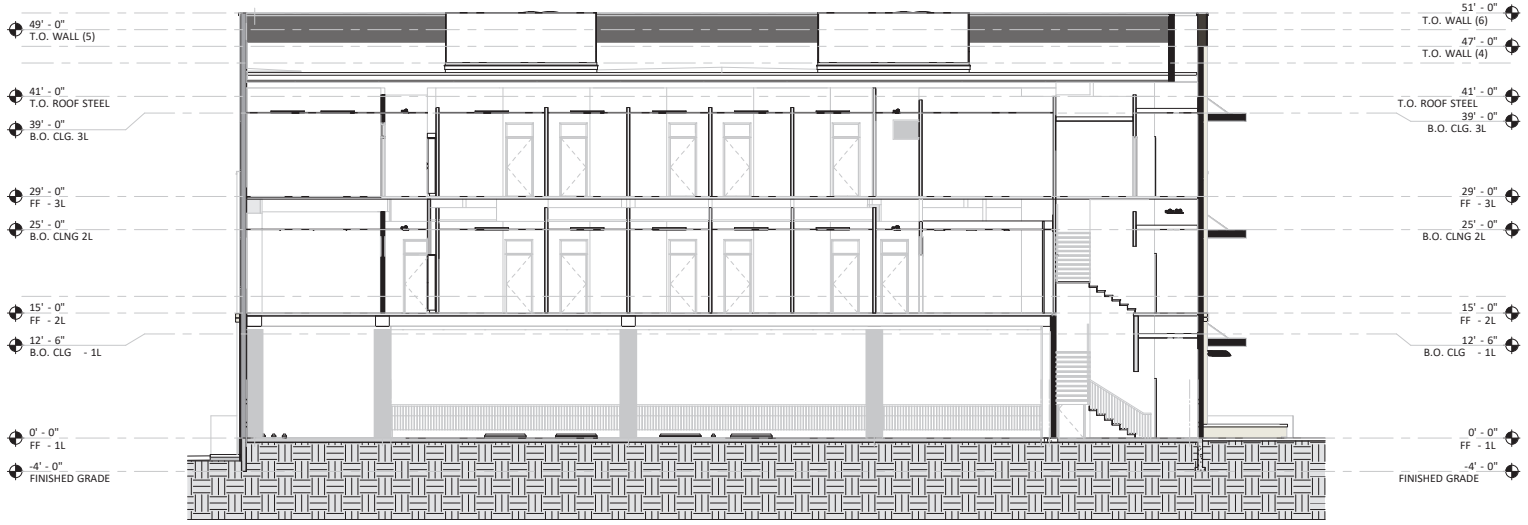
NOT TO SCALE

SOURCE: Commercial Architecture, Inc., January 2022.

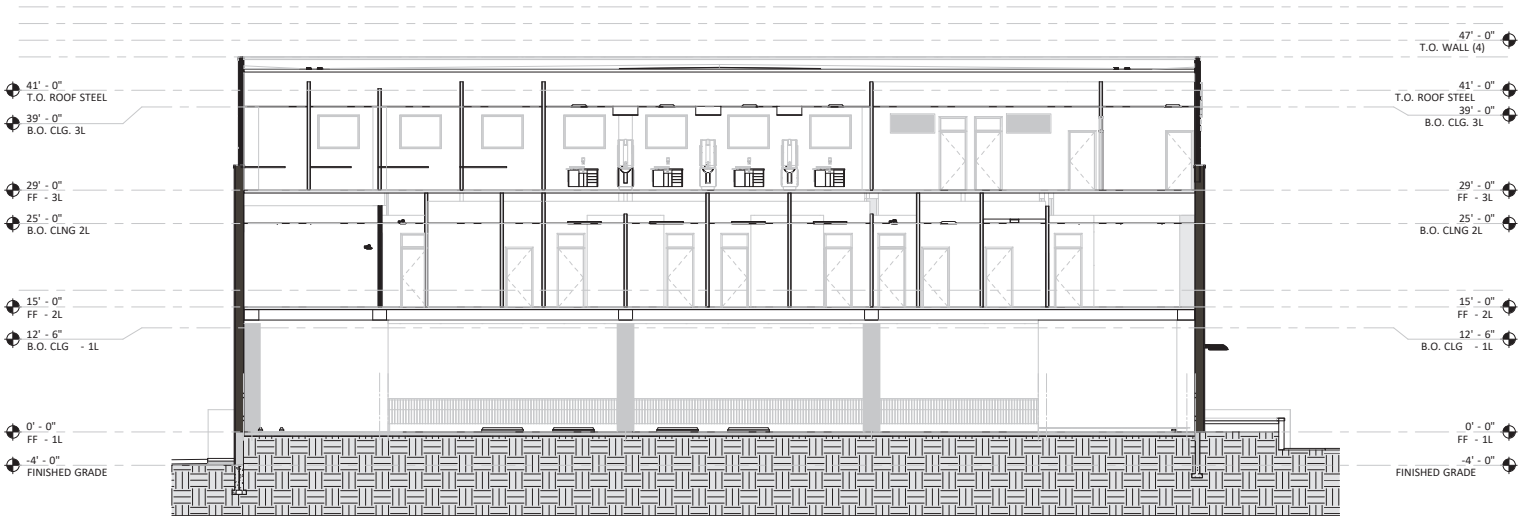
P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-9.ai (6/10/2022)

10605 Foothill Boulevard Project

Proposed Building Section - Foothill Boulevard



3 Section 2



4 Section 19

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FIGURE 4-10

NOT TO SCALE

10605 Foothill Boulevard Project
Proposed Building Section - 106th Avenue

SOURCE: Commercial Architecture, Inc., January 2022.

P:\CMH2101 10605 Foothill\Products\Graphics\Figure 4-10.ai (6/10/2022)

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5.0 SUMMARY OF FINDINGS

This CEQA Analysis relies on the LUTE and Central City East Redevelopment Plan EIRs and concludes that the proposed project, separately and independently, satisfies the following CEQA provision:

- Section 15183 – Projects consistent with a community plan, general plan, or zoning (the City of Oakland LUTE); and

The project is consistent with the development density and land use characteristics established by the City of Oakland General Plan and Planning Code, and any potential environmental impacts associated with development of the project were adequately analyzed and covered by the analysis in the Previous CEQA Documents discussed in Section 2.0: the 1998 LUTE EIR and the Central City East Redevelopment Plan EIR.

The proposed project would be required to comply with the applicable City of Oakland SCAs presented in Attachment A to this document. With implementation of the SCAs, the proposed project would not result in a substantial increase in the severity of previously identified significant impacts in the Previous CEQA Documents, or in any new significant impacts that were not previously identified in any of the Previous CEQA Documents.

In accordance with California Public Resources Code Sections 21083.3, 21094.5, and 21166; and CEQA Guidelines Sections 15183, 15162, and 15168, and as set forth in the CEQA Checklist below, this CEQA Analysis document provides the basis for a CEQA exemption because the following findings can be made:

- **Community Plan Exemption.** The proposed project would not result in significant impacts that (1) are peculiar to the project or project site; (2) were not previously identified as significant project-level, cumulative, or offsite effects in the Previous CEQA Documents: 1998 LUTE EIR and Central City East Redevelopment Plan EIR; or (3) were previously identified as significant effects, but-as a result of substantial new information not known at the time the Previous CEQA Documents were certified-would increase in severity beyond that described in those EIRs. Therefore, the proposed project would meet the criteria to be exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Environmental Review Officer

3/5/24

Date

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6.0 CEQA ENVIRONMENTAL CHECKLIST

The analysis in this CEQA Checklist provides a summary of the potential environmental impacts that may result from the proposed project and summarizes the impacts and findings of the Previous CEQA Documents that covered the environmental effects of various projects encompassing the project site and that are still applicable for the proposed project. As previously indicated, the Previous CEQA Documents include the 1998 LUTE EIR and the Central City East Redevelopment Plan EIR. Given the timespan between the preparation of these EIRs, there are variations in the specific environmental topics addressed and significance criteria; however, as discussed above in Section 2.0 and throughout this Checklist, the overall environmental effects identified in each are largely the same; any significant differences are noted.

Several SCAs would apply to the proposed project because of the proposed project's characteristics; the SCAs are triggered because the City is considering discretionary actions for the proposed project.

All SCAs that would apply to the proposed project are listed in Attachment A to this document, which is incorporated by reference into this CEQA Analysis. Because the SCAs are mandatory City requirements, the impact analysis for the proposed project assumes that they will be imposed and implemented, which the project sponsor has agreed to do as part of the proposed project. If this CEQA Checklist or its attachments inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the proposed project is not affected.

Both the 1998 LUTE EIR and Central City East Redevelopment Plan EIR were certified prior to the City's application of SCAs. As discussed specifically in Attachment A to this document, the most current SCAs are identified in this CEQA Analysis. All mitigation measures identified in the Previous CEQA Documents that would apply to the proposed project are also identified in Attachment A to this document.

This CEQA Checklist hereby incorporates by reference the discussion and analysis of all potential environmental impact topics as presented in the certified Previous CEQA Documents. This CEQA Checklist provides a determination of whether the proposed project would result in:

- Equal or Less Severity of Impact Previously Identified in the Previous CEQA Documents;
- Substantial Increase in Severity of Previously Identified Significant Impact in the Previous CEQA Documents; or
- New Significant Impact

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the Previous CEQA Documents, the checkbox for "Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents" is checked.

If the checkbox for "Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents" or "New Significant Impact" were checked, there would be significant impacts that are:

- Peculiar to the project or project site (per CEQA Guidelines Sections 15183);
- Not identified in the previous 1998 LUTE EIR or Central City East Redevelopment Plan EIR, (per CEQA Guidelines Sections 15183), including offsite and cumulative impacts (per CEQA Guidelines Section 15183);
- Due to substantial changes in the project (per CEQA Guidelines Section 15162 and 15168);
- Due to substantial changes in circumstances under which the project will be undertaken (per CEQA Guidelines Sections 15162 and 15168); or
- Due to substantial new information not known at the time the Previous CEQA Documents were certified (per CEQA Guidelines Sections 15162, 15168, or 15183).

None of the aforementioned conditions were found for the proposed project, as demonstrated throughout the following CEQA Checklist and in its supporting attachments (Attachments A and B) that specifically describe how the proposed project meets the criteria and standards specified in the CEQA Guidelines sections identified above.

6.1 AESTHETICS, SHADOW, AND WIND

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Have a substantial adverse effect on a public scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, located within a state or locally designated scenic highway; substantially degrade the existing visual character or quality of the site and its surroundings; or create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area;	☒	☐	☐
b. Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code sections 25980-25986); or cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors;	☒	☐	☐
c. Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space; or, cast shadow on an historical resource, as defined by CEQA Guidelines Section 15064.5(a), such that the shadow would materially impair the resource's historic significance;	☒	☐	☐
d. Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses; or	☒	☐	☐
e. Create winds that exceed 36 mph for more than one hour during daylight hours during the year. The wind analysis only needs to be done if the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exist: (a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay); or (b) the project is located in Downtown.	☒	☐	☐

6.1.1 Previous CEQA Documents Findings

Scenic vistas, scenic resources, visual character, light and glare, shadow, and wind were analyzed in each of the Previous CEQA Documents. The 1998 LUTE EIR found that the effects to scenic resources and light and glare would be less than significant. The 1998 LUTE EIR identified mitigation measures that are functionally equivalent to the SCAs to reduce impacts to views, visual character and shadow to less than significant. The 1998 LUTE EIR also identified significant and unavoidable impacts regarding wind hazards at certain locations in the Downtown Showcase District. The Central City East Redevelopment Plan EIR identifies policies from the LUTE and mitigation measures from the LUTE EIR that would reduce certain potential effects to less than significant.

6.1.2 Project Analysis

6.1.2.1 Scenic Vistas, Scenic Resources, Visual Character, Light and Glare

Public Resources Code Section 21099(d), effective January 1, 2014, provides that among other items, "aesthetics… impacts of a residential, mixed-use residential, or employment center project on an infill site located in a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics (scenic vistas, scenic resources, or visual character) is no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following criteria:

1. The project is residential, mixed-use residential, or an employment center;

2. The project is on an infill site;[3] and

3. The project is in a transit priority area.[4]

The proposed project is an employment center located on an infill site. The project site is within a transit priority area because it is located within 0.5 miles of intersecting major bus routes. The project site is located within 0.5 miles of multiple bus stops providing access to Alameda Contra-Costa Transit (AC Transit) lines 34, 35, 45, 57, and 90. As of September 2021, these five routes provide 12 buses per hour during both the morning and evening peak commute hours, which would be a service interval of five minutes. The proposed project meets each of the above three criteria and thus, this analysis does not consider aesthetics in determining the significance of project impacts under CEQA. No mitigation measures are required. However, the project will be required to implement SCA 16 (Trash and Blight Removal), SCA 17 (Graffiti Control) and SCA 19 (Lighting).

6.1.2.2 Scenic Highways

One officially designated State scenic highway, I-580, is located within the vicinity of the project site.[5] The project site is located approximately 200 feet west of I-580 at is closest point. However, due to the presence of mature vegetation between the project site and I-580, as well as the fact that the project site is approximately 40 feet in elevation below I-580, the project site is not visible to motorists traveling in either direction. As described in Section 4.0, Project Description, the proposed project would be a maximum of 52 feet in height and would include signage on the building. However, both the proposed building and signage would be screened by existing vegetation and

[3] Public Resources Code Section 21099(a) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant lot where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

[4] Public Resources Code Section 21099(a) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California Public Resources Code as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency or service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[5] California Department of Transportation. 2023. California State Scenic Highway System Map (website). Available online at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed October 2023).

would only be partially visible to motorists for brief periods while they are traveling along I-580. Therefore, the proposed project would not result in any impacts related to state Scenic highways.

6.1.2.3 Shadow

The 1998 LUTE EIR identified mitigation measures, functionally equivalent to the SCAs, to reduce potential shadow effects to a less-than-significant level. The Central City East Redevelopment Plan EIR identified these LUTE mitigation measures to reduce potential shadow impacts to a less-than-significant level.

The proposed project would not cast shadows on any parks, open spaces, school grounds, or significant historic resources. As a part of the standard design review required for each individual development within the City, potential impacts on shadow-sensitive land use and features of concern are routinely analyzed by City staff. The City tracks the locations of solar collectors through its permit tracking system. There are solar collectors on the rooftops of the single-story residences located at 2750, 2739, and 2733 Foothill Boulevard; however, given the distance of these buildings from the site (the closest is 130 feet to the west) and the height of the building at three stories, access to sunlight would not be reduced; therefore, the operation and function of these solar collectors would not be inhibited. Furthermore, regular design review criteria in the City of Oakland Planning Code include a finding "that the proposed design will protect, preserve, or enhance desirable neighborhood characteristics;" which is used by the City to evaluate potential shadow impacts. Therefore, the proposed project building and landscaping would not cast shadows on existing solar collectors or cast shadows that substantially impair the function of a building, and the impact would be less than significant.

6.1.2.4 Wind

The City of Oakland requires wind modeling for proposed structures that are 100 feet or greater (measured to the roof) and one of the following conditions exist: (a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt, or San Francisco Bay); or (b) the project is located in Downtown.

The proposed project would not include buildings that are 100 feet or greater in height and is not located adjacent to a substantial water body or within Downtown Showcase District. Therefore, the proposed project would not result in any impact related to wind and the 1998 LUTE EIR's recommended mitigation measure does not apply.

6.1.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the Previous CEQA Documents, nor would it result in new significant impacts related to aesthetics, shadow, or wind that were not identified in the Previous CEQA Documents. No mitigation measures are required. SCA 16 (Trash and Blight Removal), SCA 17 (Graffiti Control), SCA 19 (Lighting) will be implemented.

6.2 AGRICULTURE AND FORESTRY RESOURCES

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;	☒	☐	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract;	☒	☐	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));	☒	☐	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use; or	☒	☐	☐
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	☒	☐	☐

6.2.1 Previous CEQA Documents Findings

The Previous CEQA Documents identified less-than-significant impacts related to agricultural or forestry resources. No mitigation measures were necessary.

6.2.2 Project Analysis

The project site is located within an urbanized area of the City. No agricultural uses are located within or adjacent to the project site. The project site is within the CC-1 zoning district and therefore is not subject to a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural production or use, timberland production, or the loss of forest land and would have no impact related to agriculture and forestry resources.

6.2.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the Previous CEQA Documents, nor would it result in new significant impacts related to agricultural or forestry resources that were not identified in the Previous CEQA Documents. No mitigation measures are required.

6.3 AIR QUALITY

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Fundamentally conflict with the primary goals of the Bay Area Clean Air Plan;	☒	☐	☐
b. Fundamentally conflict with the Clean Air Plan because the plan does not demonstrate reasonable efforts to implement control measures contained in the Clean Air Plan or the plan conflicts with or obstructs implementation of any control measures in the Clean Air Plan;	☒	☐	☐
c. Not include special overlay zones containing goals, policies, and objectives to minimize potential TAC impacts in areas located (a) near existing and planned sources of TACs and (b) within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips;	☒	☐	☐
d. Not identify existing and planned sources of odors with policies to reduce potential odor impacts	☒	☐	☐
e. During project construction result in average daily emissions of 54 pounds per day of ROG, NO_x, or $PM_{2.5}$ or 82 pounds per day of PM_{10}; during project operation result in average daily emissions of 54 pounds per day of ROG, NO_x or $PM_{2.5}$, or 82 pounds per day of PM_{10}; result in maximum annual emissions of 10 tons per year of ROG, NO_x, or $PM_{2.5}$, or 15 tons per year of PM_{10}; or	☒	☐	☐
f. For new sources of Toxic Air Contaminants (TACs), during either project construction or project operation expose sensitive receptors to substantial levels of TACs under project conditions resulting in (a) an increase in cancer risk level greater than 10 in one million, (b) a noncancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 microgram per cubic meter; or, under cumulative conditions, resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter; or expose new sensitive receptors to substantial ambient levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter.	☒	☐	☐

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria

pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter ($PM_{2.5}$).

Based on the BAAQMD attainment status and ambient air quality monitoring data, ambient air quality in the vicinity of the project site has remained unchanged since approval of the Central City East Redevelopment Plan EIR. However, the BAAQMD has made two key regulatory changes since the EIR was certified. The updated Clean Air Plan was adopted in April 2017 and revised BAAQMD CEQA Guidelines were adopted in April 2022.

6.3.1 Previous CEQA Documents Findings

The 1998 LUTE EIR identified mitigation measures that would reduce operational emissions to less-than-significant levels, and it found significant and unavoidable cumulative effects regarding increased criteria pollutants from increased regional traffic and inconsistency with the Clean Air Plan. The 1998 LUTE EIR did not quantify or address cumulative health risks. As such, an analysis was not required when the LUTE EIR was prepared.

The Central City East Redevelopment Plan EIR determined that the projected population growth resulting from implementation of the Central City East Redevelopment Plan is consistent with the population projections contained in the City's General Plan. As such, the Central City East Redevelopment Plan EIR found that its population growth and its associated increase in vehicle miles traveled (VMT) would be consistent with the 2000 Clean Air Plan. In addition, the Central City East Redevelopment Plan EIR found that the Central City Redevelopment Plan would be consistent with the Transportation Control Measures (TCMs) in the 2010 Clean Air Plan.

As discussed in the Central City East Redevelopment Plan EIR, traffic increases associated with growth and development that would occur with implementation of the Central City East Redevelopment Plan would not significantly degrade regional air quality. The Central City East Redevelopment Plan EIR quantified mobile source emissions associated with the Central City Redevelopment Plan and found that project-related emissions increases would not exceed BAAQMD significance thresholds for ROG, NO_x, or PM_{10}, and therefore, would not significantly contribute to exceedances of applicable State PM_{10} standards in the region. Impacts were determined to be less than significant.

The Central City East Redevelopment Plan EIR also evaluated the potential for traffic generated by projected growth and development within the project area to significantly increase CO emissions along roadways and at intersections within the project area or its vicinity. The Central City East Redevelopment Plan EIR found that CO concentrations would decrease in the future due to attrition of older, high polluting vehicles, improvements in the overall automobile fleet, and improved fuel mixtures (as a result of ongoing State and federal emissions standards and programs for on-road motor vehicles) and impacts were found to be less than significant.

In addition, the Central City East Redevelopment Plan EIR evaluated construction dust and combustion emissions associated with implementation of the Central City Redevelopment Plan. The Central City East Redevelopment Plan EIR found that NO_x and PM_{10} emissions could exceed

thresholds with development of projects that are larger than two acres or simultaneous development of more than one future project. The Central City East Redevelopment Plan EIR found that with implementation of Mitigation Measure 6-5A, which includes implementation of BAAQMD dust control measures as outlined in the BAAQMD's 2009 CEQA Guidelines, impacts would be less than significant with mitigation incorporated.

The Central City East Redevelopment Plan EIR also found that implementation of the Central City East Redevelopment Plan would not create objectionable odors affecting a substantial number of people.

6.3.2 Project Analysis

6.3.2.1 Clean Air Plan Consistency (Criteria a through d)

Clean Air Plan Consistency. The current BAAQMD clean air plan is the 2017 Clean Air Plan, which was adopted on April 19, 2017.[6] The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the BAAQMD will continue progress toward attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve greenhouse gas (GHG) reduction targets.

The 2017 Clean Air Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants. It also includes control measures to reduce emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

Consistency with the Clean Air Plan can be determined if the project does the following: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

As discussed in Section 6.11.2.1, the proposed project would be consistent with the type and intensity of development assumed for the project site within the City's General Plan and Planning Code. In addition, the proposed project would not include any residential uses and therefore would not result in any direct population growth. The proposed project would locate future employees and visitors within walking distance of public transportation, jobs, restaurants, and services. Furthermore, the proposed project would not have a higher trip generation rate than previously assumed for the Previous CEQA Documents and would not substantially change the rate of increase in VMT. As such, the project would not hinder the goals or implementation of any of the control measures from the Clean Air Plan. The project would implement all applicable control measures as mandated

[6] Bay Area Air Quality Management District, 2017. *Bay Area 2017 Clean Air Plan*. April 19.

by the City and BAAQMD. Therefore, potential conflicts with the applicable air quality plan would be less than significant.

In addition, as indicated in the analysis that follows, the proposed project would result in less-than-significant operational and construction-period emissions. Therefore, the proposed project supports the goals of the Clean Air Plan and would not conflict with any of the control measures identified in the plan or those that are designed to bring the region into attainment. The project was envisioned under the development assumptions evaluated in the Previous CEQA Documents; therefore the proposed project would not result in new or more significant population growth impacts than were analyzed and described in the Previous CEQA Documents. Therefore, the proposed project would not conflict with the applicable Clean Air Plan. The proposed project would not result in any new or more significant impacts related to clean air plan consistency than those identified in the Previous CEQA Documents

6.3.2.2 Construction and Operational Emissions (Criterion e)

Short-Term Construction Emissions. During construction of the proposed project, short-term degradation of air quality may occur due to the release of particulate matter emissions (e.g., fugitive dust) generated by site preparation, grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs such as diesel exhaust particulate matter.

Project construction would involve site preparation, grading, building, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROGs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the proposed project using the California Emissions Estimator Model version 2020.4.0 (CalEEMod), consistent with BAAQMD recommendations. As discussed in Section 4.0, Project Description, the construction period is anticipated to begin in early 2023 and would occur over an approximately 12-month period. Occupancy of the proposed building could occur as early as early 2024. Other construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities and worker and truck trips) from CalEEMod were used. Construction-related emissions are presented in Table 6.A. CalEEMod output sheets are included in Appendix A.

Table 6.A: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
Average Daily Emissions	0.8	7.2	0.3	0.2	0.3	0.1
BAAQMD Thresholds	54.0	54.0	82.0	BMP	54.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (September 2021).

As shown in Table 6.A, construction emissions associated with the project would be less than significant for ROG, NO_x, $PM_{2.5}$, and PM_{10} exhaust emissions. The Central City East Redevelopment Plan EIR determined that construction of proposed projects would result in a less-than-significant impact with implementation of Mitigation Measure 6-5A, which includes implementation of BAAQMD dust control measures as outlined in the BAAQMD's 2009 CEQA Guidelines. Implementation of SCAs 20, 21, and 22 require the implementation of the current BAAQMD's Basic Construction Mitigation Measures required for all construction projects to reduce fugitive dust emissions as identified in the 2017 CEQA Guidelines as well as diesel particulate matter controls. Therefore, with implementation of SCAs 20, 21, and 22, this impact would be less than significant. The proposed project would not result in any new or more significant impacts related to construction emissions than those identified in the Previous CEQA Documents.

