Consistency Determination Checklist

Lincoln Square Recreation Center Replacement

Prepared by

CITY OF OAKLAND

In Consultation with

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE CONSISTENCY DETERMINATION AND BACKGROUND

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusion in the environmental document.

The project proposes to replace the existing recreation center at Lincoln Square Park in the City of Oakland. Lincoln Square Park is within the City's Lake Merritt Station Area Plan (LMSAP) and the project proposes to implement Policy OS-8 of the LMSAP. Policy OS-8 of the LMSAP states that the City intends to "Continue to maintain the popular Lincoln Square Park, and make improvements on an ongoing basis, responsive to the needs of the community. Potential improvements include: a fitness area addition, a new 'multi-level building with full sports/fitness facilities', additional trees and greenery, a computer lab with updated equipment, and other improvements as prioritized by the community." See also LMSAP, p. 5-7, generally describing Lincoln Square Park and Recreational Center Improvements. The project proposes to replace the existing recreation center at Lincoln Square Park with a new two-story recreation center that would include sports and fitness facilities. The project would also add trees and greenery to Lincoln Square Park and within the existing sidewalks fronting the new recreation center. A full project description is provided in Section 3.0.

The City of Oakland, as the Lead Agency, has prepared this Consistency Determination for the proposed recreation center improvements in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Oakland, California. The purpose of the Consistency Determination is to inform decision makers and the general public of the environmental impacts that might reasonably be anticipated to result from development of the proposed project.

1.1.1 Lake Merritt Station Area Plan Environmental Impact Report

In December 2014, the City of Oakland certified the Final Environmental Impact Report for the LMSAP (SCH No. 2012032012). The LMSAP encompasses approximately 315 acres generally bound by 14th Street to the north, 5th Street to the south, Broadway to the west, and 5th Avenue to the east. With a planning horizon to 2035, the LMSAP articulates a roadmap for future development, continued revitalization and economic growth, and community enhancement in the Station Area. The LMSAP EIR determined that most environmental impacts would be less than significant or could be mitigated to a less than significant level. However, it was determined that buildout of the LMSAP would result in the following significant and unavoidable environmental impacts:

- Impact TRAN-2, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29: Buildout of the LMSAP would degrade level of service (LOS) and increase average delay beyond acceptable thresholds established by the City during the AM and PM peak hours at several intersections within the Plan Area. Impact AQ-3: Development facilitated by

the LMSAP would potentially expose sensitive receptors to substantial health risks from toxic air contaminants (TACs) from sources including both diesel particulate matter (DPM) and gaseous emissions. While compliance with the City's Standard Conditions of Approval would entail the preparation of site-specific health risk assessments which would reduce DPM exposure to a less than significant level, there is no certainty that SCA adherence would reduce risk from gaseous TACs to a less-than-significant level.

- Impact AQ-4: Implementation of the LMSAP would not identify existing and planned sources of odors with policies to reduce potential odor impacts and would frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people.
- Impact AQ-5: As described in Impact AQ-3 and Impact AQ-4, buildout of the LMSAP could result in substantial health risk impacts and odor impacts. These impacts could contribute toward a significant cumulative impact in combination with other projects throughout the City.
- Impact CUL-1: Future development under the LMSAP would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5. The Plan Area contains 10 City of Oakland Landmark buildings and sites, 27 City-designated historic properties, and 187 other properties that appear to meet the City's criteria for significant historic resources. Redevelopment activities in the Plan Area would inevitably impact these historic resources. Three historic properties in particular were identified as potential development sites under the LMSAP: 1) the Kaiser Auditorium, 2) 125 2nd Avenue (Oakland Unified School District Administration Building), and 3) 121 East 11th Street (Ethel Moore Building).
- Impact CUM CUL-5: The LMSAP would result in impacts to historic resources within the Plan Area. Three major active projects within the City at the time of preparation of the LMSAP EIR were also determined to affect historic resources. The impacts of buildout of the LMSAP, in combination with these three projects and any future projects affecting historic resources could result in a significant cumulative impact on historic resources throughout the City.

1.1.2 Review Criteria

The CEQA Guidelines Section 15162 states that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determined, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete of the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 states that the Lead Agency or a Responsible Agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 (see above) calling for preparation of a subsequent EIR have occurred. Therefore, pursuant to Section 15162 of the CEQA Guidelines, the City of Oakland has determined that the project described below does not involve new significant effects beyond those analyzed in the Final EIR for the Lake Merritt Station Area Plan. Therefore, the City of Oakland can take action on the project as being within the scope of the LMSAP EIR. Additionally, no changes or additions to the LMSAP EIR are necessary for implementation of the proposed project. Therefore, an Addendum to the LMSAP EIR is not necessary and this document shall serve as a Consistency Determination to demonstrate that the proposed project needs no further analysis under CEQA.

The City of Oakland, as the Lead Agency, has prepared this Consistency Determination to 1) document the currently proposed project does not trigger any of the conditions calling for preparation of a subsequent EIR or CEQA Addendum, and 2) identify the mitigation identified in the LMSAP EIR remains applicable to the project. The Consistency Determination complies with the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Oakland, California.

1.1.3 Previous Mitigation Measures and Standard Conditions of Approval

The CEQA Checklist provided in Section 3.0 of this document evaluates the potential project-specific environmental effects of the proposed Lincoln Recreation Center Project and evaluates whether such impacts were adequately covered by the 2014 LMSAP EIR to allow the above-listed provisions of CEQA to apply. The analysis conducted incorporates by reference the information contained in the LMSAP EIR. The Lincoln Recreation Center Project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures identified in the 2014 LMSAP EIR. Therefore, the mitigation measures are herein 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.

1.1.3.1 *Standard Conditions of Approval Application in General*

The City established its *Standard Conditions of Approval and Uniformly Applied Development Standards* ("SCAs") in 2008, and they have since been amended and revised several times.[1] 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, 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.

1.1.3.2 *SCA Application in this CEQA Analysis*

Mitigation measures and SCAs identified in the 2014 LMSAP EIR that would apply to the Lincoln Recreation Center Project are listed in Appendix 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 this CEQA Checklist or its appendices 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.

Most of the SCAs applicable to the Lincoln Recreation Center Project pursuant to the City's published Standard Conditions of Approval and Uniformly Applied Development Standards document were also identified in the 2014 LMSAP EIR. As discussed specifically in Appendix A to this document, since certification of the LMSAP EIR, the City of Oakland has revised its SCAs, and the most current SCAs (dated December 16, 2020) are identified in this CEQA Analysis.

1.2 NOTICE OF DETERMINATION

If the project is approved, the project applicant will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

[1] A revised set of SCAs was recently published by the City of Oakland on December 16, 2020.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Lincoln Recreation Center

2.2 LEAD AGENCY CONTACT

Mike Rivera, Planner III
City of Oakland
Bureau of Planning – Zoning Division
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612
(510) 238-6417
mrivera@oaklandca.gov

2.3 PROJECT APPLICANT

City of Oakland
Bureau of Design and Construction, Public Works Department / Project Manager, Henry Choi
250 Frank H. Ogawa Plaza, Suite 4314
Oakland, CA 94612

2.4 PROJECT LOCATION

The project site for the new Lincoln Recreation Center and other related site improvements is located at 250 10th Street, Oakland, within Lincoln Square Park. Lincoln Square Park is bounded by 11th Street to the north, Harrison Street to the west, 10th Street to the south, and Lincoln Elementary School to the east.

2.5 ASSESSOR'S PARCEL NUMBER

002 007100100

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan Designation: Urban Park and Open Space
Zoning District: OS (NP) (Open Space [Neighborhood Park])

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Conditional Use Permit
- Regular Design Review Permit
- Variance Permit
- Demolition Permit
- Grading Permit
- Tree Removal Permit

SECTION 3.0 PROJECT DESCRIPTION

3.1.1 Project Location

The project site is located within Lincoln Square Park in the City of Oakland (Assessor's Parcel Number 002 007100100). Lincoln Square Park is bounded by 11th Street to the north, Harrison Street to the west, 10th Street to the south, and Lincoln Elementary School to the east. Lincoln Square Park is approximately 60,359 square feet (or 1.39 acres) in size. Lincoln Square Park currently consists of an existing single-story recreation center, basketball courts, two playgrounds, the Hong Lok Senior Center, a maintenance building, and a four-square court area. Project activities will be focused on the southwest portion of the project site where the existing recreation center is located (250 10th Street), with additional renovations occurring within the western portion of the project site (approximately 1.1 acres). The existing recreation center, approximately 26 feet tall and 8,335 square feet in size, will be demolished as part of the project. Regional, vicinity, and aerial maps are shown in Figure 3.2-1 through Figure 3.2-3.

3.1.2 General Plan and Zoning

The project site is designated as Urban Park and Open Space under the City's General Plan and is zoned OS (NP) (Open Space [Neighborhood Park]). The project site is within the LMSAP boundary and is designated as Open Space under the LMSAP. According to the City's Planning Code, the OS Zone is intended to create, preserve, and enhance land for permanent use open space to meet the active and passive recreational needs of Oakland residents and to promote park uses which are compatible with surrounding land uses and the City's natural environment. The General Plan Open Space Conservation and Recreation (OSCAR) Element defines neighborhood parks as being located in residential areas and/or located adjacent to elementary schools.

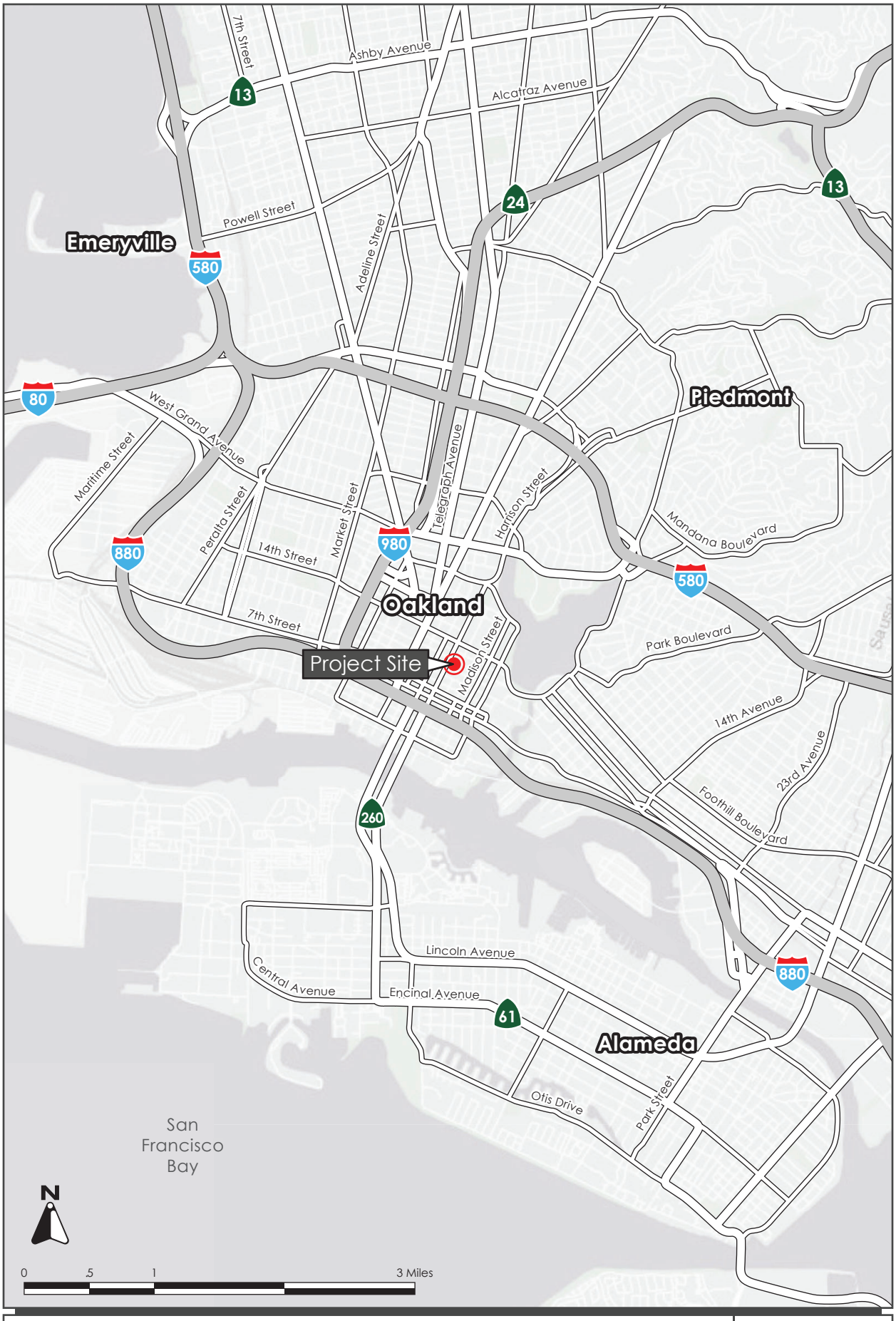
3.2 PROPOSED PROJECT

3.2.1 Recreation Center

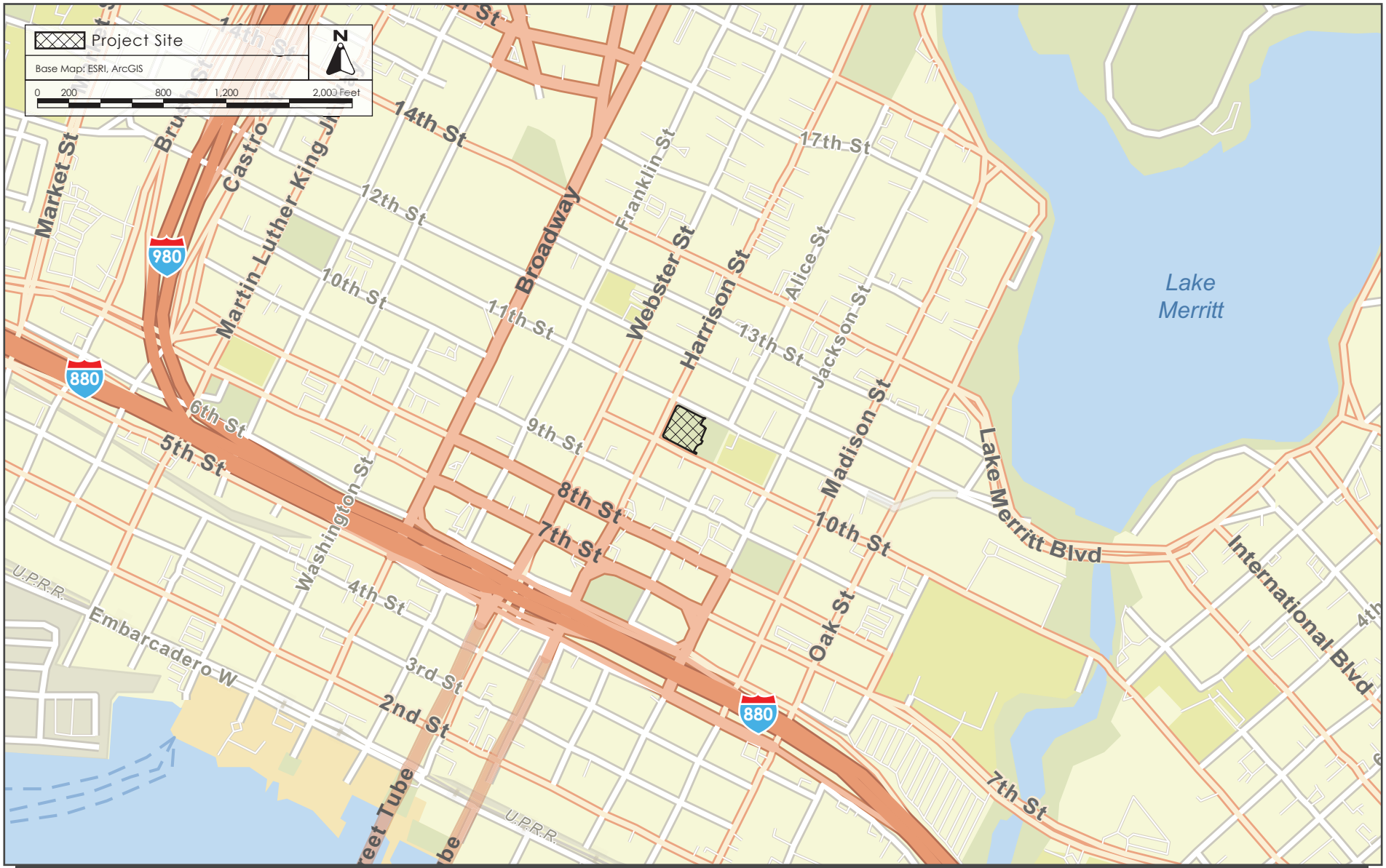
The project proposes to demolish the existing single-story, 8,335 square-foot recreation center and construct a new two-story, approximately 22,221 square-foot recreation center. The new recreation center would reach a maximum height of approximately 35 feet to 37 feet tall. The new recreation center would include a gym with an indoor basketball court, five multipurpose rooms, offices, a kitchen connected to one of the multipurpose rooms, restrooms, and a lobby. The new recreation center would also include a roof garden accessible on the second floor. The proposed site plan, floor plans, and conceptual building elevations are shown in Figure 3.2-4 through Figure 3.2-8.

3.2.2 Park Improvements

The two existing basketball courts closest to the existing recreation center would be demolished and reconstructed as part of the project. One basketball court will be rotated 90 degrees from its existing position so that it is perpendicular to 11th Street. The second court will be re-graded for wheelchair access and drainage and will be repainted to match its existing position. The project would also include small courtyards around the building, new entry trellises, a new passive recreation area along 10th Street, adjacent to the proposed new recreation center. The passive recreation area would consist of a courtyard with new trees and landscaping, seating, and game tables.

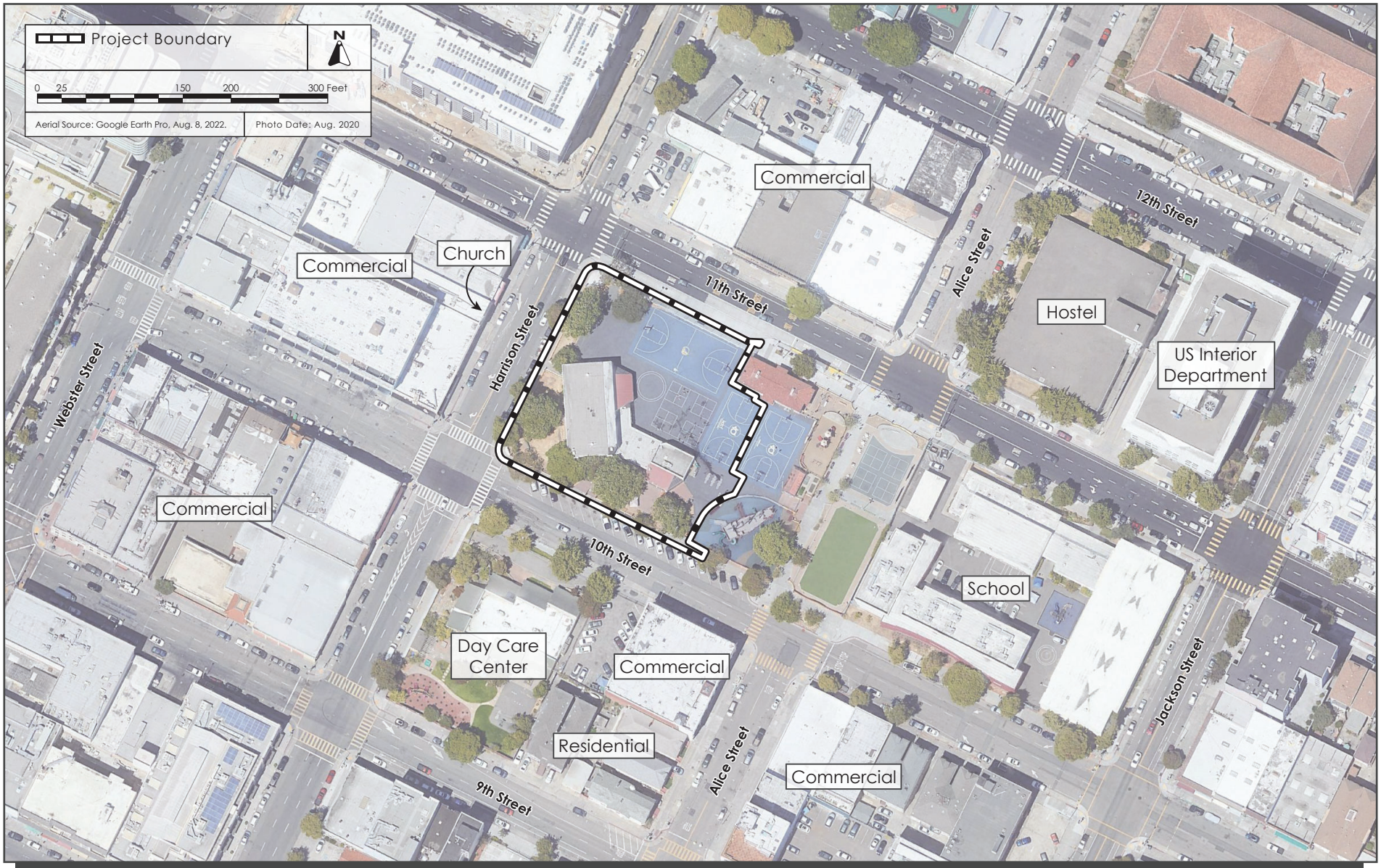


REGIONAL MAP | FIGURE 3.2-1



VICINITY MAP

FIGURE 3.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3.2-3

1 Locking gate
2 Wood seatwall around patio and around trees
3 New recreation building
4 Roof garden planting area
5 Linear pavers at entry plaza
6 6' red metal bench
7 8' metal "bamboo" screen
8 Courtyard with two-color woven paving pattern
9 New concrete paving
10 Game table with red seats
11 Raised stormwater planter with seating
12 10' chain-link fence
13 Vehicle entry
14 Stormwater planter
15 Existing tree to remain

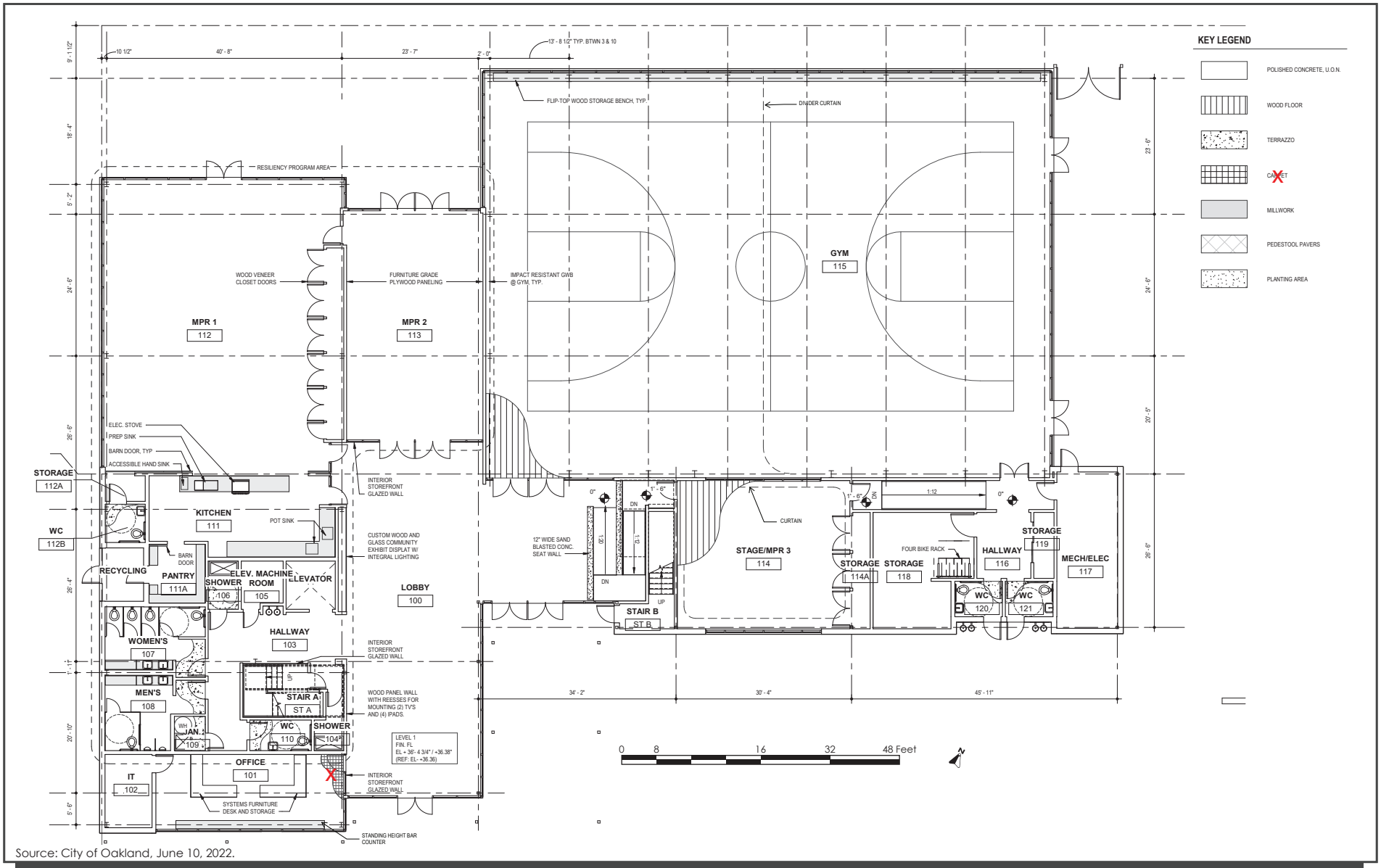
Metal "Bamboo" Screen Elevation
The screen provides a separation between passive and active activity areas and protects passive users from basketballs.

0 8 16 32 48 Feet

Source: City of Oakland, June 17, 2022.

SITE PLAN

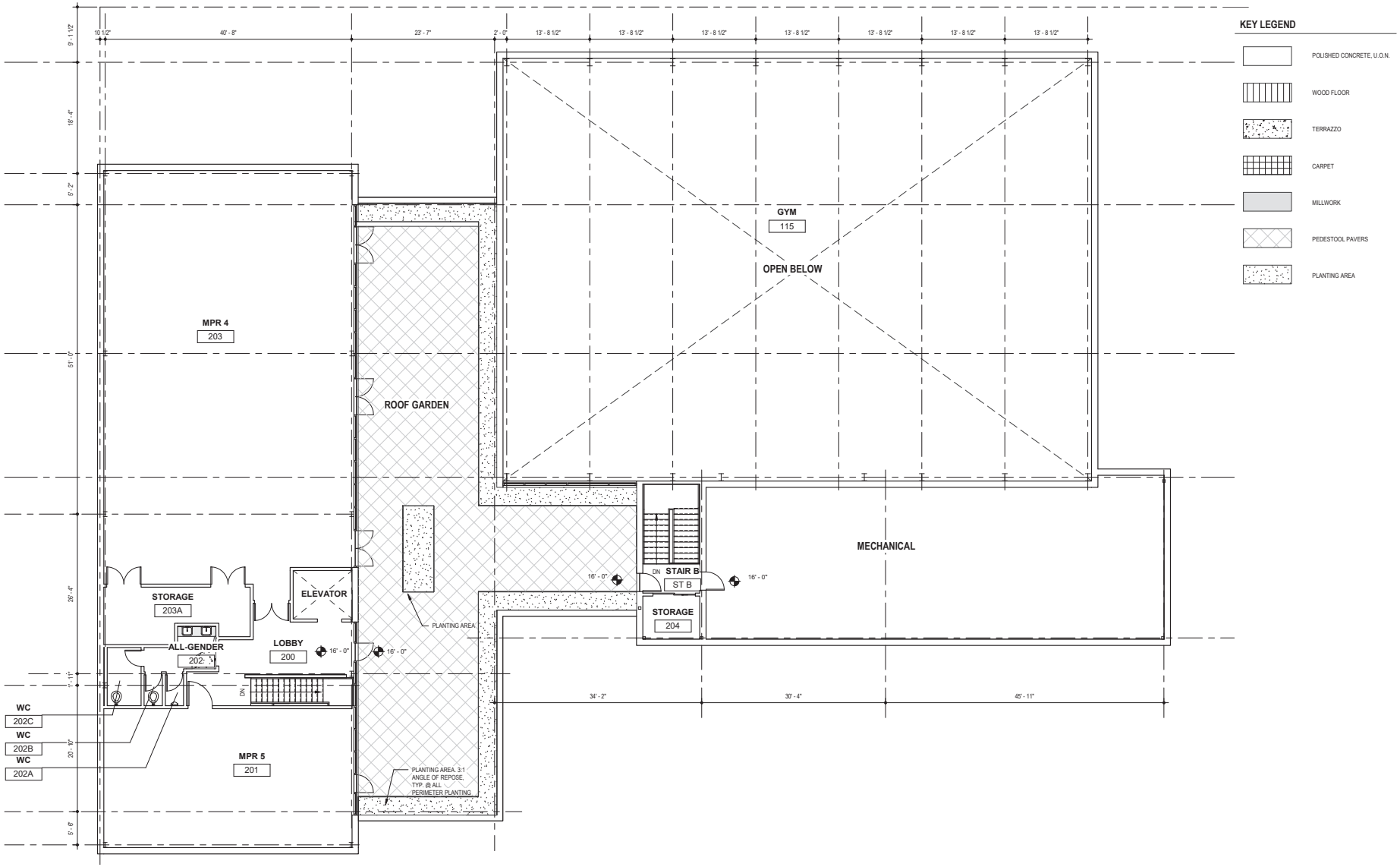
FIGURE 3.2-4



Source: City of Oakland, June 10, 2022.

GROUND FLOOR PLAN

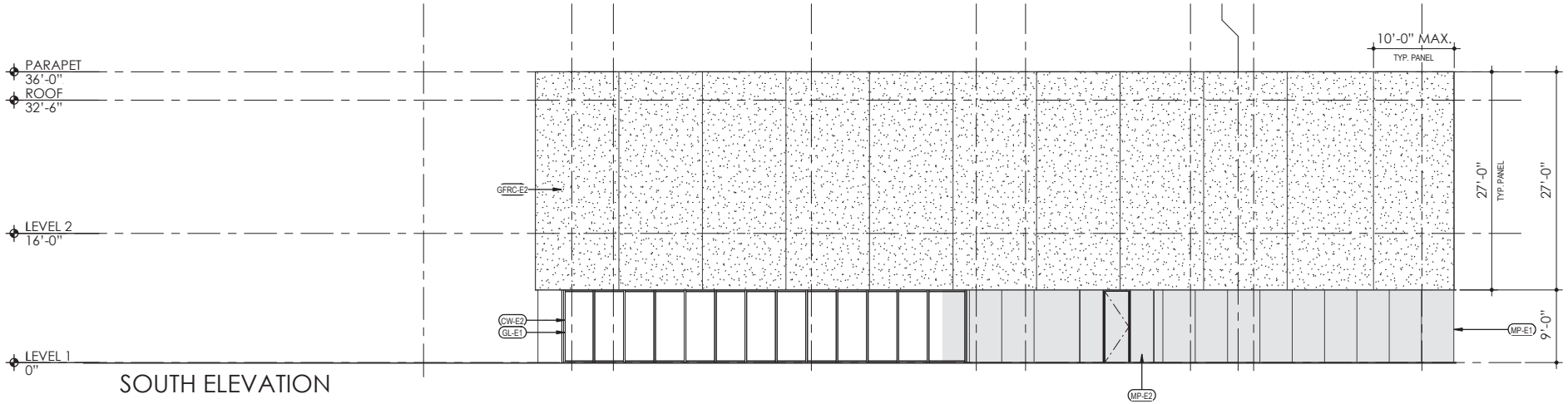
FIGURE 3.2-5



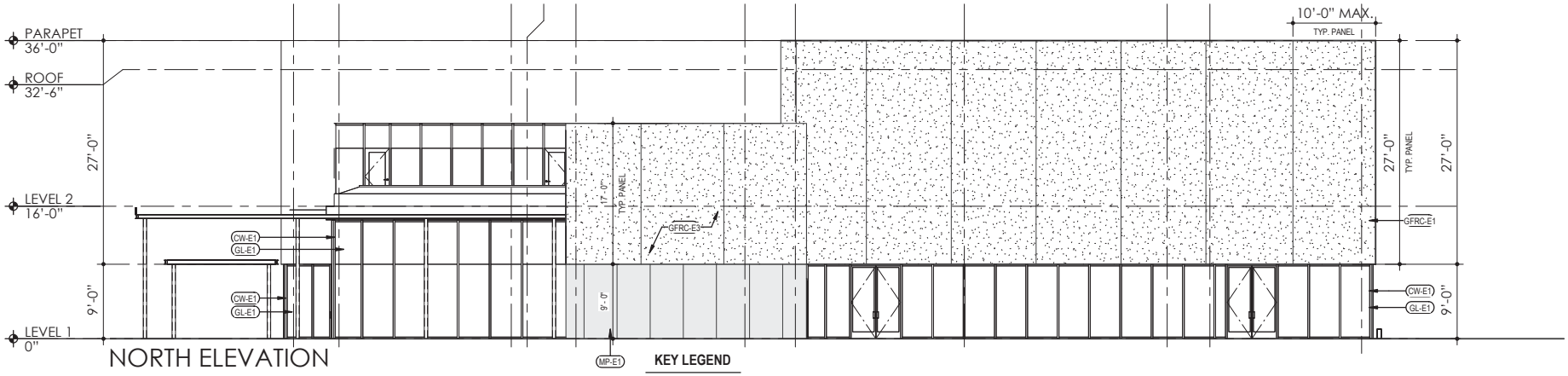
Source: City of Oakland, June 10, 2022.

SECOND FLOOR PLAN

FIGURE 3.2-6



SOUTH ELEVATION



NORTH ELEVATION

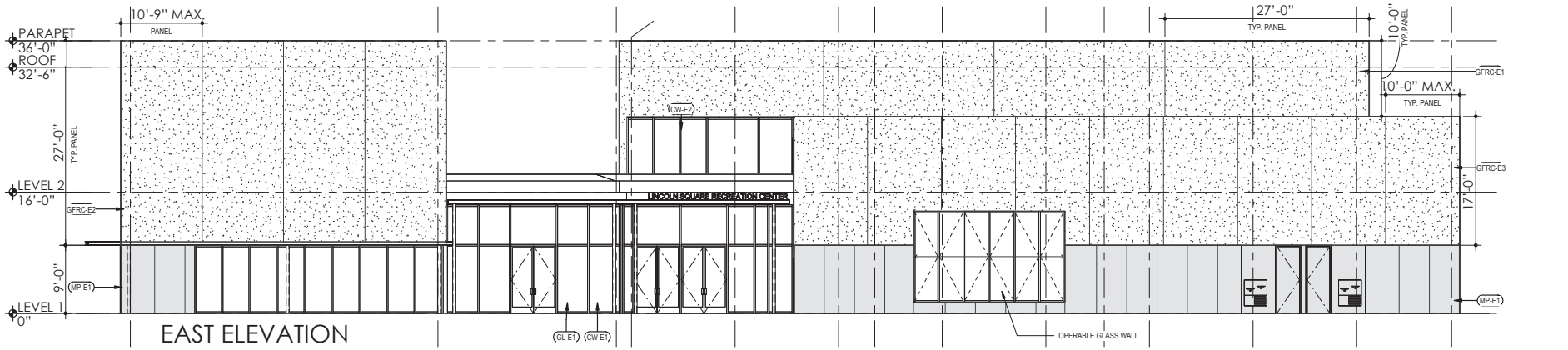
KEY LEGEND

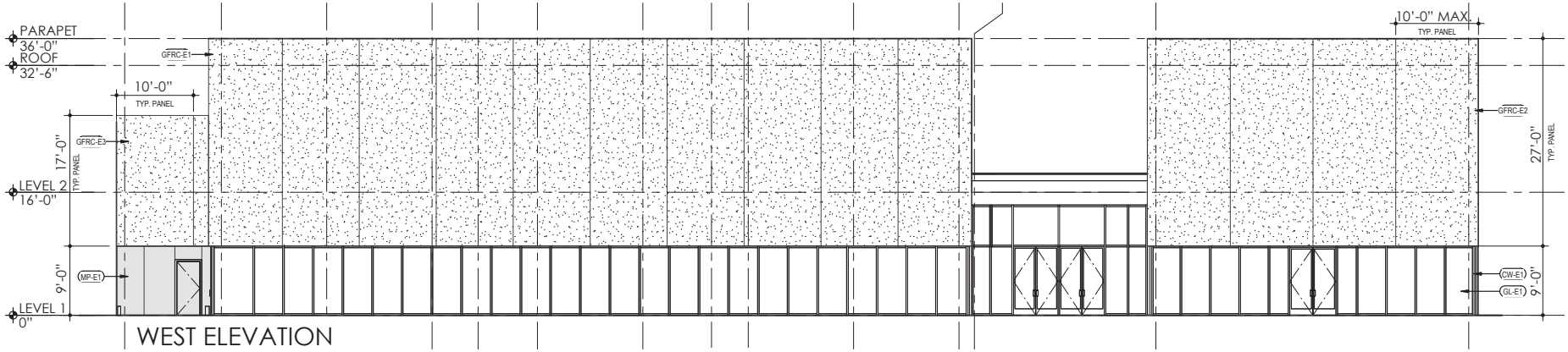
CP-E1	HIGH DENSITY CEMENT BOARD W/ EXPOSED FASTNERS	GFRC-E3	SOLID INFINITE FACADE PANEL WITH LINER TYPE 3 W/ R=20 SPRAY INSULATION, TWO LINES OF SEALANT	GL-E1	INSULATED GLASS UNIT, LOW-E ON #2 LITE, ARGON FILLED, LAMINATED
GFRC-E1	SOLID INFINITE FACADE PANEL WITH LINER TYPE 1 W/ R=20 SPRAY INSULATION, TWO LINES OF SEALANT	MP-E1	PRE FINISHED ALUMINUM PLATE	GL-E2	INSULATED GLASS UNIT, LOW-E ON #2 LITE, ARGON FILLED
GFRC-E2	SOLID INFINITE FACADE PANEL WITH LINER TYPE 2 W/ R=20 SPRAY INSULATION, TWO LINES OF SEALANT	MP-E2	PTD. AND GALVANIZED STEEL FRAME FENCE AND GATE WITH MP-E1 PANELS	CW-E1	ALUMINUM FRAME & GLASS CURTAINWALL SYSTEM. THERMALLY BROKEN, BOD KAWNEER 1600

Source: City of Oakland, June 10, 2022.

CONCEPTUAL BUILDING ELEVATIONS – SOUTH AND NORTH

FIGURE 3.2-7





KEY LEGEND

CP-E1	HIGH DENSITY CEMENT BOARD W/ EXPOSED FASTNERS	GFRC-E3	SOLID INFINITE FACADE PANEL WITH LINER TYPE 3 W/ R=20 SPRAY INSULATION, TWO LINES OF SEALANT	GL-E1	INSULATED GLASS UNIT, LOW-E ON #2 LITE, ARGON FILLED, LAMINATED
GFRC-E1	SOLID INFINITE FACADE PANEL WITH LINER TYPE 1 W/ R=20 SPRAY INSULATION, TWO LINES OF SEALANT	MP-E1	PRE FINISHED ALUMINUM PLATE	GL-E2	INSULATED GLASS UNIT, LOW-E ON #2 LITE, ARGON FILLED
GFRC-E2	SOLID INFINITE FACADE PANEL WITH LINER TYPE 2 W/ R=20 SPRAY INSULATION, TWO LINES OF SEALANT	MP-E2	PTD. AND GALVANIZED STEEL FRAME FENCE AND GATE WITH MP-E1 PANELS	CW-E1	ALUMINUM FRAME & GLASS CURTAINWALL SYSTEM. THERMALLY BROKEN, BOD KAWNEER 1600

Source: City of Oakland, June 10, 2022.

CONCEPTUAL BUILDING ELEVATIONS – EAST AND WEST

FIGURE 3.2-8

3.2.3 Parking and Circulation

The project would not provide any new vehicle parking spaces. On-street parking currently exists on 10th Street and Harrison Street along the park frontages. One vehicular gate and driveway would be provided in the park's perimeter fence along 11th Street for park maintenance vehicles. Pedestrian access gates would be provided along Harrison Street and 10th Street and the front of the new recreation center would face the center of Lincoln Square Park. The project would provide long-term bicycle parking via a bicycle storage room within the new recreation center. The project would include four long-term bicycle storage spaces inside the new recreation center for staff use and approximately 50 short-term bicycle storage spaces to be provided via bike racks outdoors.

3.2.4 Landscaping and Trees

There are 17 existing trees on-site. The project would remove nine existing trees and plant approximately 36 new trees, resulting in a net increase of 27 trees (44 total trees on-site after project implementation). The project would include approximately 4,200 square feet of new landscaping area. Project landscaping would include stormwater treatment planters along the building perimeters and the roof garden area on the second floor.

3.2.5 Off-Site Improvements

The project would repave the existing sidewalks adjacent to the park boundaries, make improvements to the outdoor light pole fixtures and replace perimeter fencing. The project applicant and AC Transit would coordinate to also install one or more new bus stop sign poles along 11th Street, east of the proposed park maintenance driveway.

3.2.6 Green Building Measures

The project proposes green building and design features such as a bicycle storage room, rooftop solar panels, and a roof garden. The proposed building would operate on 100 percent electric power, in accordance with the City's All-Electric Construction in Newly Constructed Buildings Code (Oakland Municipal Code Chapter 15.37). The project would also implement the following green building measures:

- Energy efficient fixtures and appliances
- Indoor water use reduction (efficient plumbing)
- Outdoor water use reduction (low-water use landscaping)
- Heat island reduction (High solar reflective index materials)

3.2.7 Construction

It is anticipated that the project would be constructed over an approximate 20-month period. It is estimated that construction of the project would require the export of approximately 440 cubic yards of cut and the import of approximately 90 cubic yards of fill, resulting in a net export of 350 cubic yards of soil. It is anticipated that the project would excavate to a maximum depth of approximately five feet below ground surface (bgs). Construction hours would be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday.

SECTION 4.0 CEQA CHECKLIST

4.1 OVERVIEW

The analysis in this CEQA Checklist provides a summary of the potential environmental impacts that may result from the proposed project. The analysis in this CEQA Checklist also summarizes the impacts and findings of the certified 2014 LMSAP EIR.[2] This CEQA Checklist hereby incorporates by reference the LMSAP EIR discussion and analysis of all potential environmental impact topics; only those environmental topics that could have a potential project level environmental impact are included. The following resource areas were determined by the LMSAP EIR to have no potential for project-level impacts and thus, are not discussed further in this CEQA Checklist: 1) Agriculture and Forestry Resources, 2) Mineral Resources, and 3) Wildfire. The Wildfire Section of the CEQA Checklist (Added in December 2018) was not part of the CEQA Checklist analyzed by the 2014 LMSAP EIR. However, the LMSAP EIR did analyze wildfire risks in Section 3.13 Hazards and Hazardous Materials and determined that no adverse impacts would occur due to wildfire hazards within the Planning Area.

This CEQA Checklist provides a determination of whether the proposed project would result in:

- Equal or Less Severity of Impact Previously Identified in the LMSAP EIR;
- Substantial Increase in Severity of Previously Identified Significant Impact in the LMSAP EIR; 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 LMSAP EIR, the checkbox for "Equal or Less Severity of Impact Previously Identified in the LMSAP EIR" is checked.

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

- Peculiar to project or project site (per CEQA Guidelines Sections 15183 or 15183.3);
- Not identified in the 2014 LMSAP EIR, including off-site and cumulative impacts (per CEQA Guidelines Section 15162, 15168, and 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); and/or
- Due to substantial new information not known at the time the 2014 LMSAP EIR was certified (per CEQA Guidelines Sections 15162, 15168, or 15183).

[2] Reference to the "2014 LMSAP EIR" or the "LMSAP EIR" encompasses the Initial Study, Draft EIR, and Final EIR for the Lake Merritt Station Area Plan.

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

4.2 AESTHETICS, SHADOW, AND WIND

The following discussion is based, in part, on a Shadow Study prepared for the project by Shah Kawasaki Architects, dated February 2022. A copy of this study is included in Appendix B.

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Except as provided in Public Resources Code Section 21099, would the project:			
a) Have a substantial adverse effect on a public scenic vista [**NOTE**: Only impacts to scenic views enjoyed by members of the public generally (but not private views) are potentially significant.];	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐
c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐
d) 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);	☒	☐	☐
e) 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;	☒	☐	☐
f) Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space;	☒	☐	☐
g) Cast shadow on a historic resource, as defined by CEQA Guidelines section 15064.5(a),6 such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of historical resources, or a historical resource survey form (DPR Form 523) with a rating of 1-5;	☒	☐	☐

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Except as provided in Public Resources Code Section 21099, would the project:			
h) 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	☒	☐	☐
i) Create winds that exceed 36 mph for more than one hour during daylight hours during the year. [**NOTE**: 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. Downtown is defined in the Land Use and Transportation Element of the General Plan (page 67) as the area generally bounded by West Grand Avenue to the north, Lake Merritt and Channel Park to the east, the Oakland Estuary to the south and I-980/Brush Street to the west. The wind analysis must consider the project's contribution to wind impacts to on- and off-site public and private spaces. Only impacts to public spaces (on- and off-site) and off-site private spaces are considered CEQA impacts. Although impacts to on-site private spaces are considered a planning-related non-CEQA issue, such potential impacts still must be analyzed.]	☒	☐	☐

4.2.1 LMSAP EIR Findings

The LMSAP EIR identified notable scenic vistas along Lake Merritt and the Lake Merritt Channel and toward historic structures such as Kaiser Auditorium and other structures along the edge of Lake Merritt. The Chinatown District and the 7th Street/Harrison Residential District were identified as having particularly important visual character and qualities. Development under the LMSAP would have the potential to increase light and glare and cast shadows on public open spaces. However, the LMSAP EIR determined that design guidelines and requirements under the General Plan, Estuary Plan, and the LMSAP would preserve views and reduce the potential for future development impacts

on aesthetics and light and glare to a less than significance level. The LMSAP EIR did not include an analysis of shadows as they relate to impacts on solar heat collection or historic resources, and did not analyze potential wind impacts. These issues were included in the City's Thresholds of Significance Guidelines at the time the LMSAP EIR was adopted but it was determined that satisfactory analysis would require more detailed information on a project-by-project basis.

4.2.2 Project Analysis

4.2.2.1 *Aesthetics and Light and Glare (Criteria 1a through 1c and 1h)*

The proposed project would replace the existing recreation center in Lincoln Square Park. The new recreation center would be two-stories and reach a maximum height of 35 feet and 37 feet (exterior wall of south wing building). The majority of the surrounding buildings in the vicinity of Lincoln Square Park are two stories or taller. Given the height of the surrounding buildings, there are no scenic views that are currently visible from the project site. The increased height of the new recreation center would not obstruct any existing views of Lake Merritt, the Lake Merritt Channel, or any other scenic resources. While the 37-foot exterior wall of the south-wing building would require a variance with the Zoning Code, this variance would not result in inadequate lighting nor would it constitute an adverse aesthetics impact for the reasons stated above.

The nearest state scenic highway is the segment of Interstate 580 (I-580) that begins at I-980 in the west and flows southeast until it meets San Leandro Creek.[3] I-580 is located approximately 1.5 miles north of the project site at its nearest point. At this distance and given the nature of the surrounding buildings, the project site is not visible from I-580. Therefore, the project would not result in any impacts to a State Scenic Highway.

The exterior of the building would primarily be made up of façade panels and would also consist of pre-finished aluminum, metal siding, insulated glass, and aluminum frames. While the façade panels would not be made of reflective materials, the glass and aluminum could potentially result in glare. However, potential glare resulting from the new recreation building would not be substantially greater than that of the existing recreation building or of the surrounding buildings in the vicinity. Additionally, the project would increase the number of trees on-site which would give partial shade to the new recreation center, reducing the amount of glare. The new recreation center would include outdoor nighttime lighting. However, this would not represent a change from existing conditions given that the existing recreation center and Lincoln Square Park as a whole includes nighttime lighting.

The project would conform to the City's Zoning Code, General Plan, and the LMSAP design guidelines. Therefore, the project would have a less than significant aesthetics impact.

4.2.2.2 *Shadow (Criteria 1d through 1g)*

As previously described, the proposed new recreation center would generally be of similar height or shorter than the buildings surrounding Lincoln Square Park. Therefore, the proposed new recreation center would not cast shadows on any rooftop solar panels. There are no ground-level solar panels

[3] California Department of Transportation. "California State Scenic Highways". Accessed September 23, 2022. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

within the project vicinity. The project is within Lincoln Square Park, a public park and CEQA historic resource (as described further in Section 4.5 Cultural Resources). New shade created by the proposed new recreation center and new trees would not be substantial enough to impair use of the park nor would it alter the park's significance as a City landmark/historic resource. A shadow study prepared by Shah Kawasaki Architects for the project (see Figure 4.2-1 through Figure 4.2-4, and Appendix B) revealed that shadows cast by the proposed recreation center would not cast shadows on the existing senior center building at Lincoln Square Park during most daylight hours throughout the year. The senior center building would be partially in shadow for short periods of time before sunset, except around the summer solstice, when not only the proposed recreation center but existing buildings west of the project site cover the majority of the site in shadow. Despite the fact that shadows are typically longer in the winter, the sun is positioned more fully behind tall buildings west of the project site during the summer, resulting in the long shadows that cover the project site. Given that existing buildings west of the project site already cast large shadows over the park, new shadows created by the proposed recreation center would result in a negligible impact.

4.2.2.3 *Wind (Criterion 1i)*

The proposed new recreation center would be less than 100 feet tall, therefore, a wind study is not required for the project. The proposed recreation center replacement and park improvements would not substantially alter the project site so as to alter the existing wind patterns. The project would not create winds that exceed 36 miles per hour; therefore, the project would have a less than significant wind impact.

4.2.3 <u>Conclusion</u>

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the LMSAP EIR, nor would it result in new significant impacts related to aesthetics, shadow, or wind that were not identified in the LMSAP EIR. Implementation of **SCAs AES-1**, **Trash and Blight Removal**, **AES-2, Graffiti Control**, **AES-3**, **Landscape Plan**, and **AES-4**, **Lighting** (see Appendix A) would be applicable to and would be implemented by the proposed project and would further ensure that aesthetics-related impacts would be less than significant. No mitigation measures are required.

JUNE (6 PM)

JUNE (8 PM)

EXISTING SHADOWS – SUMMER SUNSET

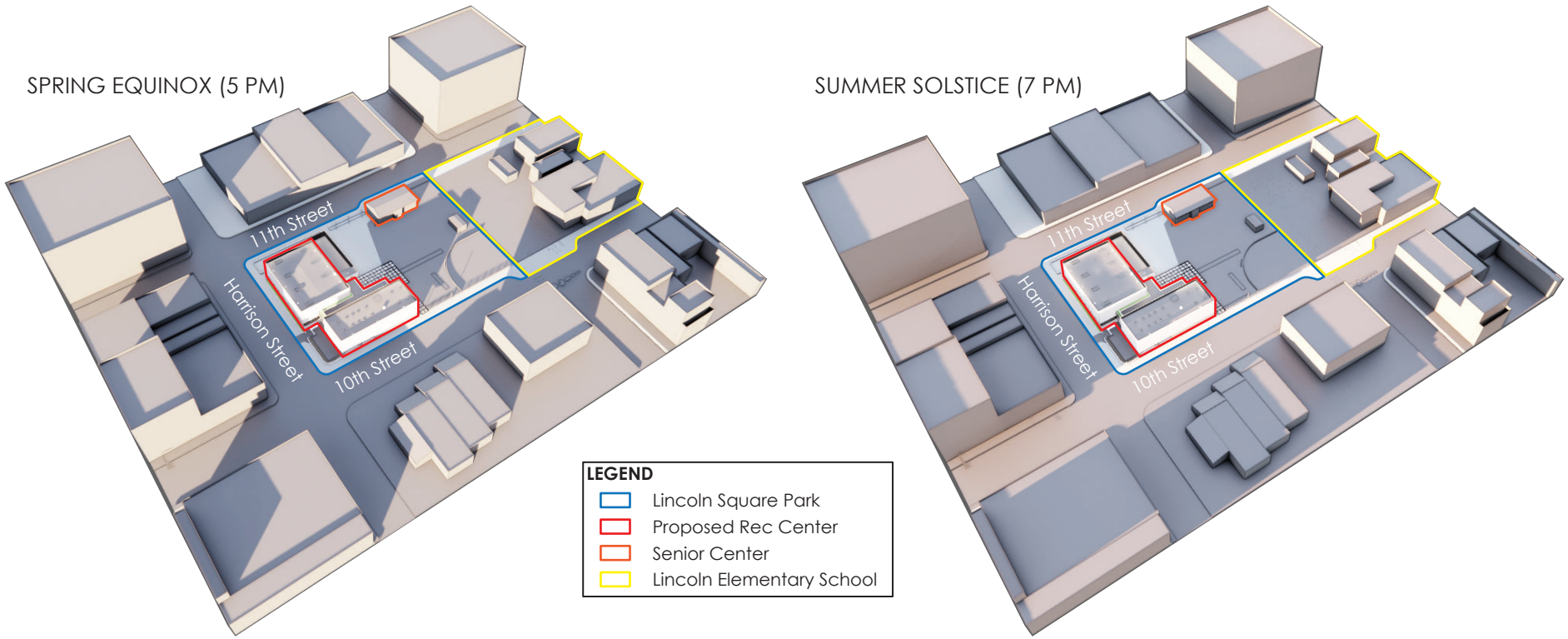
FIGURE 4.2-1

DECEMBER (4 PM)

DECEMBER (5 PM)

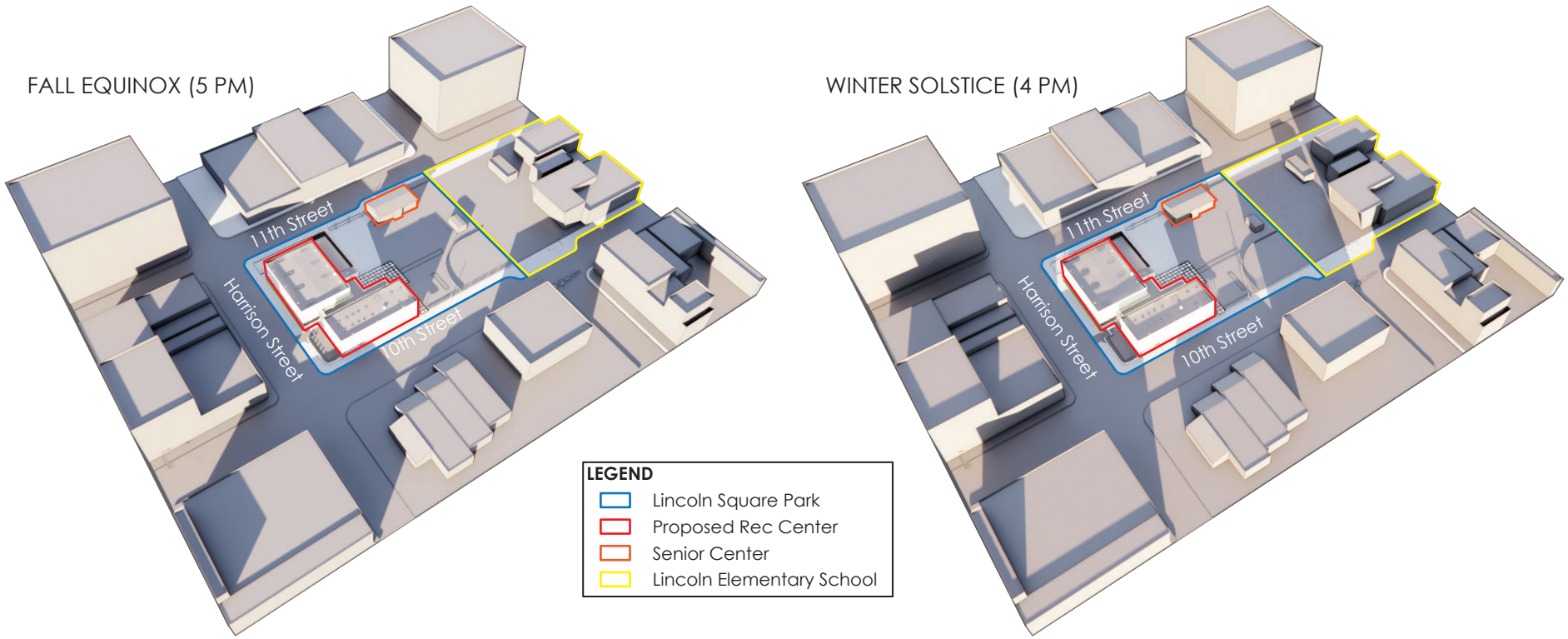
EXISTING SHADOWS – WINTER SUNSET

FIGURE 4.2-2



PROJECT SHADOWS – SPRING EQUINOX AND SUMMER SOLSTICE

FIGURE 4.2-3



PROJECT SHADOWS – FALL EQUINOX AND WINTER SOLSTICE

FIGURE 4.2-4

4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality Assessment prepared for the project by Illingworth & Rodkin, Inc. dated October 2022. A copy of this report is included in Appendix C.

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
a) 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}; or 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	☒	☐	☐
b) Contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour;	☒	☐	☐
c) 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.	☒	☐	☐
d) Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people	☒	☐	☐

4.3.1 LMSAP EIR Findings

The 2014 LMSAP EIR identified less than significant impacts regarding consistency with the Bay Area 2010 Clean Air Plan (2010 CAP), with implementation of applicable SCAs. The CAP has since been updated by the Bay Area Air Quality Management District (BAAQMD). The most recently adopted Clean Air Plan is the 2017 CAP. The LMSAP EIR also identified impacts associated with potential exposure of sensitive receptors to substantial health risks from toxic air contaminants (TACs) from sources including both diesel particulate matter (DPM) and gaseous emissions. The LMSAP EIR identified SCAs to reduce DPM exposure to less than significant levels, but risk from gaseous TACs (plan and cumulative level) would be a significant and unavoidable impact. The LMSAP EIR also identified potential impacts associated with the installation of back-up generators (a source of TACs) and identified SCAs to reduce the potential effect to less than significant. Moreover, as discussed further below, BAAQMD does not permit any new generators that may have emissions levels that pose adverse health impacts. The LMSAP EIR was a plan-level document and did not quantitatively assess criteria air pollutants from construction or operation.

4.3.2 Project Analysis

4.3.2.1 *Criteria Air Pollutant Emissions (Criterion 3a)*

Construction Period Emissions

Illingworth & Rodkin, Inc. used the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 to estimate emissions from project construction and operation. Emissions generated during construction activities consist of on-site emissions from construction equipment and off-site emissions from worker, hauling, and vendor traffic. Construction is anticipated to last approximately 20 months, or approximately 410 workdays. However, at the time the Air Quality Analysis was prepared for the project, construction was anticipated to last approximately 11 months (247 workdays). A longer construction schedule would result in less equipment use per day, resulting in a reduction in emissions per day than modeled. Therefore, the 11-month assumption used for the Air Quality Analysis summarized below represents a conservative estimate of the project's construction emissions. The actual daily construction emissions generated by the project over a period of 20 months would be less than the concentrations described below.

SCAs AIR-1 and AIR-2 require construction projects to implement construction dust and criteria air pollutant control measures. The project would involve less than 10,000 cubic yards of soil import/export and thus, would not be required to implement the City's enhanced dust control measures under SCA AIR-1. SCA AIR-3 requires use of all off-road diesel equipment to be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by the California Air Resources Board (CARB). This requirement will not be necessary if the project retains a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from CARB and the Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval.

Average daily emissions were computed by dividing the total construction emissions by the number of construction workdays. Table 4.3-1 shows average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project. Project emissions were analyzed as uncontrolled, given that the project could prepare a HRA rather than use VDECS to satisfy the requirements of SCA AIR-3. As indicated in Table 4.3-1, predicted project construction emissions would not exceed the BAAQMD significance thresholds, even without emission control measures incorporated. Since emissions are below the BAAQMD-recommended thresholds, enhanced controls identified in the City's SCA AIR-2 are not required.

Table 4.3-1: Construction Period Criteria Air Pollutant Emissions

Scenario	ROG	NO_X	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Uncontrolled Construction Emissions	0.30 tons	1.48 tons	0.07 tons	0.06 tons
Average Daily Uncontrolled Emissions (pounds/day)[1]	2 lbs./day	12 lbs./day	0.6 lbs./day	0.5 lbs./day
BAAQMD Thresholds (pounds/day)	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No

[1]Assumes 247 workdays

Construction activities would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit debris on local streets, which could be an additional source of airborne dust. There are no thresholds for fugitive dust generated by construction, however, in accordance with SCA AIR-1, the project would be required to implement BAAQMD's best management practices (BMPs) to reduce fugitive dust emissions.

Operational Period Emissions

Project operation would generate emissions from energy usage on-site and vehicles traveling to and from the proposed recreation center. Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. It was assumed that the project would be operational by 2024 at the earliest.

Annual emissions were predicted using CalEEMod and daily emissions were estimating assuming 365 days of operation per year.[4] Table 4.3-2 shows average daily construction emissions of ROG, NO_X, total PM_{10}, and total $PM_{2.5}$ during operation of the project. The operational period emissions would not exceed the BAAQMD significance thresholds.

[4] CalEEMod predicts annual emissions, assuming 365-day operation; however, traffic is assumed to occur only five days per week throughout the year. Therefore, this assessment assumed 260 annual days of operation. Fewer operating days would have lower annual emissions than reported.

Table 4.3-2: Operational Period Criteria Air Pollutant Emissions				
Scenario	**ROG**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
2024 Annual Project Operational Emissions (tons/year)	0.46 tons	0.24 tons	0.35 tons	0.09 tons
BAAQMD Thresholds (tons/year)	10 tons	10 tons	15 tons	10 tons
Exceed Threshold?	No	No	No	No
2024 Daily Operational Emissions (pounds/day)[1]	2.5 lbs.	1.3 lbs.	1.9 lbs.	0.5 lbs.
BAAQMD Thresholds (pounds/day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No	No
[1]Assumes 7-day per week operation (365 days/year)				

4.3.2.2 *Carbon Monoxide (Criterion 3b)*

Pursuant to BAAQMD CEQA Guidelines and as noted by the City's CEQA Thresholds of Significance, localized CO concentrations should be estimated for projects in which (a) project-generated traffic would conflict with an applicable congestion management program (CMP) established by the county congestion management agency or (b) project-generated traffic would increase traffic volumes at affected intersections to more than 44,000 vehicles per hour (or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited, such as tunnels, parking garages, bridge underpasses, natural or urban street canyons, and below-grade roadways). In Oakland, only the MacArthur Maze portion of Interstate 580 exceeds the 44,000 vehicles per hour screening criteria.

The project would not conflict with the Alameda County Transportation Commission's 2021 CMP, or any other applicable CMP given that the project would not provide any new vehicle parking spaces, is located near major transit stops, and would not substantially alter the land use of the project site. The project site is approximately 2.2 miles southeast of the MacArthur Maze (interchange of I-80, I-580, and I-880) and is intended to be a local-serving public facility. Thus, the project is not anticipated to add vehicle traffic to the MacArthur Maze because it is not anticipated to attract visitors that would need to utilize the MacArthur Maze while traveling to the project site from San Francisco or cities north of Oakland.

4.3.2.3 *Toxic Air Contaminants (Criterion 3c)*

The project would introduce new sources of TACs during construction (i.e., on-site construction and some truck hauling emissions). During operation, the project would not have substantial sources of localized TAC emissions. While the project would generate new traffic (conservatively estimated at 400 net new daily trips[5]), these would be mostly automobile trips that have low rates of TAC emissions and would not lead to significant health risk impacts.

[5] Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition.* September 2021. Land Use Code 495 (Recreational Community Center.

Sensitive receptors near the project site include the park users, the Yuk Yau Child Development Center directly to the south, Lincoln Elementary School to the southeast and nearby residences to the northeast. The off-site receptors are located approximately 100 feet at the closest from the project construction area.

Project Health Risk Impacts – Construction

The primary source of TAC emissions from construction work is large construction equipment typically used for groundwork (e.g., grading and excavation). The proposed project would have relatively short durations of that type of work. The total construction period would be approximately 20 months with most heavy construction activity conducted within four months during the demolition and grading/foundation phases. Therefore, the increase in health risks is expected to be minor.