Long-Term Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity is used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity) and the emission factor of the fuel source. Major sources of energy demand include building mechanical systems, such as

heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or computers. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. The emission factor is determined by the fuel source, with cleaner energy sources, like renewable energy, producing fewer emissions than conventional sources.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Trip generation rates used in CalEEMod for the project were based on the project's trip generation estimates, which assume the proposed project would typically generate approximately 470 new average daily trips. Model results are shown in Table 6.B. CalEEMod output is included in Appendix A.[7]

Table 6.B: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Pounds Per Day				
Area Source Emissions	0.4	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	0.1	<0.1	<0.1
Mobile Source Emissions	1.2	1.2	1.9	0.5
Total Emissions	**1.6**	**1.3**	**2.0**	**0.5**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**
Tons Per Year				
Area Source Emissions	0.1	0.0	0.0	0.0
Energy Source Emissions	<0.1	<0.1	<0.1	<0.1
Mobile Source Emissions	0.1	0.2	0.3	0.1
Total Emissions	**0.2**	**0.2**	**0.3**	**0.1**
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA (September 2021).

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project, emissions are released in other areas of the air basin. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table 6.B for ROG, NO_x, PM_{10}, and $PM_{2.5}$. The results shown in Table 6.B indicate the project would not exceed the significance criteria for daily ROG, NO_x, PM_{10} or $PM_{2.5}$ emissions; therefore, the proposed project would not have a significant effect on regional air quality. Therefore, the proposed project would not result in any new or more significant operation-related air quality impacts and this impact would

[7] As described in Section 6.15, Transportation and Circulation, the trip generation used for this analysis was based on a previous version of the project that included 16,900 square feet of medical office use, where now only 15,856 is proposed. Therefore, operational-period air quality impacts are slightly overstated.

be less than significant. The proposed project would not result in any new or more significant impacts related to operational emissions than those identified in the Previous CEQA Documents.

Localized CO Impacts. A screening level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.

- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the Alameda County Transportation Commission for designated roads or highways, a regional transportation plan, or other agency plans. As further discussed in Section 6.14, Transportation and Circulation, the proposed project would generate approximately 37 AM and 46 PM peak hour trips; therefore, the project's contribution to peak hour traffic volumes at intersections in the vicinity of the project site would be well below 44,000 vehicles per hour. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards and this impact would remain less than significant. The proposed project would not result in any new or more significant impacts related to localized CO impacts than those identified in the Previous CEQA Documents.

6.3.2.3 Toxic Air Contaminants (Criterion f)

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks. The closest sensitive receptors to the project site include the single-family residences located immediately southeast of the project site along 106th Avenue.

Construction of the proposed project may expose these surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement SCAs 20, 21, and 22. With implementation of SCAs 20, 21, and 22, project construction pollutant emissions would be below the BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial pollutant emissions. Therefore, sensitive receptors are

not expected to be exposed to substantial pollutant concentrations during project construction and operation, and potential impacts would be considered less than significant.

Once operational, the proposed project would consist of medical facilities within 1,000 feet of I-580, which is a source of air pollution. The proposed project would be required to comply with SCA 23, which requires health risk reduction measures to reduce the potential exposure of users of the project site to air pollution, including toxic air contaminants. With implementation of SCA 23, the proposed project would not result in a potential health risk due to exposure to toxic air contaminants. The proposed project would not result in any new or more significant impacts related to TACs than those identified in the Previous CEQA Documents.

6.3.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, implementation of the proposed project would not result in new significant impacts related to air quality emissions. Implementation of SCA 20 and SCA 21 would ensure that the proposed project would not result in a new significant impact related to construction, operational, or cumulative TAC emissions. Therefore, no mitigation measures are required.

6.4 BIOLOGICAL RESOURCES

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;			
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;	☒	☐	☐
Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means;			
Substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;			
b. Fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code [OMC] Chapter 12.36) by removal of protected trees under certain circumstances; or	☒	☐	☐
Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources.			

6.4.1 Previous CEQA Documents Findings

The Previous CEQA Documents identified less-than-significant impacts related to biological resources. No mitigation measures were necessary.

6.4.2 Project Analysis

6.4.2.1 Special-Status Species, Wildlife Corridors, Riparian and Sensitive Habitat, Wetlands, Tree and Creek Protection (Criteria 4a and 4b)

The project site is currently vacant and contains ruderal grasses and ornamental landscaping around the perimeter. The project site is surrounded by developed and urban uses, and therefore has minimal habitat for special-status species. There are no riparian habitats or other sensitive natural

communities or wetlands located within or adjacent to the project site.[8] The proposed project would not include the removal of any trees.

6.4.3 Conclusion

The proposed project would not result in any new or more severe significant impacts related to biological resources than those identified in the Previous CEQA Documents. The Previous CEQA Documents did not identify any mitigation measures related to biological resources and no mitigation measures would be required for the proposed project.

[8] United States Fish and Wildlife Service, 2021. National Wetlands Inventory (map). Website: www.fws.gov/wetlands/data/mapper.html (accessed September 2021). May 3.

6.5 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5. Specifically, a substantial adverse change includes physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be "materially impaired." The significance of an historical resource is "materially impaired" when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion on, or eligibility for inclusion on an historical resource list (including the California Register of Historical Resources, the National Register of Historic Places, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1 5);	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries.	☒	☐	☐
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☒	☐	☐
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. [In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.]	☒	☐	☐

6.5.1 Previous CEQA Documents Findings

The 1998 LUTE EIR identified less-than-significant impacts to archaeological resources and human remains, potentially significant impacts to historic resources, and identified mitigation measures to

reduce the impacts to less-than-significant levels. The Central City East Redevelopment Plan EIR identified a significant unavoidable impact related to the demolition of the 9th Avenue Terminal Building. The Central City East Redevelopment Plan EIR also identified potentially significant impacts to archaeological resources and human remains, and identified mitigation measures to reduce the impacts to less-than-significant levels.

6.5.2 Project Analysis

6.5.2.1 Historical Resources (Criterion a)

The project site is currently undeveloped and does not include any historic structures. Additionally, there are no historic buildings located within the vicinity of the project site. Therefore, the proposed project would not result in a substantial adverse change to a historical resource.

6.5.2.2 Archaeological Resources and Human Remains (Criteria b through c)

The proposed project would involve grading and excavation activities to construct the proposed building. Therefore, there is potential to impact unknown archaeological resources, as well as potential unknown human remains, as noted in the Previous CEQA Documents. However, implementation of SCA 36 (Archaeological and Paleontological Resources – Discovery During Construction), SCA 37 (Archaeologically Sensitive Areas – Pre-Construction Measures), and SCA 38 (Human Remains – Discovery During Construction) would ensure that potential impacts related to the uncovering of archaeological resources and human remains are reduced to less-than-significant levels during construction. Implementation of the SCAs would also require a qualified specialist to document a discovery and that appropriate procedures be followed in the event of a discovery, and would ensure that the appropriate procedures for handling and identifying resources are followed.

6.5.2.3 Tribal Cultural Resources (Criterion d)

As stated above, the project site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register as defined in Public Resources Code section 5020.1(k). The City has not determined the project site to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. There is a potential to disturb unrecorded tribal cultural resources during construction-related activities. Implementation of SCAs 36, 37, and 38 would ensure that this impact would be reduced to a less-than-significant level.

6.5.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents considered throughout this analysis, the proposed project would not result in any more severe impacts than those identified in the Previous CEQA Documents, nor would it result in new significant impacts related to cultural resources that were not identified in the Previous CEQA Documents. Implementation of SCAs 36, 37, and 38 would ensure that potential impacts associated with cultural resources would be less than significant. No mitigation measures are required.

6.6 GEOLOGY, SOILS, GEOHAZARDS, AND MINERAL RESOURCES

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Expose people or structures to substantial risk of loss, injury, or death involving: ▪ Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ▪ Strong seismic ground shaking; ▪ Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or ▪ Landslides;	☒	☐	☐
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property; result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.	☒	☐	☐
c. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	☒	☐	☐

6.6.1 Previous CEQA Documents Findings

The Previous CEQA Documents identified that impacts to geology, soils, and geohazards would be less than significant, and no impacts related to mineral resources. No mitigation measures were necessary.

6.6.2 Project Analysis

6.6.2.1 Seismic Hazards, Expansive Soils, and Soil Erosion (Criteria 7a and 7b)

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and is not within a mapped liquefaction or landslide hazard zone.[9] The proposed project would require a grading permit, and therefore would be required to comply with SCA 41 (Soils Report), which requires all project applicants to prepare a soils report and geotechnical report to ensure that individual projects do not expose people or structures to an unacceptable level of risk during a large regional earthquake. The proposed project would also be required to comply with the California Building Code's current seismic environments. Therefore, with implementation of SCA 41, the proposed project would have a less-than-significant impact related to geology, soils, and geohazards.

[9] California Geological Survey. 2019. Earthquake Zones of Required Investigation. Website: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp (accessed September 2021). April 4.

6.6.2.2 Mineral Resources (Criterion c)

The project site is located on land classified by the Department of Conservation's Division of Mines and Geology as Mineral Resource Zone 1 (MRZ-1), or an area where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.[10] The project site is not zoned for, or immediately adjacent to, lands designated as a mineral resource zone by the City's General Plan. As a result, the proposed project would not interfere with any mineral extraction operations, and would not result in the loss of land designated for mineral resources. As such, the proposed project not result in the loss of availability of a known mineral resource and would not result in the loss of a locally important mineral resource recovery site. Therefore, no impact on mineral resources would occur.

6.6.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents considered in this analysis, implementation of the proposed project would not result in any new or more significant impacts related to geology and soils than those identified in the Previous CEQA Documents. Implementation of SCA 41 would ensure that potential impacts associated with hazardous geologic and soils conditions would be less than significant. No mitigation measures are required.

[10] Department of Conservation, 1987. *Special Report 146, Part II, Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area*. Division of Mines and Geology

6.7 GREENHOUSE GAS AND CLIMATE CHANGE

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: ▪ For a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO_2e annually AND more than 4.64 metric tons of CO_2e per service population annually. The service population includes both the residents and the employees of the project. The project's impact would be considered significant if the emissions exceed BOTH the 1,100 metric tons threshold and the 4.6 metric tons threshold. Accordingly, the impact would be considered less than significant if the project's emissions are below EITHER of these thresholds.	☒	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

6.7.1 Previous CEQA Documents Findings

At the time the 1998 LUTE EIR and Central City East Redevelopment Plan EIR were certified, GHG was not included in the State CEQA Guidelines Appendix G: Environmental Checklist Form and no thresholds of significance were established for the evaluation of GHG emissions. As such, the Previous CEQA Documents did not evaluate potential GHG impacts.

6.7.2 Project Analysis

6.7.2.1 Greenhouse Gas Emissions (Criterion 8a)

Construction Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that the project would generate approximately 141.7 metric tons of CO_2e during construction of the proposed project. Implementation of SCA 21 would reduce GHG emissions by reducing the amount of construction vehicle idling and by requiring the use of properly maintained equipment. In addition, the proposed project would be required to comply with the City's Construction and Waste Reduction Ordinance (SCA 87), which applies to all new construction and requires the submittal of a Waste Reduction and Recycling Plan for review and approval. Therefore, project construction GHG impacts would be considered less than significant.

Operational Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks, and buses), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste

disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Following guidance from the BAAQMD, GHG emissions were estimated using CalEEMod. Table 6.C shows the calculated GHG emissions for the proposed project. Motor vehicle emissions are the largest source of GHG emissions for the project at approximately 64 percent of the total.[11] Solid waste is the next largest category at 24 percent of CO_2e emissions. Energy use and water use are about 11 percent and 1 percent of the total emissions, respectively and area source emissions are less than 1 percent of the total emissions. Additional calculation details are included in Appendix A.

Table 6.C: GHG Emissions (Metric Tons Per Year)

Emissions Source	Operational Emissions				
	CO_2	**CH_4**	**N_2O**	**CO_2e**	**Percent of Total**
Area Source Emissions	<0.1	0.0	0.0	<0.1	<1
Energy Source Emissions	40.2	<0.1	<0.1	40.5	11
Mobile Source Emissions	234.0	<0.1	<0.1	238.0	64
Waste Source Emissions	37.0	2.2	0.0	91.7	24
Water Source Emissions	1.9	0.1	<0.1	4.1	1
Total Annual Emissions				**374.3**	**100**
BAAQMD Threshold				**968.0**	**–**
Exceed?				**No**	**–**

Source: LSA (September 2021).

The BAAQMD adopted quantitative GHG thresholds of significance for operational emissions in its CEQA Guidelines. The numeric thresholds set by the BAAQMD were calculated to achieve the State's 2020 target for GHG emissions levels (and not the Senate Bill [SB] 32 specified target of 40 percent below the 1990 GHG emissions level). The proposed project would not be fully constructed and operational until 2023. Because the project would begin operations in the post-2020 timeframe, the 2020 efficiency target of 1,100 metric tons of CO_2e per year threshold, which has been the threshold most recently applied to nonresidential development projects, would not apply.

CARB has completed a Scoping Plan, which will be utilized by the BAAQMD to establish the 2030 GHG efficiency threshold. BAAQMD has yet to publish a quantified GHG efficiency threshold for the 2030 target. A scaled threshold consistent with State goals detailed in SB 32, Executive Order B-30-15, and Executive Order S-3-05 to reduce GHG emissions by 40 percent below 1990 levels by 2030

[11] As described in Section 6.15, Transportation and Circulation, the trip generation used for this analysis was based on a previous version of the project that included 16,900 square feet of medical office use, where now only 15,856 is proposed. Therefore, operational-period GHG emissions are slightly overstated.

and 80 percent below 1990 levels by 2050, respectively was developed for 2023. Though the BAAQMD has not published a quantified threshold beyond 2020, this assessment uses a threshold of 968 metric tons of CO_2e per year or 4.1 metric tons of CO_2e per capita service population (employees plus residents) per year, which was calculated for the buildout year of 2023 based on the GHG reduction goals of SB 32 and Executive Order B-30-15.

Therefore, the proposed project would not have a significant effect on the environment if it would:

- Result in operational-related GHG emissions of less than 968 metric tons of CO_2e a year.

As shown in Table 6.C, the proposed project would generate approximately 374.3 metric tons of CO_2e which would not exceed the numeric threshold of 968 metric tons CO_2e. Therefore, since the proposed project would not exceed the numeric threshold, operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment and this impact would be less than significant.

6.7.2.2 Consistency with GHG Emissions Plans and Policies (Criteria 8b)

The City of Oakland adopted the 2030 Equitable Climate Action Plan (ECAP) in July 2020. The ECAP is the City's 10-year plan for mitigating and adapting to the climate crisis in ways that improve racial equity across Oakland. The goal of the ECAP is to identify an equitable path toward cost-effectively reducing Oakland's local climate emissions a minimum of 56 percent, transitioning away from fossil fuel dependence, and ensuring that all of Oakland's communities are resilient to the foreseeable impacts of climate change, by 2030. The ECAP includes 40 Actions that relate to Transportation and Land Use, Buildings, Material Consumption and Waste, Adaptation, Carbon Removal, City Leadership, and Port of Oakland.

The proposed project would be required to comply with the City's ECAP. Implementation of SCA 45 requires the project applicant to submit an ECAP Consistency Checklist that commits to all the measures in the checklist during the Planning entitlement phase. SCA 45 also requires physical ECAP Consistency Checklist measures to be incorporated into the design of the project; the measures shall be included on the drawings submitted for construction-related permits. As shown in the ECAP Checklist included in Appendix B, the proposed project would be consistent with the City's ECAP. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the GHG emissions. This impact would be less than significant.

6.7.3 Conclusion

Although this issue was not evaluated in the Previous CEQA Documents, based on this analysis, implementation of the proposed project would not result in any new or more significant impacts related to GHG emissions that could not have been known previously. Implementation of SCA 21, SCA 45, and SCA 87 would further ensure that impacts associated with GHG emissions would be less than significant. No mitigation measures are required.

6.8 HAZARDS AND HAZARDOUS MATERIALS

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;			
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;			
Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors;	☒	☐	☐
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., the "Cortese List") and, as a result, would create a significant hazard to the public or the environment;			
b. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school;	☒	☐	☐
c. Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions; or	☒	☐	☐
Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.			
d. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☒	☐	☐

6.8.1 Previous CEQA Documents Findings

The 1998 LUTE EIR identified one significant impact related to hazardous waste exposure and cited a mitigation measure that is functionally equivalent to current SCAs to reduce certain potential hazardous waste effects to less-than-significant levels. The Central City East Redevelopment Plan EIR identified less-than-significant impacts related to hazards and hazardous materials.

The 1998 LUTE did not directly evaluate potential impacts to wildfire, as it was prepared before the revision to the CEQA Guidelines in December 2018 that introduced wildfire as a separate topic. However, within its analysis of public services, the 1998 LUTE EIR identified a significant and unavoidable impact regarding the introduction of new population in areas of the City with various

physical constraints (i.e., insufficient street widths, turning radii, steep slopes, vulnerable emergency water supply) and fire service deficiency the contribute to the risk of catastrophic wildfire, even with a mitigation measure requiring the construction of a fire station in the North Oakland Hills.

The Central City East Redevelopment Plan EIR determined that the project area is fully urbanized and surrounded by urban development or the Oakland Estuary and that no wildlands are located within the vicinity, and therefore identified less-than-significant impacts related to wildfire.

6.8.2 Project Analysis

6.8.2.1 Routine Transport, Use, Storage, or Disposal of Hazardous Materials near Sensitive Receptors (Criterion a)

Operation of the proposed project would involve the use of small quantities of commercially-available hazardous materials (e.g., paint and cleaning supplies), and therefore operation of the proposed project would not result in a releases of hazardous materials that could create a significant hazard to the public. The proposed project's health service use would likely generate chemical and medical waste. Chemical waste would be used, stored, and disposed of according to manufacturer requirements and subject to existing regulatory programs. Medical waste must be contained separately from other waste at the point of origin and specific regulations apply to the storage, labeling, and disposal of specific types of waste (e.g., biohazardous, sharps, pharmaceutical). The Alameda County Department of Public Health regulates businesses that generate to prepare and implement a Medical Waste Management Plan. Medical uses within the proposed building would be required to obtain appropriate permits for health service uses under this program for any medical waste generated on site. The proposed project would also be required to comply with SCA 49, which required the implementation of a Hazardous Materials Business Plan, which would further ensure that any medical waste is handled in accordance with all applicable local, state, and federal requirements.

Construction of the proposed project would involve the use and transport of hazardous materials. These materials could include fuels, oils, paints, and other chemicals used during construction activities. Handling and transportation of hazardous materials could result in accidental releases or spills and associated health risks to workers, the public, and environment. The proposed project would be required to comply with SCA 47 (Hazardous Materials Related to Construction), which requires that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health which could occur as a result of hazardous materials handling and storage. Therefore, development of the proposed project would have a less-than-significant impact on the public and the environment related to the routine transport, use, and handling of hazardous materials.

6.8.2.2 Reasonably Foreseeable Upset and Accident Conditions, Cortese List (Criterion a)

There are two main ways that the public and/or the environment could be affected by the release of hazardous materials from the project site into the environment during construction, including: 1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or 2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures. Operation of

the proposed project could also result in the release of hazardous materials, as the proposed project would generate medical waste.

As discussed in Section 6.7.2.1 above, compliance with SCA 47 and 49 would reduce the potential impact for releases of hazardous materials that would be routinely transported, used, and/or disposed of during construction and/or operation of the proposed project to a less-than-significant level.

The project site is listed on the State Water Resources Control Board's GeoTracker database as a Cleanup Program site with an open-active status as of January 2020. The Alameda County Environmental Health Department (ACEHD) is the lead oversight agency for the investigation and cleanup of the project site.[12] Although the project site has been impacted by hazardous materials releases, it is not included on any of the lists of hazardous materials release sites compiled pursuant to Government Code Section 65962.5 (also known as the "Cortese List").[13]

The project site was occupied by a gas station and automotive service business from the 1960s to 1982. Underground storage tanks (USTs) and associated piping related to the gas station were removed in 1982, and additional soil excavation work occurred in 2010 to remove impacted soils related to the former USTs. Several environmental investigations have been performed at the project site since 2005. The investigations have included sampling and analysis of soil, groundwater, and soil vapor, and performing geophysical surveys. These investigations found elevated levels of total petroleum hydrocarbons (TPH) in soil and groundwater and volatile organic compounds (VOCs) in soil vapor related to historical operations and possible off-site sources.[14]

In January 2021, a Corrective Action Plan was prepared for the proposed project and submitted to ACEHD for review and approval. The Corrective Action Plan proposes the following actions:

- Excavating contaminated soil to depths of approximately 20 feet below the ground surface in a former gas station dispenser island area and applying an oxygen reducing compound at the bottom of this excavation to reduce residual concentrations of total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) in groundwater;

- Excavating soil to depths of approximately four feet below the ground surface in areas where the foundation will be built;

- Transporting contaminated soil to a licensed, off-site disposal facility;

12 State Water Resources Control Board. 2021. GeoTracker Webpage for 10605 Foothill Boulevard: https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000012379 (accessed September 2021).

13 California Environmental Protection Agency. 2021. Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed September 2021).

14 Craig Communications. 2021. Site Cleanup Case No. RO000003345, 10605 Foothill Boulevard, Oakland. Draft Corrective Action Plan (CAP) Public Review Process Summary. February 24.

- Excavating soil and/or installing a soil vapor venting system to address VOCs at a localized area near the western boundary of the site;
- Installing a sub-slab vapor barrier and venting system beneath the planned building to prevent VOCs from entering indoor air; and
- Implementing long-term monitoring, management, and reporting requirements to ensure that the vapor barrier and venting system remain protected.

The proposed project would be required to comply with SCA 15 and 48, which requires the project applicant to submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, State, or federal regulatory agency. The project applicant would be required to submit a Health and Safety Plan for the review and approval by the City, and implement the approved Health and Safety Plan to protect project construction workers from risks associated with hazardous materials. The project applicant would be required to ensure that BMPs are implemented by the contractor during construction to minimize potential hazards related to contaminated soil and groundwater. Compliance with SCA 15 and 48 would ensure that the implementation of the Corrective Action Plan is performed in a manner that would protect human health and the environment, and that the proposed land use is approved by ACEHD prior to allowing occupancy of the project site. Therefore, implementation of SCA 15, SCA 47, SCA 48 and SCA 49 would ensure that the proposed project would result in less-than-significant impacts related to hazardous materials release sites.

6.8.2.3 Hazardous Emissions within One-Quarter Mile of an Existing or Proposed School (Criterion b)

There are no existing or proposed schools located within one-quarter mile of the project site. Therefore, the proposed project would not result in the release of hazardous emissions near schools. Additionally, compliance with SCA 47 and SCA 49, as described above, would further reduce potential impacts of the proposed project related to hazardous emissions or the handling of hazardous materials, substances, or waste to a less-than-significant level.

6.8.2.4 Emergency Access (Criterion c)

The proposed project would not alter roadways in the area, and therefore would not impact the emergency access routes or impair implementation of an emergency response plan or emergency evacuation plan. The proposed project could require temporary closure of portions of Foothill Boulevard or 106th Avenue during construction activities. Pursuant to SCA 80 (Construction Activity in the Public Right-of-Way), an Obstruction Permit would be required during construction, which would require the implementation of a Traffic Control Plan during construction. The Safety Element of the City of Oakland General Plan[15] indicates that the emergency evacuation routes in the vicinity of the project site include Foothill Boulevard. Traffic control requirements imposed by the City for the permitting of temporary closure of streets areas would ensure that appropriate emergency

[15] Oakland, City of, 2004. *General Plan, Safety Element, Figure 7.5 (3 of 3)*. Amended 2012. Website: www2.oaklandnet.com/government/o/PBN/OurServices/GeneralPlan/DOWD009020 (accessed September 2021).

access is maintained at all times during construction activities, and construction of the proposed project would therefore have a less-than-significant impact on emergency access routes.

6.8.2.5 Wildfire (Criterion d)

The project site is not located within a State Responsibility Area for fire service, but is located within a very high fire severity zone.[16] Therefore, the proposed project would be required to implement SCA 51 (Designated Very High Fire Severity Zone – Vegetation Management), which requires the project applicant to submit a vegetation management plan to the City, and implement the approved plan prior to, during, and after construction of the proposed project. The proposed project would not result in any modifications to the surrounding transportation network, and therefore would not impair any adopted emergency response plans or emergency evacuation plans. Implementation of SCA 51 would ensure that wildfire risks on the project site are reduced, and therefore would not increase exposure of project occupants to pollutant concentrations, require the installation or maintenance of infrastructure, or expose people or structure to post-fire risks.

Foothill Boulevard is designated as an emergency access route in the City's General Plan in the vicinity of the project site. However, as discussed in Section 6.14, Transportation and Circulation, the proposed project would generate 37 trips in the AM peak hour and 46 trips in the PM peak hour, or less than one automobile every minute. Therefore, the proposed project would not inhibit the use of Foothill Boulevard as an evacuation route as the new trips generated would be minimal. Therefore, the proposed project would have a less-than-significant impact related to wildfire.

6.8.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, and the review of recent reports regarding hazardous materials conditions at the project site, implementation of the proposed project would not increase the severity of potentially significant impacts identified in the Previous CEQA Documents, nor would it result in new potentially significant impacts related to hazards and hazardous materials that were not identified in the Previous CEQA Documents. SCA 47, which requires implementation of BMPs related to hazardous materials for construction, and SCAs 15 and 48, which requires the project applicant to submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, State, or federal regulatory agency, would be required. SCA 49 which would address hazardous emissions or the handling of hazardous materials, substances, or waste. SCA 51, which requires the project applicant to submit a vegetation management plan to the City, would also be required.

[16] Oakland, City of. 2021. Interactive City Zoning Map. Website: https://www.oaklandca.gov/resources/zoning-map (accessed September 2021).

6.9 HYDROLOGY AND WATER QUALITY

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Violate any water quality standards or waste discharge requirements;			
Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters;			
Create or contribute substantial runoff which would be an additional source of polluted runoff;	☒	☐	☐
Otherwise substantially degrade water quality;			
Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources.			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or proposed uses for which permits have been granted);	☒	☐	☐
c. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems;			
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site.	☒	☐	☐
d. Result in substantial flooding on- or off-site;			
Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows;	☒	☐	☐
Place within a 100-year flood hazard area structures which would impede or redirect flood flows; or			
Expose people or structures to a substantial risk of loss, injury, or death involving flooding.			

6.9.1 Previous CEQA Documents Findings

The Previous CEQA Documents found less-than-significant impacts related to hydrology and water quality, primarily given required adherence to existing regulatory requirements, many of which are incorporated in the City of Oakland's SCAs. The Previous CEQA Documents found less-than-

significant impacts related to flooding and risks from flooding. The 1998 LUTE EIR acknowledged that areas considered under that program EIR could potentially occur within a 100-year flood boundary. Adherence to existing regulatory requirements that are incorporated in the City of Oakland's SCAs would address potentially significant effects regarding flooding. No mitigation measures were required.

6.9.2 Project Analysis

6.9.2.1 Water Quality, Stormwater, and Drainages and Drainage Patterns (Criteria 10a and 10c)

Construction of the proposed project would involve grading and construction, exposing sediment to erosion, which could result in degradation of the quality of stormwater runoff, erosion and/or sedimentation, and adverse effects on downstream receiving waters. Additionally, potential discharge of contaminated dewatering effluent during construction could result in impacts to the environment from the discharge of sediment and chemical compounds to receiving waters. As discussed under Chapter 6.9, Hazards and Hazardous Materials, the proposed project would be required to comply with SCA 47 (Hazardous Materials Related to Construction) that requires Best Management Practices (BMPs) be implemented during construction to minimize potential negative effects on groundwater and receiving waters that could result from inappropriate handling of construction-related hazardous materials (e.g., fuels, oils, and paints) and contaminated soil and groundwater during construction.

Site preparation prior to building construction could include activities such as dewatering by installing drainage systems and dry wells. Any groundwater dewatering would be subject to permits from the East Bay Municipal Utility District (EBMUD) or the San Francisco Bay Regional Water Quality Control Board (Water Board), depending if the discharge were to the sanitary or storm sewer system. If the water is not suitable for discharge to the storm drain (receiving water), dewatering effluent may be discharged to EBMUD's sanitary sewer system if special discharge criteria are met. These include, but are not limited to, application of treatment technologies or BMPs that would result in achieving compliance with the wastewater discharge limits. Discharges to EBMUD's facilities must occur under a Special Discharge Permit. In addition, per the EBMUD Wastewater Ordinance, "all dischargers, other than residential, whose wastewater requires special regulation or contains industrial wastes requiring source control shall secure a wastewater discharge permit" (Title IV, Section 1). EBMUD also operates its wastewater treatment facilities in accordance with Waste Discharge Requirements issued by the Water Board, which require rigorous monitoring of effluent to ensure discharges do not adversely impact receiving water quality.

The proposed project would require a grading permit. Therefore, the proposed project would be required to comply with City of Oakland SCA 52 (Erosion and Sedimentation Control Measures for Construction) that requires preparation and implementation Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction.

Because the proposed project would create approximately 12,007 square feet of new impervious surface area, which is over 5,000 square feet, the proposed project would be required to comply with Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal

Regional Permit (MRP).[17] Regulated projects are required to incorporate post-construction stormwater management measures to reduce stormwater pollution from all new and replaced impervious surfaces. Because the proposed project is considered a regulated project under the NPDES C.3 requirements, it is required to comply with SCA 58 (National Pollutant Discharge Elimination System (NPDES) C.3 Stormwater Requirements for Regulated Project), which requires the preparation and implementation of a Post-Construction Stormwater Management Plan, which would include and identify stormwater control and treatment systems. Compliance with SCA 58 also requires the project applicant to enter into a maintenance agreement with the City, to ensure adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures. The proposed project is located in an area that is exempt from hydromodification[18] requirements of Provision C.3 of the MRP.[19]

Required compliance with Provision C.3 of the MRP and SCA 47, 52, and 58 would ensure that the proposed project would result in less-than-significant impacts related to water quality during construction and operation of the project.

Compliance with Provision C.3 of the MRP would require that post-construction runoff rates and volumes match (or nearly match) pre-construction runoff rates and volumes. This would ensure that the capacity of existing or planned stormwater drainage systems would not be exceeded. Therefore, the proposed project would have a less-than-significant impact related to exceeding the existing or planned stormwater drainage system capacity or contributing additional sources of polluted runoff.

6.9.2.2 Use of Groundwater (Criterion 10b)

Any dewatering during construction would be temporary and affect only the uppermost water-bearing zone. The proposed project would not use local groundwater supplies during operation. Therefore, the potential for the project to substantially deplete groundwater supplies would be less than significant.

6.9.2.3 Flooding and Substantial Risks from Flooding (Criterion 10d)

The proposed project would not alter the course of a stream or a river. However, the proposed project would result in an increase in impervious surface area on the project site, which may slightly alter the existing on-site drainage patterns. As discussed above, the proposed project would be required to comply with SCA 52 (Erosion and Sedimentation Control Measures) for Construction which requires preparation and implementation of BMPs to reduce erosion, sedimentation, and water quality impacts during construction.

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17 San Francisco Bay Regional Water Quality Control Board, 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

18 Hydromodification is defined as the modification of a stream's hydrograph, caused in general by increases in flows and durations that result when land is developed (e.g., made more impervious). The effects of hydromodification include, but are not limited to, increased bed and bank erosion, loss of habitat, increased sediment transport and deposition, and increased flooding.

19 San Francisco Bay Regional Water Quality Control Board, 2015, op. cit.

During operation, the proposed project would be required to comply with Provision C.3 of the MRP and SCA 58 (NPDES C.3 Stormwater Requirements for Regulated Projects), which require treatment of post-construction stormwater and identify stormwater control measures.

Consequently, with compliance with Provision C.3 of the MRP and SCA 52 and 58, the potential of the project to result in substantial erosion or siltation on- or off-site as a result of changing the drainage pattern of the project site would be less than significant.

The project site is not located within a 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA).[20] Therefore, no impact related to placement of housing in a floodplain would occur.

The project site is not located in an area protected from flooding by levees.[21] Figure 6.1 of the Safety Element of the City of Oakland General Plan[22] indicates that the proposed project is not located within a dam failure inundation area. Therefore, the proposed project would have a less-than-significant impact related to failure of a levee or dam.

6.9.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, implementation of the proposed project would not result in any new or more severe significant impacts related to hydrology and water quality, groundwater, and flooding than those identified in the Previous CEQA Documents. Implementation of SCAs 47, 52, and 58 would ensure that potential impacts to hydrology and water quality would be less than significant. No mitigation measures are required.

20 Federal Emergency Management Agency, 2009, op. cit.

21 Ibid.

22 Oakland, City of, 2004. *General Plan, Safety Element*, Amended 2012.

6.10 LAND USE, PLANS, AND POLICIES

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Physically divide an established community;	☒	☐	☐
b. Result in a fundamental conflict between adjacent or nearby land uses; or	☒	☐	☐
c. Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	☒	☐	☐
d. Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan.	☒	☐	☐

6.10.1 Previous CEQA Documents Findings

The Previous CEQA Documents considered in this analysis all found less-than-significant impacts related to land use, plans, and policies (conflicts in mixed use projects near transit), and no mitigation measures were warranted. The 1998 LUTE EIR, however, identified a significant and unavoidable effect associated with inconsistencies with policies in the Clean Air Plan (resulting from significant and unavoidable increases in criteria pollutants from increased traffic regionally). It identified mitigation measures, which largely align with current City of Oakland SCAs involving Transportation Demand Management (TDM), which apply to all projects within the City of Oakland.

6.10.2 Project Analysis

6.10.2.1 Division of Existing Community, Conflict with Land Uses, Land Use Plans, or Habitat Conservation Plans (Criteria 11a through 11c)

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility with an existing community, or between a community and outlying areas. Implementation of the proposed project would result in the construction of an approximately 26,275-square-foot medical office building on the project site on an infill site on a major corridor and adjacent to a commercial shopping center. The proposed project would not result in the realignment of, closure of, or modification to, any roads of means of access.

While the proposed project would abut residential uses to the south along 106th Avenue, these homes also abut the larger shopping center at the rear. As such, the proposed project is not anticipated to create new or more significant impacts related to land use conflicts.

As previously discussed, the project site is designated Community Commercial on the City's General Plan Land Use Map. The Community Commercial classification is intended to create areas suitable for a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts or centers. The maximum floor area ratio (FAR) for this classification is 5.0.

The project site is within the CC-1 zoning district. The CC-1 zone is intended to create, maintain, and enhance shopping centers and malls with a wide range of consumer businesses. Medical Service Commercial Activities are outright permitted with the CC-1 zone. The project site is located within the 60-foot maximum height area, and therefore has a maximum nonresidential FAR of 3.0.

As described above, the project site is approximately 14,200 square feet (0.325 acres). Therefore, the maximum allowable floor area on the project site would be 71,000 square feet under the General Plan and 42,600 square feet under the City's Planning Code. The proposed project would include 26,275 square feet of total floor area. Therefore, the proposed project would not conflict with the City's General Plan or Planning Code because the project is within the range of allowable FAR and type of use allowed for the site. Table 6.D below provides a consistency evaluation with applicable LUTE policies; as demonstrated in the analysis below, the proposed project would be consistent with applicable LUTE policies. Therefore, the proposed project would not conflict with any applicable land use plans or policies.

Table 6.D: General Plan LUTE Consistency Evaluation

General Plan LUTE Policy	Project Consistency Evaluation
Policy NI.1: Concentrating Commercial Development. Commercial development in the neighborhoods should be concentrated in areas that are economically viable and provide opportunities for smaller scale, neighborhood-oriented retail.	**Consistent.** The project would provide community-oriented medical and dental office uses on a prominent corner adjacent to existing medical and commercial uses and an existing shopping center. The building would be at a scale that is consistent with surrounding development, including adjacent residential uses to the west. The building would be accessible to pedestrians from the sidewalk with parking located on the ground floor.
Policy NI.2: Placing Public Transit Stops. The majority of commercial development should be accessible by public transit.	**Consistent.** Five AC Transit bus lines (34, 35, 45, 57, and 90) serve the project site on Foothill Boulevard and connect the project site to various destinations in Emeryville, Oakland, San Leandro, and Hayward. Bus stops for these bus lines are provided on Foothill Boulevard along the Foothill Square Shopping Center frontage, south of the project site.
Policy NI.5: Designing Commercial Development. Commercial development should be designed in a manner that is sensitive to surrounding uses.	**Consistent.** The three-story building would be at a scale that is consistent with surrounding development and would be setback from adjacent one-story residential uses to the west.
Policy NI.8: Making Compatible Development. The height and bulk of commercial development in "Neighborhood Mixed-Use Center" and "Community Commercial" areas should be compatible with that which is allowed for residential development.	**Consistent.** The three-story building would be at a scale that is consistent with surrounding development and would be setback from adjacent one-story residential uses to the west.

The project site is not located within an adopted habitat conservation plans or natural community conservation plans. The proposed project would not result in any new or more significant impacts related to land use and planning than those identified in the Previous CEQA Documents.

6.10.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, the proposed project would not result in any new or more severe significant impacts related to land use and planning than those identified in the Previous CEQA Documents. The Previous CEQA Documents did not identify any mitigation measures related to land use, and no City of Oakland SCAs directly addressing land use and planning apply to the proposed project.

6.11 NOISE

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project result in:			
a. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts. During the hours of 7 p.m. to 7 a.m. on weekdays and 8 p.m. to 9 a.m. on weekends and federal holidays, noise levels received by any land use from construction or demolition shall not exceed the applicable nighttime operational noise level standard;	☒	☐	☐
Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020) regarding persistent construction-related noise;			
b. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise;	☒	☐	☐
c. Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3-dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project);	☒	☐	☐
d. Expose persons to interior L_{dn} or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24);			
Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (see Figure 1);	☒	☐	☐
Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA]); or			
e. During either project construction or project operation expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).	☒	☐	☐

6.11.1 Previous CEQA Documents Findings

The 1998 LUTE EIR identified mitigation measures to address potential noise conflicts between different land uses. Regarding construction noise, the 1998 LUTE EIR identified a significant and unavoidable construction noise and vibration impact, even after the incorporation of mitigation measures.

The Central City East Redevelopment Plan EIR determined that typical construction noise levels would range from 76 to 85 dBA L_{max} at 50 feet for most types of construction equipment, with slightly higher levels of about 88 to 89 L_{max} dBA at 50 feet for certain types of earthmoving (e.g., scrapers, pavers). As such, the Central City East Redevelopment Plan EIR determined that the construction of projects under the Central City East Redevelopment Plan would potentially increase construction noise and vibration levels near construction sites. However, the Central City East Redevelopment Plan EIR found that implementation of Mitigation Measure 7.1, which requires compliance with the City's noise level standards and implementation of best management practices, would reduce construction noise and vibration impacts to a less-than-significant level.

The Central City East Redevelopment Plan EIR also evaluated project-related traffic noise increases and found that the increase in traffic noise associated with growth and development facilitated by implementation of the Central City East Redevelopment Plan would result in future noise levels that are slightly higher than, or generally the same as, future noise levels that would occur without such growth and development. As such, traffic noise impacts were considered less than significant.

In addition, the Central City East Redevelopment Plan EIR evaluated the noise compatibility of future development and found that depending on the precise location of new land uses that may be constructed pursuant to the Central City East Redevelopment Plan, future noise levels within some portions of the project area could be incompatible with such uses. Therefore, the Central City East Redevelopment Plan EIR identified Mitigation Measure 7.3, which requires an analysis of noise compatibility of future commercial uses within approximately 1,500 feet of the I-880 freeway corridor, which the project site is not located within. Impacts were found to be less than significant with mitigation incorporated.

The Central City East Redevelopment Plan EIR also found that Central City Redevelopment Plan projects within proximity of residential uses would generate stationary source noise, including loading/unloading activities, delivery trucks, parking cars, garbage trucks, use of refuse bins, refrigeration, air conditioning, and heating units. The Central City East Redevelopment Plan EIR found that depending on the type of commercial or employment activities, noise generated during the evening or nighttime hours could result in noise conflicts between residential and commercial uses. However, with compliance with the City's Noise Ordinance and General Plan Policies, noise levels would be less than significant.

The Central City East Redevelopment Plan EIR also determined that the project area is not located within an airport land use planning area, although portions of the project area are within two miles of the Oakland International Airport. The Central City East Redevelopment Plan EIR found that implementation of the Central City Redevelopment Plan would not expose people residing or working in the Project Area to excessive noise levels from airport or aircraft operation.

6.11.2 Project Analysis

6.11.2.1 Construction and Operational Noise and Vibration, Exposure of Receptors to Noise (Criteria 12a through 12e)

Construction. Project construction would result in short-term noise impacts on nearby sensitive receptors such as the residential uses to the southeast along 106th Avenue, which directly abut the project site. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below. Similar to the Previous CEQA Documents, construction noise levels associated with the proposed project would range from 76 to 89 dBA at 50 feet. The closest sensitive receptors to the project site include the single-family residences located immediately southeast of the project site along 106th Avenue. Therefore, these sensitive receptors could may be subject to short-term construction noise exceeding 89 dBA L_{max} when construction is occurring.

The Central City East Redevelopment Plan EIR determined that construction-period noise would be less than significant with implementation of Mitigation Measure 7.1, which requires compliance with the City's noise level standards and implementation of best management practices. The noise ordinance, noise standards, and best management practices have been included under the applicable SCAs which regulate construction-period noise (SCA 67, SCA 68, SCA 69, SCA 70, and SCA 71). Therefore, with implementation of SCA 67, SCA 68, SCA 69, SCA 70 and SCA 71 this impact would be less than significant. The proposed project would not result in any new or more significant impacts related to construction noise than those identified in the Previous CEQA Documents. Pursuant to SCA 70, a Construction Noise Reduction Plan is included as Attachment C.

Operation. The following addresses possible noise level increases in the project vicinity resulting from implementation of the proposed project, including traffic and stationary noise sources. The City considers a 5 dBA increase to be a significant increase in ambient noise.

> ***Traffic Noise.*** Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level.
>
> New development, including the proposed project, would generate traffic that would affect ambient noise levels. Noise analysis conducted for the Central City East Redevelopment Plan EIR found that the increase in traffic noise resulting from new development pursuant to the Central City East Redevelopment Plan would be up to 1.2 dBA on all roadway segments studied, which is less than the City's threshold of significance of 5 dBA. The project was envisioned under the development assumptions evaluated in the Previous CEQA Documents, including the Central City East Redevelopment Plan EIR.

As described in Section 6.14, Transportation, the proposed project would result in 37 AM and 46 PM peak hour trips, or less than one trip every minute, and 470 new daily trips. The existing average daily trips on Foothill Boulevard and 106th Avenue in the vicinity of the project site are approximately 6,000 and 16,008, respectively.[23] The following equation was used to determine the potential impacts of the project:

$$\text{Change in CNEL} = 10\ log_{10}[V_{e+p}/V_{existing}]$$

where: $V_{existing}$ = existing daily volumes
V_{e+p} = existing daily volumes plus project
Change in CNEL = increase in noise level due to the project

The results of the calculation show that an increase of approximately 0.32 dBA L_{dn} is expected along Foothill Boulevard, and an increase of approximately 0.13 dBA L_{dn} along 106th Avenue. As the noise increase would not exceed 5.0 dBA, the noise impact on these roadway segments is not considered to be significant.

Therefore, traffic noise impacts would be less than significant. The proposed project would not result in any new or more significant impacts related to traffic noise than those identified in the Previous CEQA Documents.

Stationary Source Noise. As discussed above, the Central City East Redevelopment Plan EIR found that depending on the type of commercial or employment activities, noise generated during the evening or nighttime hours can result in noise conflicts between residential and commercial uses. However, with compliance with the City's Noise Ordinance and General Plan Policies, noise levels would be less than significant.

The proposed project would also generate stationary source noise associated with loading/unloading activities, delivery trucks, parking cars, garbage trucks, use of refuse bins, refrigeration, air conditioning, and heating units. The proposed project is consistent with the level of development anticipated for the project site under the Previous CEQA Documents. In addition, the proposed project would be required to comply with SCA 73, which requires that noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City. As such, consistent with the findings of the Previous CEQA Documents, with compliance with the City's Noise Ordinance, noise levels would be less than significant. The proposed project would not result in any new or more significant impacts related to stationary source noise than those identified in the Previous CEQA Documents.

[23] Oakland, City of. 2011. *Foothill Square Shopping Center Renovation/Redevelopment Initial Study/Mitigated Negative Declaration.* April. Cumulative Plus Project PM peak hour volumes were multiplied by 24 to determine a conservative estimate of average daily trips.

Land Use Compatibility. In addition, the Central City East Redevelopment Plan EIR evaluated the noise compatibility of future development and found that depending on the precise location of new land uses that may be constructed pursuant to the Central City Redevelopment Plan, future noise levels within some portions of the project area could be incompatible with such uses. Therefore, the Central City East Redevelopment Plan EIR identified Mitigation Measure 7.3, which requires an analysis of noise compatibility of future commercial uses within approximately 1,500 feet of the I-880 freeway corridor. Impacts were found to be less than significant with mitigation incorporated. The project site is not located within 1,500 feet of the I-880 freeway corridor; however, the project site is located approximately 250 feet from I-580.

The City sets forth normally acceptable noise level standards for land use compatibility and interior noise exposure of new development. The normally acceptable exterior noise level for office buildings is up to 65 dBA L_{dn}. Noise levels of 65 to 75 dBA L_{dn} are considered conditionally acceptable when a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design. Noise levels above 80 dBA L_{dn} are considered normally unacceptable and require a detailed analysis of noise reduction requirements be made and needed noise insulation features included in the design. The normally acceptable interior noise level for office buildings is 50 dBA CNEL.

The noise environment at the project site is dominated by vehicle traffic noise on I-580 and Foothill Boulevard. Based on Figure 2 of the City's Noise Element, the project site is subject to noise levels of approximately 70 dBA L_{dn}. Based on the City's noise and land use compatibility standards, this noise level is considered conditionally acceptable for office buildings. Therefore, the proposed project would be required to comply with SCA 72, which requires the project applicant to submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan.

Aircraft Noise. The Central City East Redevelopment Plan EIR also determined that the Project Area is not located within an airport land use planning area, although portions of the project area are within two miles of the Oakland International Airport. Implementation of the Central City Redevelopment Plan would not expose people residing or working in the Project Area to excessive noise levels from airport or aircraft operation. The project site is located over two miles east and well outside the Oakland International Airport 65 dBA L_{dn}/CNEL noise contour, which the Federal Aviation Administration regards as a significance threshold for noise-sensitive land uses. Therefore, impacts related to airport noise would be less than significant.

Vibration. As discussed above, the Central City East Redevelopment Plan EIR determined that the construction of projects under the Central City Redevelopment Plan would potentially increase construction noise and vibration levels near construction sites. However, the Central City East Redevelopment Plan EIR found that implementation of Mitigation Measure 7.1, which requires compliance with the City's noise level standards and implementation of best management practices, would reduce construction noise and vibration impacts to a less-than-significant level. The proposed project is consistent with the level of development anticipated for the project site under the

Previous CEQA Documents and is not a residential project near an active rail line. Therefore, this impact would remain less than significant with mitigation.

6.11.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents considered in this analysis, implementation of the proposed project would not result in any new or more significant impacts related to noise or vibration. Implementation of SCA 67, SCA 68, SCA 69, SCA 70, SCA 71, SCA 72, and SCA 73 would further ensure that impacts associated with noise and vibration would be less than significant. No mitigation measures are required.

6.12 POPULATION AND HOUSING

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extensions of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed;	☒	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element; or Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element.	☒	☐	☐

6.12.1 Previous CEQA Documents Findings

The 1998 LUTE EIR found less than significant impacts to exceeding household projections, housing displacement from industrial encroachment. The 1998 LUTE EIR identified mitigation measures to address unanticipated employment growth (compared to regional ABAG projections). The Central City East Redevelopment Plan EIR found less-than-significant impacts related to population and housing.

6.12.2 Project Analysis

6.12.2.1 Population Growth and Displacement of Housing and People (Criteria 13a and 13b)

As noted in Section 6.11.2.1 above, the proposed project would be consistent with the type and intensity of development assumed for the project site within the City's General Plan and Planning Code. The project site is currently undeveloped and the proposed project would not displace existing housing or people, and would not require the construction of replacement housing elsewhere in the City. The proposed project would not include any residential uses and therefore would not result in any direct population growth. The City's SCA 76 (Jobs/Housing Impact Fee) would require the project applicant to comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance.

The proposed project would result in the construction of an approximately 26,275-square-foot building that would include medical uses, and therefore could result in up to 47 new employees on the project site.[24] Construction of the proposed project would also involve temporary employees.

[24] United States Energy Information Administration. 2016. *Commercial Buildings Energy Consumption Survey.* Website: https://www.eia.gov/consumption/commercial/data/2012/bc/cfm/b2.php (accessed October 2023).

According to the Association of Bay Area Governments (ABAG's) Plan Bay Area 2050 Forecasting and Modeling Report, the Bay Area is forecasted to add 1.4 million new jobs and 1.4 million new households by 2050. The subregion comprising the cities of Oakland, Piedmont, and Alameda is projected to have an increase of approximately 107,000 households and 83,000 jobs between 2015 and 2050. The approximately 47 jobs created by the proposed project would represent a marginal fraction (less than 0.1 percent) of this projected and planned growth for Oakland. Therefore, the proposed project would not result in any new or more significant impacts related to population and housing than those identified in the Previous CEQA Documents.

6.12.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, the proposed project would not result in any new or more severe significant impacts related to population and housing than those identified in the Previous CEQA Documents. No additional mitigation measures would be required for the proposed project. Implementation of SCA 76 would be applicable to, and would be implemented by, the proposed project and would further ensure that impacts related to population and housing would be less than significant.