Additionally, the project would be required to comply with SCA AIR-3 Diesel Particulate Matter Controls – Construction Related since the project site is located within a community considered "overburdened" by BAAQMD. To address the requirement, the project could use construction equipment with the most effective VDECS available for the engine types, such as engines that meet U.S. EPA Tier 4 standards. Alternatively, the project could retain an air quality consultant to prepare a HRA in accordance with City and BAAQMD requirements. If the HRA concludes that the health risk is at or below acceptable levels, then the DPM control measures described above may not be required. Adherence to SCA AIR-3 would ensure that health risk impacts caused by the project are below the BAAQMD thresholds.

Project Exposure

The City of Oakland considers exposure of new sensitive receptors to substantial ambient levels of TACs that result in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 micrograms per cubic meter to be significant. These thresholds are based on TAC sources within 1,000 feet that include stationary sources permitted by BAAQMD, freeways, major roadways with average daily traffic volumes greater than 10,000 vehicles per day, railroads, airports, seaports, and truck distribution centers. Within 1,000 feet of the project site there are five permitted sources by BAAQMD and local roadways. Some local roadways, such as Harrison Street, have traffic levels that are just around 10,000 average daily trips. I-880 is the closest freeway, approximately 1,200 feet west of the project site.

SCA AIR-4, Exposure to Air Pollution (Toxic Air Contaminants) addresses exposure of new sensitive receptors to nearby sources of air pollution. SCA AIR-4 requires that a HRA demonstrate that health risks are at or below acceptable levels, and if not, identify and evaluate measures to reduce risks to acceptable levels.

The City considers sensitive receptors to include residential uses, schools, parks, daycare centers, nursing homes, and medical centers. The proposed project would fall under the category of a park. Users of the proposed recreation center would not be continually present to exposure of nearby sources of TACs. The City's thresholds used to judge the significance of these exposures, i.e., cancer risk and annual $PM_{2.5}$, are based on chronic or long-term exposure. Users of the site would be

periodically exposed and not experience significant exposures. There are no nearby sources that pose significant acute exposures.

4.3.2.4 *Odors (Criterion 3d)*

The project would generate localized emissions of diesel exhaust, an odor source, during construction equipment operation and truck activity. These emissions may be noticeable by adjacent receptors; however, the odors would be localized and temporary and would not substantially affect people off-site. Project operation would not involve any odor-generating activities that would affect people off-site.

4.3.3 Conclusion

Project criteria air pollutant and TAC emissions during construction and operation were found to be less than significant. Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, as well as the new analysis presented above utilizing current thresholds, implementation of the proposed project would not result in a new significant impact or more severe impact regarding air quality. **SCAs AIR-1 Dust Controls – Construction Related**, **AIR-2 Criteria Air Pollutant Controls – Construction Related**, **AIR-3 Diesel Particulate Matter Controls – Construction Related**, and **AIR-4, Exposure to Air Pollution (Toxic Air Contaminants)** (see Appendix A) would be applicable to and implemented by the proposed project to further ensure that air quality impacts associated with the project are less than significant. Therefore, no mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

The following discussion is based, in part, on a Tree Survey prepared for the project by *SBCA Tree Consulting*, dated February 2022. A copy of this report is included in Appendix D.

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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 (CDFW) or United States Fish and Wildlife Service (USFWS);	☒	☐	☐
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 CDFW or USFWS;			
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;			
Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan;			

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
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.	☒	☐	☐

4.4.1 LMSAP EIR Findings

The LMSAP EIR identified 12 special status species that are known to have the potential to occur within the LMSAP Area. Within the Plan Area, Lake Merritt and the Lake Merritt Channel are places where there are particularly sensitive areas with regard to biological resources. The LMSAP EIR determined that there is no riparian habitat or sensitive natural communities within the Plan Area but vegetation along Lake Merritt Channel may have value for various plants and animals. Lake Merritt, the Lake Merritt Channel, and the Estuary are "waters of the U.S." and a small portion of Lake Merritt Channel and potentially a minimal amount of adjacent land is classified as wetlands. The LMSAP EIR determined that projects within the Plan Area would have a less than significant impact on these resources with implementation of the City's SCAs, mitigation measures from the Measure DD Implementation Project EIR (a bond passed by City voters that would involve improvements along the Lake Merritt Channel), and provisions of the Clean Water Act, California Fish and Game Code, and Regional Water Quality Control Board.

The LMSAP EIR also identified that development within the Plan Area could have the potential to impact nesting and migratory birds by creating disturbances during construction activities and creating an increase in bird collisions by erecting new buildings. However, it was determined that these impacts would be reduced to a less than significant level with implementation of existing regulations and SCAs. Projects within the Plan Area would be subject to the provisions of the City of Oakland's Tree Protection Ordinance. Furthermore, the LMSAP EIR determined that both new park land and new building development in the Plan Area would likely result in a net increase of trees in the Plan Area given that the identified development sites generally contain very few trees.

4.4.2 Project Analysis

4.4.2.1 *Special-Status Species, Riparian Habitat, Wetlands, Wildlife Corridors, and Habitat Conservation Plan Consistency (Criterion 4a)*

The project site is approximately 0.36 miles west of Lake Merritt and approximately 0.50 miles west of Lake Merritt Channel at its nearest point. The project would have no potential to impact sensitive biological resources associated with Lake Merritt or the Lake Merritt Channel due to its distance from them.

The project site is within an urban neighborhood park in a fully urban area of the City. The majority of the project site is paved and the limited vegetation that exists on-site is landscaping that is maintained by the City. The project site does not contain, nor is it adjacent to any wetlands, riparian habitat, or other sensitive habitat. Due to the urban nature of the project site and the surrounding vicinity, the project site does not contain habitat suitable for supporting special status plant or wildlife species. The project site is not connected to any significant wildlife habitat and thus, does not serve as a wildlife corridor.

The project would remove approximately nine trees. It is possible that migratory and nesting birds utilize the existing trees on-site. The project would be required to implement the City's SCAs pertaining to protection of nesting birds during the breeding season which would reduce the impact on nesting birds to a less than significant level. Additionally, the City's SCA pertaining to reducing bird collisions with buildings would reduce potential impacts to birds by constructing features of the proposed recreation center in compliance with Best Management Practice strategies to limit bird strikes.

4.4.2.2 *City of Oakland Tree Protection Ordinance and Creek Protection Ordinance (Criterion 4b)*

The Tree Survey prepared for the project identified 17 trees within and adjacent to the project site, 16 of which were determined to be Protected Trees under the Oakland Municipal Code. The arborist report only included trees within the boundaries of the project work area, not the entirety of Lincoln Square Park. A summary of the existing trees on-site is provided in Table 4.4-1, below.

Table 4.4-1: Summary of Existing Trees On-Site

Species	Total Number of Trees	Number of Protected Trees
Golden rain tree (*Koelreuteria paniculate*)	2	1
Brisbane box (*Lophostemon confertus*)	8	8
Southern magnolia (*Magnolia grandiflora*)	4	4
Chinese Pistache (*Pistacia chinensis*)	1	1
Evergreen pear (*Pyrus Kawakamii*)	1	1
Coastal live oak (*Quercus agrifolia*)	1	1

Table 4.4-1: Summary of Existing Trees On-Site		
Species	**Total Number of Trees**	**Number of Protected Trees**
Total	17	16

The project would remove eight existing trees on-site consisting of seven protected trees and one non-protected tree. Species of the trees proposed for removal from the project site include four southern magnolia, two golden rain trees, one Chinese pistache, and one evergreen pear. The project would also remove one existing street tree along Harrison Street, a Brisbane box. The project would plant approximately 36 new trees, resulting in a net increase of 27 trees (44 total trees on-site after project implementation). Additionally, the project would be required to implement the City's SCAs regarding tree removal (SCA BIO-2 and BIO-3) and tree protection (SCA BIO-3). This would reduce the project's impact on trees to a less than significant level and would ensure compliance with the City's Tree Protection Ordinance.

The project is not adjacent to any existing creeks and would not involve any work in or near a creek. Therefore, the project would be in compliance with the City's Creek Protection Ordinance and would not be required to implement the City's SCAs pertaining to creek protection.

4.4.3 Conclusion

The proposed project would not result in any new or more severe significant impacts related to biological resources than those identified in the LMSAP EIR. The project site does not contain nor is located near any sensitive biological habitat. Certain SCAs identified in the LMSAP EIR would not pertain to the project, such as those pertaining to creek protection or the Creek Protection Ordinance, or Alameda Whipsnake protection measures. **SCAs BIO-1, Bird Collision Reduction Measures, BIO-2, Tree Removal During Bird Breeding Season** and **BIO-3, Tree Permit** (see Appendix A) would be applicable to and implemented by the project to ensure that existing trees and nesting birds are protected during project construction. The LMSAP EIR did not identify any mitigation measures related to biological resources, and none would be needed for the proposed project.

4.5 CULTURAL RESOURCES

The following discussion is based, in part, on a Cultural Resources Survey Report prepared for the project by *Archaeological/Historical Consultants* dated February 2023. A copy of this document is included in Appendix E.

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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 15064.5.14 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 Historical Resources, 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) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	☒	☐	☐
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐

4.5.1 <u>LMSAP EIR Findings</u>

The LMSAP EIR does not include a project-level analysis of historic resources, indicating project-level analysis shall be conducted for individual development projects in the LMSAP. The LMSAP EIR further determined that impacts to archaeological resources, paleontological resources, and human remains would be less than significant with the implementation of applicable SCAs. The

LMPSAP EIR indicates that paleontological sensitivity of the geologic units underlying the Plan Area is considered to be low to moderate.

4.5.2 Project Analysis

4.5.2.1 *Historical Resources (Criterion 4a)*

Existing Conditions and Background

Lincoln Square Park

When the city of Oakland was first laid out in the early 1850s, seven squares were set aside for public use, including what is now Lincoln Square Park. These squares were part of Mayor and city founder Horace Carpentier's vision of a city full of beautiful parks, wide avenues, and shady trees. Improvements to Lincoln Square Park likely began after 1887 and included curving paths at first. Various improvements to Lincoln Square Park were made in the 20th century, many of which were funded by the local Chinese community. These improvements included a children's playground and several sports facilities. The existing clubhouse in the park was constructed in 1940, the play area was redesigned in 1969 with the existing Chinese junk boat structure, and the Lincoln Square Recreation Center was opened in 1977. Lincoln Square Park was designated as an Oakland City Landmark in 1983, with the intention to preserve it as a public park, open space, or playground.

No physical elements of the 19th century park currently exist on-site. The oldest features in the park today are the clubhouse and storage building, both of which date to the 1940s. The clubhouse, also known as the Hong Lok Senior Center, was designed by architect Edward Foulkes and built in the year 1940. The clubhouse is situated along the north side of the park, adjacent to 11th Street. The clubhouse is constructed in the Spanish Revival style and consists of brick masonry. It is one story in height, with outer walls that slope slightly inward as they rise, and a hipped clay tile roof with recessed gables rising on the short sides. The clubhouse retains its original window sash and appears to have high integrity.

The storage building is located at the eastern edge of the park. It is a rectangular stucco building with a clay tile roof with gables on the short sides, turned-up eaves, and Chinese-style ornamental projections at the eave corners. The exact date of this building is unknown, but a building with the same shape and location is visible in a 1946 aerial photograph.

Lincoln Square Recreation Center

According to local historian L. Eve Armentrout Ma, the Lincoln Square Recreation Center was a key part of a movement revitalizing and expanding youth programs in the local Chinese community during the 1970s and 80s. According to Gilbert Gong, the current recreation center director, approximately 95 percent of the recreation center users today are from the Asian/Pacific Islander community.

The Lincoln Square Recreation Center was designed by architects Worley K. Wong and Ronald G. Brocchini. Wong & Brocchini practiced architecture in the Bay Area from 1968 to 1985, focusing on institutional architecture, including office and educational buildings. Worley Wong (1912-1985) is best known, and most highly regarded, for his work in partnership with John Carden Campbell as

Campbell and Wong, architects, during 1946-1968. The Campbell and Wong partnership has attracted attention from historians due to their role as one of the first prominent firms to popularize the modern A-frame house in the Bay Area. Their residential work is highly regarded and featured in several guidebooks to historic architecture in the Bay Area with their most frequently cited work being the Buddha's Universal Church at 720 Washington Street, San Francisco. When Campbell and Wong broke up in 1968, Wong began a new partnership with Ronald Brocchini. This partnership lasted until Wong's death in 1985.

Ronald Brocchini (1929-2022) first worked as an architectural designer in 1948 for Stone, Marraccini, and Patterson in San Francisco. In 1961 Brocchini became an associate architect with Campbell and Wong, before forming a partnership with Wong in 1968. In 1987, two years after Wong's death, he opened his own firm, Brocchini Architects, in Berkeley. Brocchini retired in 2014 and died in 2022. None of Brocchini's works appear to have received significant attention from architectural historians.

The Lincoln Square Recreation Center rests upon a concrete perimeter foundation, appears to be clad in textured stucco, and is one story in height. There are two main public entrances and four secondary or service entrances. The primary public entrance is adjacent to 10th Street side. Here, there are two entrances, both recessed, and separated by a span of wall that is clad in colorful tiles, which is original to the building's construction. The wall of tiles is the only ornamented part of the exterior. The other public entrance is on the north side, at the junction of the west and east wings, and also leads to the lobby; it is also recessed. All of these entrances feature paired doors with full-length glazing, fixed transoms, and sidelights, and are made entirely of anodized aluminum. Regarding the secondary or service entrances, two are recessed. Each of them has a single door with full-length glazing and a fixed transom, and one of the two has sidelights. Both are made of anodized aluminum, just as the main public entrances are. The other two entrances have plain metal doors.

The building's windows vary greatly in size and shape, and their arrangement or placement is irregular. Their one common element is that all of them are made of anodized aluminum. Original plans supplied by the City of Oakland reveal that all parts of the exterior described above date to the original 1977 construction. The building's exterior is shown in Photos 1 & 2.

The interior features a hexagonal lobby with round wooden posts at each corner and support beams painted with interlocking hexagonal motifs. The color of the posts and beams is predominantly red, with occasional green bands and stripes, and this lends a Chinese style to the lobby. Original plans reveal these features date to the original 1977 construction. No other Chinese style elements exist elsewhere in the building. The hallway in the east wing is finished in flat plaster, with a linoleum tile floor, and florescent lights. The multi-purpose room, in the west wing, has a high ceiling featuring slightly bowed wooden beams that support the roof, and a sprung hardwood floor painted with lines for a basketball court. The lobby and multi-purpose room are shown in Photos 3 & 4.

Photo 1: Existing Lincoln Square Recreation Center, North and Northeast Façades

Photo 2: 10th Street Entrances With Tile Mural (South Façade)

Source: Archaeological/Historical Consultants, October 2022.

PHOTOS 1 & 2

Photo 3: Existing Lobby

Photo 4: Existing Multi-Use Room in West Wing

Source: Archaeological/Historical Consultants, October 2022.

PHOTOS 3 & 4

Historical Analysis

Lincoln Square Park was designated as a City of Oakland Landmark in 1983, and thus, is considered a CEQA historic resource. Lincoln Square Park is associated with two patterns of events that have made a significant contribution to the patterns of local and regional history: 1) as one of the seven original Oakland public squares dedicated by 1853, Lincoln Square is significant in the history of urban planning in Oakland; and 2) Lincoln Square is also significant for its continuous role in public recreation in Oakland's Chinatown and its connection with the local Chinese American community.

The Lincoln Square Recreation Center was included in a recording of the Park for the Oakland Cultural Heritage Survey (OCHS) Historic Resources Inventory and the description of the Square in the Landmark resolution. However, apart from Lincoln Square Park's status as an Oakland City Landmark, the existing recreation center itself has not otherwise been previously evaluated or listed under any local, State, or Federal historical resource designation criteria. As described further below, the existing recreation center is not integral to the park's listing as a City Landmark or historic resource.

CRHR Significance Evaluation

In order for a resource to be eligible for the California Register of Historical Resources (CRHR), it must satisfy all of the following three criteria (A, B, & C):

A. A property must be significant at the local, State, or national level, under one or more of the following four "Criteria of Significance" (these are essentially the same as the NRHP criteria with more emphasis on California history):
    1. the resource is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States.
    2. the resource is associated with the lives of persons important to the nation or to California's past.
    3. the resource embodies the distinctive characteristics of a type, period, region, or method of
    4. the resource has the potential to yield information important to the prehistory or history of the State or the nation (Criterion 4 applies primarily to archaeological sites and only rarely to buildings).
B. the resource retains historic integrity[6]; and,
C. it is 50 years old or older (except for rare cases of structures of exceptional significance).

[6] The CRHR regulations define "integrity" as ". . . the authenticity of a property's physical identity, evidenced by the survival of characteristics that existed during the property's period of significance," that is, it must retain enough of its historic character or appearance to be recognizable as a historical resource. Following the NRHP integrity criteria, CRHR regulations specify that integrity is a quality that applies to historical resources in seven ways: location, design, setting, materials, workmanship, feeling and association. A property usually must retain most of these qualities to possess integrity.

Although historians L. Eve Armentrout Ma and Jeong Huei Ma assert in their publications on Oakland's Chinese population[7] that the Lincoln Square Recreation Center was part of a trend of revitalization and expansion of youth programs during the 1970s and 1980s in Chinatown, this pattern has not made a significant contribution to the broad themes of local or regional history and cultural heritage. Therefore, the building does not appear to be eligible under CRHR Criterion 1. Historical research did not identify any significant figures in local history associated with the building, thus it does not appear to be significant under CRHR Criterion 2.

The building is an undistinguished example of 1970s Modern architecture. The exterior finish is plain and lacks style references. On the interior, the décor of the hexagonal lobby reflects the Chinese heritage of the area, but the remainder of the interior design is plain. Although the senior architect of the firm of Wong and Brocchini, Worley K. Wong, was considered a highly regarded Bay Area architect, it is primarily for his residential work with an earlier architectural firm, Campbell and Wong. Wong and Brocchini, by contrast, is not well studied and does not appear to be regarded as a significant architectural firm. The Lincoln Recreation Center does not bear resemblance to Campbell and Wong's residential work, nor their one notable institutional building, Buddha's Universal Church. For these reasons, the building does not appear to be eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, the Lincoln Square Recreation Center is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. It therefore does not appear to be eligible for the CRHR under Criterion 4.

Oakland Cultural Heritage Survey

The CEQA guidelines give local jurisdictions wide latitude to establish criteria of significance that reflect local history and values. Properties determined eligible for local registers are presumed to be historical resources for the purposes of CEQA, unless substantial evidence demonstrates otherwise. The City of Oakland maintains the OCHS, which uses a series of criteria to score buildings and sites, and then assigns them values based on a score. *Archaeological/Historical Consultants* evaluated the Lincoln Recreation Center using the OCHS scoring sheet and determined the building to have a final score of 15.76, which gives it a score of D (Minor Importance). The City's Historic Preservation Element defines structures of Minor Importance as "Properties which are not individually distinctive but are typical or representative examples of an important type, style, convention, or historical pattern". As previously described, the Lincoln Recreation Center has good integrity due to the presence of much of the original construction elements, but it lacks clear stylistic features.

City of Oakland Landmark Status

As previously mentioned, Lincoln Square Park is an Oakland City Landmark and is therefore considered a CEQA resource. The Square's Landmark status is based on its significance as one of the seven squares dedicated for public use on the original Oakland plat. One of only four remaining

[7] Ma, L. Eve Armentrout. *Hometown Chinatown: The History of Oakland's Chinese Community.* New York: Routledge. 2000.
Ma, L. Eve Armentrout and Ma, Jeong Huei. *The Chinese of Oakland: Unsung Builders*. Oakland Chinese History Research Committee. 1982.

original squares, the city designated Lincoln Square a Landmark in 1983 to preserve it as public space. The character-defining features of Lincoln Square Park that are essential to its historical identify include the following:

- The shape and boundaries of the square, which are the same as they were in 1853;
- A sense of open space in the midst of a congested urban district;
- The 1940s Clubhouse building, designed by Edwin Foulkes and constructed by WPA workers, which appears individually eligible to the CRHR; and
- The square's history as a focus for indoor and outdoor recreational and community activities in Oakland's Chinatown since the 1920s.

The Lincoln Square Recreation Center is not considered essential to the historical identity of Lincoln Square Park. Although the Lincoln Square Recreation Center building was standing in 1983 (it had only existed six years at that point) and is included in the description of the City Landmark, it does not meet any of the criteria of the CRHR and does not contribute to or detract from the primary significance of Lincoln Square Park as one of the city's original seven public squares. Therefore, the Lincoln Recreation Center does not appear to contribute to Lincoln Square's City Landmark status.

Secretary of the Interior's Standards

As noted above, Lincoln Square is a CEQA historical resource which is eligible under Criterion 1. The proposed project is effectively a rehabilitation of a CRHR-eligible resource. The Secretary of the Interior's Standards defines rehabilitation as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." To determine whether the proposed project would cause a substantial adverse change to this historical resource (as defined at PRC §5020.1(q)), the historic evaluation considered whether the proposed project meets the Secretary of the Interior's Standards for Rehabilitation. Below each standard is a discussion of its applicability to the current project, based on the Cultural Resources Survey Report prepared for the project (see Appendix E).

1. *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

The proposed project will continue the existing use of Lincoln Square as a recreation facility for the Chinatown community, which has been continuous since the 1920s. The proposed new building, like the old building, occupies the southwest corner of the square and will serve the same function, with expanded capacity.

2. *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.*

The contributing physical elements to Lincoln Square are the shape and boundaries of the square, a sense of open space in a congested urban area, and the 1940 clubhouse. The proposed project will have minor effects on the shape of the square and its spatial relationships. The new building will be

approximately 13,886 square feet larger. However, its location and orientation are similar to that of the old building. The new building will change existing spatial relationships only by providing new access routes to the square via Harrison and 11th Streets, and increasing open space along 10th Street with a new outdoor passive recreation area. Otherwise, the spatial relationships and features that characterize the square will remain unchanged.

3. *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

No conjectural features are proposed as part of the project.

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

The most significant change to Lincoln Square since its creation in 1853 was its transition from an open park to a mixed indoor-outdoor recreation facility circa 1927. Since then, the square has served as a focal point of community and recreational activities in Oakland's Chinatown, and this function is now a character-defining feature and contributes to the square's significance under CRHR Criterion 1. Likewise, the 1940 clubhouse building is an element of the square and has acquired historic significance in its own right. The proposed project preserves both of these changes in historical significance, since the new building will provide the same services to the same community in a larger and enhanced space, and the clubhouse will not be affected by the project.

5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*
6. *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*
7. *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Standards 5 through 7 would only apply to the 1940 clubhouse, which is the only structure that contributes to Lincoln Square's significance. However, no modifications to the clubhouse are proposed by the project.

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

No archaeological resources are known to be present in the project area, which has low sensitivity for buried archaeological resources.

9. *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials,*

features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

With respect to Standards 9 and 10, the proposed new work will not alter or destroy historic materials, features, or spatial relationships. No modifications to CRHR-eligible structures are proposed.

The proposed project meets all of the Secretary of the Interior's Standards for Rehabilitation. Therefore, it does not appear to have the potential to cause a substantial adverse effect to the integrity or CRHR eligibility of Lincoln Square.

Off-Site Historical Resources

The following off-site historical resources were identified within the project vicinity:

- The Chinatown commercial district – located Franklin, Webster, and Harrison Streets between 7th and 9th Streets, one block south of the project site. The district contains 45 buildings, of which 29 are contributing. The district was found eligible for the NRHP.
- The 7th/Harrison Square Residential District – located on 7th Street between Harrison to Fallon, including cross streets. About 2/3 of the houses in this area were built between 1889 and 1910. The district was found eligible for the NRHP.
- 258 & 270-76 11th Street – designated Area of Secondary Importance by the City of Oakland. Located across the street to the north of Lincoln Square Park.
- 307 10th Street – part of the Chinatown Area of Secondary Importance. Located across the street to the south of Lincoln Square Park.

Several other properties within the project vicinity were identified by *Archaeological/Historical Consultants* that have either 1) not been evaluated for historical significance, or 2) were evaluated but deemed not historically significant. The project's only potential physical effects on off-site historical structures would be vibration impacts during project construction. The project would not involve pile-driving, a construction activity that generates particularly strong vibration levels, and the City's SCAs would ensure that vibration impacts are reduced to a less than significance level (see Section 4.12 Noise).

Therefore, the proposed project would not have a new or more severe impact on a historical resource than was anticipated by the LMSAP EIR.

4.5.2.2 *Archaeological and Paleontological Resources and Human Remains (Criteria 4b through 4d)*

A records search covering Lincoln Square Park and a 1/8-mile radius around it was completed at the Northwest Information Center on August 23, 2022. The search identified no resources within the project site. One historic-era archaeological resource consisting of segments of a trolley or railroad

line was discovered within the project vicinity in the year 2000 during monitoring for a fiber-optic cable conduit. Elements present included ties, straps, spikes, and a ballast. *Archaeological/Historical Consultants* conducted a site visit at Lincoln Square Park and did not observe any evidence of archaeological resources on-site.

Native American archaeological sites are most often found in areas that are relatively flat and have easy access to a perennial source of fresh water. The project site is flat and the nearest source of fresh water is Glen Echo Creek, located approximately 0.6 miles north of the project site. Lake Merritt, 0.4 miles to the east, is a tidal slough and thus, does not provide fresh water. Given the distance of the site to fresh water and the lack of known resources nearby, the project site was determined by *Archaeological/Historical Consultants* to have a low sensitivity for Native American archaeological resources.

Lincoln Square Park remained an open park from 1852 until the 1920s when playgrounds and sports facilities began to be constructed on-site. Recreational activities have a very low likelihood of producing stratified deposits of historic-era artifacts, and there is no indication that other types of historic-era archaeological features such as foundations, wells, or privies are likely to be found. Thus, the project site also has a low sensitivity for historic-era archaeological features.

Project construction would involve grading activities, excavation to a maximum depth of five feet bgs, and the export of approximately 440 cubic yards of soil off-site. Therefore, there is the potential to impact unknown archeological resources, as well as potential unknown paleontological resources or human remains, as noted in the LMSAP EIR. However, implementation of the City's SCAs, as noted in the LMSAP EIR, would ensure that any archaeological resources discovered would be recovered and that appropriate procedures are followed in the event of accidental discovery. Implementation of the SCAs also would require a qualified paleontologist 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 human remains are followed.

4.5.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, the proposed project would not result in any more severe significant impacts identified in the LMSAP EIR, nor would it result in new significant impacts related to cultural resources that were not identified in the LMSAP EIR. Implementation of **SCAs CUL-1, Archaeological and Paleontological Resources – Discovery During Construction** and **CUL-3, Human Remains – Discovery During Construction** (see Appendix A), would further ensure that potential impacts associated with cultural resources would be less than significant. No mitigation measures are required.

4.6 ENERGY

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐

4.6.1 LMSAP EIR Findings

The City's CEQA thresholds of significance include energy-related questions in the utilities section. Thus, these questions were addressed in the LMSAP EIR's utilities and service systems section. The LMSAP EIR determined that buildout of the LMSAP would result in an incremental increase in the demand for gas and electrical power, but the level of energy required would not be expected to violate applicable federal, state, and local statutes and regulations nor would it be expected to exceed energy service capacities.

4.6.2 Project Analysis

4.6.2.1 *Energy Consumption and Efficiency (Criteria 5a and 5b)*

Construction

The anticipated construction schedule assumes the project would be built over a period of approximately 20 months. The overall construction schedule and process is designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel would not be used wastefully on the site because of the added expense associated with renting, maintaining, and fueling equipment. Energy is consumed during construction because the use of fuels and building materials are fundamental to construction of new buildings; however, energy would not be wasted or used inefficiently by project construction equipment. Therefore, construction of the proposed project would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

Operation

Similar to the existing recreation center, the proposed new recreation center would use energy, in the form of electricity, for lighting, heating, cooling, and use of appliances in the proposed building. The existing recreation center uses approximately 121,929 kilowatt-hours (kWh) of electricity per year. The proposed new recreation center would use approximately 325,061 kWh of electricity per year[8],

[8] Illingworth & Rodkin, Inc. *Lincoln Recreation Center Air Quality Assessment. Attachment 1: CalEEMod Output, Modeling Information, and BAAQMD Permitted Sources.* October 12, 2022.

resulting in an increase of approximately 203,132 kWh of electricity consumed per year. The new recreation center would not use any natural gas energy, as required by the City's All-Electric Construction in Newly Constructed Buildings Code (Oakland Municipal Code Chapter 15.37). The project would comply with the standard of Title 24 of the California code of Regulations as well as with the City's SCAs pertaining to compliance with the green building ordinance. Therefore, consistent with the LMSA EIR, the project would not violate any statutes and regulations relating to energy standards and project operation would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

4.6.3 Conclusion

While the LMSAP EIR did not contain a standalone energy section, energy impacts were analyzed in the utilities and service systems section of the LMSAP EIR. Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the LMSAP EIR, nor would it result in new significant impacts related to energy that were not identified in the LMSAP EIR. The project would not require any mitigation measures, the project would result in a less than significant impact on energy resources.

4.7 GEOLOGY AND SOILS

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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) Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creeks/waterways;	☒	☐	☐
c) 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;	☒	☐	☐
d) Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property;	☒	☐	☐
e) Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property ; or	☒	☐	☐
f) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	☒	☐	☐

4.7.1 LMSAP EIR Findings

The LMSAP EIR states that the Planning Area does not include an active fault or Alquist-Priolo fault zone, and thus, does not have the risk of fault rupture. However, the Planning Area does fall within severe shaking intensity zones and a substantial portion of the Planning Area along Lake Merritt Channel is also within a zone of very high liquefaction susceptibility. Bay Mud and artificial fills with high clay content are likely to underlie portions of the Planning area and these soils are likely to have the potential to be expansive. However, the LMSAP EIR determined that through compliance

with the seismic standards of the California Building Code (CBC) and with implementation of SCAs, impacts related to seismic hazards and unstable soils would be less than significant for development occurring under the LMSAP.

4.7.2 Project Analysis

4.7.2.1 *Seismic Hazards, Expansive Soils, and Soil Erosion (Criteria 6a through 6c)*

The project site is not within a seismic hazard zone and is within a zone of moderate liquefaction susceptibility, as mapped in the LMSAP EIR. The site is flat and not located in a landslide area or in an area of known unstable soil conditions. The proposed project would require a grading permit. Therefore, per City of Oakland SCAs, the project will be required to prepare an Erosion and Sedimentation Control Plan. The proposed project also would be required to comply with the CBC's current seismic standards, which require specific design parameters for construction in various seismic environments per City of Oakland SCAs, to ensure that development of the proposed project would avoid and minimize potential geologic impacts through compliance specifically with local and state regulations governing design and construction practices.

4.7.2.2 *Underground Structures, Landfills, Septic Tanks (Criteria 6d through 6f)*

Lincoln Square Park was set aside for public use when the City was first founded in the early 1850s. The existing senior center was constructed on-site in 1940 and the existing recreation center was constructed on-site in 1977. The project site was not formerly used as a landfill and it is not anticipated that any underground structures such as wells, pits, tank vaults, unmarked sewer lines, or septic tanks exist below the project site given that it has been preserved as a public space since the City's founding.

4.7.2.3 *Conclusion*

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, 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 LMSAP EIR. Furthermore, implementation of **SCA GEO-1, Construction-Related Permit(s)**, and **SCA GEO-2, Soils Report** (see Appendix A), would ensure that potential impacts associated with hazardous geologic and soils conditions would be less than significant. No mitigation measures are required.

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an Equitable Climate Action Plan Consistency Checklist prepared for the project. A copy of this checklist is included in Appendix F.

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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: 1) For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO2e annually. [NOTE: Stationary sources are projects that require a BAAQMD permit to operate.] 2) For a project involving a land use development, fail to demonstrate consistency with the 2030 Equitable Climate Action Plan (ECAP) adopted by the City Council on July 28, 2020. [NOTE: Land use developments are projects that do not require a BAAQMD permit to operate.] Consistency with the 2030 ECAP can be shown by either: a. committing to all of the GHG emissions reductions strategies described on the ECAP Consistency Checklist, or b. complying with the GHG Reduction Standard Condition of Approval that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Consistency Checklist.	☒	☐	☐
b) Fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.	☒	☐	☐

4.8.2 LMSAP EIR Findings

The 2014 LMSAP EIR evaluated the impacts of greenhouse gas (GHG) emissions related to the construction and operation of the buildout anticipated under the Planning Area. Buildout of the LMSAP was estimated to generate 3.05 metric tons of carbon dioxide equivalent ($MTCO_2e$) per service populations (GHG emissions include amortized construction emissions) with implementation of City policies and SCAs. Therefore, the LMSAP would not exceed the BAAQMD threshold of 4.6 $MTCO_2e$ per service population. For stationary sources, the LMSAP EIR assumed that allowable new commercial and light industrial growth in areas proposed "Flex District" may include new stationary sources, but it would be unlikely that new stationary sources would exceed the BAAQMD threshold of 10,000 $MTCO_2e$. Impacts related to GHG emissions generated from the future developments and stationary sources under the LMSAP would be less than significant. The LMSAP EIR also determined that the LMSAP would not conflict with applicable plans, policies, or regulations adopted to reduce greenhouse gas (GHG) emissions, such as Assembly Bill 32, the City of Oakland Energy and Climate Action Plan, and other local policies and regulations related to GHG emissions. The LMSAP would generate GHG emissions below the 2020 threshold, which was developed to be consistent with AB 32's goal, and future developments would be required to comply with the application requirements of the ECAP.