6.13 PUBLIC SERVICES, PARKS AND RECREATION FACILITIES

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: ▪ Fire protection; ▪ Police protection; ▪ Schools; or ▪ Other public facilities.	☒	☐	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.	☒	☐	☐

6.13.1 Previous CEQA Documents Findings

The 1998 LUTE EIR identified a less-than-significant impact to parks. The 1998 LUTE EIR also identified significant and unavoidable impacts related to fire safety, with mitigation measures pertaining to the North Oakland Hills area and increased student enrollment, particularly in Downtown (and the Waterfront), with mitigation measures that would not reduce the effect to less than significant. Thus the impact was significant and unavoidable. The Central City East Redevelopment Plan EIR identified potentially significant impacts related to the provision of parkland and school capacity, and cited mitigation measures to reduce potential park and school impacts to less-than-significant levels. However, these mitigation measures were to be implemented by the City and not on a project-by-project basis.

6.13.2 Project Analysis

6.13.2.1 Public Services and Parks and Recreation (Criteria 14a and 14b)

The City of Oakland Police and Fire Department would adjust service capacity as needed and the City is responsible for coordinating service provisions to adjust the expected increase in demand for these services. Pursuant to SCA 3, new development, including the proposed project, is required to adhere to appropriate building and fire code requirements that would be incorporated into project construction. The proposed project would be subject to plan review by the Oakland Fire Department to ensure proper life safety standards and compliance with the California State Fire Code, and adequate emergency response especially for onsite access, exits, and any necessary special

equipment to assist firefighters on-site. In addition, the proposed project would be required to comply with SCA 78 and SCA 84, which requires compliance with the City's Capital Improvements and Transportation Impact Fee Ordinances. Payment of capital improvement and transportation fees would ensure that the City would have adequate funding to complete capital projects, such as roadway or park improvements.

As noted in Section 6.11.2.1, the proposed project would be consistent with the type and intensity of development assumed in the General Plan. The proposed project would not include any residential uses, and therefore would not result in the introduction of any school-aged children to the project site.

The proposed project would not increase the use of existing neighborhood and regional parks due to the medical office building use, and the fact that most patients and employees would likely be located in the general area. However, if there would be an increase it would be minimal and would not result in, or accelerate the occurrence of, physical deterioration of the facilities. Therefore, the proposed project would not require the construction of expansion of any recreational facilities.

6.13.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, the proposed project would not result in any new or more severe significant impacts related to public services and parks and recreation services than those identified in the Previous CEQA Documents. Implementation of SCA 3, 78 and SCA 84 would be applicable to, and would be implemented by, the proposed project and would further ensure that impacts related to public services associated with the proposed project would be less than significant.

6.14 TRANSPORTATION AND CIRCULATION

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle and pedestrian facilities (except for automobile level of service or other measures of vehicle delay);	☒	☐	☐
b. Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure);	☒	☐	☐
c. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network;	☒	☐	☐

6.14.1 Previous CEQA Documents Findings

The 1998 LUTE EIR identified significant unavoidable impacts regarding reduced level of service (LOS) for several roadway segments citywide. The 1998 LUTE EIR did not identify any impacts at the intersections that are affected by the proposed project.

The Central City East Redevelopment Plan EIR identified significant unavoidable impacts to intersection operations after the implementation of the identified mitigation measures. The Central City East Redevelopment Plan EIR did not identify any impacts at the intersections that are affected by the proposed project.

6.14.2 Project Analysis

6.14.2.1 Conflict with Plans, Ordinances, or Policies Relating to Safety, or Performance of the Circulation System (Criterion a)

The proposed project would result in the development of a vacant lot with an approximately 26,275-square-foot medical office building with 20 parking spaces in ground-floor parking garage. The garage would be accessible via a driveway on 106th Avenue.

The LUTE, as well as the City's Public Transit and Alternative Mode and Complete Streets policies, states a strong preference for encouraging the use of non-automobile transportation modes, such as transit, bicycling, and walking. The proposed project would encourage the use of non-automobile transportation modes by providing medical office space with minimal parking in a dense, walkable urban environment that is well-served by local transit.

The proposed project is consistent with both the City's 2017 Pedestrian Master Plan ("Oakland Walks") and the 2019 Bicycle Master Plan ("Let's Bike Oakland") as it would not make major

modifications to existing pedestrian or bicycle facilities in the surrounding areas and would not adversely affect installation of future facilities.

The proposed project would generate an estimated 37 AM peak hour automobile trips and 46 PM peak hour automobile trips.[25] Because the proposed project would not generate more than 50 peak hour trips, a transportation demand management plan is not required.

The proposed project is consistent with applicable plans, ordinances, and policies and would not cause a significant impact by conflicting with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths. For these reasons, the project would not conflict with adopted plans, ordinances, or policies resulting in a less-than-significant impact, and no mitigation measures would be required.

6.14.2.2 Vehicle Miles Traveled (Criterion b)

A Transportation Impact Review[26] was prepared for the proposed project to evaluate potential impacts associated with traffic and circulation (Appendix C). The analysis assessed the project's vehicle miles traveled (VMT) based on the City of Oakland's CEQA Threshold of Significance, estimated the project's automobile trip generation, and evaluated the proposed site plan. The discussion below summarizes the project's potential impacts related to transportation and circulation. As summarized below, the proposed project would not conflict with any applicable measures of effectiveness for the performance of the circulation system; conflict with an applicable congestion management program; or substantially increase hazards due to a design feature. The proposed project would result in less-than-significant impacts related to construction-period traffic and circulation, changes to air traffic patterns, and inadequate emergency access. SCAs related to transportation and circulation identified in the Previous CEQA Documents would also be required for the proposed project.

On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the City of Oakland's CEQA Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 (SB 743) to modify local environmental processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. Consistent with the Planning Commission direction and the SB 743 requirements, the City of Oakland published the revised *Transportation Impact Review Guidelines* (TIRG) on April 14, 2017, to guide the evaluation of the transportation impacts associated with land use development projects.

According to the City of Oakland TIRG, the following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project would cause substantial additional VMT is it exceeds existing regional household VMT per capita minus 15 percent.

[25] Fehr & Peers, 2021. *10605 Foothill Project - Transportation Impact Review*. September 29.
[26] Fehr & Peers, 2021. *Op. cit.*

- For office projects, a project would cause substantial additional VMT if it exceeds the existing regional VMT per employee minus 15 percent.

- For retail projects, a project would cause substantial additional VMT if it results in a net increase in total VMT.

VMT impacts would be less than significant for a project if any of the identified screening criteria are met:

1. Small Projects: The project generates fewer than 100 vehicle trips per day.

2. Low-VMT Areas: The project meets map-based screening criteria by being located in an area that exhibits below threshold VMT, or 15 percent or more below the regional average, as illustrated on maps provided by MTC.

3. Near Transit Stations: The project is located in a Transit Priority Area or within a one-half mile of a Major Transit Corridor or Stop and satisfies the following:

    a. Has a Floor Area Ratio (FAR) of more than 0.75;

    b. Includes less parking for use by residents, customers, or employees of the project than other typical nearby uses, or more than required by the City (if parking minimums pertain to the site) or allowed without a conditional use permit (if minimums and/or maximums pertain to the site); and

    c. Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Transportation Commission).

VMT Impact Analysis. The proposed project satisfies the following screening criteria, as described below.

Criterion #3: Near Transit Stations. The project site is located along Foothill Boulevard, which is served by five AC Transit bus lines (34, 35, 45, 57, and 90). As of September 2021, these five routes combined provide 12 buses per hour during both the morning and evening peak commute hours, which results in a service interval of five minutes. Therefore, the proposed project would be located within 0.5 mile of an existing stop along a high-quality transit corridor. The project meets the following three conditions, and therefore satisfies the Near Transit Stations (#3) criterion:

- The proposed project would have an FAR of 2.14, meeting the condition of an FAR greater than 0.75.

- The project would include 20 parking spaces, which would be 1.3 spaces per 1,000 square feet. The City of Oakland Planning Code requires a minimum of 18 parking spaces for the proposed project. Although the proposed project would exceed the minimum parking required by the City, the proposed parking supply is expected to be below the estimated

parking demand for the project. According to the ITE, the average peak parking demand for a typical medical office building is approximately 3.2 spaces per 1,000 square feet, more than double the parking supply included in the proposed project.

- The project is located within the Eastmont Town Center/International Boulevard TOD Priority Development Area as defined by Plan Bay Area and is therefore consistent with the region's Sustainable Communities Strategy.

6.14.2.3 Roadway Congestion and New Roadways (Criterion c)

The proposed project consists of the construction of a new medical office building on a vacant site. The proposed project would not include the construction of new roadways or modify the existing roadway network. Therefore, the proposed project would not substantially induce additional automobile travel by increasing the physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) and would not add new roadways to the network and would have a less-than-significant impact on inducing additional automobile traffic.

6.14.2.4 Site Plan Evaluation

While not required under the City's thresholds of significance, a site plan review was provided for informational purposes.

Vehicle Access and On-Site Circulation. The proposed project would include 20 automobile parking spaces in a ground-level garage accessed through a full-access driveway on Foothill Boulevard, about 100 feet south of 106th Avenue. All parking spaces would be surface spaces with 10 wide standard spaces, four standard spaces, three wide compact spaces, two compact spaces, and one van-accessible ADA space.

The project driveway on Foothill Boulevard would be 24 feet wide and provide one inbound and one outbound lane. The project driveway would provide adequate sight distance[27] between exiting motorists and pedestrians on the sidewalk on either side of the driveway. In addition, since on-street parking is prohibited along the project frontage on Foothill Boulevard, sight lines between exiting motorists and cyclists or motorists on northbound or southbound Foothill Boulevard would also be adequate.

The project driveway would have a 20-foot curb-cut on Foothill Boulevard. Passenger vehicles would be able to turn into and out of the driveway to and from both directions on Foothill Boulevard. However, larger vehicles approaching from the north may not be able to turn into the project driveway if another large vehicle is waiting to turn out of the driveway. Considering the low traffic volumes expected at the driveway, the distance between the project driveway and adjacent intersections, and the width of Foothill Boulevard, vehicles that would turn into the project driveway could wait on Foothill Boulevard while the vehicles exiting the garage complete their turn without blocking through traffic.

[27] Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian 10 feet away on each side of the driveway.

The parking spaces would be perpendicular spaces along two-way drive-aisles. Based on a review of the site plan, the garage drive aisles and parking spaces would meet the minimum dimension requirements and passenger vehicles would be able to maneuver through the parking garage and into and out of all parking spaces. Vehicles entering the garage when all parking spaces are occupied may not be able to easily turn around within the garage and exit. Considering the small size of the garage, occasional vehicles turning around within the garage are not expected to result in frequent vehicle queues that spill back onto the sidewalk or automobile lanes on Foothill Boulevard.

The project trash room would be in the northwest corner of the building with direct access on 106th Avenue. The proposed project would include a curb-cut on 106th Avenue to serve the trash room.

Bicycle Parking, Access and On-Site Circulation. Currently, the only designated bicycle facility near the project is a Class 3 bike route along 106th Avenue. The City's 2019 Oakland Bike Plan[28] recommends buffered bike lanes on Foothill Boulevard adjacent to the project site. The proposed project would not affect the future installation of the recommended facilities on Foothill Boulevard.

Chapter 17.117 of the City of Oakland Municipal Code requires long-term and short-term bicycle parking for new buildings. Long-term bicycle parking includes lockers or locked enclosures, and short-term bicycle parking includes bicycle racks. The proposed project would be required to provide a minimum of two long-term and four short-term bicycle parking spaces.

The proposed project would include long-term bicycle parking in the form of four bicycle lockers in the northwest corner of the parking garage. The bicycle lockers would be accessed through either the garage driveway on Foothill Boulevard or through the main lobby. Short-term bicycle racks are proposed to accommodate four bicycles on the sidewalks along 106th Avenue adjacent to the project's main lobby. The proposed project would exceed the minimum required long-term bicycle parking and meet the minimum required short-term bicycle parking.

Pedestrian Access and On-Site Circulation. The main lobby for the proposed building would be on the northeast corner of the building and would be accessed from both 106th Avenue and Foothill Boulevard. An elevator and stairs connect the lobby to the upper levels of the building. Secondary stairs would be located at the southeast corner of the building with access on Foothill Boulevard. The sidewalk along the project frontage on Foothill Boulevard would remain 10 feet wide after completion of the project. The building setback along the project frontage on 106th Avenue would widen the existing sidewalk from 10 to 20 feet.

The Foothill Boulevard/106th Avenue intersection, adjacent to the project site, is signalized. It provides one diagonal curb ramp per corner at two corners on the east side of the intersection, and two directional curb ramps per corner at two corners on the west side of the intersection. All curb ramps at the intersection provide truncated domes. All four intersection approaches provide crosswalks marked by transverse yellow lines; however, there are currently no schools adjacent to or near this intersection. Pedestrian countdown signal heads and pushbuttons are provided for all marked crosswalks. Therefore, adequate pedestrian access would be provided.

[28] Oakland, City of. 2019. *Let's Bike Oakland*. May.

Transit Access. AC Transit is the primary bus service provider in the project vicinity. Five AC Transit bus lines (34, 35, 45, 57, and 90) serve the project site on Foothill Boulevard and connect the project site to various destinations in Emeryville, Oakland, San Leandro, and Hayward. Bus stops for these bus lines are provided on Foothill Boulevard along the Foothill Square Shopping Center frontage, south of the project site. No amenities are provided at these bus stops.

Parking Requirements. The City of Oakland Municipal Code establishes minimum and maximum parking requirements for various activities. According to Section 17.116.080, no parking is required for Medical Service Activities in the CC-1 Zone. The proposed project would include 20 parking spaces.

Loading Requirements. Municipal Code Section 17.116.140 does not require any loading spaces for commercial uses less than 40,000 square feet. The project would not include any off-street loading spaces, and therefore, it is consistent with the City's Code requirements.

6.14.3 Conclusion

The proposed project would not have a significant impact on VMT, and a more detailed TIR and Transportation Demand Management Plan are not required for the project because it would generate less than 50 peak hour trips, and adequate site access and circulation for all travel modes would be provided. Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the Previous CEQA Documents, and transportation and circulation-related impacts associated with the proposed project would be less than significant. Additionally, independent of CEA, the City will require implementation of SCA 80 (Construction Activity in the Public Right-of-Way), SCA 81 (Bicycle Parking), 84 (Transportation Impact Fee), and 86 (Plug-In Electrical Vehicle Charging Infrastructure). These SCAs would further minimize the already less-than-significant transportation impacts.

6.15 UTILITIES AND SERVICE SYSTEMS, AND ENERGY

	Equal or Less Severity of Impact Previously Identified in Previous CEQA Documents	Substantial Increase in Severity of Previously Identified Significant Impact in Previous CEQA Documents	New Significant Impact
Would the project:			
a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board;			
Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects;			
Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
b. Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
c. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
Violate applicable federal, state, and local statutes and regulations related to solid waste;			
d. Violate applicable federal, state and local statutes and regulations relating to energy standards; or			
Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects.	☒	☐	☐
e. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	☒	☐	☐
f. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	☒	☐	☐

6.15.1 Previous CEQA Documents Findings

The LUTE EIR found that Oakland's growth represents a portion of the growth anticipated within the East Bay Municipal Utility District's (EBMUD) water and sewer service area, and the Alameda County Waste Management Authority's solid waste service area. Oakland's plans to add jobs and housing pursuant to the LUTE was considered in the context of the plans for other communities within these service areas. Impacts of the LUTE were considered potentially significant on a cumulative basis if the population and employment forecasts pursuant to the LUTE were greater than EBMUD's or Alameda County's projected capacity. Based on the analysis contained in the LUTE EIR, this was not the case, and cumulative utility and service system impacts were not considered significant. However, the LUTE EIR did indicate that water conservation and solid waste recycling are essential if projected cumulative service demands are to be met. The following impacts were individually determined to be less than significant, based on the analysis contained in the LUTE EIR:

- Development consistent with the LUTE would increase the demand for water in Oakland;
- Development consistent with the LUTE would increase flows to the wastewater treatment plant; and
- Development consistent with the LUTE would require drainage improvements within already developed flatland neighborhoods.

The Central City East Redevelopment Plan EIR identified significant effects related to water and wastewater infrastructure and identified a mitigation measure to reduce the effect to a less-than-significant level.

The 1998 LUTE EIR found that development consistent with the Land Use and Transportation Element would result in a marginal increase in energy consumption. As such, energy impacts were found to be less than significant.

As discussed in the Central City East Redevelopment Plan EIR, commitment of non-renewable energy resources including fossil-based fuels products would be permanently committed during implementation of the Central City Redevelopment Plan. The Central City East Redevelopment Plan EIR found that the amount of energy consumed to implement the Central City Redevelopment Plan is not expected to be unusually large or wasteful, and its irreversible commitment is not considered significant. In addition, the Central City East Redevelopment Plan EIR found that although implementation of the Central City Redevelopment Plan would result in the re-commitment of approximately 3,340 acres of land to a variety of urban uses, the majority of this land is currently urbanized and/or already developed with urban uses. Therefore, impacts were found to be less than significant.

6.15.2 Project Analysis

6.15.2.1 Water, Wastewater, and Stormwater (Criteria a and b)

The Central City East Redevelopment Plan EIR determined that the capacity of existing service systems – water, wastewater, solid waste, sewer, and landfill – would be sufficient to meet increased service demand associated with the full buildout of the Central City East Redevelopment

Plan EIR over the 20-year horizon of the EIR with the implementation of a mitigation measure that requires capital improvements to be identified prior to individual project approval, if necessary.

Based on generalized estimates for the water demands by land use types across all of the EBMUD service area, EBMUD's 2040 Water Demand Study estimates that office and service uses demand approximately 1,997 gallons per day in the region that includes the project site.[29] Therefore, based on a 0.325-acre project site, it is estimated that the proposed project would demand approximately 650 gallons per day of water. Presuming the estimate for the project's water demand above, and estimating that between 70 percent and up to 90 percent of this water demand may result in wastewater (sinks, drinking fountains, toilets and showers), the project may generate between 455 and 585 gpd average dry weather flow of wastewater. Wet weather demand creates additional inflow and infiltration of the system from stormwater and wet soils, and peak sanitary sewer flows can be greater than dry weather flows. It is not anticipated that the project would exceed the wastewater treatment capacity of the EBMUD Main wastewater treatment plant (WWTP), would not exceed the discharge requirements imposed at the WWTP, and would not adversely affect the system-wide conveyance and treatment capacity dedicated to the City of Oakland. The proposed project would also be required to comply with SCA 95 (Water Efficient Landscape Ordinance), which would require compliance with California's Water Efficient Landscape Ordinance, which would further reduce water use.

Construction of needed water, wastewater, and sewer system improvements would typically occur within existing public rights-of-way and potential impacts would be reduced through the City's standard construction mitigation practices and the implementation of SCA 78 (Capital Improvement Fee). All new utilities would be placed underground consistent with SCA 88 (Underground Utilities). Additionally, SCA 58 (NPDES C.3 Stormwater Requirements for Regulated Projects) would ensure that stormwater runoff from the project site would be managed in accordance with Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES).

As previously noted, the proposed project would be consistent with the type and intensity of development assumed for the site in both the 1998 LUTE EIR and Central City East Redevelopment Plan EIR, and therefore potential impacts related to utilities and service systems would be less than significant.

6.15.2.2 Solid Waste (Criteria c)

Nonhazardous solid waste in the area of the project site is ultimately hauled to the Altamont Landfill and Resource Facility, which has an expected closure date of 2037.[30] As such, the Altamont Landfill would have sufficient capacity to accept waste generated by development under the project. In addition, implementation of SCA 83 (Recycling Collection and Storage Space), would be required and the proposed project would be required to comply with the City of Oakland Recycling Space Allocation Ordinance. Furthermore, implementation of SCA 87 (Construction and Demolition Waste

[29] East Bay Municipal Utility District (EBMUD). 2009. *2040 Demand Study for the Water Supply Management Program 2040*. February.

[30] Alameda County Waste Management Authority, 2003. Alameda County Integrated Waste Management Plan, amended March 22, 2017.

Reduction and Recycling) would be required, which would require compliance with the City's Construction and Demolition Waste Reduction and Recycling Ordinance. Implementation of these SCAs and adherence with the City's requirements would ensure that no significant impacts related to solid waste would occur.

6.15.2.3 Energy (Criteria d, e, and f)

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over a 12-month period. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction of the proposed building. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, the project would restrict equipment idling times to 5 minutes or less and would require construction workers to shut off idle equipment, as required by SCA 21. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would remain less than significant. The proposed project would not result in any new or more significant impacts related to construction energy use than those identified in the Previous CEQA Documents.

Operational Energy Use. Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips. Energy and natural gas consumption was estimated for the project using default energy intensities by land use type in CalEEMod. Electricity and natural gas usage estimates associated with the proposed project are shown in Table 6.E.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 704,142 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.2 mpg in 2019.[31] Therefore, using the average fuel economy estimates for 2019, the proposed project would result in the consumption of approximately 31,718 gallons of gasoline per year. Table 6.E, below, shows the estimated potential increased electricity and natural gas demand associated with the proposed project.

[31] U.S. Department of Transportation (DOT). "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: www.bts.dot.gov/bts/bts/content/average-fuel-efficiency-us-light-duty-vehicles (accessed September 2021).

Table 6.D: Estimated Annual Energy Use of Proposed Project

Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)
247,530	3,234	31,718

Source: LSA (September 2021).

As shown in Table 6.E, the estimated potential increased electricity demand associated with the proposed project would be 247,530 kilowatt-hours (kWh) per year. In 2019, California consumed approximately 279,401 gigawatt-hours (GWh) or 279,401,879,875 kWh.[32] Of this total, Alameda County consumed 10.684 GWh or 10,684,085,867 kWh.[33] Therefore, electricity demand associated with the proposed project would be less than 0.01 percent of Alameda County's total electricity demand.

The estimated potential increased natural gas demand associated with the proposed project is 3,234 therms per year, as shown in Table 6.E. In 2019, California consumed approximately 13,158 million therms or 13,158,207,489 therms, while Alameda County consumed approximately 384 million therms or approximately 384,150,529 therms.[34] Therefore, natural gas demand associated with the proposed project would be less than 0.01 percent of Alameda County's total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table 6.E, vehicle trips associated with the proposed project would consume approximately 31,718 gallons of gasoline per year.[35] In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[36] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

The proposed project would also comply with the 2019 Title 24 (CALGreen) standards and the City's Green Building Ordinance SCA 90 (Green Building Requirements), which would help to reduce energy and natural gas consumption. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and

32 California Energy Commission. 2021. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed September 2021).

33 Ibid.

34 California Energy Commission. 2021. Energy Consumption Data Management Service. Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed September 2021).

35 As described in Section 6.15, Transportation and Circulation, the trip generation used for this analysis was based on a previous version of the project that included 16,900 square feet of medical office use, where now only 15,856 is proposed. Therefore, vehicle-related gasoline use and operational energy use is slightly overstated.

36 California Energy Commission. 2017. California Gasoline Data, Facts, and Statistics. Available online at: www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics (accessed September 2021).

transportation. Construction and operation period impacts related to consumption of energy resources would remain less than significant. The proposed project would not result in any new or more significant impacts related to operational energy use than those identified in the Previous CEQA Documents.

Renewable Energy or Energy Efficiency Plan Consistency. In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC approved the 2020 Integrated Energy Policy Report in March 2021.[37] The 2020 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2020 Integrated Energy Policy Report covers a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. As discussed in Section 6.7, Greenhouse Gas and Climate Change, the proposed project would be consistent with the City's ECAP, which addresses reductions in energy use in addition to GHGs. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2020 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and this impact would remain less than significant.

[37] CEC. 2019. Notice of Request for Public Comments on the Draft Scoping Order for the 2019 Integrated Energy Policy Report. Docket No. 19-IEPR-01.

6.15.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the Previous CEQA Documents, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the Previous CEQA Documents, nor would it result in new significant impacts related to utilities and service systems or energy that were not identified in the Previous CEQA Documents. Implementation of SCA 21, SCA 58, SCA 78, SCA 84, SCA 86, SCA 88, SCA 90, and SCA 95 as well as compliance with Title 24 and CALGreen requirements would ensure that impacts to utilities and services would be less than significant.

7.0 REFERENCES

(All references cited below are available at the Oakland Bureau of Planning, Agency, 250 Frank Ogawa Plaza, Suite 3330, Oakland, California, unless specified otherwise.)

General Plan Land Use and Transportation Element

City of Oakland, 1998 LUTE Draft EIR.

City of Oakland, 1998 LUTE Final EIR.

City of Oakland, Land Use and Transportation Element of the Oakland General Plan, March 24, 1998, amended to June 21, 2007.

Central City East Redevelopment Project

City of Oakland, Central City East Redevelopment Project Draft EIR (SCH# 2002042071)

City of Oakland, Central City East Redevelopment Project Final EIR (SCH# 2002042071)

City of Oakland, Redevelopment Plan for the Central City East Redevelopment Project, July 29, 2003, amended to May 31, 2007.

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ATTACHMENT A

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Conditions of Approval ("SCAs") and Mitigation Monitoring and Reporting Program ("SCAMMRP") is based on the CEQA Analysis prepared for the 10605 Foothill Project.

This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The SCAMMRP lists mitigation measures recommended in the Previous CEQA Documents that apply to the proposed project. The SCAMMRP also lists other SCAs that apply to the proposed project. On September 26, 2023, the City of Oakland released a revised set of all City of Oakland SCAs, which largely still include SCAs adopted by the City in 2008, along with supplemental, modified, and new SCAs. The SCAs are measures that would minimize potential adverse effects that could result from implementation of the proposed project, to ensure the conditions are implemented and monitored. The revised set of the City of Oakland SCAs includes new, modified, and reorganized SCAs; however, none of the revisions diminish or negate the ability of the SCAs considered "environmental protection measures" to minimize potential adverse environmental effects. This SCAMMRP also identifies the mitigation monitoring requirements for each mitigation measure and SCA.

This CEQA Analysis is also based on the analysis in the following program EIRs that apply to the 10605 Foothill Project: the 1998 LUTE EIR and the Central City East Redevelopment Plan EIR. None of the mitigation measures or SCAs from these program EIRs are included in this SCAMMRP because they, or an updated or equally effective mitigation measure or SCA, is identified in this CEQA Analysis for the 10605 Foothill Project.

To the extent that there is any inconsistency between any mitigation measures and/or SCAs, the more restrictive conditions shall govern; to the extent any mitigation measure and/or SCA identified in the CEQA Analysis were inadvertently omitted, they are automatically incorporated herein by reference.

The first column of the SCAMMRP table identifies the mitigation measure or SCA applicable to that topic in the CEQA Analysis. While a mitigation measure or SCA can apply to more than one topic, it is listed in its entirety only under its primary topic (as indicated in the mitigation or SCA designator).

The second column identifies the monitoring schedule or timing applicable to the project. The third column names the party responsible for monitoring the required action for the project. The project sponsor is responsible for compliance with any recommendations identified in City-approved technical reports all applicable mitigation measures adopted, and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the City of Oakland. Overall

monitoring and compliance with the mitigation measures will be the responsibility of the Bureau or Planning, Zoning Inspections Division. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Table A-1: Standard Conditions of Approval and Mitigation Monitoring and Reporting Program

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
General		
3. Compliance with Other Requirements The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Bureau of Building, Fire Marshal, Department of Transportation, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition #4.	N/A	N/A
15. Regulatory Permits and Authorizations from Other Agencies The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.	Prior to activity requiring permit/ authorization from regulatory agency	Bureau of Planning
Aesthetics		
16. Trash and Blight Removal The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multifamily residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.	Ongoing	Bureau of Building
17. Graffiti Control a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).	Ongoing	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: i. i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required).		
19. Lighting Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to building permit final	Bureau of Building
Air Quality		
20. Dust Controls – Construction Related Requirement: The project applicant shall implement all of the following applicable dust control measures during construction of the project: a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Limit vehicle speeds on unpaved roads to 15 miles per hour. e. All excavation, grading, and/or demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. h. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
21. Criteria Air Pollutant Controls - Construction and Operation Related Requirement: The project applicant shall implement all of the following applicable basic and enhanced control measures for criteria air pollutants during construction of the project as applicable: a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.	During construction	Bureau of Building

23. Reduce Exposure to Air Pollution (Toxic Air Contaminants) **a. Health Risk Reduction Measures** Requirement: The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose **one** of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk of exposure of project residents/occupants/users to air pollutants and the exposure of existing off-site sensitive receptors to project-generated TAC emissions. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City's health risk significance thresholds for projects. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below the City's health risk significance thresholds for projects, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds the City's health risk significance thresholds for projects, health risk reduction measures shall be identified to reduce the health risk below the City's health risk significance thresholds. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. The approved risk reduction measures shall be implemented during construction and/or operations as applicable; or ii. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: • Installation of mechanical ventilation systems to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Mechanical ventilation systems shall be capable of achieving the protection from particulate matter ($PM_{2.5}$) equivalent to that associated with a MERV-16 filtration (as defined by American Society of Heating, Refrigerating, and Air-Conditioning Engineers standard 52.2). As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. • Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph). • Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible. • The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.	a. Prior to approval of construction-related permit b. Ongoing	a. Bureau of Building b. Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**

• Sensitive receptors shall be located on the upper floors of buildings, if feasible.
• Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (Pinus nigra var. maritima), Cypress (X Cupressocyparis leylandii), Hybrid poplar (Populus deltoids X trichocarpa), and Redwood (Sequoia sempervirens).
• Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.
• Existing and new diesel generators shall meet CARB's Tier 4 emission standards, if feasible.
• Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:
  ○ Installing electrical hook-ups for diesel trucks at loading docks.
  ○ Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.
  ○ Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.
  ○ Prohibiting trucks from idling for more than two minutes.
  ○ Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.
 	
b. Maintenance of Health Risk Reduction Measures
Requirement: The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.		

Cultural Resources		
36. Archaeological and Paleontological Resources – Discovery During Construction Requirement: Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may	During Construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.		
37. Archaeological Sensitive Areas – Pre-Construction Measures Requirement: The project applicant shall implement Provision A (Intensive Pre-Construction Study) and Provision B (Construction ALERT Sheet) concerning archaeological resources. If Native American archaeological resources are identified or suspected in a project site, the City shall consult with a Native American representative(s) registered with the Native American Heritage Commission that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3. **Provision A: Intensive Pre-Construction Study.** The project applicant shall retain a qualified archaeologist to conduct a site-specific, intensive archaeological resources study for review and approval by the City prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources study is to identify early the potential presence of history-period archaeological resources on the project site. At a minimum, the study shall include: a. Subsurface presence/absence studies of the project site. Field studies may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources. b. A report disseminating the results of this research. c. Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources.	Prior to approval of construction-related permit; during construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction and prepare an ALERT sheet pursuant to Provision B below that details what could potentially be found at the project site. Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT sheet, required per Provision B below) and the procedures to follow if any artifacts are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, and preparing a report to document negative findings after construction is completed if no archaeological resources are discovered during construction. **Provision B: Construction ALERT Sheet** The project applicant shall prepare a construction "ALERT" sheet developed by a qualified archaeologist for review and approval by the City prior to soil-disturbing activities occurring on the project site. The ALERT sheet shall contain, at a minimum, visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor, any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving), and utility firms involved in soil-disturbing activities within the project site. The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, all work must stop and the City's Environmental Review Officer contacted in the event of discovery of the following cultural materials: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The ALERT sheet shall also be posted in a visible location at the project site.		
38. Human Remains – Discovery During Construction Requirement: Pursuant to CEQA Guidelines Section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are	During Construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.		
Geology and Soils		
41. Soils Report Requirement: The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit	Bureau of Building
Greenhouse Gas Emissions		
45. Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist Requirement: The project applicant shall implement all the measures in the Equitable Climate Action Plan (ECAP) Consistency Checklist that was submitted during the Planning entitlement phase. a. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits. b. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be implemented during construction. c. For ECAP Consistency Checklist measures that are operational but not otherwise covered by these SCAs, including but not limited to the requirement for transit passes or additional Transportation Demand Management measures, the applicant shall provide notice of these measures to employees and/or residents and post these requirements in a public place such as a lobby or work area accessible to the employees and/or residents.	a. Prior to approval of construction-related permit b. During construction c. Ongoing	a. Bureau of Building b. Bureau of Building c. Bureau of Building
Hazards and Hazardous Materials		
47. Hazardous Materials Related to Construction Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals;	During Construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.		
48. Hazardous Building Materials and Site Contamination **a. *Hazardous Building Materials Assessment*** Requirement: The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. **b. *Environmental Site Assessment Required*** Requirement: The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. **c. *Health and Safety Plan Required*** Requirement: The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.	a. Prior to approval of demolition, grading, or building permits b. Prior to approval of construction-related permit c. Prior to approval of construction-related permit d. During construction	a. Bureau of Building b. Applicable regulatory agency with jurisdiction c. Bureau of Building d. Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
d. *Best Management Practices (BMPs) Required for Contaminated Sites* Requirement: The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following: i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.		
49. Hazardous Materials Business Plan Requirement: The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following: a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b. The location of such hazardous materials. c. An emergency response plan including employee training information. d. A plan that describes the manner in which these materials are handled, transported, and disposed.	Prior to building permit final	Oakland Fire Department
51. Designated Very High Fire Severity Zone – Vegetation Management **a. *Vegetation Management Plan Required*** The project applicant shall submit a Vegetation Management Plan for City review and approval, and shall implement the approved Plan prior to, during, and after construction of the project. The Vegetation Management Plan may be combined with the Landscape Plan otherwise required by the Conditions of Approval. The Vegetation Management Plan shall include, at a minimum, the following measures: i. Removal of all tree branches and vegetation that overhang the horizontal building roof line and chimney areas within 10 feet vertically; ii. Removal of leaves and needles from roofs and rain gutters; iii. Planting and placement of fire-resistant plants around the house and phasing out flammable vegetation, however, ornamental vegetation shall not be planted within 5 feet of the foundation of the residential structure;	a. Prior to approval of construction-related permit b. Prior to approval of construction-related permit c. During construction d. During construction	a. Oakland Fire Department b. Oakland Fire Department c. Bureau of Building d. Bureau of Building and

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
iv. Trimming back vegetation around windows; v. Removal of flammable vegetation on hillside slopes greater than 20%; Defensible space requirements shall clear all hillsides of non-ornamental vegetation within 30 feet of the residential structure on slopes of 5% or less, within 50 feet on slopes of 5 to 20% and within 100 feet or to the property line on slopes greater than 20%. vi. All trees shall be pruned up at least ¼ the height of the tree from the ground at the base of the trunk; vii. Clearing out ground-level brush and debris; and All non-ornamental plants, seasonal weeds & grasses, brush, leaf litter and debris within 30 feet of the residential structure shall be cut, raked and removed from the parcel. viii. Stacking woodpiles away from structures at least 20 feet from residential structures. ix. If a biological report, prepared by a qualified biologist and reviewed by the Bureau of Planning, identifies threatened or endangered species on the parcel, the Vegetation Management Plan shall include islands of habitat refuge for the species noted on a site plan and appropriate fencing for the species shall be installed. Clearing of vegetation within these islands of refuge shall occur solely for the purpose of fire suppression within a designated Very High Fire Severity Zone and only upon the Fire Code Official approving specific methods and timeframes for clearing that take into account the specific flora and fauna species. **b. *Fire Safety Prior to Construction*** The project plans shall specify that prior to construction, the project applicant shall ensure that the project contractor cuts, rakes and removes all combustible ground level vegetation project to a height of 6" or less from the construction, access and staging areas to reduce the threat of fire ignition per Sections 304.1.1 and 304.1.2 of the California Fire Code. **c. *Fire Safety During Construction*** The project applicant shall require the construction contractor to implement spark arrestors on all construction vehicles and equipment to minimize accidental ignition of dry construction debris and surrounding dry vegetation. Per section 906 of the California Fire Code, during construction, the contractor shall have at minimum three (3) type 2A10BC fire extinguishers present on the job site, with current SFM service tags attached and these extinguishers shall be deployed in the immediate presence of workers for use in the event of an ignition. **d. *Smoking Prohibition*** The project applicant shall require the construction contractor to implement a no smoking policy on the site and surrounding area during construction per Section 310.8 of the California Fire Code		Oakland Fire Department
Hydrology and Water Quality		
52. Erosion and Sedimentation Control Measures for Construction The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall	During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.		
58. NPDES C.3 Stormwater Requirements for Regulated Projects a. ***Post-Construction Stormwater Management Plan Required*** Requirement: The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff. b. ***Maintenance Agreement Required*** Requirement: The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following: i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary.	a. Prior to approval of construction-related permit b. Prior to building permit final	a. Bureau of Building b. Bureau of Building
Noise		
67. Construction Days/Hours Requirement: The project applicant shall comply with the following restrictions concerning construction days and hours:	During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.		
68. Construction Noise Requirement: The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible.	During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.		
69. Extreme Construction Noise a. ***Construction Noise Management Plan Required*** Requirement: Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. b. ***Public Notification Required*** Requirement: The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.	a. Prior to approval of construction-related permit b. During Construction	a. Bureau of Building b. Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
70. Project-Specific Construction Noise Reduction Measures Requirement: The project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction noise impacts on adjacent residential units. The project applicant shall implement the approved Plan during construction.	Prior to approval of construction-related permit	Bureau of Building
71. Construction Noise Complaints Requirement: The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include: a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.	Prior to approval of construction-related permit	Bureau of Building
72. Exposure to Community Noise Requirement: The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following: a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities	Prior to approval of construction-related permit	Bureau of Building
73. Operational Noise Requirement: Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing	Bureau of Building
Population and Housing		
76. Jobs/Housing Impact Fee Requirement: The project applicant shall comply with the requirements of the City of Oakland Affordable Housing Impact Fee Ordinance (chapter 15.72 of the Oakland Municipal Code).	Prior to issuance of building permit; subsequent milestones	N/A

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
	pursuant to ordinance	
Public Services		
78. Capital Improvements Impact Fee Requirement: The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).	Prior to issuance of building permit; subsequent milestones pursuant to ordinance	N/A
80. Construction Activity in the Public Right-of-Way a. ***Obstruction Permit Required*** The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops. b. ***Traffic Control Plan Required*** In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones. The project applicant shall implement the approved Plan during construction. c. ***Repair of City Streets*** The project applicant shall repair any damage to the public right-of way, including streets and sidewalks, caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.	a. Prior to approval of construction-related permit b. Prior to approval of construction-related permit c. Prior to building permit final	a. Department of Transportation b. Department of Transportation c. Department of Transportation
81. Bicycle Parking The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.	Prior to approval of construction-related permit	Bureau of Building
86. Plug-In Electric Vehicle (PEV) Charging Infrastructure a. ***PEV-Ready Parking Spaces*** The applicant shall submit, for review and approval of the Building Official and the Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e. "PEV-Ready) per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building	a. Prior to Issuance of Building Permit b. Prior to Issuance of Building Permit	a. Bureau of Building b. Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces. b. ***PEV-Capable Parking Spaces*** The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.		
Utility and Service Systems		
87. Construction and Demolition Waste Reduction and Recycling The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.	Prior to approval of construction-related permit	Public Works Department, Environmental Services Division
88. Underground Utilities The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.	During construction	Bureau of Building
89. Recycling Collection and Storage Space The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.	Prior to approval of construction-related permit	Bureau of Building
90. Green Building Requirements *a.* ***Compliance with Green Building Requirements During Plan-Check*** Requirement: The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the	a. Prior to approval of construction-related permit	a. N/A

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code). i. The following information shall be submitted to the City for review and approval with the application for a building permit: ▪ Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. ▪ Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. ▪ Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. ▪ Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. ▪ Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. ▪ Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. ▪ Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. ii. The set of plans in subsection (i) shall demonstrate compliance with the following: ▪ CALGreen mandatory measures. ▪ Green building point level/certification requirement per the appropriate checklist approved during the Planning entitlement process. ▪ All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. ▪ The required green building point minimums in the appropriate credit categories. *b.* ***Compliance with Green Building Requirements During Construction*** <u>Requirement</u>: The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.	b. During construction	b. Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	**Responsibility**
iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.		
95. Water Efficient Landscape Ordinance (WELO) The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link below: http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less, the project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures In accordance with the WELO. *Prescriptive Measures*: Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see page 38.14(g) in the link above). *Performance Measures*: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following a. Project Information i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or home owner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Project contacts ix. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." b. Water Efficient Landscape Worksheet i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan Upon installation of the landscaping and irrigation systems, and prior to the final of a construction-related permit, the Project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and	Prior to approval of construction-related permit	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring	
	Schedule	Responsibility
irrigation maintenance schedule for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee.		

ATTACHMENT B

PROJECT CONSISTENCY WITH COMMUNITY PLAN OR ZONING PER CEQA GUIDELINES SECTION 15183

Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "…projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

Further, Section 15183 states,

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

  (1) Are peculiar to the project or the parcel on which the project would be located,

  (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,

  (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

  (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

Section 15183 (f) states, "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect."

As discussed in detail in Section 2.0 of this document, the 1998 LUTE EIR and the Central City East Redevelopment Plan EIR, are considered the qualified planning level CEQA documents for exempting

the project from further CEQA analysis, pursuant to CEQA Guidelines Section 15183, as discussed below.

PROPOSED PROJECT

The proposed project would be located in a developed area of east Oakland. The proposed 10605 Foothill Project (project) includes the development of the project site with a new three-story medical office building. The proposed project would include a ground floor parking garage that would contain 32 parking spaces. The project site is currently vacant and located on at the intersection of Foothill Boulevard and 106th Avenue.

PROJECT CONSISTENCY

In accordance with the State CEQA Guidelines Section 15183, the project qualifies for a Community Plan Exemption because the following findings can be made:

- The project site is designated Community Commercial on the City's General Plan Land Use Map. The Community Commercial classification is intended to create areas suitable for a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts or centers. The maximum floor area ratio (FAR) for this classification is 5.0. The project site is approximately 14,200 square feet (0.325 acres). Therefore, the maximum allowable floor area on the project site would be 71,000 square feet under the General Plan. The proposed 26,275-square-foot medical office building would be consistent with the intended uses for the Community Commercial General Plan designation and maximum FAR for the project site. Furthermore, the proposed project would be consistent with applicable LUTE policies as identified in Table 6.D in Section 6.10 above.

- The project site is within the CC-1 zoning district. The CC-1 zone is intended to create, maintain, and enhance shopping centers and malls with a wide range of consumer businesses. Health care uses are permitted with the CC-1 zone. The project site is located within the 60-foot maximum height area, and therefore has a maximum nonresidential FAR of 3.0 (up to 42,600 square feet). The proposed project is a 52-foot-tall, 26,275-square-foot medical office building that would be consistent with the permitted uses within the CC-1 zone and below the maximum FAR and height limits. Therefore, the proposed project would be consistent with the CC-1 zoning for the site.

- There are no peculiar aspects that would increase the severity of any of the previously identified significant cumulative effects in the 1998 LUTE EIR.

- The project is consistent with the development goals in the Central City East Redevelopment Plan (Central City East Redevelopment Plan EIR). The applicable major goals of the plan are to: 1) stimulate infill development and land assembly opportunities on obsolete, underutilized and vacant properties in the project area; 2) attract new businesses and retain existing businesses in the project area, providing job training and employment opportunities for project area residents; and 3) revitalize neighborhood commercial areas and strengthen retail in the project area. The proposed project would develop a vacant, underutilized commercial site with medical

office uses that would provide job opportunities to project area residents. Therefore, the project is consistent with the applicable goals of the Central City East Redevelopment Plan.

Project specific impacts peculiar to the project or site, or those not analyzed in a prior EIR. Because the project is consistent with the policies, land use designation, and development parameters in the 1998 LUTE EIR, the project's potential contribution to cumulatively significant effects has already been addressed in Previous CEQA Documents. In addition, the Central City East Redevelopment Plan EIR analyzed the cumulative effects of development projects that would occur absent the Central City East Redevelopment Plan implementation, which would include the project, which is not specifically addressed in the EIR.

Therefore, consistent with CEQA Guidelines Section 15183, which allows for streamlined environmental review, this document needs only to consider whether there are project-specific effects peculiar to the project or its site, and relies on the streamlining provisions of CEQA Guidelines Section 15183 to not re-consider cumulative effects.

NEW SIGNIFICANT EFFECTS

The project would not cause new specific effects that were not addressed in the 1998 LUTE EIR or the Central City East Redevelopment Plan EIR. The analysis in the CEQA Checklist analysis includes all of the resource topics identified as potentially incurring significant unavoidable impacts, and concludes that there would be no impacts that were not analyzed in the Previous CEQA Documents.

As these analyses demonstrate, the project would not substantially increase the severity of significant impacts identified in the 1998 LUTE EIR or the Central City East Redevelopment Plan EIR, nor would the project result in new significant impacts that were not identified in those Previous CEQA Documents. Further, there have been no substantial changes in circumstances following certification of the Previous CEQA Documents that would result in any specific significant effects of the project.

SUBSTANTIAL NEW INFORMATION

There is no new information that was not known when the Previous CEQA Documents were certified that would cause more severe adverse impacts than discussed in the Previous CEQA Documents. There have been no significant changes in the underlying development assumptions, nor in the applicability or feasibility of mitigation measures or SCAs included in the Previous CEQA Documents.

STANDARD CONDITIONS OF APPROVAL

SCAs incorporate policies and standards from various adopted plans, policies, and ordinances, which have been found to substantially mitigate environmental effects. The SCAs are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects, thus meeting the provision of Section 15183 (f), which states that impacts that are addressed by uniformly applied development standards (in this case, City of Oakland SCAs) are not considered peculiar to the parcel for the purpose of requiring further environmental review. Therefore, the project requires no additional environmental review under California PRC Section 21083.3 and CEQA Guidelines Section 15183.

ATTACHMENT C

CONSTRUCTION NOISE MANAGEMENT PLAN

This Construction Noise Management Plan ("CNMP") presents project-specific measures for construction contractors to include in the construction contacts to ensure that construction activities are conducted pursuant to City of Oakland Standard Conditions of Approval (SCAs) 64 and 65 identified in the 10605 Foothill Project CEQA Analysis, to which this CNMP is incorporated as Attachment C.

PROJECT OVERVIEW

As described in the CEQA Checklist for the proposed project, the proposed project would consist of the construction of an approximately 26,275-gross-square-foot, three-story (approximately 52-foot-tall) medical office building that would include two floors above a ground-level parking garage. The ground level of the proposed building would include approximately 1,237 square feet of medical office space, 1,071 square feet of common space, and an approximately 7,978-square-foot garage, which is discussed below. The second floor of the proposed building would be approximately 8,793 square feet in size, consisting of 8,108 square feet of office space, 562 square feet of common space, and 123 square feet of mechanical space. The third floor of the proposed building would be approximately 7,195 square feet in size, consisting of 6,511 square feet of office space, 561 square feet of common space, and 123 square feet of mechanical space. In total, the proposed building would contain approximately 15,856 square feet of office space and 2,194 square feet of common space. It is anticipated that the office space would be occupied by general medical practice and dental offices.

The proposed building would be setback approximately 10 feet from 106th Avenue and approximately 15 feet from the western property line adjacent to the single-family residential uses. The proposed building would not include any setbacks along the eastern or southern property lines. The second and third floors of the proposed building would be setback an additional 6 feet, 5 inches and 10 feet, respectively, from the western property line.

The CEQA Analysis for the proposed project concluded that SCAs 67, 68, 69, and 70 would be applicable and would be implemented with the proposed project to ensure less-than-significant noise-related impacts.

PROJECT LOCATION AND NOISE SENSITIVE RECEPTORS

The approximately 14,200-square-foot (0.325-acre) project site is located at 10605 Foothill Boulevard at the southwest corner of the intersection of 106th Avenue and Foothill Boulevard. The rectangular project site is generally bounded by 106th Avenue to the north, Foothill Boulevard and I-580 to the east, internal roadways and surface parking lots associated with the immediately adjacent dialysis clinic and Foothill Square Shopping Center to the south, and single-family

residential uses to the west. Existing sensitive receptors in the project vicinity include the residential receptors immediately adjacent to the project site to the south along 106th Avenue. Residential receptors are also located approximately 65 feet north of the project site across 106th Avenue.

CONSTRUCTION NOISE LEVELS

Implementation of the proposed project would include construction activities that would result in a substantial temporary increase in ambient noise levels in the vicinity of the project site. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table A lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area, but would no longer occur once construction of the proposed project is complete.

Table A: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet[1]
Compressor	40	80
Cranes	16	85
Dozers	40	85
Drill Rig	20	84
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Generator	50	82
Man-lift	20	85
Rollers	20	85
Water Truck	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
L_{max} = maximum instantaneous sound level

Construction noise levels associated with the proposed project would range from 76 to 85 dBA at 50 feet. The closest sensitive receptors to the project site include the single-family residences located immediately west of the project site along 106th Avenue. As described above, the proposed building would be setback approximately 15 feet from the western property line. Therefore, these sensitive receptors could may be subject to short-term construction noise levels of approximately 95 dBA L_{max}

when construction is occurring. Given the presence of residential uses immediately adjacent to the project site, it is reasonable to expect such construction noise levels at the exterior of these receptors during peak construction and foundation work. Applying a standard assumption of exterior to interior noise reduction of 25 dBA with windows closed, resultant interior noise levels within these receptors within these receptors could be expected to be a maximum of approximately 70 dBA L_{max}. These noise levels from peak construction activity would be audible to occupants of these adjacent sensitive receptors.

PROJECT-SPECIFIC CONSTRUCTION NOISE REDUCTION MEASURES

This project-specific CNMP has been prepared concurrent with the environmental review for the proposed project. This CNMP is appropriate for the project's proposed construction methods and type and proximity of noise-sensitive receptors to the project site. Certain measures included in this CNMP are "potential attenuation measures" identified in SCA 65, which address extreme construction noise. These measures are included in this CNMP to the extent that may be appropriate to the project and its context.

The project sponsor shall implement the following site-specific noise attenuation measures to further reduce construction noise impacts. All construction contractors on the project shall adhere to these measures, which shall be included within their construction contracts. Measures that are already required by other Oakland SCAs are not included, except those measures that are tailored for the project:

1. Use back-up beepers only when required by law. Spotters or flaggers should be used in lieu of back-up beepers to direct backing operations when allowable.