4.8.3 Project Analysis

4.8.3.1 *2030 Equitable Climate Action Plan (Criteria 7a and 7b)*

Since the adoption of the 2014 LMSAP EIR, the City has updated new GHG thresholds for land use developments that rely on the 2030 Equitable Climate Action Plan, which established targets of 56 percent below 2005 emission levels by 2030 and 83 percent below 2005 emission levels by 2050. The 2030 target is more aggressive than the Senate Bill 32 target of 40 percent below 1990 emission levels; therefore, the updated City of Oakland GHG thresholds align with the State's goal. The previous 2014 LSMAP EIR numerical thresholds were based on the 2020 target of 36 percent below 2005 emission levels by 2020.

A project would have less than significant GHG emissions impacts if it demonstrates consistency with the 2030 Equitable Climate Action Plan by either committing to all of the GHG reduction strategies described in the Equitable Climate Action Plan Consistency Checklist or by complying with the GHG reduction Standard Condition of Approval. An Equitable Climate Action Plan Checklist was prepared for the project and is included as Appendix F. The checklist demonstrates that the proposed project would commit to all applicable GHG emission reduction strategies, such as being located within public transit, not adding new parking, and designing the building to be 100 percent electric with no natural gas infrastructure. Furthermore, implementation of the City's SCAs related to GHG emissions would ensure that the GHG reduction strategies applicable to the project are incorporated into the project design prior to the approval of the construction-related permit. Therefore, impacts related to the generation of GHG emissions would be less than significant, consistent with the findings of the LMSAP EIR.

4.8.4 Conclusion

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, as well as the new analysis present above per current thresholds, implementation of the proposed project would not result in a new significant impact or more severe impact related to GHG emissions. **SCA GHG-1, Project Compliance with the Equitable Climate Action Plan Consistency Checklist** (see Appendix A), would be applicable to and implemented by the proposed project to further ensure that GHG impacts associated with the project are less than significant. Therefore, no mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐
d) 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;	☒	☐	☐
e) Be located within the vicinity of a private airstrip, and would result in a significant safety hazard for people residing or working in the project area;	☒	☐	☐
f) Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or	☒	☐	☐

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
g) 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 are intermixed with wildlands?	☒	☐	☐

4.9.1 LMSAP EIR Findings

The LMSAP EIR lists and maps known hazardous materials sites within the Planning Area. The project site is not identified as a hazardous materials site. The nearest site identified in the LMSAP EIR is located at 314 10th Street, approximately 100 feet west of the project site, across Harrison Street. The LMSAP EIR identified the site at 314 10th Street as an Open Clean-up Site under the jurisdiction of the California State Water Board. Potential contaminants of concern included diesel, gasoline, polychlorinated biphenyls (PCBs), and other hazardous materials. The LMSAP EIR stated that remediation of contaminated sites is required to occur before or during construction of development projects. The LMSAP EIR determined that existing regulations and implementation of SCAs, impacts related to hazardous materials would be less than significant for development occurring under the LMSAP. The LMSAP EIR determined that no impacts associated with airport hazards or wildland fire hazards would occur with buildout of the LMSAP.

4.9.2 Project Analysis

4.9.2.1 *Hazardous Materials (Criteria 8a through 8c)*

Operation of the proposed new recreation center would include the use and storage of small quantities of chemicals on-site for cleaning and maintenance purposes. The small quantities of cleaning and maintenance supplies would be similar in scale to what is currently used on-site by the existing recreation center and the surrounding urban developments. Therefore, operation of the proposed new recreation center would not pose a risk to the public or the environment. Hazardous emissions associated with the project would be less than significant with implementation of the City's SCAs, as previously described in Section 4.3 Air Quality.

The project site does not have a history of contamination. Lincoln Square Park was designated as a public park in the early 1850s when the City was founded and thus, no land uses have occurred on-site that would have resulted in contamination. The project site is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (i.e., the Cortese List).[9] The LMSAP-identified site at 314 10th Street is no longer included on the Cortese List, indicating that the site has since been remediated and the case has been declared closed. There are two sites within the project vicinity that have been added to the Cortese List since the adoption of the LMSAP.

[9] CalEPA. "Cortese List Data Resources". Accessed October 26, 2022. https://calepa.ca.gov/sitecleanup/corteselist/

The first site is located at 1100 Webster Street, approximately 200 feet north of the project site, at the intersection of Harrison Street and 11th Street. This site was listed as an active voluntary agreement site in 2016 under supervision of the Department of Toxic Substances Control (DTSC). Groundwater and soil vapor at this site were contaminated with lead, petroleum, toxaphene, and volatile organic compounds (VOCs) that were introduced to the site during operation of a former cold storage facility and automobile dealership and repair center. The site has since been redeveloped with a mixed-use building. Remediation during redevelopment of the site included soil excavation and in-situ groundwater remediation. Additionally, a vapor barrier and soil vapor extraction system were installed at the new building.[10] Given the distance from the project site and the remediation that has taken place at this site, the proposed recreation center project would not risk releasing contaminants associated with this site during earth-moving construction activities.

The second Cortese List site within the project vicinity is located at 285 12th Street, approximately 200 feet north of the project site, across 11th Street. This site became an active voluntary agreement site in 2020 under supervision of DTSC. This site was previously occupied by a variety of commercial and industrial businesses including an automotive repair shop, carriage repair shop, and stove repair and painting operation. This site is known to contain soils contaminated with total petroleum hydrocarbons (TPH), polycyclic aromatic hydrocarbons (PAHs), VOCs, and metals. However, groundwater at this site flows to the north/northeast, away from Lincoln Square Park.[11] Thus, the proposed recreation center would not risk releasing contaminants associated with this site during earth-moving construction activities.

Given that the existing recreation center opened in 1977, it is possible that the building may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). These hazardous materials were banned in 1978, after construction of the existing recreation center. As described in SCA AIR-7, Asbestos in Structures, and SCA HAZ-1, Hazardous Materials Related to Construction, the project would be required to implement asbestos and lead-safe work practices and comply with all local, state, and federal regulations concerning ACMs and lead. The project will also be required by law to retain a registered asbestos abatement contractor to remove and dispose of all potentially friable ACMs, in accordance with the National Emissions Standards for Hazardous Air Pollutants guidelines, prior to building demolition that may disturb the materials. Cal/OSHA standards shall be followed during demolition activities to protect workers from exposure to ACMs and LBP.

While the project site is located less than a quarter-mile from Lincoln Elementary School, the project would not result in hazardous emissions or the handling of hazardous materials. For the reasons discussed above, the project would not pose a risk to students at Lincoln Elementary School.

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[10] DTSC. "Envirostor – Webster Eleven (60002362). Accessed October 26, 2022. https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60002362

[11] Roux Associates, Inc. *Site Assessment and Report of Findings: 285 12th Street, Oakland, California.* July 22, 2022. Available at: https://www.envirostor.dtsc.ca.gov/public/deliverable_documents/5714873373/SAPROF_285%2012th%20Street_Final_July%202022.pdf

4.9.2.2 *Other Hazards – Emergency Access, Airports, Wildland Fires (Criteria 8d through 8g)*

The proposed new recreation center would not alter the existing surrounding roadways and thus, would not interfere with emergency response plans or evacuation plans. The nearest airport to the project site is the Oakland International Airport, located approximately 5.6 miles southeast of the project site. Given this distance, the project site is outside of the airport influence area (AIA) and the airport's safety compatibility contours established in the Airport Land Use Compatibility Plan (ALUCP).[12] Therefore, the project would not result in any airport-related hazards. As noted by the LMSAP EIR, the project site is not within a fire hazard severity zone[13] and thus, is not susceptible to wildland fires.

4.9.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, implementation of the proposed project would not result in any new or more severe significant impacts related to hazards and hazardous materials than those identified in the LMSAP EIR. Implementation of **SCA AIR-7, Asbestos in Structures** and **SCA HAZ-1, Hazardous Materials Related to Construction**, (see Appendix A), would further ensure that potential impacts associated with hazardous conditions would be less than significant.

[12] Alameda County Community Development Agency. *Oakland International Airport Land Use Compatibility Plan.* December 2010.
[13] California Department of Forestry and Fire Protection. "Fire Hazard Severity Zones Maps". Accessed October 31, 2022. https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/

4.10 HYDROLOGY AND WATER QUALITY

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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 preexisting nearby wells would drop to a level which would not support existing land uses or proposed uses for which permits have been granted)?	☒	☐	☐

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
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?			

4.10.1 LMSAP Findings

The LMSAP EIR determined that development under the LMSAP would largely not alter hydrology within the Planning Area because the majority of the development would occur on urban sites that are already paved. Thus, development under the LMSAP would not result in an increase of runoff, increase flooding, impact groundwater recharge, alter drainage patterns, or cause substantial erosion or siltation. Additionally, projects on sites of one acre or more would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) under the General Construction Permit, and all projects would be subject to the City's SCAs which would require projects to use Low Impact Development (LID) techniques. Therefore, development under the LMSAP would have a less than significant impact on water quality.

The LMSAP EIR noted that there is one small 100-year flood zone within the Planning Area that is almost entirely confined to park land along Lake Merritt and the Lake Merritt Channel. One potential development site would be affected by the 100-year flood zone, however, adherence to all building code requirements, the City's SCAs, and the City's Creek Protection Ordinance would reduce the potential impact of impeding or redirecting flood flows to a less than significant level. The LMSAP EIR also noted that a small portion of the Planning Area along Lake Merritt Channel is within the tsunami runup zone, however, this zone would not dictate any restriction in land use. The Planning Area is not susceptible to seiche or mudflow.

4.10.2 Project Analysis

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

Construction Impacts

Construction activities (e.g., grading and excavation) on the project site may result in temporary impacts to surface water quality. When disturbance of underlying soils occurs, the surface runoff that flows across the site may contain sediments that are discharged into the storm drainage system. Construction of the proposed project would disturb approximately 1.1-acres of the project site. Since construction of the project would disturb more than one acre of soil, the project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities pursuant with SCA HYD-1. Additionally, the project would be required to comply with SCA HYD-2, which requires an erosion and sedimentation control plan be submitted prior to construction.

Operational Impacts

The majority of the project site is currently paved with 32,563 square feet of impervious surface (e.g., roof areas, sidewalks, driveways, uncovered parking, and streets). The project would replace 26,791 square feet of existing impervious and increase the impervious surface by 5,772 square feet for a total of 38,335 square feet of impervious surface area. There would be 3,980 square feet of pervious surface area. However, the net increase in impervious surface area would not represent a substantial increase in runoff and the project would not result in a change in drainage patterns on-site. The project would include site design measures and control measures to manage stormwater on-site. Site design measures include permeable paving and direct surface run-off into vegetated areas. Source control measures include Bay Friendly landscaping, low-water vegetation, one self-treating area, and 12 bioretention treatment areas on-site (2,255 square feet of treatment area proposed). The project would include stormwater planters along the perimeter of the proposed recreation center and a total of approximately 4,200 square feet of landscaping area. The project would also be subject to SCA HYD-3 and SCA HYD-7, which encourages incorporation of site design measures to reduce stormwater runoff, installation of source control measures to limit stormwater pollution, and the incorporation of the NPDES C.3 stormwater requirements for small projects, respectively.

Given that the project site is approximately 1.39 acres, the project would be subject to the requirements of the General Construction Permit and would prepare and implement a SWPPP, in addition to the City's SCAs pertaining to water quality and hydrology. Therefore, consistent with the

findings of the LMSAP EIR, the project would have a less than significant impact on water quality, stormwater, and drainage.

4.10.2.2 *Groundwater (Criterion 10b)*

Currently, the project site is mostly paved and does not function as a groundwater recharge zone. The project would connect to the existing municipal water mains on 11th Street and 10th Street and would not draw groundwater on-site. Project construction would involve excavation to a maximum depth of approximately five feet. At this depth, it is unlikely that groundwater would be encountered during project construction. In the event that groundwater is encountered and dewatering is necessary, the dewatering would not substantially lower the groundwater level on-site. The project would be required to implement the City's pertaining to grading and excavation activities, reducing the project's impact to a less than significant level.

4.10.2.3 *Flooding and Substantial Risks from Flooding (Criterion 8d)*

The project site is within Flood Zone X, an area of minimal flood hazard, as designated by the Federal Emergency Management Agency (FEMA).[14] The project site is not located in a tsunami hazard zone.[15] As stated in the LMSAP EIR, the Planning Area is not susceptible to seiche or mudflows. Therefore, the project would not result in an adverse impact with respect to flood-related risks.

4.10.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, implementation of the proposed project would not result in any new or more severe significant impacts related to hydrology and water quality than those identified in the LMSAP EIR. Implementation of **SCA HYD-1, Erosion and Sedimentation Control Measures for Construction**, **SCA HYD-2, Erosion and Sedimentation Control Plan for Construction**, **SCA HYD-3, State Construction General Permit**, **SCA HYD-7, NPDES C.3 Stormwater Requirements for Regulated Projects** (see Appendix A), would further ensure that potential impacts associated with hydrology and water quality would be less than significant.

[14] FEMA. Flood Insurance Rate Map 06001C0067H. Effective on 12/21/2018.
[15] California Department of Conservation. "California Tsunami Maps and Data". Accessed September 2, 2022. https://www.conservation.ca.gov/cgs/tsunami/maps

4.11 LAND USE AND PLANNING

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
a) Physically divide an established community?	☒	☐	☐
b) Result in a fundamental conflict between adjacent or nearby land uses;	☒	☐	☐
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; or	☒	☐	☐
d) Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan.	☒	☐	☐

4.11.1 LMSAP Findings

The LMSAP EIR determined that no significant land use impacts would occur through implementation of the LMSAP. The LMSAP EIR determined that the LMSAP proposed to provide more connections to existing communities rather than dividing infrastructure. While the LMSAP proposed changes in zoning, height limits, and character area designations, these changes were found to generally be consistent with the existing character of the Planning Area and the designations and goals of the General Plan. No mitigation measures or SCAs were required to reduce land use impacts of the LMSAP.

4.11.2 Project Analysis (Criteria 11a through 11d)

The project does not propose any changes in zoning or land use designation for the project site. The project proposes to implement Policy OS-8 of the LMSAP by replacing the existing recreation center on-site with a new two-story recreation center with expanded sports and recreation facilities. The Lincoln Recreation Center, and Lincoln Square Park as a whole, would continue to function as a neighborhood park, consistent with the site's zoning and land use designation. For these reasons, the project would not divide an established community, conflict with adjacent or nearby land uses, or conflict with an applicable land use plan or habitat conservation plan.

4.11.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, 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 LMSAP EIR. The LMSAP EIR 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.

4.12 NOISE

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
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;	☒	☐	☐
b) Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020) regarding persistent construction related noise;	☒	☐	☐
c) Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise:	☒	☐	☐
d) 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);	☒	☐	☐

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
e) 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;			
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			
f) 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).	☒	☐	☐
g) Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels; or	☒	☐	☐
Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels.			

4.12.1 LMSAP EIR Findings

The LMSAP EIR determined that with implementation of SCAs, development under the LMSAP would have less than significant noise impacts during construction and operation periods. The LMSAP EIR determined that activities occurring under the LMSAP could expose residential uses and commercial uses near construction to noise levels exceeding the General Plan standards of 80 and 85 dBA, respectively. However, the LMSAP EIR determined that construction of individual development projects implemented under the LMSAP would be temporary in nature and that associated impacts would be less than significant with implementation of applicable SCAs. The

LMSAP EIR also determined that construction vibration caused by development under the LMSAP would be less than significant with implementation of the applicable SCAs.

The LMSAP EIR also determined that operation-period noise associated with projects developed under the LMSAP would be less than significant, with implementation of applicable SCAs.

4.12.2 Project Analysis

4.12.2.1 *Construction and Operational Noise and Vibration, Exposure of Receptors to Noise (Criteria 13a, 13b, 13d, 13e, and 13f)*

Construction Noise

Construction activities for the proposed project are anticipated to occur over approximately 20 months. Construction phases would include demolition of the existing recreation center, site preparation, grading, trenching/foundation, building erection, building interior finishing/architectural coating, and paving and landscaping. It is anticipated that the loudest phase of construction would be the demolition phase, which is anticipated to last for approximately one month (20 workdays). The longest single phase of construction would be building interior and exterior finishes, which would last for approximately eight months. The building interior and exterior finishes phase would also be one of the quieter phases of construction because less heavy equipment would be used on-site and a portion of the construction work would occur inside the proposed recreation center, reducing the amount of noise audible to surrounding receptors. Construction hours would be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday.

The nearest sensitive receptors to the project site are the Yuk Yau Child Development Center, located across 10th Street from Lincoln Square Park (approximately 140 feet south of the existing recreation center), and Lincoln Elementary School, located adjacent to Lincoln Square Park (approximately 200 feet southeast of the existing recreation center). Project construction would not include pile-driving, an extreme noise-generating activity. Implementation of applicable City of Oakland SCAs would minimize construction noise impacts by limiting hours of construction activities, by requiring best available noise control technology and notification of any local residents of construction activities, and by tracking and responding to noise complaints. As a result, the construction noise impacts of the proposed project would be less than significant, as identified for the LMSAP EIR.

Vibration

As previously mentioned, project construction would not involve pile-driving, an activity that generates particularly high vibration levels. Implementation of SCA NOI-8, Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities, would minimize construction vibration impacts by requiring vibration monitoring for activities adjacent to historic structures, requiring a project and/or its contractors to notify any local residents of construction activities, and to track and respond to vibration complaints.

Operational Noise

The new recreation center would maintain the same function as the existing recreation center and thus, would not make a substantial permanent noise increase on-site. The site would continue to support outdoor sports activities and would have an expanded capacity for indoor sports and recreational activities. The proposed project would include rooftop mechanical equipment for heating, ventilation, and air conditioning (HVAC) standardized for noise reduction, as was assumed in the LMSAP EIR. Development of the proposed project would incorporate NOI-7, Operational Noise, to ensure a less-than-significant impact with respect to noise from stationary sources on the project site.

Operation of the new recreation center would not involve any vibration-generating activities.

4.12.2.2 *Traffic Noise (Criterion 13c)*

The new recreation center would continue to function as a local-serving recreation center. Using the ITE trip generation rate for recreation centers, the project is estimated to generate approximately 400 net new daily vehicle trips.[16] However, this estimate is likely overstated as the project would not add any additional parking to the project site. Additionally, the project site is in a high-quality transit area (see Section 4.16 Transportation) given the proximity of the Lake Merritt Bay Area Rapid Transit (BART) station and the Alameda-Contra Costa Transit District (AC Transit) bus stop directly serving Lincoln Square Park along the 11th Street project frontage. Vehicle traffic generated by the project would not result in a substantial permanent noise increase in the project vicinity. This is consistent with the LMSAP EIR, which concluded that development within the LMSAP area would not result in a significant traffic-related noise increase.

4.12.2.3 *Exposure to Project Receptors and OSHA Standards (Criterion 13e)*

CEQA requires the analysis of potential adverse effects of the proposed Plan on the environment. Potential effects of the environment on the proposed Plan are not legally required to be analyzed or mitigated under CEQA. However, the City of Oakland's land use compatibility guidelines establish acceptable noise levels for sensitive land uses. The following discussion, therefore, is provided for informational purposes only and does not have bearing on the project's CEQA analysis.

The City's maximum acceptable noise level for neighborhood parks is 65 dBA, however, a maximum noise level is not identified for recreation centers. The LMSAP EIR states that many parts of the Planning Area are expected to experience noise levels in excess of the General Plan's land use compatibility guidelines, and Plan-related traffic will contribute to increased noise. The City of Oakland's General Plan and Noise Ordinance provide a strong policy framework for minimizing noise impacts in new development. Implementation of the City's applicable SCAs would require the project to implement interior noise control design measures as necessary. For these reasons, the project would be consistent with the City's land use compatibility noise guidelines.

Project construction activities could expose construction workers to substantial levels of noise. When not properly protected, employees that work in loud environments can suffer hearing loss from

[16] Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition.* September 2021. Land Use Code 495 (Recreational Community Center.

excessive noise exposure. The project and contractor would be required to comply with the California OSHA noise exposure standards to avoid health risks associated with loud work environments. In addition, Oakland has established its own, more restrictive noise exposure standards as Section 17.120 of the Planning Code. For these reasons, the project would not expose persons to noise levels in excess of OSHA standards.

4.12.2.4 *Airport Noise (Criterion 13g)*

The nearest airport to the project site is the Oakland International Airport, located approximately 5.6 miles southeast of the project site. Given this distance, the project site is outside of the AIA and the airport's noise compatibility contours established in the ALUCP.[17] Therefore, the project would not expose people to excessive airport noise.

4.12.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, implementation of the proposed project would not substantially increase the severity of impacts identified in the LMSAP EIR, nor would it result in new significant impacts related to noise that were not identified in the LMSAP EIR. Implementation of **SCAs NOI-1, Construction Days/Hours**, **NOI-2, Construction Noise**, **NOI-3, Extreme Construction Noise**, **NOI-7, Operational Noise**, and **NOI-8, Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities** (see Appendix A), would be applicable and would be implemented with the proposed project, and would ensure that noise-related impacts associated with the proposed project would be less than significant.

[17] Alameda County Community Development Agency. *Oakland International Airport Land Use Compatibility Plan.* December 2010.

4.13 POPULATION AND HOUSING

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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	☒	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element.	☒	☐	☐

4.13.1 LMSAP Findings

The LMSAP EIR determined that impacts related to population and housing would be less than significant with development occurring under the LMSAP. No mitigation measures or SCAs would be required. The LMSAP EIR assumes that associated growth in the number of households and population occurring from development under the LMSAP would be in line with regional growth projections, including ABAG′s 2009 growth forecast for 2035 and would not result in unplanned population growth.

4.13.2 Project Analysis (Criteria 13a through 13c)

The project proposes to replace the existing recreation center in Lincoln Square Park with a new, larger recreation center. The project would not induce any population growth by adding new housing, businesses, or infrastructure. The project would not displace any existing housing or people.

4.13.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, the proposed project would not result in any new or more severe significant impacts related to population and housing than those identified in the LMSAP EIR. The LMSAP EIR did not identify any mitigation measures related to population and housing, and none would be required for the proposed project. Also, no SCAs would apply.

4.14 PUBLIC SERVICES, PARKS, AND RECREATION FACILITIES

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
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?	☒	☐	☐
• 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.	☒	☐	☐

4.14.1 LMSAP Findings

The LMSAP EIR determined that the increase in demand for public services (i.e., fire, police, and schools) and park and recreation services from development under the LMSAP would be less than significant. The Oakland Police Department and Fire Department would adjust service capacity as needed and the City is responsible for coordinating service provisions to adjust to the expected increase in demand for these services. 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 Plan area is exceptionally well-served by libraries, and the LMSAP includes the creation of new parks and open spaces, and improved access to the regional parks system. Potential impacts to public services would be less than significant with implementation of SCAs. No mitigation measures or SCAs were required regarding recreation.

4.14.2 Project Analysis (Criteria 14a through 14b)

The project proposes to replace the existing recreation center in Lincoln Square Park with a new, larger recreation center. Replacement of the existing recreation center would not create a greater demand upon fire protection services, police protection services, or schools as compared to existing conditions. The project is itself a recreational facility and is intended to accommodate an increased use of the Lincoln Square Recreation Center and Park by replacing the existing facility with a larger recreation center and making improvements to the existing Lincoln Square Park. As described throughout this Consistency Determination Checklist, the project would not result in a substantial adverse physical effect on the environment.

4.14.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, 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 LMSAP EIR and the Previous CEQA Documents.

4.15 TRANSPORTATION

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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;	☒	☐	☐

4.15.1 LMSAP EIR Findings

The 2014 LMSAP EIR evaluated level of service (LOS) impacts, traffic safety, and consistency with adopted policies, plans, and programs supporting alternative transportation. For the LOS analysis, 45 intersections and 10 freeway segments within the Planning Area were included. The LMSAP EIR identified 27 significant impacts related to the LOS of various intersections in the existing plus project, interim 2020 plus project, and cumulative 2035 plus project conditions. Of the 27 significant LOS impacts, 16 of the impacts incorporated mitigation measures but only four of the 16 impacts would be reduced to less than significant with incorporation of mitigation. Therefore, 23 of the LOS related impacts were determined to be significant and unavoidable. However, LOS is no longer considered an acceptable metric for analyzing transportation impacts under CEQA pursuant to Senate Bill 743. Lead agencies are now required to evaluate transportation impacts using a vehicle miles traveled (VMT) metric. Therefore, VMT, rather than LOS, is discussed in the analysis below.

The LMSAP EIR concluded that since the proposed LMSAP policies would enhance road user safety within the Planning area, impacts related to traffic safety (e.g., transportation hazards, pedestrian safety, bicyclist safety, bus rider safety, and rail crossing safety) would be less than significant. The LMSAP was also determined to be consistent with the Oakland Pedestrian Master Plan and the Oakland Bicycle Master Plan; therefore, impacts related to consistency with adopted policies, plans, or programs supporting alternative transportation would be less than significant.

4.15.2 Project Analysis

4.15.2.1 *Consistency with Adopted Policies, Plans or Programs Supporting Alternative Transportation (Criterion 14a)*

Pedestrian Facilities

The Oakland Walks 2017 Pedestrian Plan Update is the latest pedestrian master plan for the City. The project would not conflict with the pedestrian plan because it would not limit pedestrian access to the proposed recreation center. The pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. Existing sidewalks along Harrison Street, 10th Street, and 11th Street provide pedestrian connections between the project site and other pedestrian destinations in the project vicinity. For these reasons, the project would not conflict with any plans, ordinances, or policies related to pedestrian facilities and impacts would be less than significant impact.

Bicycle Facilities

The 2019 Oakland Bike Plan is the latest bicycle master plan for the City of Oakland. The project site is directly served by a Class II bike lane along 11th Street. The project would also include more bicycle parking spaces on-site by providing four long-term bicycle storage spaces inside the new recreation center for staff use and approximately 50 short-term bicycle storage spaces to be provided via bike racks outdoors. Therefore, the proposed project would not conflict with implementation of the 2019 Oakland Bike Plan. For these reasons, the project would have a less than significant impact.

Transit Facilities

The project site is within a third of a mile of the Lake Merritt BART station. There are also two bus stops along the project site (fronting11th Street) served by the AC Transit District. Available routes include 29, 33, 40, 88, 96, 840, and 1T. Future staff and recreation center members would be able to access the site easily via public transit services. For these reasons, the project would not conflict with any plans, ordinances, or policies related to transit facilities and impacts would be less than significant impact.

4.15.2.2 *Vehicle Miles Traveled (Criterion 14a and 14b)*

Subsequent to the certification of the LMSAP EIR, Senate Bill 743 was enacted and the CEQA Guidelines were updated (see CEQA Guidelines Section 15604.3) to require lead agencies to evaluate transportation impacts using VMT, and a project's effect on automobile delay is no longer considered an impact under CEQA. Therefore, LOS analysis is not required and the project's VMT impact is analyzed instead.

The 2017 City of Oakland Transportation Impact Review Guidelines include the following screening criteria that can be used to determine a less than significant VMT impact for projects that meet one or more of the following criteria:

- Small Projects: The project generates fewer than 100 vehicle trips per day;
- 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; or

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

VMT Screening

Low-VMT Area Screening Criterion

Based on the Metropolitan Transportation Commission Simulated VMT per Capita by Place[18] of Residence, the regional 2020, 2030, and 2040 average VMT are 15, 14.4, and 13.8 miles. The regional average VMT minus 15 percent for 2020, 2030, and 2040 would be 12.75, 12.24, and 11.73 miles, respectively. The project site is located in transportation analysis zone (TAZ) 1454 where the average VMT per capita in 2020, 2030, and 2040 are 3.55, 2.87, and 2.77 miles, respectively. The VMT per capita within the project TAZ are below the regional average VMT minus 15 precent thresholds. Therefore, the project would meet the Low-VMT area screening criterion. Since the project meets the Low VMT Area Screening Criterion, it is presumed that impacts related to VMT would be less than significant.

4.15.2.3 *Roadway Congestion and New Roadways (Criterion 14c)*

The project consists of constructing a two-story 22,221 square foot recreation center to replace the existing single-story recreation center. The project would not include the construction of new roadways or modify the existing roadway network. The proposed recreation center would continue to serve the existing community and no new parking spaces would be provided. While the project is conservatively estimated to generate approximately 400 net new daily vehicle trips, [19] this estimate is likely overstated given that the project would not add any additional parking to the project site and is located in a high-quality transit area. Therefore, the project is not anticipated to cause a need for increasing the physical roadway capacity in congested areas.

4.15.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, the proposed project would not result in any new or more severe significant impacts related to transportation and circulation than those identified in the LMSAP EIR. The mitigation measures identified by the LMSAP EIR to reduce LOS impacts at specific intersections do not apply to the project. Certain SCAs identified in the LMSAP EIR would not pertain to the project, such as those

[18] Metropolitan Transportation Commission. " Simulated VMT per Capita by Place of Residence". Accessed October 31, 2022. https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=5dac76d69b3d41e583882e146491568b

[19] Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition.* September 2021. Land Use Code 495 (Recreational Community Center.

pertaining to improvements in the public right-of-way, transportation demand management, and railroad crossing. Implementation of **SCAs TRAN-1, Construction activity in the Public Right-of-Way, TRAN-2, Bicycle Parking**. (see Appendix A), would be applicable and would be implemented with the proposed project, and would ensure that transportation-related impacts associated with the proposed project would be less than significant.

4.16 TRIBAL CULTURAL RESOURCES

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project 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:			
1) 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)?	☒	☐	☐
2) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐

4.16.2 LMSAP EIR Findings

The LMSAP EIR did not include a tribal cultural resources section as the CEQA Appendix G checklist did not include a tribal cultural resources section at the time of preparation. The CEQA Guidelines amendments related to AB 52 took effect in 2015. While the LMSAP EIR did not include a tribal cultural resources section, it did include a cultural resources section. The LMSAP EIR determined that impacts to archaeological resources and human remains, which would be inclusive of tribal cultural resources, would be less than significant with implementation of the City's SCAs.

4.16.3 Project Analysis

As previously described in Section 4.5 Cultural Resources, the project site was determined by *Archaeological/Historical Consultants* to have a low sensitivity for Native American archaeological resources given the distance of the site from fresh water and the lack of known resources nearby. Project construction would involve grading activities and the export of approximately 440 cubic yards of soil off-site. Therefore, there is the potential to impact unknown tribal cultural resources. However, implementation of the City's SCAs, as noted in the LMSAP EIR, would ensure that any tribal cultural resources discovered would be recovered and that appropriate procedures are followed in the event of accidental discovery.

4.16.4 Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2014 LMSAP EIR, the proposed project would not result in any more severe significant impacts identified in the LMSAP EIR, nor would it result in new significant impacts related to tribal cultural resources that were not identified in the LMSAP EIR. Implementation of **SCAs CUL-1, Archaeological and Paleontological Resources – Discovery During Construction** and **CUL-3, Human Remains – Discovery During Construction** (see Appendix A), would further ensure that potential impacts associated with cultural resources would be less than significant. No mitigation measures are required.

4.17 UTILITIES AND SERVICE SYSTEMS

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	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 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;			

	Equal or Less Severity of Impact Previously Identified in the 2014 LMSAP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in the 2014 LMSAP EIR	New Significant Impact
Would the project:			
d) Violate applicable federal, state and local statutes and regulations relating to energy standards;	☒	☐	☐
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.			

4.17.1 LMSAP Findings

The LMSAP EIR identified less-than-significant impacts to utilities and service systems, with the incorporation of City of Oakland SCAs in certain instances where new infrastructure would be required to be constructed. The LMSAP EIR determined that the capacity of existing service systems would meet increased service demand of development analyzed for the LMSAP; wastewater generation would not exceed wastewater treatment requirements or capacity, surface water runoff would not exceed the capacity of the storm drain system, water demand would not exceed available water supplies, and solid waste generated would not exceed landfill capacity.

4.17.2 Project Analysis

4.17.2.1 *Water, Wastewater, and Stormwater (Criteria 16a and 16b)*

Water

The existing recreation center generates a demand of approximately 0.5 million gallons of water per year.[20] The proposed new recreation center would generate a demand of approximately 1.3 million gallons of water per year, resulting in a net increase in demand of 0.8 million gallons of water per year compared to existing conditions. The LMSAP EIR determined that buildout of the LMSAP would result in an increase in demand of 4,307 million gallons of water per year. The water demand of the proposed project would represent approximately 0.02 percent of the anticipated increase in water demand due to buildout of the LMSAP. Therefore, consistent with the LMSAP EIR, the project would not exceed water supplies available or require the construction of new or expanded water facilities.

[20] CalEEMod. *Appendix D Default Data Tables: Table 9.1 Water Use Rates.* October 2017.

Wastewater

The existing recreation center generates approximately 0.4 million gallons of wastewater per year (or approximately 1,096 gallons per day [gpd]).[21] The proposed new recreation center would generate approximately 1.1 million gallons of wastewater per year (or approximately 3,014 gpd), resulting in a net increase of approximately 0.7 million gallons of wastewater per year (or approximately 1,918 gpd) compared to existing conditions. The LMSAP EIR determined that buildout of the LMSAP would result in an increase of 464 million gallons of wastewater per year. The wastewater generated by the proposed project would represent approximately 0.2 percent of the anticipated increase in wastewater generated due to buildout of the LMSAP. Therefore, consistent with the LMSAP EIR, the project would not exceed wastewater treatment capacities or require the construction of new or expanded wastewater facilities.

Stormwater

As previously described under Section 4.10 Hydrology and Water Quality, the project would increase the impervious surface area on-site by approximately 5,772 square feet. However, the project would include landscaping and bioretention areas on-site to reduce the amount of runoff generated on-site. Additionally, the project would be required to implement the City's SCAs requiring stormwater control during and after construction. The increase in stormwater runoff on-site would be an incremental increase compared to existing conditions and would not necessitate construction of new or improved stormwater facilities, consistent with the LMSAP EIR.

4.17.2.2 *Solid Waste Services (Criteria 16c)*

The existing recreation center generates approximately 48 tons of solid waste per year.[22] The proposed new recreation center would generate approximately 126 tons of solid waste per year, resulting in a net increase of approximately 78 tons of solid waste generated per year. The LMSAP EIR determined that buildout of the LMSAP could be accommodated by the five landfills most heavily used by the City of Oakland. The landfills were projected to have closure years ranging from 2019 to 2048. However, Vasco Road Sanitary Landfill and Forward Landfill, Inc., two landfills estimated to have closed in 2019 and 2020 by the LMSAP EIR, are still active.[23,24] The total permitted throughput of the five landfills that service the City is approximately 30,248 tons of solid waste per day (or 11 million tons of solid waste per year) as estimated by the LMSAP EIR. Solid waste generated by the proposed project would represent less than 0.001 percent of the permitted throughput of the landfills serving the City. Additionally, the project would be required to comply with the City's SCAs pertaining to waste reduction and recycling. Therefore, consistent with the LMSAP EIR, the project would have a negligible impact on solid waste disposal facilities and would not cause an exceedance of permitted capacities.

[21] Wastewater is conservatively estimated at 85 percent of potable water demand.
[22] CalEEMod. *Appendix D Default Data Tables: Table 10.1 Solid Waste Disposal Rates*. October 2017.
[23] CalRecycle. "SWIS Facility/Site Details: Vasco Road Sanitary Landfill (01-AA-0010)". Accessed October 31, 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/8
[24] CalRecycle. "SWIS Facility/Site Summary: Forward Landfill, Inc. (39-AA-0015)". Accessed October 31, 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/3106

4.17.2.3 *Energy (Criteria 16d)*

Similar to the existing recreation center, the proposed new recreation center would use energy, in the form of electricity, for lighting, heating, cooling, and use of appliances in the proposed building. The existing recreation center uses approximately 121,929 kWh of electricity per year. The proposed new recreation center would use approximately 325,061 kWh of electricity per year[25], resulting in an increase of approximately 203,132 kWh of electricity consumed per year. The new recreation center would not use any natural gas energy, as required by the City. The project would comply with the standard of Title 24 of the California code of Regulations as well as with the City's SCAs pertaining to compliance with the green building ordinance. Additionally, the project would include rooftop solar panels. Therefore, consistent with the LMSA EIR, the project would not violate any statutes and regulations relating to energy standards or require the construction of new or expanded energy facilities.

4.17.3 Conclusion

Based on an examination of the analysis, findings, and conclusions of the LMSAP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the LMSAP EIR, nor would it result in new significant impacts related to utilities and service systems that were not identified in the LMSAP EIR. The LMSAP EIR did not identify any mitigation measures related to utilities and service systems, and none would be required for the proposed project. Implementation of **SCAs UTIL-1, Construction and Demolition Waste Reduction and Recycling, UTIL-2, Underground Utilities, UTIL-3, Recycling Collection and Storage Space, UTIL-5, Green Building Requirements – Small Project,** and **UTIL-9, Water Efficient Landscape Ordinance** (see Appendix A), as well as compliance with Title 24 and CALGreen requirements would ensure that impacts to utilities and service systems would be less than significant, consistent with the LMSAP EIR.

[25] Illingworth & Rodkin, Inc. *Lincoln Recreation Center Air Quality Assessment. Attachment 1: CalEEMod Output, Modeling Information, and BAAQMD Permitted Sources.* October 12, 2022.

SECTION 5.0 REFERENCES

The analysis in this Consistency Determination is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of Oakland
Bureau of Planning
Neil Gray, Planner IV
Mike Rivera, Planner III

6.2 CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Akoni Danielsen, President and Principal Project Manager
Connor Tutino, Associate Project Manager
Mimi McNamara, Associate Project Manager
Ryan Osako, Graphic Artist

Illingworth & Rodkin, Inc.
Air Quality Consultants
James Reyff, Principal

SBCA Tree Consulting
Consulting Arborists
Steve Batchelder, Certified Arborist
Molly Batchelder, Certified Arborist

Archaeological/Historical Consultants
Cultural Resources Consultants
Daniel Shoup, Principal
Jennifer Ho, Historian and Project Manager
William Kostura, Architectural Historian

SECTION 7.0 ACRONYMS AND ABBREVIATIONS

Bgs	Below Ground Surface
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
NOD	Notice of Determination
USFWS	United States Fish and Wildlife Service
LMSAP	Lake Merritt Station Area Plan
SCH	State Clearinghouse
SCA	Standard Condition of Approval
NPDES	National Pollutant Discharge Elimination System
NP	Neighborhood Park
OS	Open Space
TAC	Toxic Air Contaminant
CAP	Clean Air Plan
BAAQMD	Bay Area Air Quality Management District
DPM	Diesel Particulate Matter
CalEEMod	California Emissions Estimator Model
VDECS	Verified Diesel Emission Control Strategies
CARB	California Air Resources Board
HRA	Health Risk Assessment
BMPs	Best Management Practices
OMC	Oakland Municipal Code
OCHS	Oakland Cultural Heritage Survey
CRHR	California Register of Historical Resources
kWh	Kilowatt-hours
CBC	California Building Code
ECAP	Equitable Climate Action Plan
GHG	Greenhouse Gas
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
PCBs	Polychlorinated Biphenyls
DTSC	Department of Toxic Substances Control

VOCs	Volatile Organic Compounds
TPH	Total Petroleum Hydrocarbons
PAHs	Polycyclic Aromatic Hydrocarbons
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
SWPPP	Stormwater Pollution Prevention Plan
LID	Low Impact Development
FEMA	Federal Emergency Management Agency
HVAC	Heating, Ventilation, and Air Conditioning
BART	Bay Area Rapid Transit
AC Transit	Alameda-Contra Costa Transit District
LOS	Level of Service
VMT	Vehicle Miles Traveled
FAR	Floor Area Ratio
TAZ	Transportation Analysis Zone

Appendix A – Standard Conditions of Approval

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) is based on the Consistency Determination Checklist prepared for the Lincoln Recreation Center Replacement Project, located at 250 10th Street in the City of Oakland, CA.

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 2014 LMSAP EIR (Lake Merritt Specific Area Plan-Environmental Impact Report) that apply to the proposed project. The SCAMMRP also lists other SCAs that apply to the proposed project, most of which were identified in the LMSAP EIR and some of which have been subsequently updated or otherwise modified by the City. Specifically, on December 16, 2020, the City of Oakland released a revised set of all City of Oakland SCAs, which largely still include SCAs adopted by the City on November 3, 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. As such, the SCAs identified in the SCAMMRP reflect the current SCAs only. Although the SCA numbers listed below may not correspond to the SCA numbers in the 2014 LMSAP EIR, all of the environmental topics and potential effects addressed by the SCAs in the LMSAP EIR are included in this SCAMMRP (as applicable to the proposed project). This SCAMMRP also identifies the mitigation monitoring requirements for each mitigation measure and SCA.

To the extent that there is any inconsistency between the Standard Conditions of Approval (SCA) and Mitigation Monitoring (MM), the more restrictive conditions shall govern; to the extent any MM, recommended measures and/or SCA identified in the LMSAP EIR were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column identifies the SCA, MM or recommended measure applicable to that impact in the LMSAP EIR;
- The second column identifies the monitoring schedule or timing applicable the project; and
- The third column names the party responsible for monitoring the required action for the project.

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
General		
SCA GEN-1 (Standard Condition Approval 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	Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning
Aesthetics, Shadow and Wind		
SCA AES-1 (Standard Condition of Approval 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 multi-family 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
SCA AES-2 (Standard Condition of Approval 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	Ongoing.	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
(CPTED). 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. 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).		
SCA AES-3 (Standard Condition of Approval 18) *Landscape Plan* ***Landscape Plan Required*** The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought-tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan. ***Landscape Installation*** The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.	a) Prior to building permit approval b) Prior to building permit approval c) Ongoing.	a) Bureau of Planning b) Bureau of Building c) Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
Landscape Maintenance All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.		
SCA AES-4 (Standard Condition of Approval 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 approval	Bureau of Building
Air Quality		
SCA AIR-1 (Standard Condition of Approval 20) *Dust Controls – Construction-Related* 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 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) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted	Ongoing throughout demolition, grading, and/or construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
layer of wood chips, mulch, or gravel.		
SCA AIR-2 (Standard Condition of Approval 21) *Criteria Air Pollutant Controls – Construction Related* The project applicant shall implement all of the following applicable basic 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	Ongoing throughout demolition, grading, and/or construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
applicant shall provide written documentation that fleet requirements have been met.		
SCA AIR-3 (Standard Condition of Approval 22) *Diesel Particulate Matter Controls-Construction Related* **a) Diesel Particulate Matter Reduction Measures** The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. 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 current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction. -or- ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.	a) Prior to issuance of a construction related permit b) During construction	Bureau of Planning Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
b) **Construction Emissions Minimization Plan (if required by a above)** The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following: i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.		
SCA AIR-4 (Standard Condition of Approval 23) *Exposure to Air Pollution (Toxic Air Contaminants)* **a) Health Risk Reduction Measures** 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 to determine the health risk of exposure of project residents/occupants/users to air pollutants. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. 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	HRA approval: prior to issuance of demolition permit Implementation: Ongoing	Bureau of Planning Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	Responsibility
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 air filtration 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. Air filter devices shall be rated MERV-13 or higher. 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. • 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		

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feasible: o Installing electrical hook-ups for diesel trucks at loading docks. o Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards. o Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels. o Prohibiting trucks from idling for more than two minutes. o 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** 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.		
SCA AIR-7 (Standard Condition of Approval 26) *Asbestos in Structures* The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction

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	Schedule	**Responsibility**
Biological Resources		
SCA BIO-1 (Standard Condition of Approval 28) *Bird Collision Reduction Measures* The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following: i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights. ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures. iii. Monopole structures or antennas shall not include guy wires. iv. Avoid the use of mirrors in landscape design. v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule), as explained below. vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following: • Use opaque glass in window panes instead of reflective glass. • Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install external screens over non-reflective glass (as close to the glass as possible) for birds to	Prior to approval of construction-related permit	Bureau of Planning Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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perceive windows as solid objects. • Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans. • Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule). • Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides. • Install opaque window film or window film with a pattern/design which also adheres to the "two-by-four" rule for coverage. vii. Reduce light pollution. Examples include the following: • Extinguish night-time architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30). • Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise. • Reduce perimeter lighting whenever possible. • Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass. • Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration. viii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following: ix. Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws. • Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials.		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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• Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day. • Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs. • Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.		
SCA BIO-2 (Standard Condition of Approval 29) *Tree Removal During Bird Breeding Season* To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.	Prior to removal of trees.	: Bureau of Planning Bureau of Building
SCA BIO-3 (Standard Condition of Approval 30) *Tree Permit* **a) Tree Permit Required** Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit. **b) Tree Protection During Construction** Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:	Prior to approval of construction-related permit	Public Works Department-Tree Services Division Bureau of Building

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i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
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removed. vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations. **c) Tree Replacement Plantings** Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria: i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become		

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established within one year of planting shall be replanted at the project applicant's expense.		
Cultural Resources		
SCA CUL-1 (Standard Condition of Approval 32) *Archaeological and Paleontological Resources – Discovery During Construction* 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 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	During construction	Bureau of Building

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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.		
SCA CUL-3 (Standard Condition of Approval *34)* Human Remains – Discovery During Construction 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 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.	During construction	Bureau of Building
Geology, Soils and Geohazards		
SCA GEO-1 (Standard Condition of Approval 36) *Construction-Related Permit(s)* The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.	Prior to approval of construction-related permit	Bureau of Building
SCA GEO-2 (Standard Condition of Approval 37) *Soils Report* 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

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	Schedule	**Responsibility**
Greenhouse Gases and Climate Change		
SCA GHG-1 (Standard Condition of Approval 41) *Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist* 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	Bureau of Planning and Building
Hazards and Hazardous Materials		
SCA HAZ-1 (Standard Condition of Approval 43) *Hazardous Materials Related to Construction* 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; e) Implement lead-safe work practices and comply with all local, regional, state, and federal requirements	During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
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.		
Hydrology and Water Quality		
SCA HYD-1 (Standard Condition of Approval 48) *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 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.	During construction.	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
SCA HYD-2 (Standard Condition of Approval 49) *Erosion and Sedimentation Control Plan for Construction* **a) Erosion and Sedimentation Control Plan Required** The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment. **b) Erosion and Sedimentation Control During Construction** The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.	a) Prior to approval of construction-related permit b) During construction	Bureau of Building
SCA HYD-3 (Standard Condition of Approval 50) *State Construction General Permit* The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.	Prior to approval of construction-related permit	State Water Resources Control Board; evidence of compliance submitted to Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
SCA HYD-7 (Standard Condition of Approval 54) *NPDES C.3 Stormwater Requirements for Regulated Projects* **a) Post-Construction Stormwater Management Plan Required** 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** 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	a)Prior to approval of construction-related permit b)Prior to building permit final	Bureau of Planning Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
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. The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.		
Noise		
SCA NOI-1 (Standard Condition of Approval 62) *Construction Days/Hours* The project applicant shall comply with the following restrictions concerning construction days and hours: 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.	During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
SCA NOI-2 (Standard Condition of Approval 63) *Construction Noise* 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. 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.	During construction.	Bureau of Building
SCA NOI-3 (Standard Condition of Approval 64) *Extreme Construction Noise* **a) Construction Noise Management Plan Required** 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	a) Prior to approval of construction-related permit b) During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	Responsibility
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** 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.		
SCA NOI-7 (Standard Condition of Approval 68) *Operational Noise* 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

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
SCA NOI-8 (Standard Condition of Approval 69) *Exposure to Vibration* The project applicant shall submit a Vibration Reduction Plan prepared by a qualified acoustical consultant for City review and approval that contains vibration reduction measures to reduce groundborne vibration to acceptable levels per Federal Transit Administration (FTA) standards. The applicant shall implement the approved Plan during construction. Potential vibration reduction measures include, but are not limited to, the following: a) Isolation of foundation and footings using resilient elements such as rubber bearing pads or springs, such as a "spring isolation" system that consists of resilient spring supports that can support the podium or residential foundations. The specific system shall be selected so that it can properly support the structural loads, and provide adequate filtering of groundborne vibration to the residences above. **b)** Trenching, which involves excavating soil between the railway and the project so that the vibration path is interrupted, thereby reducing the vibration levels before they enter the project's structures. Since the reduction in vibration level is based on a ratio between trench depth and vibration wavelength, additional measurements shall be conducted to determine the vibration wavelengths affecting the project. Based on the resulting measurement findings, an adequate trench depth and, if required, suitable fill shall be identified (such as foamed styrene packing pellets [i.e., Styrofoam] or low-density polyethylene).	Prior to approval of construction-related permit	Bureau of Planning Bureau of Building
Transportation/Traffic		
SCA TRAN-1 (Standard Condition of Approval 75) *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	Prior to approval of construction-related permit	Department of Transportation

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
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.		
SCA TRAN-2 (Standard Condition of Approval 76) *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 Planning Bureau of Building
Utilities and Service Systems		
SCA UTIL-1 (Standard Condition of Approval 82) *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

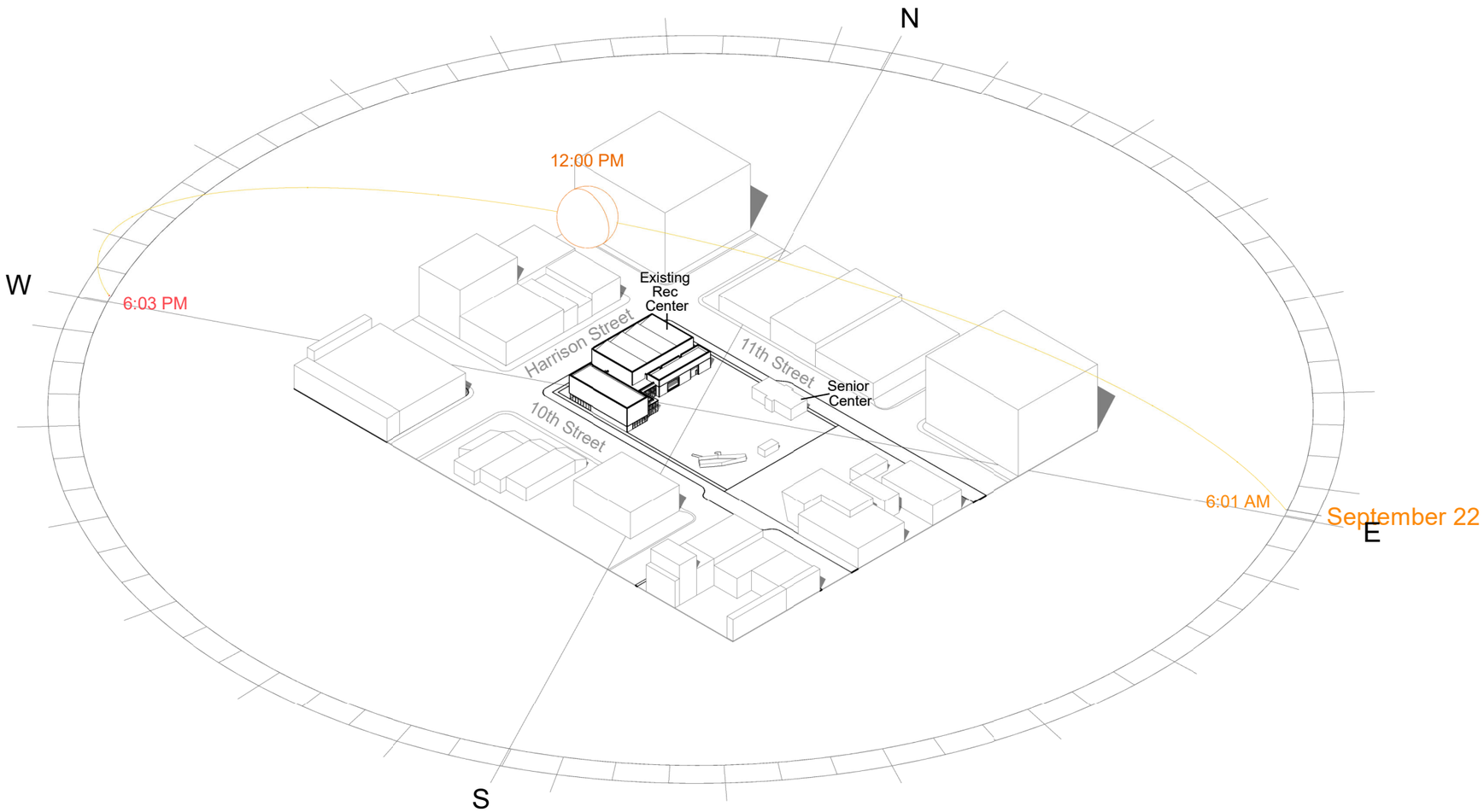
Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
SCA UTIL-2 (Standard Condition of Approval 83) *Underground Utilities* The project applicant shall place underground all new utilities serving the project and under the control of 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
SCA UTIL-3 (Standard Condition of Approval 84) *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 Planning Bureau of Building
SCA UTIL-5 (Standard Condition of Approval 86) *Green Building Requirements – Small Projects* **a) Compliance with Green Building Requirements During Plan-Check** The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code) for projects using the Bay Friendly Basic Landscape Checklist. i. The following information shall be submitted to the City for review and approval with 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 green building checklist approved during the review of a Planning and Zoning permit. • Permit plans that show in general notes, detailed design drawings and specifications as necessary	a) Prior to approval of construction-related permit b) During construction	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	**Responsibility**
compliance with the items listed in subsection (b) below. • Other documentation to prove compliance. ii. The set of plans in subsection (a) shall demonstrate compliance with the following: • CALGreen mandatory measures. • All applicable green building measures identified on the checklist approved during the review of a Planning and Zoning permit, or submittal of a Request for Revision Plan-check application that shows the previously approved points that will be eliminated or substituted. **b) Compliance with Green Building Requirements During Construction** The project applicant shall comply with the applicable requirements of CALGreen and the Green Building Ordinance during construction. The following information shall be submitted to the City for review and approval: i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit. ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.		
SCA UTIL-9 (Standard Condition of Approval 90) *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	Prior to approval of construction-related permit	Bureau of Planning Bureau of Building

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

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/ Monitoring:	
	Schedule	Responsibility
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 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.		

Appendix B – Shadow Study



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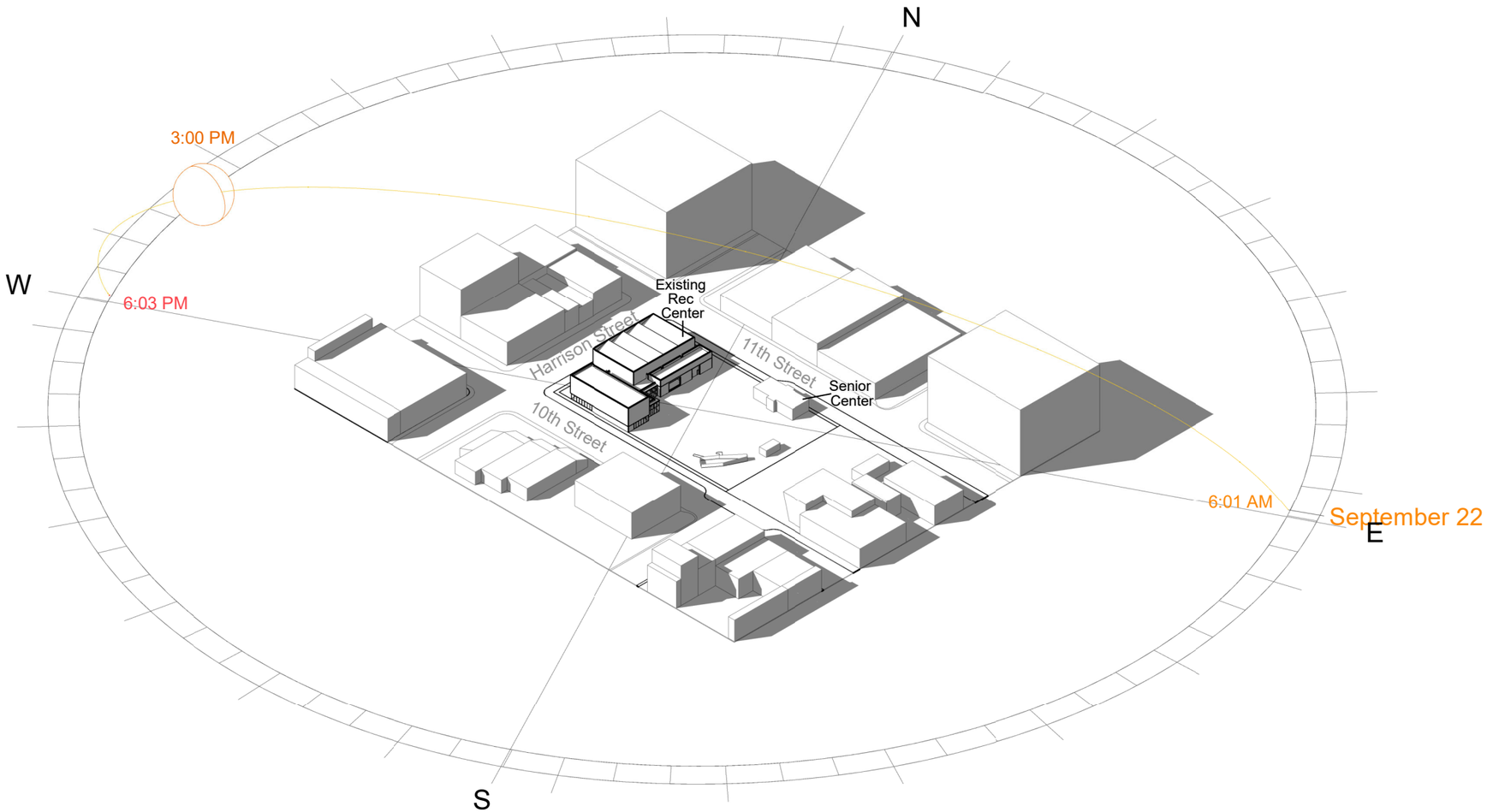

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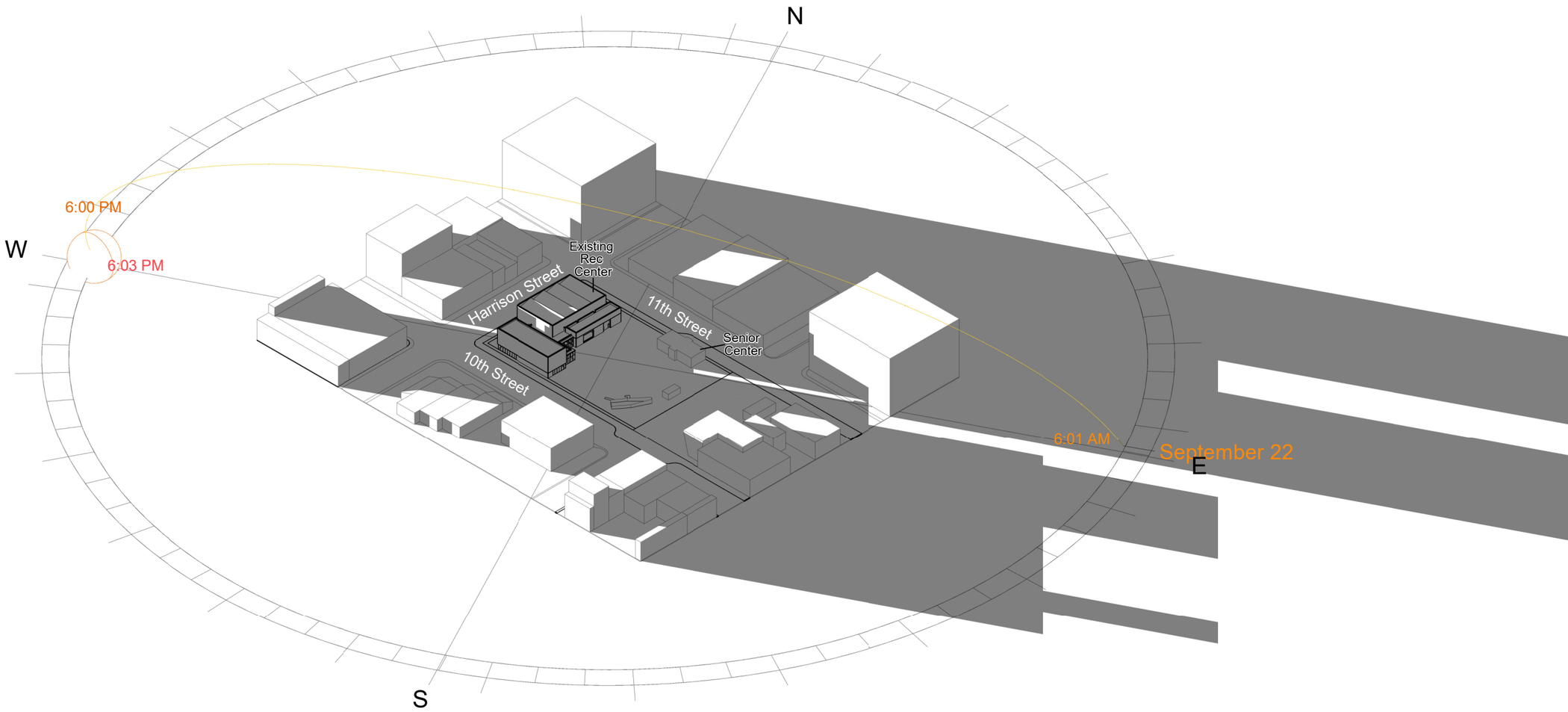

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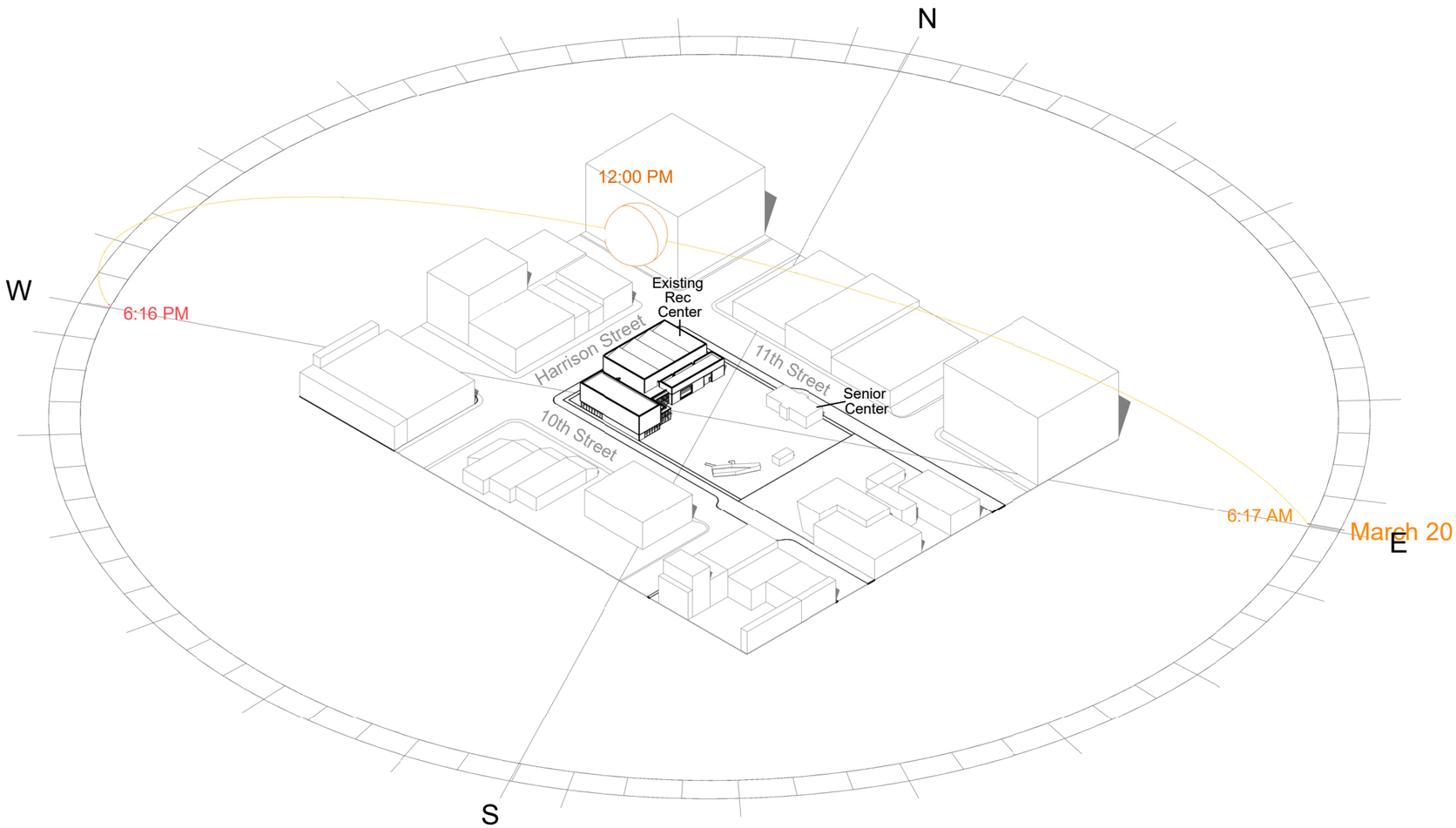