2. Use electric forklifts.

3. Minimize truck traffic idling along 106th Avenue.

4. When feasible, materials should be loaded or unloaded along Foothill Boulevard.

5. Minimize drop height when loading excavated materials onto trucks. Minimize drop height when unloading or moving materials on-site.

6. Sequence the nosiest activities to coincide with the noisiest ambient hours.

7. Locate noisy equipment within the building structure once the exterior facade is installed.

8. Notify adjacent property owners within 300 feet of the project site, at least 10 days prior to commencement of activities.

9. Implement the following Project-Specific Complaint Response Mechanisms:

    a. **Designation of Enforcement Manager.** The project sponsor shall designate an Enforcement Manager, the contact information for whom shall be provided to adjacent property owners

within 300 feet of the project site. Any complaints received with respect to construction noise shall be forwarded to the Enforcement Manager.

b. **Signage.** A large on-site sign shall be placed near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit.

c. **Complaints.** The noise and Compliance Enforcement Manager for the project shall ensure response and corrective action to complaints within the same working day if the complaint is received during the noise-related incident and within 48 hours if the complaint is received after working hours. A complaint log shall be maintained by the Compliance Enforcement Manager indicating the date and time of each received noise complaint, the noise source of concern, and how the issue was resolved.

APPENDIX A

CALEEMOD OUTPUT SHEETS

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10605 Foothill Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	16.88	1000sqft	0.33	16,882.00	0
Enclosed Parking with Elevator	23.00	Space	0.00	8,138.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed project would consist of the construction of an approximately 25,023-square-foot medical office building that would include two floors above a ground-level parking garage.

Construction Phase - The construction period is anticipated to begin in early Spring 2022 and would occur over an approximately 12-month period.

Vehicle Trips - Trip rates based on trip generation for the proposed project.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	100.00	200.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	8/31/2022	3/24/2023
tblConstructionPhase	PhaseEndDate	8/17/2022	2/10/2023
tblConstructionPhase	PhaseEndDate	3/30/2022	5/6/2022
tblConstructionPhase	PhaseEndDate	8/24/2022	3/3/2023
tblConstructionPhase	PhaseEndDate	3/28/2022	4/15/2022
tblConstructionPhase	PhaseStartDate	8/25/2022	3/6/2023
tblConstructionPhase	PhaseStartDate	3/31/2022	5/9/2022
tblConstructionPhase	PhaseStartDate	3/29/2022	4/18/2022

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	PhaseStartDate	8/18/2022	2/13/2023
tblGrading	AcresOfGrading	11.25	1.50
tblGrading	AcresOfGrading	7.50	0.50
tblLandUse	LandUseSquareFeet	16,880.00	16,882.00
tblLandUse	LandUseSquareFeet	9,200.00	8,138.00
tblLandUse	LotAcreage	0.39	0.33
tblLandUse	LotAcreage	0.21	0.00
tblVehicleTrips	WD_TR	34.80	27.84

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0739	0.7599	0.7084	1.2800e-003	0.0440	0.0377	0.0816	0.0212	0.0347	0.0558	0.0000	113.3081	113.3081	0.0329	1.2000e-003	114.4879
2023	0.1060	0.1505	0.1799	3.1000e-004	2.6500e-003	7.3400e-003	9.9900e-003	7.1000e-004	6.8300e-003	7.5400e-003	0.0000	26.9450	26.9450	7.1000e-003	2.2000e-004	27.1893
Maximum	**0.1060**	**0.7599**	**0.7084**	**1.2800e-003**	**0.0440**	**0.0377**	**0.0816**	**0.0212**	**0.0347**	**0.0558**	**0.0000**	**113.3081**	**113.3081**	**0.0329**	**1.2000e-003**	**114.4879**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0484	1.0870	0.8075	1.2800e-003	0.0248	0.0371	0.0619	0.0109	0.0371	0.0480	0.0000	113.3080	113.3080	0.0329	1.2000e-003	114.4878
2023	0.1014	0.2441	0.1921	3.1000e-004	2.6500e-003	8.8000e-003	0.0115	7.1000e-004	8.8000e-003	9.5200e-003	0.0000	26.9450	26.9450	7.1000e-003	2.2000e-004	27.1892
Maximum	**0.1014**	**1.0870**	**0.8075**	**1.2800e-003**	**0.0248**	**0.0371**	**0.0619**	**0.0109**	**0.0371**	**0.0480**	**0.0000**	**113.3080**	**113.3080**	**0.0329**	**1.2000e-003**	**114.4878**

10605 Foothill Project - Bay Area AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**16.73**	**-46.21**	**-12.55**	**0.00**	**41.20**	**-2.07**	**19.95**	**47.03**	**-10.70**	**9.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**3-28-2022**	**6-27-2022**	0.2827	0.3512
2	**6-28-2022**	**9-27-2022**	0.2621	0.3758
3	**9-28-2022**	**12-27-2022**	0.2598	0.3723
4	**12-28-2022**	**3-27-2023**	0.2515	0.3413
		Highest	0.2827	0.3758

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0755	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Energy	1.7400e-003	0.0159	0.0133	1.0000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	40.1544	40.1544	4.0400e-003	7.7000e-004	40.4834
Mobile	0.1468	0.1578	1.2902	2.5100e-003	0.2595	1.9100e-003	0.2614	0.0693	1.7800e-003	0.0711	0.0000	234.0057	234.0057	0.0170	0.0120	238.0102
Waste						0.0000	0.0000		0.0000	0.0000	37.0053	0.0000	37.0053	2.1870	0.0000	91.6790
Water						0.0000	0.0000		0.0000	0.0000	0.6720	1.1911	1.8631	0.0692	1.6500e-003	4.0859
Total	**0.2240**	**0.1736**	**1.3039**	**2.6100e-003**	**0.2595**	**3.1100e-003**	**0.2626**	**0.0693**	**2.9800e-003**	**0.0723**	**37.6772**	**275.3519**	**313.0292**	**2.2772**	**0.0144**	**374.2592**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0755	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Energy	1.7400e-003	0.0159	0.0133	1.0000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	40.1544	40.1544	4.0400e-003	7.7000e-004	40.4834
Mobile	0.1468	0.1578	1.2902	2.5100e-003	0.2595	1.9100e-003	0.2614	0.0693	1.7800e-003	0.0711	0.0000	234.0057	234.0057	0.0170	0.0120	238.0102
Waste						0.0000	0.0000		0.0000	0.0000	37.0053	0.0000	37.0053	2.1870	0.0000	91.6790
Water						0.0000	0.0000		0.0000	0.0000	0.6720	1.1911	1.8631	0.0692	1.6500e-003	4.0859
Total	**0.2240**	**0.1736**	**1.3039**	**2.6100e-003**	**0.2595**	**3.1100e-003**	**0.2626**	**0.0693**	**2.9800e-003**	**0.0723**	**37.6772**	**275.3519**	**313.0292**	**2.2772**	**0.0144**	**374.2592**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/28/2022	4/15/2022	5	15	
2	Grading	Grading	4/18/2022	5/6/2022	5	15	
3	Building Construction	Building Construction	5/9/2022	2/10/2023	5	200	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	2/13/2023	3/3/2023	5	15	
5	Architectural Coating	Architectural Coating	3/6/2023	3/24/2023	5	15	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 25,323; Non-Residential Outdoor: 8,441; Striped Parking Area: 488 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3500e-003	0.0520	0.0297	7.0000e-005		1.9300e-003	1.9300e-003		1.7800e-003	1.7800e-003	0.0000	6.4128	6.4128	2.0700e-003	0.0000	6.4646
Total	**4.3500e-003**	**0.0520**	**0.0297**	**7.0000e-005**	**2.7000e-004**	**1.9300e-003**	**2.2000e-003**	**3.0000e-005**	**1.7800e-003**	**1.8100e-003**	**0.0000**	**6.4128**	**6.4128**	**2.0700e-003**	**0.0000**	**6.4646**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	9.0000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2383	0.2383	1.0000e-005	1.0000e-005	0.2406
Total	**1.0000e-004**	**7.0000e-005**	**9.0000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2383**	**0.2383**	**1.0000e-005**	**1.0000e-005**	**0.2406**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0646	0.0439	7.0000e-005		1.8000e-003	1.8000e-003		1.8000e-003	1.8000e-003	0.0000	6.4128	6.4128	2.0700e-003	0.0000	6.4646
Total	**2.3100e-003**	**0.0646**	**0.0439**	**7.0000e-005**	**1.2000e-004**	**1.8000e-003**	**1.9200e-003**	**1.0000e-005**	**1.8000e-003**	**1.8100e-003**	**0.0000**	**6.4128**	**6.4128**	**2.0700e-003**	**0.0000**	**6.4646**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	9.0000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2383	0.2383	1.0000e-005	1.0000e-005	0.2406
Total	**1.0000e-004**	**7.0000e-005**	**9.0000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2383**	**0.2383**	**1.0000e-005**	**1.0000e-005**	**0.2406**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0347	0.0000	0.0347	0.0187	0.0000	0.0187	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1200e-003	0.0900	0.0445	1.1000e-004		3.8800e-003	3.8800e-003		3.5700e-003	3.5700e-003	0.0000	9.2861	9.2861	3.0000e-003	0.0000	9.3612
Total	**8.1200e-003**	**0.0900**	**0.0445**	**1.1000e-004**	**0.0347**	**3.8800e-003**	**0.0386**	**0.0187**	**3.5700e-003**	**0.0223**	**0.0000**	**9.2861**	**9.2861**	**3.0000e-003**	**0.0000**	**9.3612**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.2000e-004	1.4300e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3813	0.3813	1.0000e-005	1.0000e-005	0.3849
Total	**1.6000e-004**	**1.2000e-004**	**1.4300e-003**	**0.0000**	**4.7000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3813**	**0.3813**	**1.0000e-005**	**1.0000e-005**	**0.3849**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0156	0.0000	0.0156	8.4200e-003	0.0000	8.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0400e-003	0.0920	0.0606	1.1000e-004		2.3300e-003	2.3300e-003		2.3300e-003	2.3300e-003	0.0000	9.2861	9.2861	3.0000e-003	0.0000	9.3612
Total	**3.0400e-003**	**0.0920**	**0.0606**	**1.1000e-004**	**0.0156**	**2.3300e-003**	**0.0179**	**8.4200e-003**	**2.3300e-003**	**0.0108**	**0.0000**	**9.2861**	**9.2861**	**3.0000e-003**	**0.0000**	**9.3612**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.2000e-004	1.4300e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3813	0.3813	1.0000e-005	1.0000e-005	0.3849
Total	**1.6000e-004**	**1.2000e-004**	**1.4300e-003**	**0.0000**	**4.7000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3813**	**0.3813**	**1.0000e-005**	**1.0000e-005**	**0.3849**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0583	0.5972	0.6080	9.7000e-004		0.0316	0.0316		0.0291	0.0291	0.0000	85.1255	85.1255	0.0275	0.0000	85.8138
Total	**0.0583**	**0.5972**	**0.6080**	**9.7000e-004**		**0.0316**	**0.0316**		**0.0291**	**0.0291**	**0.0000**	**85.1255**	**85.1255**	**0.0275**	**0.0000**	**85.8138**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.3000e-004	0.0190	5.5300e-003	7.0000e-005	2.2300e-003	2.0000e-004	2.4300e-003	6.5000e-004	1.9000e-004	8.3000e-004	0.0000	7.0024	7.0024	1.5000e-004	1.0400e-003	7.3156
Worker	2.1000e-003	1.5100e-003	0.0183	5.0000e-005	6.0400e-003	3.0000e-005	6.0800e-003	1.6100e-003	3.0000e-005	1.6400e-003	0.0000	4.8617	4.8617	1.5000e-004	1.4000e-004	4.9073
Total	**2.8300e-003**	**0.0205**	**0.0238**	**1.2000e-004**	**8.2700e-003**	**2.3000e-004**	**8.5100e-003**	**2.2600e-003**	**2.2000e-004**	**2.4700e-003**	**0.0000**	**11.8641**	**11.8641**	**3.0000e-004**	**1.1800e-003**	**12.2229**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0400	0.9097	0.6768	9.7000e-004		0.0328	0.0328		0.0328	0.0328	0.0000	85.1254	85.1254	0.0275	0.0000	85.8137
Total	**0.0400**	**0.9097**	**0.6768**	**9.7000e-004**		**0.0328**	**0.0328**		**0.0328**	**0.0328**	**0.0000**	**85.1254**	**85.1254**	**0.0275**	**0.0000**	**85.8137**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.3000e-004	0.0190	5.5300e-003	7.0000e-005	2.2300e-003	2.0000e-004	2.4300e-003	6.5000e-004	1.9000e-004	8.3000e-004	0.0000	7.0024	7.0024	1.5000e-004	1.0400e-003	7.3156
Worker	2.1000e-003	1.5100e-003	0.0183	5.0000e-005	6.0400e-003	3.0000e-005	6.0800e-003	1.6100e-003	3.0000e-005	1.6400e-003	0.0000	4.8617	4.8617	1.5000e-004	1.4000e-004	4.9073
Total	**2.8300e-003**	**0.0205**	**0.0238**	**1.2000e-004**	**8.2700e-003**	**2.3000e-004**	**8.5100e-003**	**2.2600e-003**	**2.2000e-004**	**2.4700e-003**	**0.0000**	**11.8641**	**11.8641**	**3.0000e-004**	**1.1800e-003**	**12.2229**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.4800e-003	0.0963	0.1065	1.7000e-004		4.8000e-003	4.8000e-003		4.4200e-003	4.4200e-003	0.0000	15.0313	15.0313	4.8600e-003	0.0000	15.1528
Total	**9.4800e-003**	**0.0963**	**0.1065**	**1.7000e-004**		**4.8000e-003**	**4.8000e-003**		**4.4200e-003**	**4.4200e-003**	**0.0000**	**15.0313**	**15.0313**	**4.8600e-003**	**0.0000**	**15.1528**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0000e-005	2.6700e-003	8.3000e-004	1.0000e-005	3.9000e-004	2.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.1844	1.1844	2.0000e-005	1.8000e-004	1.2372
Worker	3.5000e-004	2.4000e-004	2.9900e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8361	0.8361	2.0000e-005	2.0000e-005	0.8435
Total	**4.1000e-004**	**2.9100e-003**	**3.8200e-003**	**2.0000e-005**	**1.4600e-003**	**3.0000e-005**	**1.4800e-003**	**3.9000e-004**	**2.0000e-005**	**4.2000e-004**	**0.0000**	**2.0204**	**2.0204**	**4.0000e-005**	**2.0000e-004**	**2.0807**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.0600e-003	0.1605	0.1194	1.7000e-004		5.7800e-003	5.7800e-003		5.7800e-003	5.7800e-003	0.0000	15.0313	15.0313	4.8600e-003	0.0000	15.1528
Total	**7.0600e-003**	**0.1605**	**0.1194**	**1.7000e-004**		**5.7800e-003**	**5.7800e-003**		**5.7800e-003**	**5.7800e-003**	**0.0000**	**15.0313**	**15.0313**	**4.8600e-003**	**0.0000**	**15.1528**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0000e-005	2.6700e-003	8.3000e-004	1.0000e-005	3.9000e-004	2.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.3000e-004	0.0000	1.1844	1.1844	2.0000e-005	1.8000e-004	1.2372
Worker	3.5000e-004	2.4000e-004	2.9900e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8361	0.8361	2.0000e-005	2.0000e-005	0.8435
Total	**4.1000e-004**	**2.9100e-003**	**3.8200e-003**	**2.0000e-005**	**1.4600e-003**	**3.0000e-005**	**1.4800e-003**	**3.9000e-004**	**2.0000e-005**	**4.2000e-004**	**0.0000**	**2.0204**	**2.0204**	**4.0000e-005**	**2.0000e-004**	**2.0807**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.5800e-003	0.0413	0.0527	8.0000e-005		1.9800e-003	1.9800e-003		1.8500e-003	1.8500e-003	0.0000	7.0494	7.0494	2.0500e-003	0.0000	7.1008
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.5800e-003**	**0.0413**	**0.0527**	**8.0000e-005**		**1.9800e-003**	**1.9800e-003**		**1.8500e-003**	**1.8500e-003**	**0.0000**	**7.0494**	**7.0494**	**2.0500e-003**	**0.0000**	**7.1008**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	2.4000e-004	2.9900e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8361	0.8361	2.0000e-005	2.0000e-005	0.8435
Total	**3.5000e-004**	**2.4000e-004**	**2.9900e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0700e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8361**	**0.8361**	**2.0000e-005**	**2.0000e-005**	**0.8435**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.9700e-003	0.0628	0.0518	8.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	7.0494	7.0494	2.0500e-003	0.0000	7.1008
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9700e-003**	**0.0628**	**0.0518**	**8.0000e-005**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**7.0494**	**7.0494**	**2.0500e-003**	**0.0000**	**7.1008**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	2.4000e-004	2.9900e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0700e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8361	0.8361	2.0000e-005	2.0000e-005	0.8435
Total	**3.5000e-004**	**2.4000e-004**	**2.9900e-003**	**1.0000e-005**	**1.0700e-003**	**1.0000e-005**	**1.0700e-003**	**2.8000e-004**	**1.0000e-005**	**2.9000e-004**	**0.0000**	**0.8361**	**0.8361**	**2.0000e-005**	**2.0000e-005**	**0.8435**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0897					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4400e-003	9.7700e-003	0.0136	2.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9178
Total	**0.0912**	**9.7700e-003**	**0.0136**	**2.0000e-005**		**5.3000e-004**	**5.3000e-004**		**5.3000e-004**	**5.3000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9178**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0929	0.0929	0.0000	0.0000	0.0937
Total	**4.0000e-005**	**3.0000e-005**	**3.3000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0929**	**0.0929**	**0.0000**	**0.0000**	**0.0937**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0897					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-004	0.0176	0.0137	2.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	1.9149	1.9149	1.1000e-004	0.0000	1.9178
Total	**0.0906**	**0.0176**	**0.0137**	**2.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**1.9149**	**1.9149**	**1.1000e-004**	**0.0000**	**1.9178**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0929	0.0929	0.0000	0.0000	0.0937
Total	**4.0000e-005**	**3.0000e-005**	**3.3000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0929**	**0.0929**	**0.0000**	**0.0000**	**0.0937**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1468	0.1578	1.2902	2.5100e-003	0.2595	1.9100e-003	0.2614	0.0693	1.7800e-003	0.0711	0.0000	234.0057	234.0057	0.0170	0.0120	238.0102
Unmitigated	0.1468	0.1578	1.2902	2.5100e-003	0.2595	1.9100e-003	0.2614	0.0693	1.7800e-003	0.0711	0.0000	234.0057	234.0057	0.0170	0.0120	238.0102

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Medical Office Building	469.94	144.66	23.97	704,142	704,142
Total	469.94	144.66	23.97	704,142	704,142

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Medical Office Building	9.50	7.30	7.30	29.60	51.40	19.00	60	30	10

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Medical Office Building	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928

5.0 Energy Detail

10605 Foothill Project - Bay Area AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.9024	22.9024	3.7100e-003	4.5000e-004	23.1289
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	22.9024	22.9024	3.7100e-003	4.5000e-004	23.1289
NaturalGas Mitigated	1.7400e-003	0.0159	0.0133	1.0000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	17.2520	17.2520	3.3000e-004	3.2000e-004	17.3545
NaturalGas Unmitigated	1.7400e-003	0.0159	0.0133	1.0000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	17.2520	17.2520	3.3000e-004	3.2000e-004	17.3545

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	323290	1.7400e-003	0.0159	0.0133	1.0000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	17.2520	17.2520	3.3000e-004	3.2000e-004	17.3545
Total		**1.7400e-003**	**0.0159**	**0.0133**	**1.0000e-004**		**1.2000e-003**	**1.2000e-003**		**1.2000e-003**	**1.2000e-003**	**0.0000**	**17.2520**	**17.2520**	**3.3000e-004**	**3.2000e-004**	**17.3545**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	323290	1.7400e-003	0.0159	0.0133	1.0000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	17.2520	17.2520	3.3000e-004	3.2000e-004	17.3545
Total		**1.7400e-003**	**0.0159**	**0.0133**	**1.0000e-004**		**1.2000e-003**	**1.2000e-003**		**1.2000e-003**	**1.2000e-003**	**0.0000**	**17.2520**	**17.2520**	**3.3000e-004**	**3.2000e-004**	**17.3545**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	44270.7	4.0961	6.6000e-004	8.0000e-005	4.1366
Medical Office Building	203259	18.8063	3.0400e-003	3.7000e-004	18.9923
Total		**22.9024**	**3.7000e-003**	**4.5000e-004**	**23.1289**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	44270.7	4.0961	6.6000e-004	8.0000e-005	4.1366
Medical Office Building	203259	18.8063	3.0400e-003	3.7000e-004	18.9923
Total		**22.9024**	**3.7000e-003**	**4.5000e-004**	**23.1289**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0755	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Unmitigated	0.0755	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.9700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0665					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Total	**0.0755**	**0.0000**	**3.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.1000e-004**	**7.1000e-004**	**0.0000**	**0.0000**	**7.6000e-004**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.9700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0665					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.1000e-004	7.1000e-004	0.0000	0.0000	7.6000e-004
Total	**0.0755**	**0.0000**	**3.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**7.1000e-004**	**7.1000e-004**	**0.0000**	**0.0000**	**7.6000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.8631	0.0692	1.6500e-003	4.0859
Unmitigated	1.8631	0.0692	1.6500e-003	4.0859

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	2.11811 / 0.40345	1.8631	0.0692	1.6500e-003	4.0859
Total		**1.8631**	**0.0692**	**1.6500e-003**	**4.0859**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	2.11811 / 0.40345	1.8631	0.0692	1.6500e-003	4.0859
Total		**1.8631**	**0.0692**	**1.6500e-003**	**4.0859**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	37.0053	2.1870	0.0000	91.6790
Unmitigated	37.0053	2.1870	0.0000	91.6790

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	182.3	37.0053	2.1870	0.0000	91.6790
Total		**37.0053**	**2.1870**	**0.0000**	**91.6790**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	182.3	37.0053	2.1870	0.0000	91.6790
Total		**37.0053**	**2.1870**	**0.0000**	**91.6790**

9.0 Operational Offroad

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10605 Foothill Project

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	16.88	1000sqft	0.33	16,882.00	0
Enclosed Parking with Elevator	23.00	Space	0.00	8,138.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed project would consist of the construction of an approximately 25,023-square-foot medical office building that would include two floors above a ground-level parking garage.

Construction Phase - The construction period is anticipated to begin in early Spring 2022 and would occur over an approximately 12-month period.