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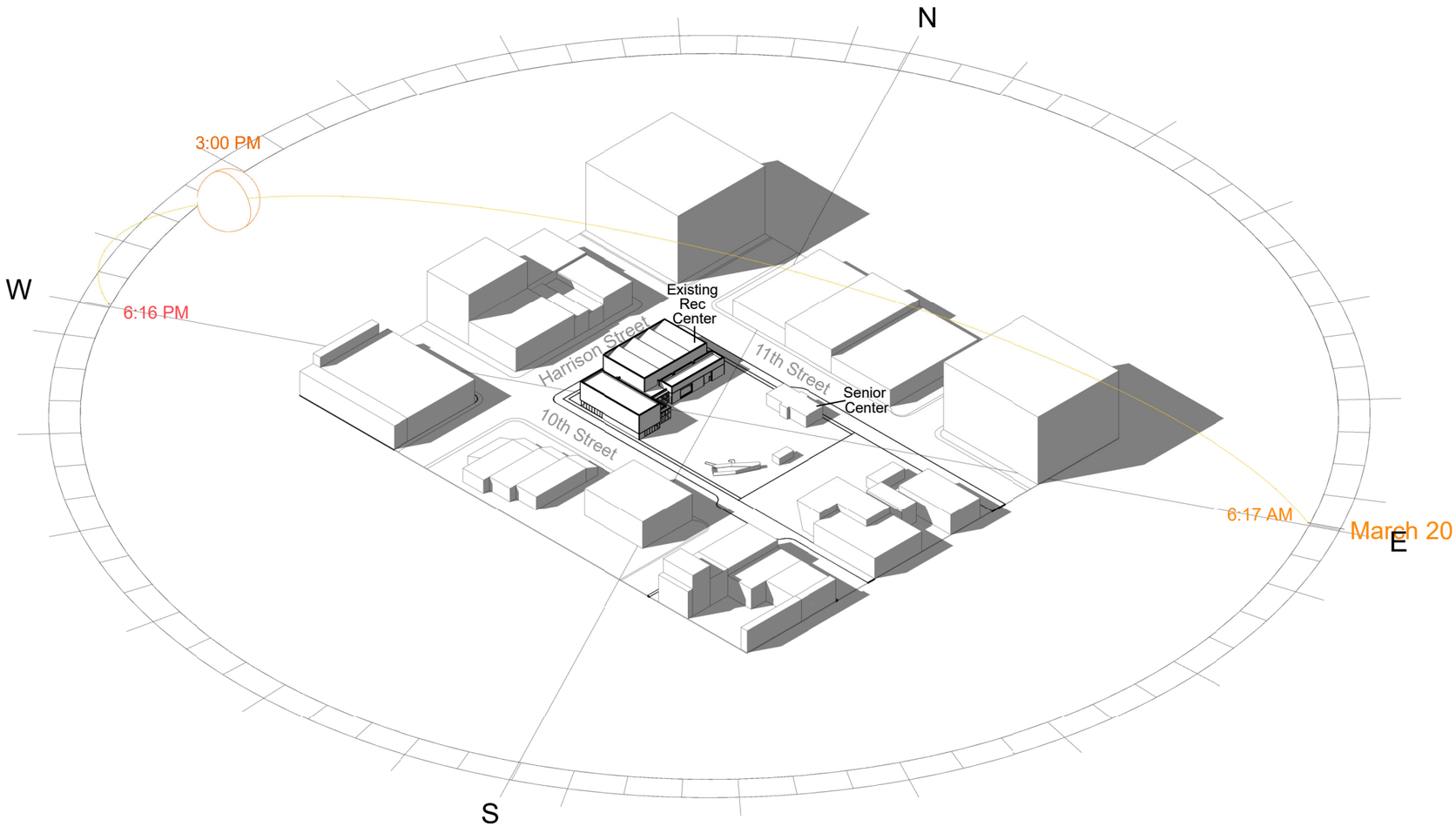

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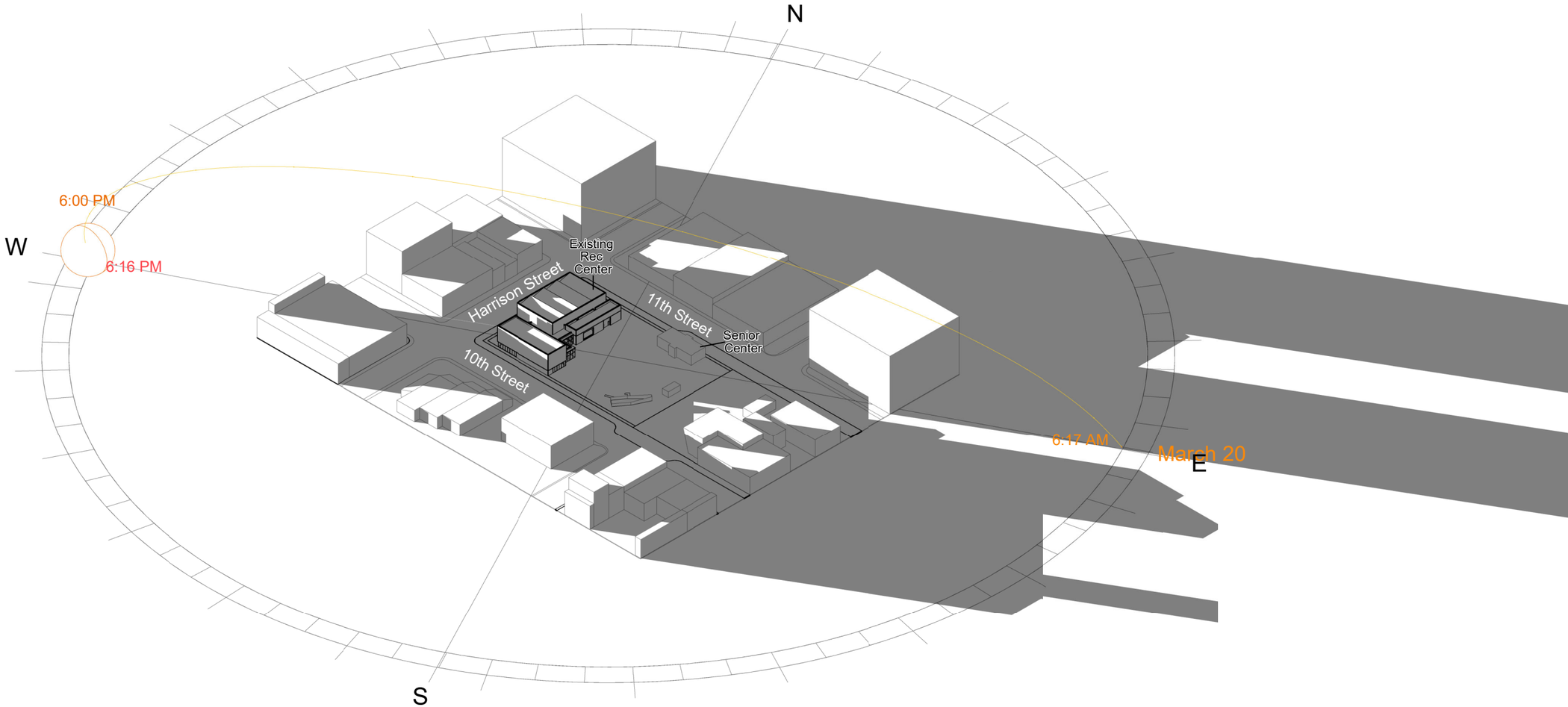

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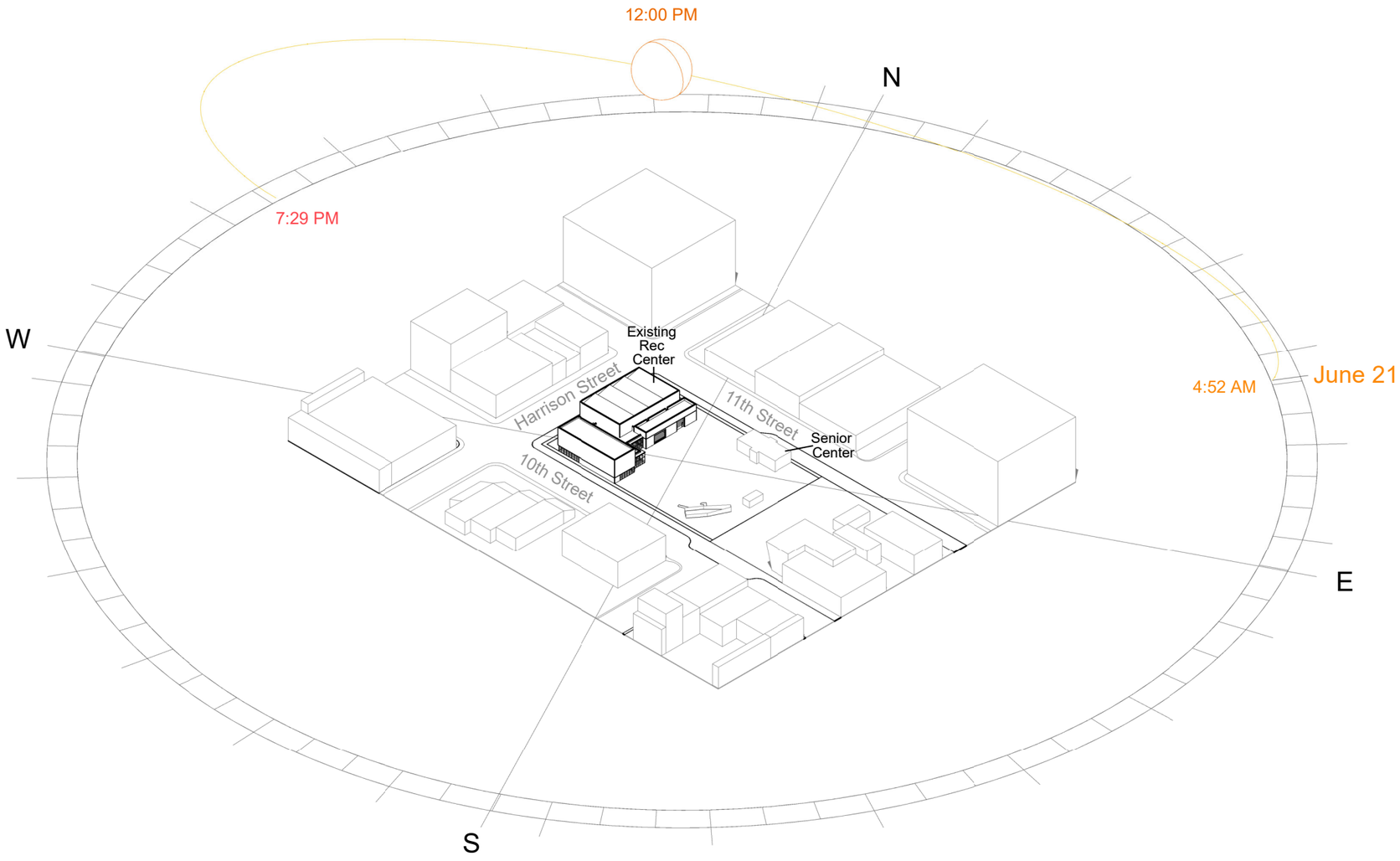

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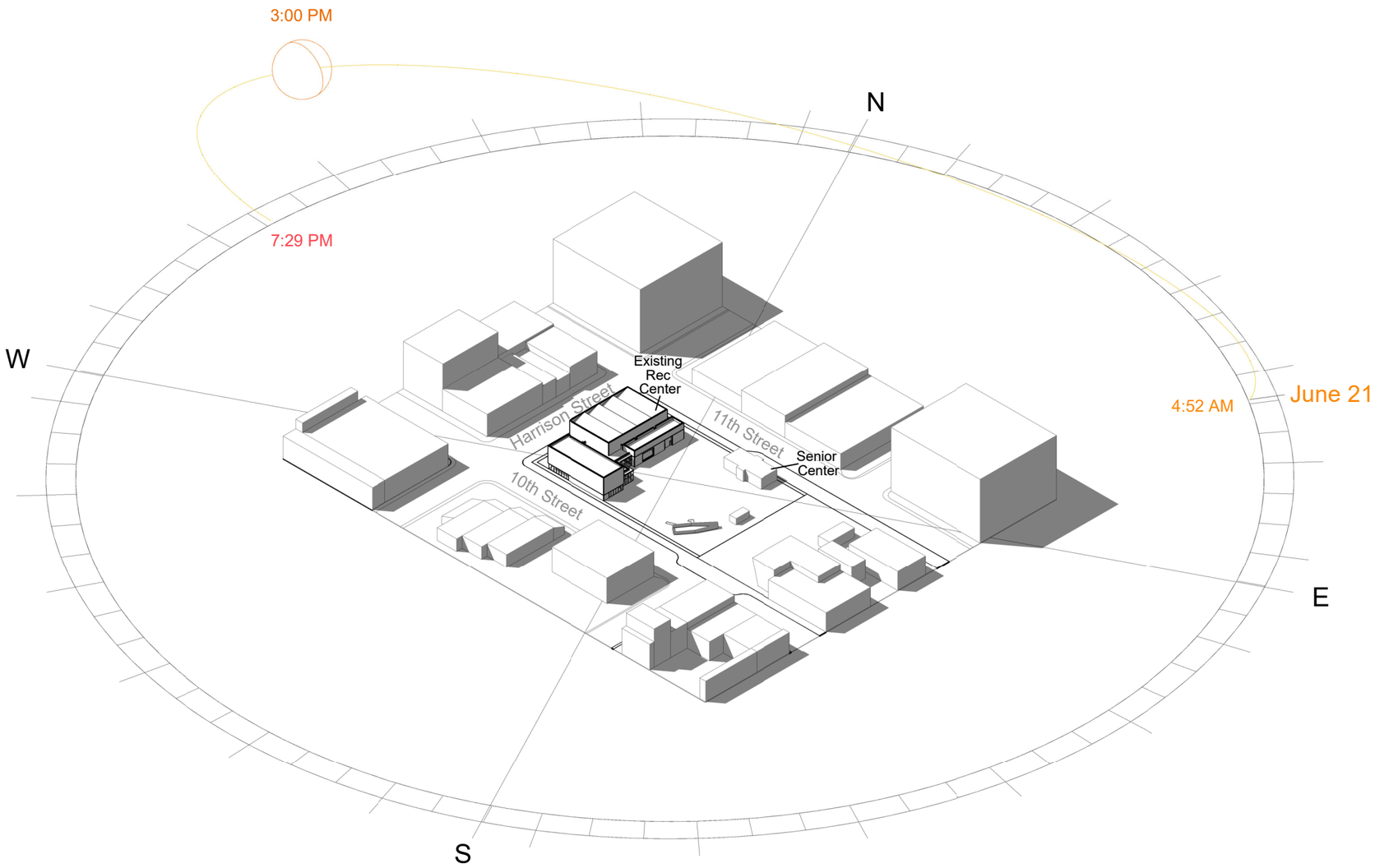

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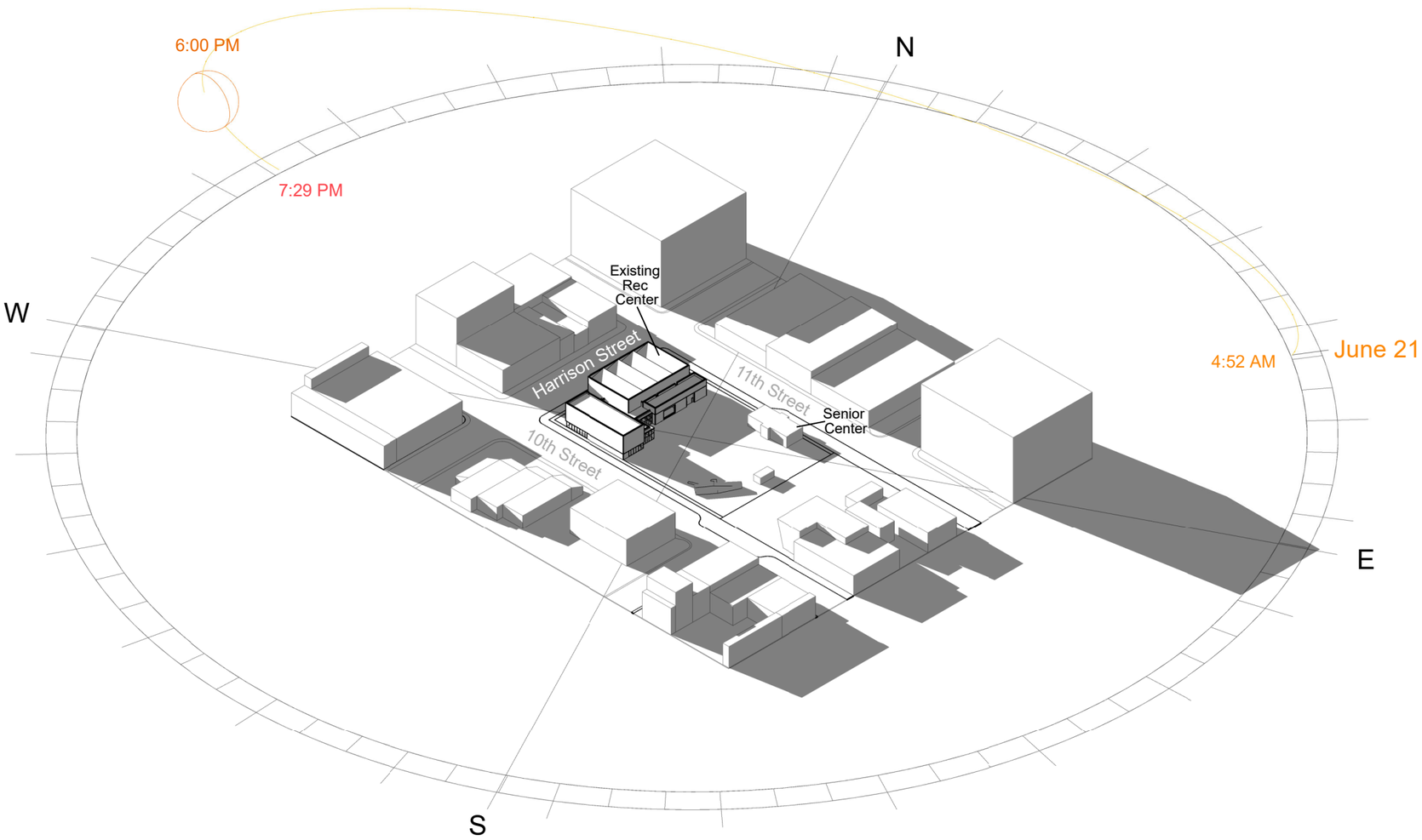

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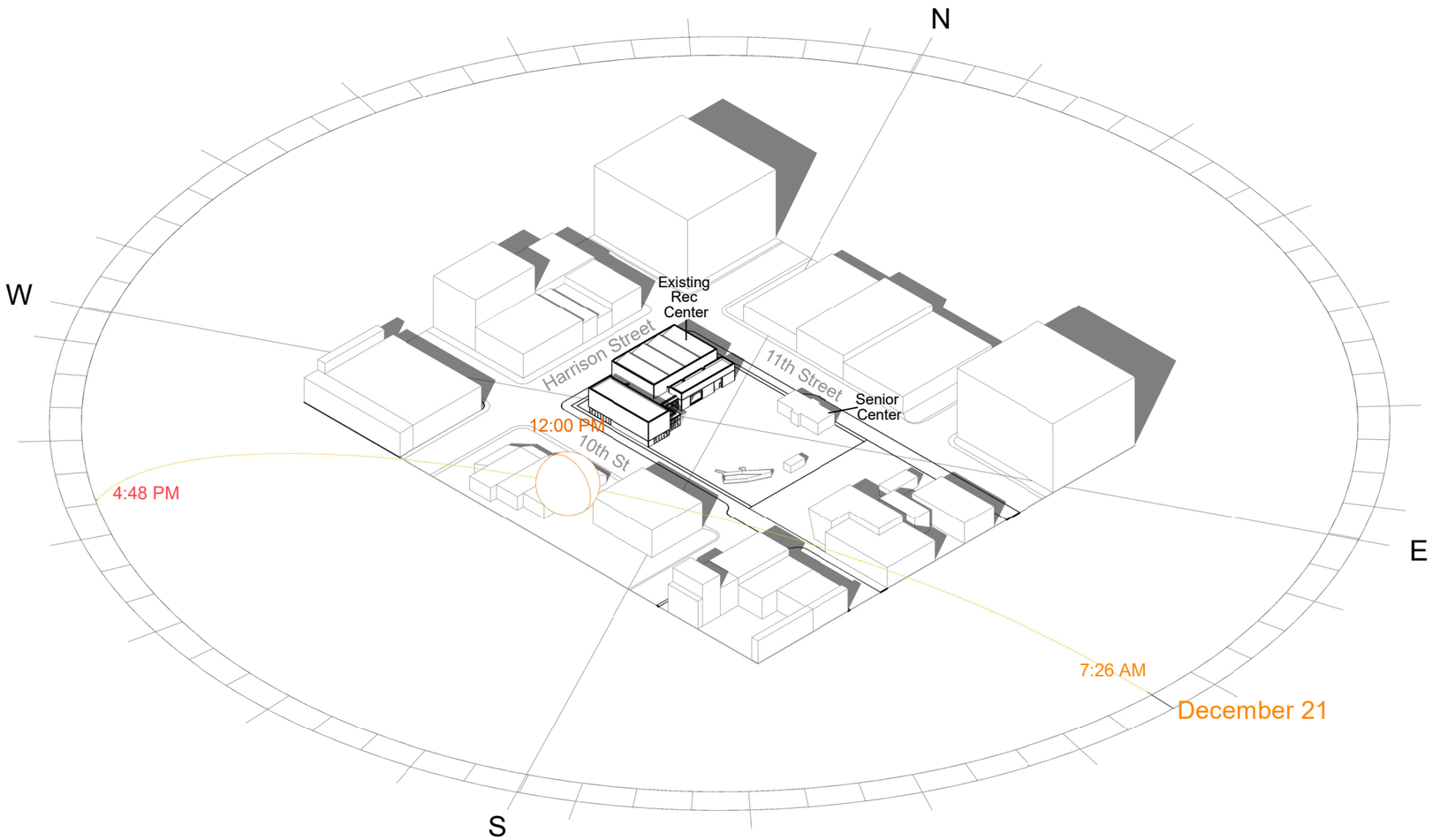

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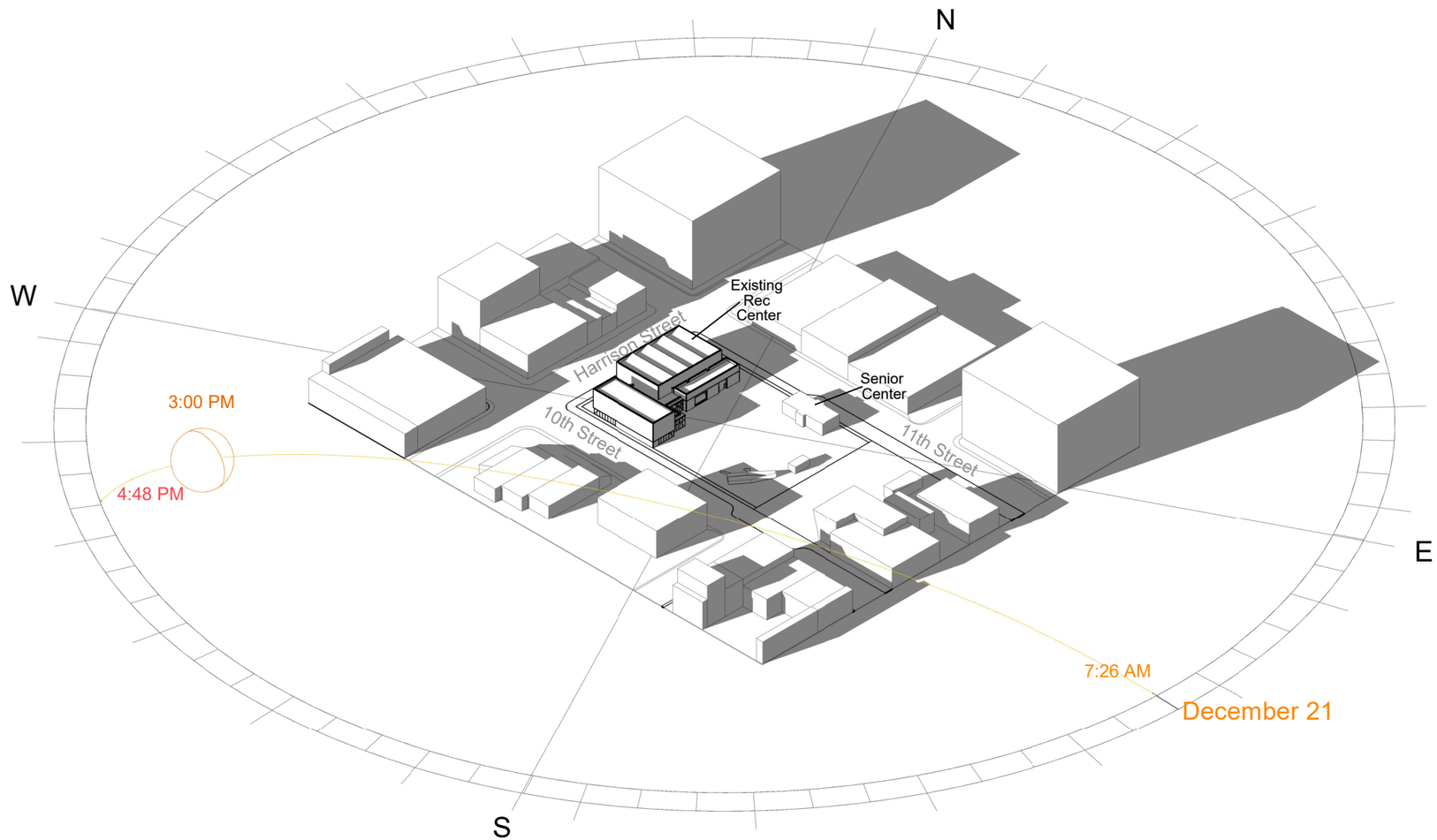

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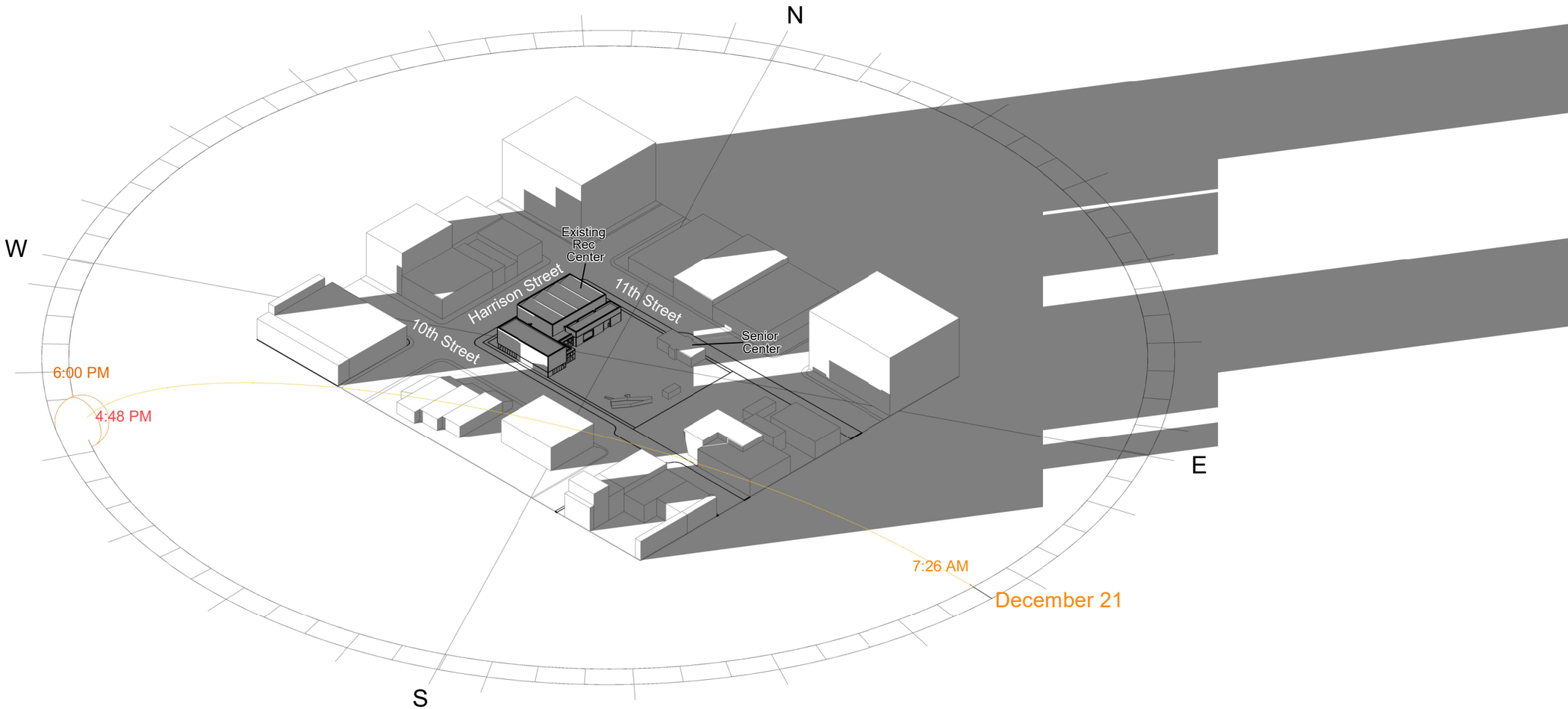

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Appendix C – Air Quality Assessment

LINCOLN RECREATION CENTER AIR QUALITY ASSESSMENT

Oakland, California

October 12, 2022

Prepared for:

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Project # 22-116

INTRODUCTION

The purpose of this report is to address air quality impacts resulting from the construction and operation of the proposed Lincoln Recreation Center project located within Lincoln Square Park in the City of Oakland, California. The air quality impacts would be associated with construction and operation of the new recreation center with some park improvements. Air pollutants emissions associated with construction and operation of the project were predicted using appropriate models. In addition, the potential community risk impact to nearby sensitive receptors and the impact of existing toxic air contaminant (TAC) sources affecting the proposed sensitive receptors were evaluated. This analysis addresses those issues following the guidance provided by the Bay Area Air Quality Management District (BAAQMD).[1]

PROJECT DESCRIPTION

The Project site is located within Lincoln Square Park that is bounded by 11th Street to the north, Harrison Street to the west, 10th Street to the south, and Lincoln Elementary School to the east. Lincoln Square Park is approximately 1.39 acres in size. and currently consists of an existing single-story recreation center, basketball courts, two playgrounds, the Hong Lok Senior Center, a maintenance building, and a four-square court area.

The project proposes to demolish the existing single-story recreation center and construct a new two-story, approximately 22,221 square-foot recreation center. The new recreation center would include a gym with an indoor basketball court, five multipurpose rooms, a kitchen connected to one of the multipurpose rooms, restrooms, and a lobby. The new recreation would also include a roof garden accessible on the second floor.