Vehicle Trips - Trip rates based on trip generation for the proposed project.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	100.00	200.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	8/31/2022	3/24/2023
tblConstructionPhase	PhaseEndDate	8/17/2022	2/10/2023
tblConstructionPhase	PhaseEndDate	3/30/2022	5/6/2022
tblConstructionPhase	PhaseEndDate	8/24/2022	3/3/2023
tblConstructionPhase	PhaseEndDate	3/28/2022	4/15/2022
tblConstructionPhase	PhaseStartDate	8/25/2022	3/6/2023
tblConstructionPhase	PhaseStartDate	3/31/2022	5/9/2022
tblConstructionPhase	PhaseStartDate	3/29/2022	4/18/2022

10605 Foothill Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	PhaseStartDate	8/18/2022	2/13/2023
tblGrading	AcresOfGrading	11.25	1.50
tblGrading	AcresOfGrading	7.50	0.50
tblLandUse	LandUseSquareFeet	16,880.00	16,882.00
tblLandUse	LandUseSquareFeet	9,200.00	8,138.00
tblLandUse	LotAcreage	0.39	0.33
tblLandUse	LotAcreage	0.21	0.00
tblVehicleTrips	WD_TR	34.80	27.84

2.0 Emissions Summary

10605 Foothill Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.1065	12.0187	7.4494	0.0147	4.6883	0.5176	5.2060	2.5116	0.4762	2.9878	0.0000	1,424.6648	1,424.6648	0.4430	0.0151	1,436.1856
2023	12.1605	6.6042	7.4512	0.0129	0.1479	0.3217	0.4227	0.0392	0.2960	0.3234	0.0000	1,257.1893	1,257.1893	0.3607	0.0144	1,270.5022
Maximum	**12.1605**	**12.0187**	**7.4512**	**0.0147**	**4.6883**	**0.5176**	**5.2060**	**2.5116**	**0.4762**	**2.9878**	**0.0000**	**1,424.6648**	**1,424.6648**	**0.4430**	**0.0151**	**1,436.1856**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.5052	12.2773	8.2909	0.0147	2.1459	0.3882	2.4568	1.1398	0.3880	1.4507	0.0000	1,424.6648	1,424.6648	0.4430	0.0151	1,436.1856
2023	12.0827	10.8874	8.2324	0.0129	0.1479	0.3869	0.4879	0.0392	0.3868	0.4142	0.0000	1,257.1893	1,257.1893	0.3607	0.0144	1,270.5022
Maximum	**12.0827**	**12.2773**	**8.2909**	**0.0147**	**2.1459**	**0.3882**	**2.4568**	**1.1398**	**0.3880**	**1.4507**	**0.0000**	**1,424.6648**	**1,424.6648**	**0.4430**	**0.0151**	**1,436.1856**

10605 Foothill Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	5.12	-24.39	-10.89	0.00	52.57	7.66	47.68	53.78	-0.34	43.68	0.00	0.00	0.00	0.00	0.00	0.00

10605 Foothill Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Energy	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Mobile	1.1817	1.0398	9.1547	0.0190	1.9358	0.0137	1.9496	0.5156	0.0128	0.5284		1,951.0994	1,951.0994	0.1248	0.0899	1,981.0104
Total	**1.6049**	**1.1267**	**9.2317**	**0.0195**	**1.9358**	**0.0204**	**1.9562**	**0.5156**	**0.0194**	**0.5350**		**2,055.3113**	**2,055.3113**	**0.1268**	**0.0918**	**2,085.8421**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Energy	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Mobile	1.1817	1.0398	9.1547	0.0190	1.9358	0.0137	1.9496	0.5156	0.0128	0.5284		1,951.0994	1,951.0994	0.1248	0.0899	1,981.0104
Total	**1.6049**	**1.1267**	**9.2317**	**0.0195**	**1.9358**	**0.0204**	**1.9562**	**0.5156**	**0.0194**	**0.5350**		**2,055.3113**	**2,055.3113**	**0.1268**	**0.0918**	**2,085.8421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/28/2022	4/15/2022	5	15	
2	Grading	Grading	4/18/2022	5/6/2022	5	15	
3	Building Construction	Building Construction	5/9/2022	2/10/2023	5	200	
4	Paving	Paving	2/13/2023	3/3/2023	5	15	
5	Architectural Coating	Architectural Coating	3/6/2023	3/24/2023	5	15	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 25,323; Non-Residential Outdoor: 8,441; Striped Parking Area: 488 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0354	0.0000	0.0354	3.8200e-003	0.0000	3.8200e-003			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.0354**	**0.2573**	**0.2927**	**3.8200e-003**	**0.2367**	**0.2406**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0146	8.7700e-003	0.1293	3.7000e-004	0.0411	2.1000e-004	0.0413	0.0109	2.0000e-004	0.0111		37.4032	37.4032	1.0200e-003	9.3000e-004	37.7066
Total	**0.0146**	**8.7700e-003**	**0.1293**	**3.7000e-004**	**0.0411**	**2.1000e-004**	**0.0413**	**0.0109**	**2.0000e-004**	**0.0111**		**37.4032**	**37.4032**	**1.0200e-003**	**9.3000e-004**	**37.7066**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0159	0.0000	0.0159	1.7200e-003	0.0000	1.7200e-003			0.0000			0.0000
Off-Road	0.3079	8.6185	5.8579	9.7300e-003		0.2405	0.2405		0.2405	0.2405	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.3079**	**8.6185**	**5.8579**	**9.7300e-003**	**0.0159**	**0.2405**	**0.2564**	**1.7200e-003**	**0.2405**	**0.2423**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0146	8.7700e-003	0.1293	3.7000e-004	0.0411	2.1000e-004	0.0413	0.0109	2.0000e-004	0.0111		37.4032	37.4032	1.0200e-003	9.3000e-004	37.7066
Total	**0.0146**	**8.7700e-003**	**0.1293**	**3.7000e-004**	**0.0411**	**2.1000e-004**	**0.0413**	**0.0109**	**2.0000e-004**	**0.0111**		**37.4032**	**37.4032**	**1.0200e-003**	**9.3000e-004**	**37.7066**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6226	0.0000	4.6226	2.4941	0.0000	2.4941			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6226**	**0.5173**	**5.1399**	**2.4941**	**0.4759**	**2.9700**		**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0233	0.0140	0.2068	5.9000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		59.8450	59.8450	1.6300e-003	1.4900e-003	60.3305
Total	**0.0233**	**0.0140**	**0.2068**	**5.9000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**59.8450**	**59.8450**	**1.6300e-003**	**1.4900e-003**	**60.3305**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0802	0.0000	2.0802	1.1224	0.0000	1.1224			0.0000			0.0000
Off-Road	0.4059	12.2633	8.0841	0.0141		0.3106	0.3106		0.3106	0.3106	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**0.4059**	**12.2633**	**8.0841**	**0.0141**	**2.0802**	**0.3106**	**2.3908**	**1.1224**	**0.3106**	**1.4330**	**0.0000**	**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0233	0.0140	0.2068	5.9000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		59.8450	59.8450	1.6300e-003	1.4900e-003	60.3305
Total	**0.0233**	**0.0140**	**0.2068**	**5.9000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**59.8450**	**59.8450**	**1.6300e-003**	**1.4900e-003**	**60.3305**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.6300e-003	0.2158	0.0641	8.5000e-004	0.0271	2.3000e-003	0.0294	7.8000e-003	2.2000e-003	0.0100		90.7943	90.7943	1.9800e-003	0.0135	94.8529
Worker	0.0262	0.0158	0.2327	6.6000e-004	0.0739	3.9000e-004	0.0743	0.0196	3.6000e-004	0.0200		67.3257	67.3257	1.8400e-003	1.6800e-003	67.8718
Total	**0.0348**	**0.2316**	**0.2968**	**1.5100e-003**	**0.1010**	**2.6900e-003**	**0.1037**	**0.0274**	**2.5600e-003**	**0.0300**		**158.1200**	**158.1200**	**3.8200e-003**	**0.0151**	**162.7247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4704	10.7018	7.9624	0.0114		0.3855	0.3855		0.3855	0.3855	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.4704**	**10.7018**	**7.9624**	**0.0114**		**0.3855**	**0.3855**		**0.3855**	**0.3855**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.6300e-003	0.2158	0.0641	8.5000e-004	0.0271	2.3000e-003	0.0294	7.8000e-003	2.2000e-003	0.0100		90.7943	90.7943	1.9800e-003	0.0135	94.8529
Worker	0.0262	0.0158	0.2327	6.6000e-004	0.0739	3.9000e-004	0.0743	0.0196	3.6000e-004	0.0200		67.3257	67.3257	1.8400e-003	1.6800e-003	67.8718
Total	**0.0348**	**0.2316**	**0.2968**	**1.5100e-003**	**0.1010**	**2.6900e-003**	**0.1037**	**0.0274**	**2.5600e-003**	**0.0300**		**158.1200**	**158.1200**	**3.8200e-003**	**0.0151**	**162.7247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3500e-003	0.1716	0.0548	8.1000e-004	0.0271	1.0400e-003	0.0281	7.8000e-003	9.9000e-004	8.7900e-003		86.9844	86.9844	1.7800e-003	0.0129	90.8609
Worker	0.0243	0.0140	0.2152	6.4000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		65.5960	65.5960	1.6500e-003	1.5600e-003	66.1012
Total	**0.0287**	**0.1855**	**0.2699**	**1.4500e-003**	**0.1010**	**1.4100e-003**	**0.1024**	**0.0274**	**1.3300e-003**	**0.0287**		**152.5805**	**152.5805**	**3.4300e-003**	**0.0144**	**156.9621**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4704	10.7018	7.9624	0.0114		0.3855	0.3855		0.3855	0.3855	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.4704**	**10.7018**	**7.9624**	**0.0114**		**0.3855**	**0.3855**		**0.3855**	**0.3855**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3500e-003	0.1716	0.0548	8.1000e-004	0.0271	1.0400e-003	0.0281	7.8000e-003	9.9000e-004	8.7900e-003		86.9844	86.9844	1.7800e-003	0.0129	90.8609
Worker	0.0243	0.0140	0.2152	6.4000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		65.5960	65.5960	1.6500e-003	1.5600e-003	66.1012
Total	**0.0287**	**0.1855**	**0.2699**	**1.4500e-003**	**0.1010**	**1.4100e-003**	**0.1024**	**0.0274**	**1.3300e-003**	**0.0287**		**152.5805**	**152.5805**	**3.4300e-003**	**0.0144**	**156.9621**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0487	0.0280	0.4303	1.2800e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		131.1921	131.1921	3.3100e-003	3.1100e-003	132.2023
Total	**0.0487**	**0.0280**	**0.4303**	**1.2800e-003**	**0.1479**	**7.3000e-004**	**0.1486**	**0.0392**	**6.8000e-004**	**0.0399**		**131.1921**	**131.1921**	**3.3100e-003**	**3.1100e-003**	**132.2023**

10605 Foothill Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3954	8.3730	6.9028	0.0113		0.3043	0.3043		0.3043	0.3043	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3954**	**8.3730**	**6.9028**	**0.0113**		**0.3043**	**0.3043**		**0.3043**	**0.3043**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0487	0.0280	0.4303	1.2800e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		131.1921	131.1921	3.3100e-003	3.1100e-003	132.2023
Total	**0.0487**	**0.0280**	**0.4303**	**1.2800e-003**	**0.1479**	**7.3000e-004**	**0.1486**	**0.0392**	**6.8000e-004**	**0.0399**		**131.1921**	**131.1921**	**3.3100e-003**	**3.1100e-003**	**132.2023**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**12.1551**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4100e-003	3.1100e-003	0.0478	1.4000e-004	0.0164	8.0000e-005	0.0165	4.3600e-003	8.0000e-005	4.4300e-003		14.5769	14.5769	3.7000e-004	3.5000e-004	14.6891
Total	**5.4100e-003**	**3.1100e-003**	**0.0478**	**1.4000e-004**	**0.0164**	**8.0000e-005**	**0.0165**	**4.3600e-003**	**8.0000e-005**	**4.4300e-003**		**14.5769**	**14.5769**	**3.7000e-004**	**3.5000e-004**	**14.6891**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.0773**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4100e-003	3.1100e-003	0.0478	1.4000e-004	0.0164	8.0000e-005	0.0165	4.3600e-003	8.0000e-005	4.4300e-003		14.5769	14.5769	3.7000e-004	3.5000e-004	14.6891
Total	**5.4100e-003**	**3.1100e-003**	**0.0478**	**1.4000e-004**	**0.0164**	**8.0000e-005**	**0.0165**	**4.3600e-003**	**8.0000e-005**	**4.4300e-003**		**14.5769**	**14.5769**	**3.7000e-004**	**3.5000e-004**	**14.6891**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1817	1.0398	9.1547	0.0190	1.9358	0.0137	1.9496	0.5156	0.0128	0.5284		1,951.0994	1,951.0994	0.1248	0.0899	1,981.0104
Unmitigated	1.1817	1.0398	9.1547	0.0190	1.9358	0.0137	1.9496	0.5156	0.0128	0.5284		1,951.0994	1,951.0994	0.1248	0.0899	1,981.0104

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Medical Office Building	469.94	144.66	23.97	704,142	704,142
Total	469.94	144.66	23.97	704,142	704,142

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Medical Office Building	9.50	7.30	7.30	29.60	51.40	19.00	60	30	10

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Medical Office Building	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
NaturalGas Unmitigated	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	885.727	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Total		**9.5500e-003**	**0.0868**	**0.0729**	**5.2000e-004**		**6.6000e-003**	**6.6000e-003**		**6.6000e-003**	**6.6000e-003**		**104.2032**	**104.2032**	**2.0000e-003**	**1.9100e-003**	**104.8224**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	0.885727	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Total		**9.5500e-003**	**0.0868**	**0.0729**	**5.2000e-004**		**6.6000e-003**	**6.6000e-003**		**6.6000e-003**	**6.6000e-003**		**104.2032**	**104.2032**	**2.0000e-003**	**1.9100e-003**	**104.8224**

6.0 Area Detail

10605 Foothill Project - Bay Area AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Unmitigated	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3642					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Total	**0.4137**	**4.0000e-005**	**4.0700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.7300e-003**	**8.7300e-003**	**2.0000e-005**		**9.3000e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3642					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Total	**0.4137**	**4.0000e-005**	**4.0700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.7300e-003**	**8.7300e-003**	**2.0000e-005**		**9.3000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10605 Foothill Project

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	16.88	1000sqft	0.33	16,882.00	0
Enclosed Parking with Elevator	23.00	Space	0.00	8,138.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The proposed project would consist of the construction of an approximately 25,023-square-foot medical office building that would include two floors above a ground-level parking garage.

Construction Phase - The construction period is anticipated to begin in early Spring 2022 and would occur over an approximately 12-month period.

Vehicle Trips - Trip rates based on trip generation for the proposed project.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

10605 Foothill Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	100.00	200.00
tblConstructionPhase	NumDays	2.00	15.00
tblConstructionPhase	NumDays	5.00	15.00
tblConstructionPhase	NumDays	1.00	15.00
tblConstructionPhase	PhaseEndDate	8/31/2022	3/24/2023
tblConstructionPhase	PhaseEndDate	8/17/2022	2/10/2023
tblConstructionPhase	PhaseEndDate	3/30/2022	5/6/2022
tblConstructionPhase	PhaseEndDate	8/24/2022	3/3/2023
tblConstructionPhase	PhaseEndDate	3/28/2022	4/15/2022
tblConstructionPhase	PhaseStartDate	8/25/2022	3/6/2023
tblConstructionPhase	PhaseStartDate	3/31/2022	5/9/2022
tblConstructionPhase	PhaseStartDate	3/29/2022	4/18/2022

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	PhaseStartDate	8/18/2022	2/13/2023
tblGrading	AcresOfGrading	11.25	1.50
tblGrading	AcresOfGrading	7.50	0.50
tblLandUse	LandUseSquareFeet	16,880.00	16,882.00
tblLandUse	LandUseSquareFeet	9,200.00	8,138.00
tblLandUse	LotAcreage	0.39	0.33
tblLandUse	LotAcreage	0.21	0.00
tblVehicleTrips	WD_TR	34.80	27.84

2.0 Emissions Summary

10605 Foothill Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.1070	12.0219	7.4409	0.0146	4.6883	0.5176	5.2060	2.5116	0.4762	2.9878	0.0000	1,420.4122	1,420.4122	0.4433	0.0154	1,432.0058
2023	12.1606	6.6174	7.4331	0.0128	0.1479	0.3217	0.4227	0.0392	0.2960	0.3234	0.0000	1,252.6642	1,252.6642	0.3609	0.0147	1,266.0623
Maximum	**12.1606**	**12.0219**	**7.4409**	**0.0146**	**4.6883**	**0.5176**	**5.2060**	**2.5116**	**0.4762**	**2.9878**	**0.0000**	**1,420.4122**	**1,420.4122**	**0.4433**	**0.0154**	**1,432.0058**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.5057	12.2806	8.2814	0.0146	2.1459	0.3882	2.4568	1.1398	0.3880	1.4507	0.0000	1,420.4122	1,420.4122	0.4433	0.0154	1,432.0058
2023	12.0829	10.9006	8.2252	0.0128	0.1479	0.3869	0.4879	0.0392	0.3868	0.4142	0.0000	1,252.6642	1,252.6642	0.3609	0.0147	1,266.0623
Maximum	**12.0829**	**12.2806**	**8.2814**	**0.0146**	**2.1459**	**0.3882**	**2.4568**	**1.1398**	**0.3880**	**1.4507**	**0.0000**	**1,420.4122**	**1,420.4122**	**0.4433**	**0.0154**	**1,432.0058**

10605 Foothill Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	5.12	-24.37	-10.98	0.00	52.57	7.66	47.68	53.78	-0.34	43.68	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Energy	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Mobile	1.0550	1.2003	9.9197	0.0179	1.9358	0.0138	1.9496	0.5156	0.0128	0.5284		1,842.8436	1,842.8436	0.1436	0.0990	1,875.9320
Total	**1.4782**	**1.2872**	**9.9967**	**0.0185**	**1.9358**	**0.0204**	**1.9562**	**0.5156**	**0.0194**	**0.5350**		**1,947.0555**	**1,947.0555**	**0.1457**	**0.1009**	**1,980.7637**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Energy	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Mobile	1.0550	1.2003	9.9197	0.0179	1.9358	0.0138	1.9496	0.5156	0.0128	0.5284		1,842.8436	1,842.8436	0.1436	0.0990	1,875.9320
Total	**1.4782**	**1.2872**	**9.9967**	**0.0185**	**1.9358**	**0.0204**	**1.9562**	**0.5156**	**0.0194**	**0.5350**		**1,947.0555**	**1,947.0555**	**0.1457**	**0.1009**	**1,980.7637**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/28/2022	4/15/2022	5	15	
2	Grading	Grading	4/18/2022	5/6/2022	5	15	
3	Building Construction	Building Construction	5/9/2022	2/10/2023	5	200	
4	Paving	Paving	2/13/2023	3/3/2023	5	15	
5	Architectural Coating	Architectural Coating	3/6/2023	3/24/2023	5	15	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 25,323; Non-Residential Outdoor: 8,441; Striped Parking Area: 488 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

10605 Foothill Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0354	0.0000	0.0354	3.8200e-003	0.0000	3.8200e-003			0.0000			0.0000
Off-Road	0.5797	6.9332	3.9597	9.7300e-003		0.2573	0.2573		0.2367	0.2367		942.5179	942.5179	0.3048		950.1386
Total	**0.5797**	**6.9332**	**3.9597**	**9.7300e-003**	**0.0354**	**0.2573**	**0.2927**	**3.8200e-003**	**0.2367**	**0.2406**		**942.5179**	**942.5179**	**0.3048**		**950.1386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0149	0.0108	0.1233	3.4000e-004	0.0411	2.1000e-004	0.0413	0.0109	2.0000e-004	0.0111		34.7453	34.7453	1.1500e-003	1.0700e-003	35.0942
Total	**0.0149**	**0.0108**	**0.1233**	**3.4000e-004**	**0.0411**	**2.1000e-004**	**0.0413**	**0.0109**	**2.0000e-004**	**0.0111**		**34.7453**	**34.7453**	**1.1500e-003**	**1.0700e-003**	**35.0942**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0159	0.0000	0.0159	1.7200e-003	0.0000	1.7200e-003			0.0000			0.0000
Off-Road	0.3079	8.6185	5.8579	9.7300e-003		0.2405	0.2405		0.2405	0.2405	0.0000	942.5179	942.5179	0.3048		950.1386
Total	**0.3079**	**8.6185**	**5.8579**	**9.7300e-003**	**0.0159**	**0.2405**	**0.2564**	**1.7200e-003**	**0.2405**	**0.2423**	**0.0000**	**942.5179**	**942.5179**	**0.3048**		**950.1386**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0149	0.0108	0.1233	3.4000e-004	0.0411	2.1000e-004	0.0413	0.0109	2.0000e-004	0.0111		34.7453	34.7453	1.1500e-003	1.0700e-003	35.0942
Total	**0.0149**	**0.0108**	**0.1233**	**3.4000e-004**	**0.0411**	**2.1000e-004**	**0.0413**	**0.0109**	**2.0000e-004**	**0.0111**		**34.7453**	**34.7453**	**1.1500e-003**	**1.0700e-003**	**35.0942**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6226	0.0000	4.6226	2.4941	0.0000	2.4941			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6226**	**0.5173**	**5.1399**	**2.4941**	**0.4759**	**2.9700**		**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0238	0.0173	0.1973	5.5000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		55.5924	55.5924	1.8500e-003	1.7200e-003	56.1508
Total	**0.0238**	**0.0173**	**0.1973**	**5.5000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**55.5924**	**55.5924**	**1.8500e-003**	**1.7200e-003**	**56.1508**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0802	0.0000	2.0802	1.1224	0.0000	1.1224			0.0000			0.0000
Off-Road	0.4059	12.2633	8.0841	0.0141		0.3106	0.3106		0.3106	0.3106	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**0.4059**	**12.2633**	**8.0841**	**0.0141**	**2.0802**	**0.3106**	**2.3908**	**1.1224**	**0.3106**	**1.4330**	**0.0000**	**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0238	0.0173	0.1973	5.5000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		55.5924	55.5924	1.8500e-003	1.7200e-003	56.1508
Total	**0.0238**	**0.0173**	**0.1973**	**5.5000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**55.5924**	**55.5924**	**1.8500e-003**	**1.7200e-003**	**56.1508**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5400e-003	0.2276	0.0663	8.5000e-004	0.0271	2.3000e-003	0.0294	7.8000e-003	2.2000e-003	0.0100		90.8311	90.8311	1.9700e-003	0.0135	94.8955
Worker	0.0267	0.0195	0.2219	6.1000e-004	0.0739	3.9000e-004	0.0743	0.0196	3.6000e-004	0.0200		62.5415	62.5415	2.0800e-003	1.9300e-003	63.1696
Total	**0.0353**	**0.2471**	**0.2883**	**1.4600e-003**	**0.1010**	**2.6900e-003**	**0.1037**	**0.0274**	**2.5600e-003**	**0.0300**		**153.3726**	**153.3726**	**4.0500e-003**	**0.0154**	**158.0651**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4704	10.7018	7.9624	0.0114		0.3855	0.3855		0.3855	0.3855	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.4704**	**10.7018**	**7.9624**	**0.0114**		**0.3855**	**0.3855**		**0.3855**	**0.3855**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5400e-003	0.2276	0.0663	8.5000e-004	0.0271	2.3000e-003	0.0294	7.8000e-003	2.2000e-003	0.0100		90.8311	90.8311	1.9700e-003	0.0135	94.8955
Worker	0.0267	0.0195	0.2219	6.1000e-004	0.0739	3.9000e-004	0.0743	0.0196	3.6000e-004	0.0200		62.5415	62.5415	2.0800e-003	1.9300e-003	63.1696
Total	**0.0353**	**0.2471**	**0.2883**	**1.4600e-003**	**0.1010**	**2.6900e-003**	**0.1037**	**0.0274**	**2.5600e-003**	**0.0300**		**153.3726**	**153.3726**	**4.0500e-003**	**0.0154**	**158.0651**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-003	0.1815	0.0567	8.1000e-004	0.0271	1.0400e-003	0.0281	7.8000e-003	1.0000e-003	8.8000e-003		87.1088	87.1088	1.7700e-003	0.0129	90.9948
Worker	0.0250	0.0173	0.2061	6.0000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		60.9465	60.9465	1.8800e-003	1.7900e-003	61.5273
Total	**0.0292**	**0.1988**	**0.2627**	**1.4100e-003**	**0.1010**	**1.4100e-003**	**0.1024**	**0.0274**	**1.3400e-003**	**0.0288**		**148.0553**	**148.0553**	**3.6500e-003**	**0.0147**	**152.5221**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4704	10.7018	7.9624	0.0114		0.3855	0.3855		0.3855	0.3855	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.4704**	**10.7018**	**7.9624**	**0.0114**		**0.3855**	**0.3855**		**0.3855**	**0.3855**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-003	0.1815	0.0567	8.1000e-004	0.0271	1.0400e-003	0.0281	7.8000e-003	1.0000e-003	8.8000e-003		87.1088	87.1088	1.7700e-003	0.0129	90.9948
Worker	0.0250	0.0173	0.2061	6.0000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		60.9465	60.9465	1.8800e-003	1.7900e-003	61.5273
Total	**0.0292**	**0.1988**	**0.2627**	**1.4100e-003**	**0.1010**	**1.4100e-003**	**0.1024**	**0.0274**	**1.3400e-003**	**0.0288**		**148.0553**	**148.0553**	**3.6500e-003**	**0.0147**	**152.5221**

10605 Foothill Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546
Total	**0.0499**	**0.0345**	**0.4121**	**1.1900e-003**	**0.1479**	**7.3000e-004**	**0.1486**	**0.0392**	**6.8000e-004**	**0.0399**		**121.8929**	**121.8929**	**3.7600e-003**	**3.5800e-003**	**123.0546**

10605 Foothill Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3954	8.3730	6.9028	0.0113		0.3043	0.3043		0.3043	0.3043	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3954**	**8.3730**	**6.9028**	**0.0113**		**0.3043**	**0.3043**		**0.3043**	**0.3043**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546
Total	**0.0499**	**0.0345**	**0.4121**	**1.1900e-003**	**0.1479**	**7.3000e-004**	**0.1486**	**0.0392**	**6.8000e-004**	**0.0399**		**121.8929**	**121.8929**	**3.7600e-003**	**3.5800e-003**	**123.0546**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**12.1551**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5500e-003	3.8300e-003	0.0458	1.3000e-004	0.0164	8.0000e-005	0.0165	4.3600e-003	8.0000e-005	4.4300e-003		13.5437	13.5437	4.2000e-004	4.0000e-004	13.6727
Total	**5.5500e-003**	**3.8300e-003**	**0.0458**	**1.3000e-004**	**0.0164**	**8.0000e-005**	**0.0165**	**4.3600e-003**	**8.0000e-005**	**4.4300e-003**		**13.5437**	**13.5437**	**4.2000e-004**	**4.0000e-004**	**13.6727**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.9634					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.0773**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5500e-003	3.8300e-003	0.0458	1.3000e-004	0.0164	8.0000e-005	0.0165	4.3600e-003	8.0000e-005	4.4300e-003		13.5437	13.5437	4.2000e-004	4.0000e-004	13.6727
Total	**5.5500e-003**	**3.8300e-003**	**0.0458**	**1.3000e-004**	**0.0164**	**8.0000e-005**	**0.0165**	**4.3600e-003**	**8.0000e-005**	**4.4300e-003**		**13.5437**	**13.5437**	**4.2000e-004**	**4.0000e-004**	**13.6727**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0550	1.2003	9.9197	0.0179	1.9358	0.0138	1.9496	0.5156	0.0128	0.5284		1,842.8436	1,842.8436	0.1436	0.0990	1,875.9320
Unmitigated	1.0550	1.2003	9.9197	0.0179	1.9358	0.0138	1.9496	0.5156	0.0128	0.5284		1,842.8436	1,842.8436	0.1436	0.0990	1,875.9320

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Medical Office Building	469.94	144.66	23.97	704,142	704,142
Total	469.94	144.66	23.97	704,142	704,142

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Medical Office Building	9.50	7.30	7.30	29.60	51.40	19.00	60	30	10

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Medical Office Building	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
NaturalGas Unmitigated	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	885.727	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Total		**9.5500e-003**	**0.0868**	**0.0729**	**5.2000e-004**		**6.6000e-003**	**6.6000e-003**		**6.6000e-003**	**6.6000e-003**		**104.2032**	**104.2032**	**2.0000e-003**	**1.9100e-003**	**104.8224**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	0.885727	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003		104.2032	104.2032	2.0000e-003	1.9100e-003	104.8224
Total		**9.5500e-003**	**0.0868**	**0.0729**	**5.2000e-004**		**6.6000e-003**	**6.6000e-003**		**6.6000e-003**	**6.6000e-003**		**104.2032**	**104.2032**	**2.0000e-003**	**1.9100e-003**	**104.8224**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Unmitigated	0.4137	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3642					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Total	**0.4137**	**4.0000e-005**	**4.0700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.7300e-003**	**8.7300e-003**	**2.0000e-005**		**9.3000e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0492					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3642					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	4.0700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.7300e-003	8.7300e-003	2.0000e-005		9.3000e-003
Total	**0.4137**	**4.0000e-005**	**4.0700e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**8.7300e-003**	**8.7300e-003**	**2.0000e-005**		**9.3000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

ECAP CHECKLIST

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CITY OF OAKLAND
Equitable Climate Action Plan Consistency Checklist

250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612-2031
Zoning Information: 510-238-3911
https://www.oaklandca.gov/topics/planning

The purpose of this Equitable Climate Action Plan Consistency Review Checklist is to determine, for purposes of compliance with the California Environmental Quality Act (CEQA), whether a development project complies with the City of Oakland Equitable Climate Action Plan (ECAP) and the City of Oakland's greenhouse gas (GHG) emissions reduction targets. CEQA Guidelines require the analysis of GHG emissions and potential climate change impacts from new development.

- If a development project completes this Checklist and can qualitatively demonstrate compliance with the Checklist items as part of the project's design, or alternatively, demonstrate to the City's satisfaction why the item is not applicable, then the project will be considered in compliance with the City's CEQA GHG Threshold of Significance.
- If a development project cannot meet all of the Checklist items, the project will alternatively need to demonstrate consistency with the ECAP by complying with the City of Oakland GHG Reduction Plan Condition of Approval.
- If the project cannot demonstrate consistency with the ECAP in either of those two ways, the City will consider the project to have a significant effect on the environment related to GHG emissions.

Application Submittal Requirements

1. The ECAP Consistency Checklist applies to all development projects needing a CEQA GHG emissions analysis, including a specific plan consistency analysis.
2. If required, the ECAP Consistency Review Checklist must be submitted concurrently with the City of Oakland Basic Application.

Application Information

Applicant's Name/Company: Stacey Wellnitz, CommercialArch

Property Address: 10605 Foothill Boulevard, Oakland, CA 94605

Assessor's Parcel Number: 47-5594-1

Phone Number: 209-571-8158

E-mail: swellnitz@commercialarch.com

Checklist Item (Check the appropriate box and provide explanation for your answer).			
Transportation & Land Use			
1. Is the proposed project substantially consistent with the City's over-all goals for land use and urban form, and/or taking advantage of allowable density and/or floor area ratio (FAR) standards in the City's General Plan? (TLU1)	**Yes**	**No**	**N/A**
	X		
Please explain how the proposed project is substantially consistent with the City's General Plan with respect to density and FAR standards, land use, and urban form. Project use is within designated zoning and FAR is within city standards			
2. For developments in "Transit Accessible Areas" as defined in the Planning Code, would the project provide: i) less than half the maximum allowable parking, ii) the minimum allowable parking, or iii) take advantage of available parking reductions? (TLU1)	**Yes**	**No**	**N/A**
	X		
Please explain how the proposed project meets this action item. Project parking is the minimum allowable parking			
3. For projects including structured parking, would the structured parking be designed for future adaptation to other uses? (Examples include, but are not limited to: the use of speed ramps instead of sloped floors.). (TLU1)	**Yes**	**No**	**N/A**
			X
Please explain how the proposed project meets this action item.			
4. For projects that ***are*** subject to a Transportation Demand Management Program, would the project include transit passes for employees and/or residents? (TLU1)	**Yes**	**No**	**N/A**
			X
Please explain how the proposed project meets this action item.			

	Yes	No	N/A
5. For projects that are ***not*** subject to a Transportation Demand Management Program, would the project incorporate one or more of the optional Transportation Demand Management measures that reduce dependency on single-occupancy vehicles? (Examples include but are not limited to transit passes or subsidies to employees and/or residents; carpooling; vanpooling; or shuttle programs; on-site carshare program; guaranteed ride home programs) (TLU1 & TLU8)	X		
Please explain how the proposed project meets this action item. 1. Upgrade of all crosswalks at the Foothill Boulevard/106th Avenue intersection to high-visibility/ continental crosswalks 2. Employer will provide carpool matching for their employees or transit vouchers. 3. Employer encourage employees to register for the guaranteed Ride Home Program			
6. Does the project comply with the Plug-In Electric Vehicle (PEV) Charging Infrastructure requirements (Chapter 15.04 of the Oakland Municipal Code), if applicable? (TLU2 & TLU-5)	X		
Please explain how the proposed project meets this action item. Vehicle charging will be provided			
7. Would the project reduce or prevent the direct displacement of residents and essential businesses? (For residential projects, would the project comply with SB 330, if applicable? For projects that demolish an existing commercial space, would the project include comparable square footage of neighborhood serving commercial floor space.) (TLU3)			X
Please explain how the proposed project meets this action item. The proposed site is vacant commercial			

	Yes	No	N/A
8. Would the project prioritize sidewalk and curb space consistent with the City's adopted Bike and Pedestrian Plans? (The project should not prevent the City's Bike and Pedestrian Plans from being implemented. For example, do not install a garage entrance where a planned bike path would be unless otherwise infeasible due to Planning Code requirements, limited frontage or other constraints.) (TLU7)	X		
Please explain how the proposed project meets this action item. The site is limited, however, pedestrian and bike paths are not affected.			
Buildings			
9. Does the project not create any new natural gas connections/hook-ups? (B1 & B2)	X		
Please explain how the proposed project meets this action item. There will be no natural gas to this building			
10. Does the project comply with the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code), if applicable? (B4)	X		
Please explain how the proposed project meets this action item. Commercial Small Building Checklist has been provided.			
11. For retrofits of City-owned or City-controlled buildings: Would the project be all-electric, eliminate gas infrastructure from the building, and integrate energy storage wherever technically feasible and appropriate? (B5)			X
Please explain how the proposed project meets this action item.			

Material Consumption & Waste			
12. Would the project reduce demolition waste from construction and renovation and facilitate material reuse in compliance with the Construction Demolition Ordinance (Chapter 15.34 of the Oakland Municipal Code)? (MCW6)	**Yes**	**No**	**N/A**
	X		
Please explain how the proposed project meets this action item. Recycled and low VOC materials have been provided, where applicable			

City Leadership			
13. For City projects: Have opportunities to eliminate/minimize fossil fuel dependency been analyzed in project design and construction? (CL2)	**Yes**	**No**	**N/A**
			X
Please explain how the proposed project meets this action item.			

Adaptation			
14. For new projects in the Designated Very High Wildfire Severity Zone: Would the project incorporate wildfire safety requirements such creation of defensible space around the house, pruning, clearing and removal of vegetation, replacement of fire resistant plants, as required in the Vegetation Management Plan? (A4)	**Yes**	**No**	**N/A**
			X
Please explain how the proposed project meets this action item.			

Carbon Removal			
15. Would the project replace a greater number of trees than will be removed in compliance with the Tree Preservation Ordinance (Chapter 12.36 of the Oakland Municipal Code) and Planning Code if applicable and feasible given competing site constraints? (CR-2)	**Yes**	**No**	**N/A**
			X
Please explain how the proposed project meets this action item.			
16. Does the project comply with the Creek Protection, Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code), as applicable? (CR-3)	**Yes**	**No**	**N/A**
			X
Please explain how the proposed project meets this action item.			

I understand that answering ***yes*** to all of these questions, means that the project ***is in compliance with*** the City's Energy and Climate Action Plan as adopted on to July 28, 2020 and requires that staff apply the Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist Condition of Approval as adopted by the Planning Commission on December 16, 2020 and all Checklist items must be incorporated into the project

I understand that answering ***no*** to any of these questions, means that the project ***is not in compliance*** with the City's Energy and Climate Action Plan as adopted on to July 28, 2020 and requires that staff apply the Greenhouse Gas (GHG) Reduction Plan Condition of Approval as adopted by the Planning Commission on December 16, 2020 which will require that the applicant prepare a quantitative GHG analysis and GHG Reduction Plan for staff's review and approval. The GHG Reduction Plan and all GHG Reduction measures shall be incorporated into the project and implemented during construction and after construction for the life of the project.

Stacey Wellnitz _____ 2/23/24

Name and Signature of Preparer Date

APPENDIX C

TRANSPORTATION IMPACT REVIEW

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FEHR PEERS

Draft Memorandum

Date: September 29, 2021

To: Matthew Wiswell, LSA

From: Sam Tabibnia, Fehr & Peers

Subject: 10605 Foothill Project –Transportation Impact Review

OK21-0428

This memorandum presents the transportation impact review conducted by Fehr & Peers for the proposed Lifelong Medical Care medical office building at 10605 Foothill Boulevard in Oakland based on the site plan dated April 21, 2021. Based on our analysis:

- The project would screen out of a vehicle miles traveled (VMT) analysis and is presumed to have a less–than-significant impact on VMT.
- The project is estimated to generate about 470 daily, 37 AM peak hour, and 46 PM peak hour automobile trips automobile trips. Trip generation estimates were developed in accordance with the City of Oakland's Transportation Impact Review Guidelines (TIRG, April 2017).
- Since the project is estimated to generate fewer than 50 net new vehicle trips during a single peak hour, preparation of a Transportation Impact Report (TIR) or a Transportation Demand Management (TDM) Plan are not required.
- Based on a review of the project site plan and conditions on the surrounding streets, the project would have adequate automobile, bicycle, pedestrian, and transit access and circulation with the inclusion of recommendations summarized at the end of this memorandum.

The remainder of this memorandum presents the project description, VMT screening, trip generation, and a review of the project site plan.

Project Description

The project is located on the southwest corner of the Foothill Boulevard/106th Avenue intersection in Oakland. The project site is currently vacant.

The project would be a three-level building providing about 16,900 square feet of medical office building. It would include a ground-level parking garage with 23 parking spaces. The garage would be accessed through a full-access driveway on Foothill Boulevard, about 100 feet south of 106th Avenue. The garage would also accommodate long-term bicycle parking.

VMT Screening

the City of Oakland's Transportation Impact Review Guidelines (TIRG, April 2017) provide screening criteria that can be used to identify projects that can be expected to cause a less than significant impact on VMT without conducting a detailed evaluation. The screening criterion applicable to the proposed project is described below:

- Near Transit Stations: The project is located in a Transit Priority Area or within a one-half mile of a Major Transit Corridor or Stop and satisfies the following:
    - Has a Floor Area Ratio (FAR) of more than 0.75,
    - does not include more parking for use by residents, customers, or employees of the project than other typical nearby uses, or more than required by the City (if parking minimums pertain to the site) or allowed without a conditional use permit (if minimums and/or maximums pertain to the site),
    - and is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the MTC).

According to the California Public Resource Code, a Transit Priority Area is defined as a one-half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. Public Resources Code, § 21064.3 defines major transit stop as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of 15 minutes or less during the morning and afternoon peak commute periods. Public Resources Code, § 21155 defines a high-quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The segment of Foothill Boulevard adjacent to the project site is a "high-quality transit corridor" because it is served by five AC Transit bus lines (34, 35, 45, 57, and 90), which as of September 2021, combined provide 12 buses per hour during both the morning and evening peak commute hours, corresponding to five-minute service intervals, which is less than the 15-minute threshold in the Public Resources Code. Thus, the project is located in a Transit Priority Area.

The project satisfies the Near Transit Stations screening criterion because it also would meet the following three conditions:

- The project would have a FAR of 2.14, which is greater than 0.75.

- The project would include 23 parking spaces, corresponding to 1.4 spaces per thousand square feet. As shown in Table 3 on page 6 of this memorandum, The Oakland Municipal Code requires the project to provide a minimum of 18 parking spaces. Although the project would exceed the minimum parking required by the City, the proposed parking supply is expected to be below the estimated parking demand for the project because according to the Institute of Transportation Engineers' (ITE) *Parking Generation, 5th Edition*, the average peak parking demand for a typical medical office building is about 3.2 spaces per thousand square feet, more than double the parking supply proposed by the proejct.
- The project is located within the Eastmont Town Center/International Blvd TOD Priority Development Area (PDA) as defined by Plan Bay Area and is therefore consistent with the region's Sustainable Communities Strategy.

As described above, the project would the meet the Near Transit Stations screening criterion and is therefore presumed to have a less-than-significant impact on VMT.

Trip Generation

Automobile Trip Generation

Trip generation is the process of estimating the number of vehicles that would likely access the project on any given day. **Table 1** presents the trip generation for the project. Trip generation data published by ITE in the *Trip Generation Manual (10th Edition)* was used as a starting point to estimate the vehicle trip generation.

ITE's *Trip Generation Manual* is primarily based on data collected at single-use suburban sites where the automobile is often the only travel mode. However, the project site is in a somewhat dense, mixed-use environment near frequent regional and local transit service, where some trips are walk, bike, or transit trips. Since the project is about more than one mile from any BART stations in a dense suburban area with, this analysis reduces the ITE-based trip generation by 20.5 percent to account for the non-automobile trips. This adjustment is consistent with the City of Oakland's TIRG and is based on US Census commute data for Alameda County from the 2014 5-Year Estimates of the American Community Survey (ACS), which shows that the non-automobile mode share for dense suburban areas more than 1.0 miles from a BART station is about 20.5 percent.

As shown in Table 1, the project is estimated to generate about 470 daily, 37 AM peak hour, and 46 PM peak hour automobile trips. According to the TIRG, the project does not require a detailed Transportation Impact Review (TIR) or a Transportation Demand Management (TDM) Plan because it would generate fewer than 50 vehicle trips during a single peak hour.

Table 1: Project Automobile Trip Generation

Land Use	ITE Code	Size[1]	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Medical Office Building[2]	720	16.9 KSF	590	37	10	47	16	42	58
Non-Auto Reduction[3]			-120	-8	-2	-10	-3	-9	-12
Net New Automobile Trips			**470**	**29**	**8**	**37**	**13**	**33**	**46**

Notes:
1. KSF = 1,000 square feet.
2. ITE Trip Generation (Tenth Edition) land use category 221 (Medical/Dental Office Building) in General Urban/Suburban Setting:
   Daily: T = 34.8 * X
   AM Peak Hour: T = 2.78 * X (78% in, 22% out)
   PM Peak Hour: T = 3.46 * X (28% in, 72% out)
3. Reduction of 20.5% based on the City of Oakland's Transportation Impact Review Guidelines using Census data for dense suburban environments over one mile from a BART station.

Source: Fehr & Peers, 2021.

Non-Automobile Trip Generation

Consistent with the City of Oakland's TIRG, **Table 2** presents the trip generation estimates for all travel modes for the project.

Table 2: Project Trip Generation by Travel Mode

Mode	Mode Share Adjustment Factors[1]	Daily	AM Peak Hour	PM Peak Hour
Automobile	0.795	470	37	46
Transit	0.162	96	8	9
Bike	0.016	9	1	1
Walk	0.010	6	1	1
Total Net Trips		**581**	**47**	**57**

Notes:
1. Based on the City of Oakland's TIRG for dense suburban environments over one mile from a BART station.

Source: Fehr & Peers, 2021.

Site Access and Circulation

An evaluation of access and circulation for all travel modes, based on the site plan dated April 21, 2021, is summarized below.

Motor Vehicle Access and Circulation

The project would provide 23 automobile parking spaces in a ground-level garage accessed through a full-access driveway on Foothill Boulevard, about 100 feet south of 106th Avenue. All parking spaces would be surface spaces with 17 regular spaces, five compact spaces, and one van-accessible ADA space.

The project driveway on Foothill Boulevard would be 24-feet wide and provide one inbound and one outbound lane. The project driveway would provide adequate sight distance[1] between exiting motorists and pedestrians on the sidewalk on either side of the driveway. In addition, since on-street parking is prohibited along the project frontage on Foothill Boulevard, sight lines between exiting motorists and cyclists or motorists on northbound or southbound Foothill Boulevard would also be adequate.

The project driveway would have a 20-foot curb-cut on Foothill Boulevard. Passenger vehicles would be able to turn into and out of the driveway to and from both directions on Foothill Boulevard. However, larger vehicles approaching from the north may not be able to turn into the project driveway if another large vehicle is waiting to turn out of the driveway. Considering the low traffic volumes expected at the driveway, the distance between the project driveway and adjacent intersections, and the width of Foothill Boulevard, vehicles wishing to turn into the project driveway can wait on Foothill Boulevard while the vehicles exiting the garage complete their turn without blocking through traffic.

The parking spaces would be perpendicular spaces along two-way drive-aisles. Based on a review of the site plan, the garage drive aisles and parking spaces would meet the minimum dimension requirements and passenger vehicles would be able to maneuver through the parking garage and into and out of all parking spaces. Vehicles entering the garage when all parking spaces are occupied, may not be able to easily turn around within the garage and exit. Considering the small size of the garage, occasional vehicles turning around within the garage are not expected to result in frequent vehicle queues that spill back onto the sidewalk or automobile lanes on Foothill Boulevard.

The project trash room would be in the northwest corner of the building with direct access on 106th Avenue. The project would provide a curb-cut on 106th Avenue to serve the trash room.

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[1] Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian 10 feet away on each side of the driveway.

Automobile Parking Requirements

The City of Oakland Municipal Code establishes minimum and maximum parking requirements for various activities. According to Section 17.116.080, commercial activities in the CC-1 zone are required to provide a minimum of one automobile parking space for each 600 square feet of ground floor space and one automobile parking space for each 1,000 square feet of non-ground floor space. No maximum requirements apply to the project.

Table 3 presents the off-street automobile parking requirements for the project. The project proposes 23 new parking spaces, which meet's the City of Oakland Municipal Code requirements.

Table 3: Automobile Parking Requirements

Land Use	Size [1]	Minimum Required Parking	Maximum Required Parking	Parking Supply	Meets Requirement?
Ground-Level Commercial[2]	2.6 KSF	4	--	--	--
Non-Ground-Level Commercial[2]	14.3 KSF	14	--	--	--
Total	***16.9 KSF***	***18***	***--***	***23***	***Yes***

Notes:

1. KSF = 1,000 square-feet
2. Per City of Oakland Municipal Code Section 17.116.080 for the CC-3 zone, commercial activities have a minimum off-street parking requirement of 1.0 spaces per 600 square feet of ground floor area and 1.0 spaces per 1,000 square feet of floor area above the ground floor.

Source: Fehr & Peers, 2021.

Loading Requirements

The City Municipal Code Section 17.116.140 does not require any loading spaces for commercial uses less than 40,000 square feet. The project would not include any off-street loading spaces, and therefore, it is consistent with the City's Code requirements.

Curb Designations

Currently, the curb along the project frontage on 106th Street does not have any designations and can be used for unlimited on-street parking. The curb along the project frontage on Foothill Boulevard is red, which prohibits parking at all times.

The City of Oakland provides the following on-street loading designations:

- Commercial loading spaces with yellow curb paint, which allow loading and unloading of passengers and materials between 7:00 AM and 6:00 PM Monday through Saturday.

Passenger loading and unloading operations are limited to three minutes; commercial loading is limited to 30 minutes for vehicles with commercial license plates.

- Passenger loading spaces with white curb paint, which allow loading and unloading of passengers between 7:00 AM and 6:00 PM Monday through Sunday. Passenger loading and unloading operations are generally limited to three minutes. In some places, such as adjacent to public assembly spaces, white curb parking restrictions are always in effect.

Recommendation 1: While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following should be considered as part of the final design for the project:

- Designate the curb along the project frontage on 106th Avenue as yellow curb to accommodate commercial loading and passenger pick-up/drop-off.
- Maintain the red curb along the project frontage on Foothill Boulevard.

Bicycle Access and Bicycle Parking

Currently, the only designated bicycle facility near the project is a Class 3 bike route along 106th Avenue. The City's 2019 Oakland Bike Plan (*Let's Bike Oakland*, May 2019) recommends buffered bike lanes on Foothill Boulevard adjacent to the project site. The proposed project would not affect the future installation of the recommended facilities on Foothill Boulevard.

Chapter 17.117 of the City of Oakland Municipal Code requires long-term and short-term bicycle parking for new buildings. Long-term bicycle parking includes lockers or locked enclosures, and short-term bicycle parking includes bicycle racks. **Table 4** compares the required and provided quantity of bicycle parking spaces for the project. the project is required to provide a minimum of two long-term and four short-term bicycle parking spaces.

Table 4: Bicycle Parking Requirements

Land Use	Size[1]	Long-Term Bicycle Parking		Short-Term Bicycle Parking	
		Rate [2]	Spaces	Rate [2]	Spaces
Medical Office	16.9 KSF	1:12 KSF	2	1:5 KSF	4
Minimum Required Bicycle Parking			***2***		***4***
Proposed Parking Spaces			***4***		***4***
Meets Minimum Parking Requirement?			***Yes***		***Yes***

Notes:
1. KSF = 1,000 square-feet
2. Per Oakland Planning Code Section 17.117. 110, minimum two spaces.

Source: Fehr & Peers, 2021.

The project would provide long-term bicycle parking in the form of four bicycle lockers in the northwest corner of the parking garage. The bicycle lockers would be accessed through either the garage driveway on Foothill Boulevard or through the main lobby. Short-term bicycle racks are proposed to accommodate four bicycles on the sidewalks along 106th Avenue adjacent to the project's main lobby. The project would exceed the minimum required long-term bicycle parking and meet the minimum required short-term bicycle parking.

Pedestrian Access and Circulation

The main lobby for the project would be on the northeast corner of the building and can be accessed from both 106th Avenue and Foothill Boulevard. An elevator and stairs connect the lobby to the upper levels of the building. Secondary stairs would be located at the southeast corner of the building with access on Foothill Boulevard. The sidewalk along the project frontage on Foothill Boulevard would remain 10-feet wide after completion of the project. The building setback along the project frontage on 106th Avenue would widen the existing sidewalk from 10 to 20 feet.

The Foothill Boulevard/106th Avenue intersection, adjacent to the project site, is signalized. It provides one diagonal curb ramp per corner at two corners on the east side of the intersection, and two directional curb ramps per corner at two corners on the west side of the intersection. All curb ramps at the intersection provide truncated domes. All four intersection approaches provide crosswalks marked by transverse yellow lines; however, there are currently no schools adjacent to or near this intersection. Pedestrian countdown signal heads and pushbuttons are provided for all marked crosswalks

> **Recommendation 2:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following should be considered as part of the final design for the project:
>
> - Upgrade all crosswalks at the Foothill Boulevard/106th Avenue intersection to high visibility/continental crosswalks.

Transit Access

AC Transit is the primary bus service provider in the project vicinity. Five AC Transit bus lines (34, 35, 45, 57, and 90) serve the project site on Foothill Boulevard and connect the project site to various destinations in Emeryville, Oakland, San Leandro, and Hayward. Bus stops for these bus lines are provided on Foothill Boulevard along the Foothill Square Shopping Center frontage, south of the project site. No amenities are provided at these bus stops.

Conclusion and Summary of Recommendations

Based on our review of the project site plan and conditions on the surrounding streets, the project would have adequate automobile, bicycle, pedestrian, and transit access and circulation with the inclusion of the following recommendations:

Recommendation 1: While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following should be considered as part of the final design for the project:

- Designate the curb along the project frontage on 106th Avenue as yellow curb to accommodate commercial loading and passenger pick-up/drop-off.
- Maintain the red curb along the project frontage on Foothill Boulevard.

Recommendation 2: While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following should be considered as part of the final design for the project:

- Upgrade all crosswalks at the Foothill Boulevard/106th Avenue intersection to high-visibility/continental crosswalks.

Please contact Sam Tabibnia with questions or comments.