The two existing basketball courts closest to the existing recreation center would also be demolished and reconstructed as part of the project. One basketball court will be rotated 90 degrees from its existing position so that it is perpendicular to 11th Street. The second court will be re-graded for wheelchair access and drainage and will be repainted to match its existing position. The project would also include a new passive recreation area along 10th Street, adjacent to the proposed new recreation center. The passive recreation area would consist of a courtyard with new trees and landscaping, seating, and game tables. The project would not provide any new vehicle parking spaces.

SETTING

The project site is located in Alameda County, which is within the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone (O_3), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$).

<u>Air Pollutants of Concern</u>

[1] Bay Area Quality Management District, 2017. *California Environmental Quality Act Air Quality Guidelines*. May. Web: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complicated scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs. The most recent Office of Environmental Health Hazard Assessment (OEHHA) risk assessment guidelines were published in February of 2015.[2] *Attachment 1* provides a detailed description of the OEHHA assessment methodology used in this analysis.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care

[2] OEHHA, 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.* Office of Environmental Health Hazard Assessment. February.

facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Therefore, new and/or existing residential locations are assumed to include infants and small children. Sensitive receptors near the Project site include the park users, the Yuk Yau Child Development Center directly west, Lincoln Elementary School to the southeast and nearby apartment residences to the northeast. These receptors are located about 100 feet from the park.

REGULATORY SETTING

Federal Regulations

The United States Environmental Protection Agency (EPA) sets nationwide ambient air quality standards and emission standards for mobile sources, which include on-road (highway) motor vehicles such trucks, buses, and automobiles, and non-road (off-road) vehicles and equipment used in construction, agricultural, industrial, and mining activities (such as bulldozers and loaders). The EPA also sets nationwide fuel standards.

In the past decade, the EPA has established a number of emission standards for on- and non-road heavy-duty diesel engines used in trucks and other equipment. This was done in part because diesel engines are a significant source of nitrogen oxides, or NO_X, and particulate matter (PM_{10} and $PM_{2.5}$) and because the EPA has identified diesel particulate matter as a probable carcinogen. Implementation of the heavy-duty diesel on-road vehicle standards and the non-road diesel engine standards are estimated to reduce PM and NO_X emissions from diesel engines up to 95 percent in 2030 when the heavy-duty vehicle fleet is completely replaced with newer heavy-duty vehicles that comply with these emission standards.[3]

In concert with the diesel engine emission standards, the EPA has also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The current standards have reduced the amount of sulfur allowed by 97 percent for highway diesel fuel (from 500 parts per million by weight [ppmw] to 15 ppmw), and by 99 percent for off-highway diesel fuel (from about 3,000 ppmw to 15 ppmw). The low sulfur highway fuel (15 ppmw sulfur), also called ultra-low sulfur diesel (ULSD) is currently required for use by all vehicles in the U.S.

All of the above Federal diesel engine and diesel fuel requirements have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

State Regulations

The California Air Resources Board (CARB) has set statewide ambient air quality standards (CAAQS) and emission standards for on-road and off-road mobile sources that are more stringent than those adopted by the EPA. Several of these regulatory programs affect medium and heavy-

[3] USEPA, 2000. *Regulatory Announcement, Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements*. EPA420-F-00-057. December.

duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a regulation to reduce emissions of DPM and NO_X from on-road heavy-duty diesel fueled vehicles.[4] The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

CARB has also adopted and implemented regulations to reduce DPM and NO_X emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors, bulldozers, backhoes, off-highway trucks, etc.). The regulations apply to diesel-powered off-road vehicles with engines 25 horsepower (hp) or greater. The regulations are intended to reduce DPM and NO_X exhaust emissions by requiring owners to turn over their fleet (replace older equipment with newer equipment) or retrofit existing equipment in order to achieve specified fleet-averaged emission rates. Implementation of this regulation, in conjunction with the Federal off-road equipment engine emission limits for new vehicles, will significantly reduce emissions of DPM and NO_X.

To address the issue of diesel emissions in the state, CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*[5]. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, a significant component of the plan involves application of emission control strategies to existing diesel vehicles and equipment. Many of the measures of the Diesel Risk Reduction Plan have been approved and adopted, including the Federal on-road and non-road diesel engine emission standards for new engines, as well as adoption of regulations for low sulfur fuel in California.

Bay Area Air Quality Management District (BAAQMD)

BAAQMD has jurisdiction over an approximately 5,600-square mile area, commonly referred to as the San Francisco Bay Area (Bay Area). The District's boundary encompasses the nine San Francisco Bay Area counties, including Alameda County, Contra Costa County, Marin County, San Francisco County, San Mateo County, Santa Clara County, Napa County, southwestern Solano County, and southern Sonoma County.

BAAQMD is the lead agency in developing plans to address attainment and maintenance of the National Ambient Air Quality Standards and California Ambient Air Quality Standards. The District also has permit authority over most types of stationary equipment utilized for the proposed project. The BAAQMD is responsible for permitting and inspection of stationary sources; enforcement of regulations, including setting fees, levying fines, and enforcement actions; and ensuring that public nuisances are minimized.

[4] Available online: http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm. Accessed: November 21, 2014.
[5] California Air Resources Board, 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. October.

BAAQMD's Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposures to outdoor TACs in the Bay Area.[6] The program examines TAC emissions from point sources, area sources, and on-road and off-road mobile sources with an emphasis on diesel exhaust, which is a major contributor to airborne health risk in California. The CARE program is an on-going program that encourages community involvement and input. The technical analysis portion of the CARE program is being implemented in three phases that includes an assessment of the sources of TAC emissions, modeling and measurement programs to estimate concentrations of TAC, and an assessment of exposures and health risks. Throughout the program, information derived from the technical analyses will be used to focus emission reduction measures in areas with high TAC exposures and high density of sensitive populations. Risk reduction activities associated with the CARE program are focused on the most at-risk communities in the Bay Area. Overburdened communities are areas located (i) within a census tract identified by the California Communities Environmental Health Screening Tool (CalEnviroScreen), Version 4.0 implemented by OEHHA, as having an overall score at or above the 70th percentile, or (ii) within 1,000 feet of any such census tract.[7] The BAAQMD has identified six communities as impacted: Concord, Richmond/San Pablo, Western Alameda County, San José, Redwood City/East Palo Alto, and Eastern San Francisco. The project site is within a CARE area and within a BAAQMD overburdened area as identified by CalEnviroScreen as the Project site is scored at the 91th percentile.[8]

The BAAQMD California Environmental Quality Act (*CEQA) Air Quality Guidelines*[9] were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and greenhouse gas emissions. *Attachment 1* includes detailed community risk modeling methodology.

BAAQMD Rules and Regulations

The project is not anticipated to have combustion equipment that would require a permit from BAAQMD (e.g., emergency generator). Therefore, permits from the Air District are not necessary.

City of Oakland Standard Conditions of Approval

On November 3, 2008, the Oakland City Council formally adopted the Standard Conditions of Approval (SCA). The City of Oakland has adopted Standard Conditions of Approval (adopted

[6] See BAAQMD: https://www.baaqmd.gov/community-health/community-health-protection-program/community-air-risk-evaluation-care-program.
[7] See BAAQMD: https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-2-permits/2021-amendments/documents/20210722_01_appendixd_mapsofoverburdenedcommunities-pdf.pdf?la=en.
[8] OEHAA, CalEnviroScreen 4.0 Maps https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
[9] Bay Area Air Quality Management District, 2017. *CEQA Air Quality Guidelines*. May.

2008, as revised), which are uniformly applied to projects under City of Oakland jurisdiction[10]. The following air quality conditions apply to this project:

No. 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 demolition activities (if any) shall be suspended when average wind speeds exceed 20 miles per house (mph).
f) All trucks and equipment, including tires, shall be washed off prior to leaving the site.
g) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel

Enhanced control will not be needed because the project does involve extensive site preparation nor extensive soil transport.

No. 21 - Criteria Air Pollutant Controls - Construction Related

Requirement: The project applicant shall implement all of the following applicable basic 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.

[10] City of Oakland, CA. See https://cao-94612.s3.amazonaws.com/documents/Standard-Conditions-of-Approval-December-2020.pdf accessed October 11, 2022

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.

Enhanced control measures will not be needed since the average daily emissions from construction activities will not exceed the CEQA thresholds for construction activity, currently 54 pounds per day of ROG, NOx, or $PM_{2.5}$ or 82 pounds per day of PM_{10}.

No. 22 - Diesel Particulate Matter Controls-Construction Related

Since the project is located within an area identified as "overburdened" by BAAQMD, application of the following control measure applies.

a. Diesel Particulate Matter Reduction Measures
Requirement: The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. 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 current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction.

-or-

ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to

compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.

b. Construction Emissions Minimization Plan (if required by A above)

Requirement: The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following:

i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date.

ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract

Note that Condition 23 would not apply since the Project is not located near any sources of air pollution and the types of receptors using the Project would not be continually exposed to high levels of air pollution at the site due to their infrequent use of the site.

Note that Conditions 24 and 25 do not apply since stationary sources and truck loading docks or truck fleets are not sources of air pollution from the Project

No. 26 - Asbestos in Structures

Requirement: The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.

Note that Condition 27 does not apply since the Project will not disturb naturally occurring asbestos.

Significance Thresholds

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in the District's 2011 CEQA Air Quality Guidelines. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The 2011 thresholds were challenged in court and were mostly upheld. In 2017, BAAQMD updated its CEQA Air Quality Guidelines and included revised significance thresholds. In 2022, BAAQMD revised its GHG thresholds, eliminating quantified emissions limits. The current

BAAQMD thresholds were used in this analysis and are summarized in Table 1. Air quality impacts and community health risks are considered potentially significant if they exceed these thresholds. Note that the City of Oakland applies these thresholds when evaluating impacts from projects[11].

Table 1. BAAQMD CEQA Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1000-foot zone of influence)**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental annual $PM_{2.5}$	0.3 µg/m^3	0.8 µg/m^3	

Note: ROG = reactive organic gases, NO_X = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. GHG = greenhouse gases.

[11] City of Oakland, CA. 2020. *City of Oakland CEQA Thresholds of Significance Guidelines*. December 16.

AIR QUALITY IMPACTS

Impact AIR-1: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The Bay Area is considered a non-attainment area for ground-level ozone and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM_{10}, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts.

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from construction and operation of the site assuming full build-out of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The CalEEMod model output along with project inputs are included in *Attachment 1*.

Construction Period Emissions

The existing building would be demolished and an entirely new recreation center building would be constructed at the project site. Construction activities were modeled using CalEEMod.
These activities would mainly include demolition and building construction; however, phases for site preparation, some minor grading, trenching and paving were included in the modeling. The modeling is described below.

Land Use Inputs

The proposed project land uses were entered into CalEEMod as described in Table 2.

Table 2. Summary of Project Land Use Inputs for Construction

Project Land Uses	Size	Units	Acreage
Health Club	22.22	1,00 square feet	1.4

Construction Inputs

CalEEMod computes annual emissions for construction that are based on the project type, size and acreage. The model provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. Construction duration and equipment usage were based on CalEEMod default information for projects of those types and sizes. CalEEMod default assumptions were included. There would be little site preparation or grading activities. CalEEMod estimates most construction activity that involves equipment usage would

occur over 270 workdays. Since the Project construction schedule is 11 months, the duration of activity for computing average daily emissions from CalEEMod total construction emissions was 247 days.

The City's Standard Conditions of Approval No. 20 and 21 require construction projects to implement construction dust control measures and measures to reduce criteria air pollutant emissions. The Project would not involve extensive site preparation or soil transport; therefore, enhanced measures under No. 20 would not be required. Condition No. 23 requires use of All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. This requirement would not be necessary if the Project applicant retains a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval.

Summary of Computed Construction Period Emissions

Average daily emissions were computed by dividing the total construction emissions by the number of construction workdays. Table 3 shows average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project. As indicated in Table 3, predicted project emissions would not exceed the BAAQMD significance thresholds. Since emissions are below the BAAQMD-recommended thresholds, enhanced controls identified in the City's Standard Conditions of Approval No. 21 are not required.

Table 3. Project Construction Period Emissions (Uncontrolled)

Scenario	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Uncontrolled Construction Emissions	0.30 tons	1.48 tons	0.07 tons	0.06 tons
Average Daily Uncontrolled Emissions (pounds/day)[1]	2 lbs/day	12 lbs/day	0.6 lbs/day	0.5 lbs/day
BAAQMD Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	No	No	No	No

[1]Assumes 247 workdays.

There are not thresholds for fugitive dust generated by construction that could lead to nuisance and health impacts. Construction activities would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit debris on local streets, which could be an additional source of airborne dust. In accordance with the City's Conditions of Approval (No. 20), the project would be required to implement the BAAQMD best management practices to reduce these emissions.

Operational Period Emissions

Land Uses

The project land uses were input to CalEEMod as described above for the construction period

modeling.

Model Year

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. This analysis assumed that the project would be fully built out and operating in 2024.

Trip Generation Rates

CalEEMod allows the user to enter specific vehicle trip generation rates. Therefore, the project-specific trip generation rates were calculated from the data provided by the traffic consultant and input into the model.[12] The project would generate 640 daily automobile trips. The daily trip generation was calculated using the size of the project (i.e. new square footage). The CalEEMod default trip lengths were used, which likely overestimates travel distance given the nature of the project site that likely serves the local community.

Energy

CalEEMod defaults for energy use were used, which include the 2019 Title 24 Building Standards. CalEEMod has a default emission factor of 641.3 pounds of CO_2 per megawatt of electricity produced, which is based on PG&E's 2008 emissions rate. CalEEMod uses the PG&E published rate of 203.98 pounds CO2 per megawatt of electricity delivered in the year 2018.

Other Inputs

Default model assumptions for emissions associated with solid waste generation and water/wastewater use were applied to the project.

Summary of Computed Operational Period Emissions

Annual emissions were predicted using CalEEMod and daily emissions were estimating assuming 365 days of operation[13]. Table 4 shows average daily construction emissions of ROG, NO_X, total PM_{10}, and total $PM_{2.5}$ during operation of the project. The operational period emissions would not exceed the BAAQMD significance thresholds.

[12] Trip generation rates included along with CalEEMod modeling output in Attachment 1.

[13] CalEEMod predicts annual emissions, assuming 365-day operation; however, traffic is assumed to occur only 5 days per week throughout the year. Therefore, this assessment assumed 260 annual days of operation. Fewer operating days would have lower annual emissions than reported.

Table 4. Project Operational Period Emissions

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
2024 Annual Project Operational Emissions (*tons/year*)	0.46 tons	0.24 tons	0.35 tons	0.09 tons
BAAQMD Thresholds (tons /year)	*10 tons*	*10 tons*	*15 tons*	*10 tons*
Exceed Threshold?	*No*	*No*	*No*	*No*
2024 Daily Project Operational Emissions (*pounds/day*)[1]	2.5 lbs.	1.3 lbs.	1.9 lbs.	0.5 lbs.
BAAQMD Thresholds (pounds/day)	*54* lbs.	*54* lbs.	*82* lbs.	*54* lbs.
Exceed Threshold?	*No*	*No*	*No*	*No*

Notes: [1] Assumes 7-day per week operation (365 days/year).

Impact AIR-2: Expose sensitive receptors to substantial pollutant concentrations?

Project impacts related to increased community risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity or by significantly exacerbating existing cumulative TAC impacts. This project would introduce new sources of TACs during construction (i.e., on-site construction and some truck hauling emissions). During operation, the project would not have sources of localized TAC emissions. While the project would generate new traffic (400 new daily trips), these would be mostly automobile trips that have low rates of TAC emissions and would not lead to significant health risk impacts.

Sensitive receptors near the Project site include the park users, the Yuk Yau Child Development Center directly west, Lincoln Elementary School to the southeast and nearby residences to the northeast. These receptors are located about 100 feet from the park.

Project Emissions - Construction

The primary source of TAC emissions from construction work is large construction equipment typically used for groundwork (e.g., grading and excavation). This construction project would have relatively short durations of that type of work. The total construction period would be 11 months with most heavy construction activity conducted within one to two months. Because the Project involves mostly demolition and building construction work, construction equipment that emits diesel particulate matter (a TAC) would not be used extensively. Therefore, the increase in health risks is expected to be minor.

The Project must comply with the City's Condition of Approval 22, Diesel Particulate Matter Controls-Construction Related, since construction activity is proposed in a community considered "overburdened" by BAAQMD. To address the requirement, the Project could use construction equipment with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine types, such as engines that meet U.S. EPA Tier 4 standards. Alternatively, the applicant could retain an air quality consultant to prepare a health risk assessment in accordance with City and BAAQMD requirements. If the HRA concludes that the health risk is at or below acceptable levels (see Table 1), then the diesel particulate matter control measures described above may not be required. Adherence to this condition of approval would ensure that health risk impacts caused by the Project are below thresholds.

Project Exposure

The City of Oakland considers exposure of new sensitive receptors to substantial ambient levels of TACs that result in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 micrograms per cubic meter to be significant. These thresholds are based on TAC sources within 1,000 feet that include stationary sources permitted by BAAQMD, freeways, major roadways with average daily traffic volumes greater than 10,000 vehicles per day, railroads, airports, seaports, and truck distribution centers. Within 1,000 feet of the Project site there are 5 permitted sources by BAAQMD and local roadways. Some local roadways, such as Harrison Street, have traffic levels that are just around 10,000 average daily trips. Interstate 880 is the closest freeway, about 1,200 feet west of the Project site.

The City's Condition of Approval 23, *Exposure to Air Pollution (Toxic Air Contaminants)* addresses exposure of new sensitive receptors to nearby sources of air pollution. The City's condition of approval requires that a health risk assessment demonstrate that health risks are at or below acceptable levels, and if not, identify and evaluate measures to reduce risks to acceptable levels.

The City considers sensitive receptors to include residential uses, schools, parks, daycare centers, nursing homes, and medical centers. This Project would fall under the category of a park. Users of this park recreation center would not be continually present to exposure of nearby sources of TACs. The City's thresholds used to judge the significance of these exposures, i.e., cancer risk and annual $PM_{2.5}$, are based on chronic or long-term exposure. Users of the site would be periodically exposed and not experience significant exposures. There are no nearby sources that pose significant acute exposures.

Supporting Documentation

Attachment 1 includes the CalEEMod output for project construction and operational criteria air pollutant. Also included are any modeling assumptions and the list of nearby BAAQMD permitted sources and their impacts upon the site.

Attachment 1: CalEEMod Output, Modeling Information and BAAQMD Permitted Sources

Uncontrolled Construction Criteria Air Pollutants						
Unmitigated	ROG	NOX	PM10 Exhaust	PM2.5 Exhaust	**CO2e**	
Year	Tons				MT	
Construction Equipment						
2023	0.29	1.40	0.06	0.06	217.44	
EMFAC						
2023	0.005	0.08	0.01	0.002	62.39	
Total Construction Emissions by Year						
2023	0.30	1.48	0.07	0.06	279.83	
	Total Construction Emissions					
Tons	0.30	1.48	0.07	0.06	279.83	
Pounds/Workdays	*Average Daily Emissions*				Workdays	
2023	2.40	11.97	0.55	0.50		**247**
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**		
	Total Construction Emissions					
Pounds	2.40	11.97	0.55	0.50	0.00	
Average	2.40	11.97	0.55	0.50	0.00	247.00
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**		

Operational Criteria Air Pollutants						
Unmitigated	ROG	NOX	Total PM10	Total PM2.5		
Year	Tons					
Total	0.46	0.24	0.35	0.09		
	Existing Use Emissions					
	Net Annual Operational Emissions					
Tons/year	0.46	0.24	0.35	0.09		
Threshold - Tons/year	**10.0**	**10.0**	**15.0**	**10.0**		
	Average Daily Emissions					
Pounds Per Day	2.53	1.32	1.90	0.49		
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**		

Category	**CO2e**			
	Project	Existing	Project 2030	Existing
Area	0.0004			
Energy	30.37			
Mobile	373.63			
Waste	63.69			
Water	1.73			
TOTAL	469.43	0.00	0.00	0.00
Net GHG Emissions		469.43		0.00
Service Population	0.00			
Per Capita Emissions		#DIV/0!		#DIV/0!
	0	units		
CA DOF 1920 =	0	pphh		

Traffic Consultant Trip Gen						CalEEMod Default		
Land Use		**Size**	**Daily Trips**	**New Trips**	**Weekday Trip Gen**	**Weekday**	**Sat**	**Sun**
Health Club	ksf	22.221	640	640	***28.80***	32.93	20.87	26.73
						Rev	***18.25***	***23.38***

	ITE Land Use Code	Size (sf)	Daily Trip Rate (per 1,000 sf)	Daily Trips Generated	AM Peak Hour Rate (per 1,000 sf)	AM Peak Hour Trips	PM Peak Hour Rate	PM Peak Hour Trips (per 1,000 sf)
Existing Recreation Center	495	8,335	28.82	240	1.91	16	2.50	21
Proposed	495	22,221	28.82	640	1.91	42	2.50	56

Summary of Construction Traffic Emissions (EMFAC2021)

Pollutants YEAR	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	NBio- CO2	CH4	N2O	CO2e
					Tons							*Metric Tons*		
Criteria Pollutants														
2023	0.0049	0.0785	0.0655	0.0006	0.0188	0.0053	0.0240	0.0028	0.0023	0.0051	59.7947	0.0029	0.0085	62.3869
Toxic Air Contaminants (0.5 Mile Trip Length)														
2023	0.0039	0.0172	0.0232	0.0000	0.0007	0.0002	0.0009	0.0001	0.0001	0.0002	3.7560	0.0007	0.0006	3.9516

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Health Club	22.22	1000sqft	1.40	22,221.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2024
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 - Provided construction sheet and project trip gen - total lot acreage and square footage.

Construction Phase - CalEEMod schedule defaults - reviewed and approved by project applicant.

Off-road Equipment - CalEEMod defaults - reviewed and approved by project applicant.

Off-road Equipment - CalEEMod defaults - reviewed and approved by project applicant.

Off-road Equipment - CalEEMod defaults - reviewed and approved by project applicant.

Off-road Equipment - CalEEMod defaults - reviewed and approved by project applicant.

Off-road Equipment - CalEEMod defaults - reviewed and approved by project applicant.

Off-road Equipment - CalEEMod defaults - reviewed and approved by project applicant.

Off-road Equipment - Defaults - reviewed and approved by project applicant.

Grading - Grading = 90-cy imported, 440-cy exported.

Demolition - Existing building demo = 8,700-sf

Trips and VMT - EMFAC2021 adjustment 0 trips, pavement demo = 590 tons, building const = 14 concrete truck round trips, paving = 106-cy asphalt.

Vehicle Trips - Provided trip gen.

Vehicle Emission Factors - EMFAC2021 vehicle emissions factors Alameda County 2024.

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix - EMFAC2021 fleet mix Alameda County 2024.

Energy Use - Oakland Reach Code = no nat gas - concert to electricity

Water And Wastewater - Wastewater treatment 100% aerobic - no septic tanks or lagoons.

Construction Off-road Equipment Mitigation - BMPs, tier 4 interim mitigation.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	PhaseEndDate	12/11/2023	11/27/2023
tblConstructionPhase	PhaseEndDate	11/27/2023	12/11/2023
tblConstructionPhase	PhaseStartDate	11/28/2023	11/14/2023
tblConstructionPhase	PhaseStartDate	11/14/2023	11/28/2023
tblEnergyUse	NT24E	3.36	5.38
tblEnergyUse	NT24NG	6.90	0.00
tblEnergyUse	T24E	1.08	6.26
tblEnergyUse	T24NG	17.67	0.00
tblFleetMix	HHD	0.01	0.01
tblFleetMix	LDA	0.57	0.53
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.18	0.22
tblFleetMix	LHD1	0.02	0.02
tblFleetMix	LHD2	5.1690e-003	5.7260e-003
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MDV	0.11	0.12
tblFleetMix	MH	2.4510e-003	2.2130e-003
tblFleetMix	MHD	0.01	0.01
tblFleetMix	OBUS	7.9200e-004	8.4700e-004
tblFleetMix	SBUS	3.3700e-004	4.4600e-004
tblFleetMix	UBUS	5.7000e-004	9.1400e-004
tblGrading	MaterialExported	0.00	440.00
tblGrading	MaterialImported	0.00	90.00
tblLandUse	LotAcreage	0.51	1.40
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblTripsAndVMT	HaulingTripNumber	40.00	0.00
tblTripsAndVMT	HaulingTripNumber	66.00	0.00
tblTripsAndVMT	VendorTripNumber	4.00	0.00
tblTripsAndVMT	WorkerTripNumber	2.00	0.00
tblTripsAndVMT	WorkerTripNumber	9.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblVehicleEF	HHD	0.02	0.22
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	6.63	5.37
tblVehicleEF	HHD	0.35	0.55
tblVehicleEF	HHD	3.9270e-003	2.3940e-003
tblVehicleEF	HHD	1,083.40	859.50
tblVehicleEF	HHD	1,374.34	1,579.94

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tblVehicleEF	HHD	0.04	0.03
tblVehicleEF	HHD	0.17	0.14
tblVehicleEF	HHD	0.22	0.25
tblVehicleEF	HHD	4.0000e-006	0.00
tblVehicleEF	HHD	5.47	4.19
tblVehicleEF	HHD	2.59	1.72
tblVehicleEF	HHD	2.28	2.73
tblVehicleEF	HHD	2.3430e-003	2.0020e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	2.2410e-003	1.9100e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9250e-003	8.8830e-003
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	1.0000e-006	3.5000e-005
tblVehicleEF	HHD	7.2000e-005	1.2000e-005
tblVehicleEF	HHD	0.45	0.35
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.1000e-005	7.5000e-005
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.01	7.6290e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	3.5000e-005
tblVehicleEF	HHD	7.2000e-005	1.2000e-005
tblVehicleEF	HHD	0.51	0.59
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.06	0.09
tblVehicleEF	HHD	3.1000e-005	7.5000e-005
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	LDA	1.8590e-003	2.0990e-003
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.53	0.63
tblVehicleEF	LDA	2.16	3.08
tblVehicleEF	LDA	239.62	248.92
tblVehicleEF	LDA	50.77	65.07
tblVehicleEF	LDA	4.1360e-003	4.2930e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.18	0.25
tblVehicleEF	LDA	0.04	6.6140e-003
tblVehicleEF	LDA	1.3710e-003	1.2110e-003
tblVehicleEF	LDA	1.6920e-003	1.9470e-003
tblVehicleEF	LDA	0.02	2.3150e-003
tblVehicleEF	LDA	1.2630e-003	1.1150e-003
tblVehicleEF	LDA	1.5560e-003	1.7900e-003
tblVehicleEF	LDA	0.04	0.29
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	7.0560e-003	8.1540e-003
tblVehicleEF	LDA	0.03	0.22
tblVehicleEF	LDA	0.21	0.32
tblVehicleEF	LDA	2.3700e-003	2.4610e-003
tblVehicleEF	LDA	5.0200e-004	6.4300e-004
tblVehicleEF	LDA	0.04	0.29
tblVehicleEF	LDA	0.09	0.09

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tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.22
tblVehicleEF	LDA	0.23	0.34
tblVehicleEF	LDT1	3.6820e-003	5.6530e-003
tblVehicleEF	LDT1	0.06	0.11
tblVehicleEF	LDT1	0.83	1.28
tblVehicleEF	LDT1	2.35	5.49
tblVehicleEF	LDT1	286.88	327.66
tblVehicleEF	LDT1	61.42	87.19
tblVehicleEF	LDT1	5.9310e-003	8.9720e-003
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.07	0.12
tblVehicleEF	LDT1	0.23	0.40
tblVehicleEF	LDT1	0.04	8.4540e-003
tblVehicleEF	LDT1	1.6970e-003	1.8510e-003
tblVehicleEF	LDT1	2.1880e-003	2.9500e-003
tblVehicleEF	LDT1	0.02	2.9590e-003
tblVehicleEF	LDT1	1.5610e-003	1.7030e-003
tblVehicleEF	LDT1	2.0120e-003	2.7120e-003
tblVehicleEF	LDT1	0.08	0.62
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.08	0.50
tblVehicleEF	LDT1	0.31	0.57
tblVehicleEF	LDT1	2.8390e-003	3.2390e-003
tblVehicleEF	LDT1	6.0800e-004	8.6200e-004
tblVehicleEF	LDT1	0.08	0.62
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.02	0.04
tblVehicleEF	LDT1	0.08	0.50
tblVehicleEF	LDT1	0.34	0.62
tblVehicleEF	LDT2	2.8980e-003	2.6790e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.70	0.77
tblVehicleEF	LDT2	2.77	3.75
tblVehicleEF	LDT2	305.96	337.51
tblVehicleEF	LDT2	66.04	86.96
tblVehicleEF	LDT2	5.6150e-003	5.8820e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.26	0.34
tblVehicleEF	LDT2	0.04	8.0990e-003
tblVehicleEF	LDT2	1.3900e-003	1.3310e-003
tblVehicleEF	LDT2	1.7150e-003	2.1200e-003
tblVehicleEF	LDT2	0.02	2.8350e-003
tblVehicleEF	LDT2	1.2800e-003	1.2250e-003
tblVehicleEF	LDT2	1.5770e-003	1.9490e-003
tblVehicleEF	LDT2	0.06	0.29
tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.22
tblVehicleEF	LDT2	0.30	0.39
tblVehicleEF	LDT2	3.0270e-003	3.3360e-003

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tblVehicleEF	LDT2	6.5300e-004	8.6000e-004
tblVehicleEF	LDT2	0.06	0.29
tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.22
tblVehicleEF	LDT2	0.32	0.43
tblVehicleEF	LHD1	5.2020e-003	5.5940e-003
tblVehicleEF	LHD1	8.2270e-003	8.4040e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.19	0.20
tblVehicleEF	LHD1	0.75	0.94
tblVehicleEF	LHD1	1.08	2.22
tblVehicleEF	LHD1	8.87	8.71
tblVehicleEF	LHD1	791.34	791.19
tblVehicleEF	LHD1	11.92	18.39
tblVehicleEF	LHD1	7.2400e-004	6.2100e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.67	0.65
tblVehicleEF	LHD1	0.32	0.46
tblVehicleEF	LHD1	8.0900e-004	6.5300e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.7150e-003	9.3460e-003
tblVehicleEF	LHD1	9.8140e-003	0.01
tblVehicleEF	LHD1	2.5100e-004	2.2800e-004
tblVehicleEF	LHD1	7.7400e-004	6.2500e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4290e-003	2.3360e-003
tblVehicleEF	LHD1	9.3410e-003	0.01
tblVehicleEF	LHD1	2.3100e-004	2.0900e-004
tblVehicleEF	LHD1	1.7640e-003	0.13
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.0180e-003	0.00
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.21	0.18
tblVehicleEF	LHD1	0.07	0.12
tblVehicleEF	LHD1	8.6000e-005	8.5000e-005
tblVehicleEF	LHD1	7.7310e-003	7.7340e-003
tblVehicleEF	LHD1	1.1800e-004	1.8200e-004
tblVehicleEF	LHD1	1.7640e-003	0.13
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.0180e-003	0.00
tblVehicleEF	LHD1	0.11	0.11
tblVehicleEF	LHD1	0.21	0.18
tblVehicleEF	LHD1	0.08	0.13
tblVehicleEF	LHD2	3.5400e-003	3.6820e-003
tblVehicleEF	LHD2	6.7490e-003	7.0340e-003
tblVehicleEF	LHD2	9.1710e-003	0.01
tblVehicleEF	LHD2	0.15	0.15
tblVehicleEF	LHD2	0.60	0.60
tblVehicleEF	LHD2	0.68	1.40
tblVehicleEF	LHD2	13.53	13.36
tblVehicleEF	LHD2	781.19	841.06

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tblVehicleEF	LHD2	8.80	11.48
tblVehicleEF	LHD2	1.6100e-003	1.5400e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.09	0.08
tblVehicleEF	LHD2	0.77	0.83
tblVehicleEF	LHD2	0.21	0.29
tblVehicleEF	LHD2	1.3170e-003	1.2320e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.3600e-004	1.1000e-004
tblVehicleEF	LHD2	1.2600e-003	1.1780e-003
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.6510e-003	2.6180e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	1.2500e-004	1.0100e-004
tblVehicleEF	LHD2	1.0140e-003	0.07
tblVehicleEF	LHD2	0.04	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.0000e-004	0.00
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	0.05	0.07
tblVehicleEF	LHD2	1.3000e-004	1.2800e-004
tblVehicleEF	LHD2	7.5600e-003	8.1230e-003
tblVehicleEF	LHD2	8.7000e-005	1.1300e-004
tblVehicleEF	LHD2	1.0140e-003	0.07
tblVehicleEF	LHD2	0.04	0.02
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.0000e-004	0.00
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.11	0.10
tblVehicleEF	LHD2	0.05	0.08
tblVehicleEF	MCY	0.34	0.17
tblVehicleEF	MCY	0.26	0.19
tblVehicleEF	MCY	19.81	13.43
tblVehicleEF	MCY	9.13	8.23
tblVehicleEF	MCY	215.26	190.21
tblVehicleEF	MCY	61.48	50.62
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	8.6060e-003
tblVehicleEF	MCY	1.16	0.60
tblVehicleEF	MCY	0.27	0.15
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0940e-003	1.9300e-003
tblVehicleEF	MCY	3.0600e-003	3.6100e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.9570e-003	1.8070e-003
tblVehicleEF	MCY	2.8790e-003	3.3980e-003
tblVehicleEF	MCY	0.80	4.02
tblVehicleEF	MCY	0.71	3.58
tblVehicleEF	MCY	0.49	0.00
tblVehicleEF	MCY	2.32	1.14
tblVehicleEF	MCY	0.56	3.79
tblVehicleEF	MCY	1.98	1.45
tblVehicleEF	MCY	2.1300e-003	1.8800e-003

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tblVehicleEF	MCY	6.0800e-004	5.0000e-004
tblVehicleEF	MCY	0.80	0.09
tblVehicleEF	MCY	0.71	3.58
tblVehicleEF	MCY	0.49	0.00
tblVehicleEF	MCY	2.87	1.36
tblVehicleEF	MCY	0.56	3.79
tblVehicleEF	MCY	2.16	1.57
tblVehicleEF	MDV	3.3470e-003	3.5520e-003
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.74	0.88
tblVehicleEF	MDV	3.06	4.11
tblVehicleEF	MDV	367.78	405.72
tblVehicleEF	MDV	78.89	104.38
tblVehicleEF	MDV	7.4350e-003	8.0030e-003
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.31	0.44
tblVehicleEF	MDV	0.04	8.1890e-003
tblVehicleEF	MDV	1.4830e-003	1.3610e-003
tblVehicleEF	MDV	1.8440e-003	2.1840e-003
tblVehicleEF	MDV	0.02	2.8660e-003
tblVehicleEF	MDV	1.3680e-003	1.2540e-003
tblVehicleEF	MDV	1.6960e-003	2.0080e-003
tblVehicleEF	MDV	0.06	0.37
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.06	0.29
tblVehicleEF	MDV	0.37	0.52
tblVehicleEF	MDV	3.6350e-003	4.0090e-003
tblVehicleEF	MDV	7.8100e-004	1.0320e-003
tblVehicleEF	MDV	0.06	0.37
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.29
tblVehicleEF	MDV	0.40	0.57
tblVehicleEF	MH	9.2930e-003	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.90	1.25
tblVehicleEF	MH	2.07	2.59
tblVehicleEF	MH	1,505.16	1,694.28
tblVehicleEF	MH	18.45	23.05
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.21	1.49
tblVehicleEF	MH	0.25	0.31
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.6400e-004	3.2200e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.2670e-003	3.2930e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	2.4300e-004	2.9600e-004
tblVehicleEF	MH	0.55	33.38
tblVehicleEF	MH	0.05	9.04

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tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.06	0.08
tblVehicleEF	MH	0.01	0.21
tblVehicleEF	MH	0.09	0.12
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.8300e-004	2.2800e-004
tblVehicleEF	MH	0.55	33.38
tblVehicleEF	MH	0.05	9.04
tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.08	0.11
tblVehicleEF	MH	0.01	0.21
tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MHD	2.6790e-003	0.01
tblVehicleEF	MHD	1.3190e-003	0.01
tblVehicleEF	MHD	6.7490e-003	7.5590e-003
tblVehicleEF	MHD	0.35	0.65
tblVehicleEF	MHD	0.20	0.31
tblVehicleEF	MHD	0.78	0.91
tblVehicleEF	MHD	72.84	158.47
tblVehicleEF	MHD	1,042.25	1,225.83
tblVehicleEF	MHD	6.73	7.41
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.14	0.16
tblVehicleEF	MHD	5.3000e-003	5.2350e-003
tblVehicleEF	MHD	0.41	0.85
tblVehicleEF	MHD	1.44	0.98
tblVehicleEF	MHD	1.83	1.44
tblVehicleEF	MHD	3.0900e-004	1.5240e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	6.8920e-003	0.01
tblVehicleEF	MHD	7.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.9600e-004	1.4580e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	6.5900e-003	9.5980e-003
tblVehicleEF	MHD	7.1000e-005	7.6000e-005
tblVehicleEF	MHD	2.5400e-004	0.02
tblVehicleEF	MHD	0.01	5.4690e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	1.5200e-004	0.00
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.01	0.04
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	6.9000e-004	1.4670e-003
tblVehicleEF	MHD	9.9100e-003	0.01
tblVehicleEF	MHD	6.7000e-005	7.3000e-005
tblVehicleEF	MHD	2.5400e-004	0.02
tblVehicleEF	MHD	0.01	5.4690e-003
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	1.5200e-004	0.00
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.01	0.04
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	OBUS	8.4040e-003	8.7980e-003
tblVehicleEF	OBUS	6.4160e-003	0.01
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.58	0.52
tblVehicleEF	OBUS	0.72	0.85

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tblVehicleEF	OBUS	2.46	2.82
tblVehicleEF	OBUS	84.59	72.86
tblVehicleEF	OBUS	1,439.19	1,592.66
tblVehicleEF	OBUS	19.38	23.10
tblVehicleEF	OBUS	0.01	9.4860e-003
tblVehicleEF	OBUS	0.11	0.11
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.33	0.29
tblVehicleEF	OBUS	1.26	1.10
tblVehicleEF	OBUS	0.82	0.71
tblVehicleEF	OBUS	1.1000e-004	3.4300e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	7.2320e-003	0.02
tblVehicleEF	OBUS	1.9300e-004	2.2000e-004
tblVehicleEF	OBUS	1.0500e-004	3.2800e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	6.9010e-003	0.02
tblVehicleEF	OBUS	1.7700e-004	2.0200e-004
tblVehicleEF	OBUS	1.4530e-003	0.09
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	6.9000e-004	0.00
tblVehicleEF	OBUS	0.04	0.07
tblVehicleEF	OBUS	0.07	0.11
tblVehicleEF	OBUS	0.12	0.13
tblVehicleEF	OBUS	8.0500e-004	6.9400e-004
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	1.9200e-004	2.2800e-004
tblVehicleEF	OBUS	1.4530e-003	0.09
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.07	0.06
tblVehicleEF	OBUS	6.9000e-004	0.00
tblVehicleEF	OBUS	0.05	0.09
tblVehicleEF	OBUS	0.07	0.11
tblVehicleEF	OBUS	0.13	0.14
tblVehicleEF	SBUS	0.07	0.09
tblVehicleEF	SBUS	4.2520e-003	0.16
tblVehicleEF	SBUS	6.2910e-003	4.2300e-003
tblVehicleEF	SBUS	2.99	1.47
tblVehicleEF	SBUS	0.34	1.19
tblVehicleEF	SBUS	0.91	0.59
tblVehicleEF	SBUS	343.38	179.58
tblVehicleEF	SBUS	980.93	1,051.90
tblVehicleEF	SBUS	5.28	3.03
tblVehicleEF	SBUS	0.05	0.03
tblVehicleEF	SBUS	0.11	0.14
tblVehicleEF	SBUS	5.9370e-003	3.0110e-003
tblVehicleEF	SBUS	2.78	1.04
tblVehicleEF	SBUS	3.34	1.67
tblVehicleEF	SBUS	1.14	0.60
tblVehicleEF	SBUS	2.7620e-003	8.8800e-004
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	8.6450e-003
tblVehicleEF	SBUS	7.7000e-005	3.6000e-005
tblVehicleEF	SBUS	2.6430e-003	8.4800e-004
tblVehicleEF	SBUS	0.32	0.02

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tblVehicleEF	SBUS	2.6270e-003	2.6950e-003
tblVehicleEF	SBUS	0.02	8.2520e-003
tblVehicleEF	SBUS	7.0000e-005	3.3000e-005
tblVehicleEF	SBUS	3.7600e-004	0.03
tblVehicleEF	SBUS	3.6840e-003	6.5250e-003
tblVehicleEF	SBUS	0.33	0.15
tblVehicleEF	SBUS	1.8000e-004	0.00
tblVehicleEF	SBUS	0.06	0.05
tblVehicleEF	SBUS	6.3190e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	3.2760e-003	1.5690e-003
tblVehicleEF	SBUS	9.4020e-003	9.5420e-003
tblVehicleEF	SBUS	5.2000e-005	3.0000e-005
tblVehicleEF	SBUS	3.7600e-004	0.03
tblVehicleEF	SBUS	3.6840e-003	6.5250e-003
tblVehicleEF	SBUS	0.48	0.27
tblVehicleEF	SBUS	1.8000e-004	0.00
tblVehicleEF	SBUS	0.07	0.22
tblVehicleEF	SBUS	6.3190e-003	0.02
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	UBUS	1.12	0.30
tblVehicleEF	UBUS	1.0810e-003	0.01
tblVehicleEF	UBUS	8.27	3.31
tblVehicleEF	UBUS	0.07	1.51
tblVehicleEF	UBUS	1,618.25	1,182.16
tblVehicleEF	UBUS	0.84	10.62
tblVehicleEF	UBUS	0.27	0.16
tblVehicleEF	UBUS	7.9500e-004	0.02
tblVehicleEF	UBUS	0.71	0.28
tblVehicleEF	UBUS	9.1230e-003	0.12
tblVehicleEF	UBUS	0.07	0.11
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	5.1750e-003	5.4280e-003
tblVehicleEF	UBUS	6.0000e-006	4.9000e-005
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	7.9020e-003	7.6760e-003
tblVehicleEF	UBUS	4.9510e-003	5.1840e-003
tblVehicleEF	UBUS	6.0000e-006	4.5000e-005
tblVehicleEF	UBUS	5.7000e-005	0.03
tblVehicleEF	UBUS	8.4600e-004	0.01
tblVehicleEF	UBUS	3.8000e-005	0.00
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	1.8000e-004	0.03
tblVehicleEF	UBUS	4.7200e-003	0.05
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	8.0000e-006	1.0500e-004
tblVehicleEF	UBUS	5.7000e-005	0.03
tblVehicleEF	UBUS	8.4600e-004	0.01
tblVehicleEF	UBUS	3.8000e-005	0.00
tblVehicleEF	UBUS	1.15	0.36
tblVehicleEF	UBUS	1.8000e-004	0.03
tblVehicleEF	UBUS	5.1680e-003	0.05
tblVehicleTrips	ST_TR	20.87	18.25
tblVehicleTrips	SU_TR	26.73	23.38
tblVehicleTrips	WD_TR	32.93	28.80
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

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					
2023	0.2916	1.3995	1.4838	2.6000e-003	0.0247	0.0621	0.0869	0.0105	0.0597	0.0702	0.0000	216.4376	216.4376	0.0403	0.0000	217.4440
Maximum	**0.2916**	**1.3995**	**1.4838**	**2.6000e-003**	**0.0247**	**0.0621**	**0.0869**	**0.0105**	**0.0597**	**0.0702**	**0.0000**	**216.4376**	**216.4376**	**0.0403**	**0.0000**	**217.4440**

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					
2023	0.1633	1.1436	1.6071	2.6000e-003	0.0111	0.0168	0.0279	4.7300e-003	0.0168	0.0215	0.0000	216.4373	216.4373	0.0403	0.0000	217.4438
Maximum	**0.1633**	**1.1436**	**1.6071**	**2.6000e-003**	**0.0111**	**0.0168**	**0.0279**	**4.7300e-003**	**0.0168**	**0.0215**	**0.0000**	**216.4373**	**216.4373**	**0.0403**	**0.0000**	**217.4438**

	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	**44.01**	**18.28**	**-8.31**	**0.00**	**55.01**	**72.96**	**67.85**	**55.00**	**71.84**	**69.32**	**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	**1-2-2023**	**4-1-2023**	0.4624	0.3142
2	**4-2-2023**	**7-1-2023**	0.4301	0.3378
3	**7-2-2023**	**9-30-2023**	0.4301	0.3378
		Highest	0.4624	0.3378

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	0.0984	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-004	4.0000e-004	0.0000	0.0000	4.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	30.0759	30.0759	4.8700e-003	5.9000e-004	30.3733
Mobile	0.3629	0.2415	1.9837	3.9600e-003	0.3441	3.0200e-003	0.3471	0.0858	2.8200e-003	0.0886	0.0000	366.7293	366.7293	0.0254	0.0210	373.6265
Waste						0.0000	0.0000		0.0000	0.0000	25.7088	0.0000	25.7088	1.5194	0.0000	63.6925
Water						0.0000	0.0000		0.0000	0.0000	0.4650	0.9188	1.3837	1.7500e-003	1.0300e-003	1.7341
Total	**0.4613**	**0.2415**	**1.9839**	**3.9600e-003**	**0.3441**	**3.0200e-003**	**0.3471**	**0.0858**	**2.8200e-003**	**0.0886**	**26.1738**	**397.7244**	**423.8981**	**1.5514**	**0.0226**	**469.4268**

Mitigated Operational

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	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	0.0984	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-004	4.0000e-004	0.0000	0.0000	4.2000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	30.0759	30.0759	4.8700e-003	5.9000e-004	30.3733
Mobile	0.3629	0.2415	1.9837	3.9600e-003	0.3441	3.0200e-003	0.3471	0.0858	2.8200e-003	0.0886	0.0000	366.7293	366.7293	0.0254	0.0210	373.6265
Waste						0.0000	0.0000		0.0000	0.0000	25.7088	0.0000	25.7088	1.5194	0.0000	63.6925
Water						0.0000	0.0000		0.0000	0.0000	0.4650	0.9188	1.3837	1.7500e-003	1.0300e-003	1.7341
Total	**0.4613**	**0.2415**	**1.9839**	**3.9600e-003**	**0.3441**	**3.0200e-003**	**0.3471**	**0.0858**	**2.8200e-003**	**0.0886**	**26.1738**	**397.7244**	**423.8981**	**1.5514**	**0.0226**	**469.4268**

	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	Demolition	Demolition	1/2/2023	1/27/2023	5	20	
2	Site Preparation	Site Preparation	1/28/2023	1/31/2023	5	2	
3	Grading	Grading	2/1/2023	2/6/2023	5	4	
4	Trenching	Trenching	2/1/2023	2/6/2023	5	4	
5	Building Construction	Building Construction	2/7/2023	11/13/2023	5	200	
6	Architectural Coating	Architectural Coating	11/14/2023	11/27/2023	5	10	
7	Paving	Paving	11/28/2023	12/11/2023	5	10	

Acres of Grading (Site Preparation Phase): 1.88

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 33,332; Non-Residential Outdoor: 11,111; Striped Parking Area: 0 (Architectural

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	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Building Construction	Welders	3	8.00	46	0.45
Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Trenching	Excavators	1	8.00	158	0.38

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
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	2	0.00	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 Demolition - 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					
Fugitive Dust					4.2800e-003	0.0000	4.2800e-003	6.5000e-004	0.0000	6.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**4.2800e-003**	**6.7700e-003**	**0.0111**	**6.5000e-004**	**6.3300e-003**	**6.9800e-003**	**0.0000**	**21.0866**	**21.0866**	**5.3500e-003**	**0.0000**	**21.2202**

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	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
Total	**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**

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					1.9300e-003	0.0000	1.9300e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-Road	4.6300e-003	0.0854	0.1542	2.4000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	**4.6300e-003**	**0.0854**	**0.1542**	**2.4000e-004**	**1.9300e-003**	**3.7000e-004**	**2.3000e-003**	**2.9000e-004**	**3.7000e-004**	**6.6000e-004**	**0.0000**	**21.0865**	**21.0865**	**5.3500e-003**	**0.0000**	**21.2202**

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	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
Total	**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**

3.3 Site Preparation - 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					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	**1.1300e-003**	**0.0124**	**6.6400e-003**	**2.0000e-005**	**6.2700e-003**	**5.1000e-004**	**6.7800e-003**	**3.0000e-003**	**4.7000e-004**	**3.4700e-003**	**0.0000**	**1.5114**	**1.5114**	**4.9000e-004**	**0.0000**	**1.5236**

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	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
Total	**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**

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					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-004	5.0700e-003	9.8200e-003	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**3.0000e-004**	**5.0700e-003**	**9.8200e-003**	**2.0000e-005**	**2.8200e-003**	**3.0000e-005**	**2.8500e-003**	**1.3500e-003**	**3.0000e-005**	**1.3800e-003**	**0.0000**	**1.5114**	**1.5114**	**4.9000e-004**	**0.0000**	**1.5236**

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	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
Total	**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**

3.4 Grading - 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					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	**2.6700e-003**	**0.0289**	**0.0174**	**4.0000e-005**	**0.0142**	**1.2100e-003**	**0.0154**	**6.8500e-003**	**1.1100e-003**	**7.9600e-003**	**0.0000**	**3.6208**	**3.6208**	**1.1700e-003**	**0.0000**	**3.6501**

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	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
Total	**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**

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					6.3900e-003	0.0000	6.3900e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4000e-004	0.0127	0.0243	4.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**7.4000e-004**	**0.0127**	**0.0243**	**4.0000e-005**	**6.3900e-003**	**7.0000e-005**	**6.4600e-003**	**3.0800e-003**	**7.0000e-005**	**3.1500e-003**	**0.0000**	**3.6208**	**3.6208**	**1.1700e-003**	**0.0000**	**3.6501**

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	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
Total	**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**

3.5 Trenching - 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	6.8000e-004	6.1700e-003	0.0110	2.0000e-005		3.0000e-004	3.0000e-004		2.8000e-004	2.8000e-004	0.0000	1.4569	1.4569	4.7000e-004	0.0000	1.4687
Total	**6.8000e-004**	**6.1700e-003**	**0.0110**	**2.0000e-005**		**3.0000e-004**	**3.0000e-004**		**2.8000e-004**	**2.8000e-004**	**0.0000**	**1.4569**	**1.4569**	**4.7000e-004**	**0.0000**	**1.4687**

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	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
Total	**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**

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	2.7000e-004	7.2700e-003	0.0125	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.4569	1.4569	4.7000e-004	0.0000	1.4686
Total	**2.7000e-004**	**7.2700e-003**	**0.0125**	**2.0000e-005**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**1.4569**	**1.4569**	**4.7000e-004**	**0.0000**	**1.4686**

Lincoln Square Recreation Center, Oakland - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	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
Total	**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**

3.6 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	0.1523	1.1710	1.2611	2.2100e-003		0.0515	0.0515		0.0497	0.0497	0.0000	181.5991	181.5991	0.0308	0.0000	182.3701
Total	**0.1523**	**1.1710**	**1.2611**	**2.2100e-003**		**0.0515**	**0.0515**		**0.0497**	**0.0497**	**0.0000**	**181.5991**	**181.5991**	**0.0308**	**0.0000**	**182.3701**

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	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
Total	**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**

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	0.0401	0.9992	1.3479	2.2100e-003		0.0162	0.0162		0.0162	0.0162	0.0000	181.5989	181.5989	0.0308	0.0000	182.3698
Total	**0.0401**	**0.9992**	**1.3479**	**2.2100e-003**		**0.0162**	**0.0162**		**0.0162**	**0.0162**	**0.0000**	**181.5989**	**181.5989**	**0.0308**	**0.0000**	**182.3698**

Mitigated Construction Off-Site

Lincoln Square Recreation Center, Oakland - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
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	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
Total	**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**

3.7 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	0.1159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.1168**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

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	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
Total	**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**

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	0.1159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	5.3000e-003	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.1161**	**5.3000e-003**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

Mitigated Construction Off-Site

Lincoln Square Recreation Center, Oakland - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
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	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
Total	**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**

3.8 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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

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	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
Total	**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**

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	1.0700e-003	0.0286	0.0493	7.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0700e-003**	**0.0286**	**0.0493**	**7.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

Mitigated Construction Off-Site

Lincoln Square Recreation Center, Oakland - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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					
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	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
Total	**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**

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	tons/yr										MT/yr					
Mitigated	0.3629	0.2415	1.9837	3.9600e-003	0.3441	3.0200e-003	0.3471	0.0858	2.8200e-003	0.0886	0.0000	366.7293	366.7293	0.0254	0.0210	373.6265
Unmitigated	0.3629	0.2415	1.9837	3.9600e-003	0.3441	3.0200e-003	0.3471	0.0858	2.8200e-003	0.0886	0.0000	366.7293	366.7293	0.0254	0.0210	373.6265

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Health Club	639.96	405.53	519.53	1,018,061	1,018,061
Total	639.96	405.53	519.53	1,018,061	1,018,061

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
Health Club	9.50	7.30	7.30	16.90	64.10	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Health Club	0.530310	0.044990	0.220416	0.120073	0.024378	0.005726	0.013799	0.013106	0.000847	0.000914	0.022782	0.000446	0.002213

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	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	30.0759	30.0759	4.8700e-003	5.9000e-004	30.3733
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	30.0759	30.0759	4.8700e-003	5.9000e-004	30.3733
NaturalGas Mitigated	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

NaturalGas Unmitigated	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

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					
Health Club	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
Total		**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**

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					
Health Club	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
Total		**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**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Health Club	325061	30.0759	4.8700e-003	5.9000e-004	30.3733
Total		**30.0759**	**4.8700e-003**	**5.9000e-004**	**30.3733**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Health Club	325061	30.0759	4.8700e-003	5.9000e-004	30.3733
Total		**30.0759**	**4.8700e-003**	**5.9000e-004**	**30.3733**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0984	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-004	4.0000e-004	0.0000	0.0000	4.2000e-004
Unmitigated	0.0984	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-004	4.0000e-004	0.0000	0.0000	4.2000e-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	0.0116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0868					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-004	4.0000e-004	0.0000	0.0000	4.2000e-004
Total	**0.0984**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.0000e-004**	**4.0000e-004**	**0.0000**	**0.0000**	**4.2000e-004**

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	0.0116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0868					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.0000e-004	4.0000e-004	0.0000	0.0000	4.2000e-004
Total	**0.0984**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.0000e-004**	**4.0000e-004**	**0.0000**	**0.0000**	**4.2000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3837	1.7500e-003	1.0300e-003	1.7341
Unmitigated	1.3837	1.7500e-003	1.0300e-003	1.7341

7.2 Water by Land Use

Lincoln Square Recreation Center, Oakland - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Health Club	1.31416 / 0.805453	1.3837	1.7500e-003	1.0300e-003	1.7341
Total		**1.3837**	**1.7500e-003**	**1.0300e-003**	**1.7341**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Health Club	1.31416 / 0.805453	1.3837	1.7500e-003	1.0300e-003	1.7341
Total		**1.3837**	**1.7500e-003**	**1.0300e-003**	**1.7341**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	25.7088	1.5194	0.0000	63.6925
Unmitigated	25.7088	1.5194	0.0000	63.6925

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Health Club	126.65	25.7088	1.5194	0.0000	63.6925
Total		**25.7088**	**1.5194**	**0.0000**	**63.6925**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Lincoln Square Recreation Center, Oakland - Alameda County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	tons	MT/yr			
Health Club	126.65	25.7088	1.5194	0.0000	63.6925
Total		**25.7088**	**1.5194**	**0.0000**	**63.6925**

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

Summary of Construction Traffic Emissions (EMFAC2021)

CATEGORY	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	NBio- CO2	CH4	N2O	CO2e
						Grams								
Hauling	891.28	54415.15	21599.63	389.50	7841.10	3707.80	11548.89	1179.84	1631.53	2811.36	42575284.54	2227.68	6771.89	#########
Vendor	330.11	11568.89	5286.55	79.79	1746.16	611.52	2357.68	262.74	266.15	528.89	8603008.36	342.31	1272.16	#########
Worker	3252.55	2528.10	31848.01	79.04	8027.79	457.87	8485.66	1207.93	163.41	1371.34	7995523.02	289.67	244.21	#########
Total (g)	4473.94	68512.14	58734.19	548.33	17615.05	4777.18	22392.23	2650.50	2061.09	4711.59	59173815.93	2859.66	8288.26	#########
Total (lbs)	9.86	151.04	129.49	1.21	38.83	10.53	49.37	5.84	4.54	10.39	130455.93	6.30	18.27	136058.75
Total (tons)	0.00	0.08	0.06	0.00	0.02	0.01	0.02	0.00	0.00	0.01	65.23	0.00	0.01	68.03
Total (MT)											59.17	0.00	0.01	61.72

YEAR														
							Tons							
2022	0.0049	0.0755	0.0647	0.0006	0.0194	0.0053	0.0247	0.0029	0.0023	0.0052	59.1738	0.0029	0.0083	61.7152
2023	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
2024	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

Category		Mix %	Adj	ROG_DIURN	ROG_HTSK	ROG_IDLEX	ROG_RESTL	ROG_RUNEX	ROG_RUNLS	ROG_STREX	NOX_IDLEX	NOX_RUNEX	NOX_STREX	CO_IDLEX	CO_RUNEX	CO_STREX	SO2_IDLEX	SO2_RUNEX	SO2_STREX	Road Dust PM10	PM10_PMBW	PM10_PMTW	PM10_IDLEX	PM10_RUNEX	PM10_STREX	Road Dust PM25	PM25_PMBW	PM25_PMTW	PM25_IDLEX	PM25_RUNEX	PM25_STREX	CO2_NBIO_IDLEX	CO2_NBIO_RUNEX	CO2_NBIO_STREX	CH4_IDLEX	CH4_RUNEX	CH4_STREX	N2O_IDLE	N2O_RUNEX	N2O_STREX
																												19	22	23	8	9	10							
Hauling	HHDT	100.0	1	3.53674E-05	1.20898E-05	0.346302254	0	0.01643059	7.5219E-05	2.07757E-07	4.1913354	1.724300856	2.728447576	5.372092	0.5512782	0.002394	0.007629	0.014466033	2.81971E-07		0.079016	0.035532	0.002002	0.026738	1.93482E-07		0.027656	0.008883	0.00191	0.0255786	1.78E-07	859.50342	1579.9395	0.0285222	0.215227	0.074039564	3.82615E-08	0.137909	0.251239484	4.1245E-08
	MHD	0.0	0	0.021415608	0.005468738	0.023466688	0	0.0306301	0.04319934	0.041763394	0.8507834	0.976467835	1.436047202	0.650751	0.3088476	0.912225	0.0014667	0.011602106	7.32683E-05	0.299	0.045605	0.012	0.001524	0.010039	8.30179E-05	0.04499	0.015962	0.003	0.001458	0.0095976	7.63E-05	158.47308	1225.8282	7.4113091	0.014797	0.010644367	0.007559413	0.024526	0.161464231	0.00523519
Vendor	HHDT	50.0	0.5	1.76837E-05	6.04489E-06	0.173151127	0	0.00821529	3.7609E-05	1.03878E-07	2.0956677	0.862150428	1.364223788	2.686046	0.2756391	0.001197	0.0038145	0.007233017	1.40985E-07		0.039508	0.017766	0.001001	0.013369	9.67409E-08		0.013828	0.004441	0.000955	0.0127893	8.89E-08	429.75171	789.96977	0.0142611	0.107613	0.037019782	1.91308E-08	0.068954	0.125619742	2.0622E-08
	MHD	50.0	0.5	0.010707804	0.002734369	0.011733344	0	0.01531505	0.02159967	0.020881697	0.4253917	0.488233918	0.718023601	0.325376	0.1544238	0.456113	0.0007334	0.005801053	3.66342E-05		0.022802	0.006	0.000762	0.005019	4.15089E-05		0.007981	0.0015	0.000729	0.0047988	3.82E-05	79.236542	612.9141	3.7056545	0.007399	0.005322184	0.003779706	0.012263	0.080732115	0.00261759
			1	0.010725487	0.002740414	0.184884471	0	0.02353034	0.02163728	0.020881801	2.5210594	1.350384346	2.082247389	3.011421	0.4300629	0.457309	0.0045479	0.01303407	3.67752E-05	0.299	0.06231	0.023766	0.001763	0.018388	4.16057E-05	0.04499	0.021809	0.005941	0.001684	0.0175881	3.83E-05	508.98825	1402.8839	3.7199156	0.115012	0.042341966	0.003779726	0.081217	0.206351857	0.00261762
Worker	LDA	50.0	0.5	0.145615632	0.043910063	0	0	0.0040768	0.11210063	0.157551707	0	0.01957746	0.122631817	0	0.3173072	1.540791	0	0.001230287	0.000321624		0.003307	0.004	0	0.000605	0.000973389		0.001157	0.001	0	0.0005577	0.000895	0	124.4605	32.533171	0	0.001049256	0.034091722	0	0.00214625	0.01548711
	LDT1	25.0	0.25	0.15379574	0.043051349	0	0	0.00623593	0.1238918	0.141665863	0	0.02986463	0.100134095	0	0.3197057	1.372631	0	0.000809815	0.000215493		0.002114	0.002	0	0.000463	0.000737439		0.00074	0.0005	0	0.0004258	0.000678	0	81.916029	21.797724	0	0.001413352	0.027472659	0	0.002242888	0.01000245
	LDT2	25.0	0.25	0.072930731	0.020842554	0	0	0.0026023	0.055666956	0.097837439	0	0.01620027	0.085231283	0	0.1926464	0.937201	0	0.000834047	0.000214933		0.002025	0.002	0	0.000333	0.000529965		0.000709	0.0005	0	0.0003061	0.000487	0	84.377917	21.741143	0	0.000669761	0.021126057	0	0.001470518	0.00946122
			1	0.372342083	0.107803966	0	0	0.01291503	0.29166199	0.39705501	0	0.065642359	0.307997195	0	0.8296594	3.850623	0	0.002874149	0.00075205	0.299	0.007445	0.008	0	0.001401	0.002240794	0.04499	0.002606	0.002	0	0.0012897	0.00206	0	290.75444	76.072038	0	0.003132369	0.082690438	0	0.005859657	0.03495078

CalEEMod EMFAC2021 Emission Factors Input

Year 2024

Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
A	CH4_IDLEX	0	0	0	0	0.005594	0.003682	0.014797	0.215226592	0.008798	0	0	0.092641	0
A	CH4_RUNEX	0.002099	0.005653	0.002679	0.003552	0.008404	0.007034	0.010644	0.074039564	0.010338	0.296064215	0.171144	0.16163	0.012525
A	CH4_STREX	0.068183	0.109891	0.084504	0.103636	0.023449	0.014516	0.007559	3.82615E-08	0.025535	0.012290299	0.193485	0.00423	0.027736
A	CO_IDLEX	0	0	0	0	0.199535	0.15281	0.650751	5.372091702	0.520829	0	0	1.473366	0
A	CO_RUNEX	0.634614	1.278823	0.770586	0.875269	0.935636	0.601618	0.308848	0.5512782	0.848966	3.309457844	13.42866	1.191442	1.248627
A	CO_STREX	3.081581	5.490526	3.748804	4.11478	2.221927	1.396877	0.912225	0.002393694	2.824359	1.508325792	8.225897	0.591639	2.588121
A	CO2_NBIO_IDLEX	0	0	0	0	8.71285	13.35671	158.4731	859.5034169	72.85778	0	0	179.5786	0
A	CO2_NBIO_RUNEX	248.921	327.6641	337.5117	405.7155	791.1867	841.0647	1225.828	1579.939545	1592.656	1182.157269	190.2056	1051.9	1694.28
A	CO2_NBIO_STREX	65.06634	87.1909	86.96457	104.3784	18.39444	11.47673	7.411309	0.028522189	23.09541	10.62300365	50.62349	3.03111	23.04502
A	NOX_IDLEX	0	0	0	0	0.046639	0.083545	0.850783	4.1913354	0.285943	0	0	1.039454	0
A	NOX_RUNEX	0.039155	0.119459	0.064801	0.093421	0.654193	0.825713	0.976468	1.724300856	1.102428	0.276461107	0.599799	1.669332	1.489423
A	NOX_STREX	0.245264	0.400536	0.340925	0.438845	0.461895	0.289514	1.436047	2.728447576	0.714762	0.120441768	0.147984	0.604682	0.306586
A	PM10_IDLEX	0	0	0	0	0.000653	0.001232	0.001524	0.002002402	0.000343	0	0	0.000888	0
A	PM10_PMBW	0.006614	0.008454	0.008099	0.008189	0.07784	0.090808	0.045605	0.079016407	0.05054	0.111636501	0.012	0.044848	0.04495
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.009346	0.010471	0.012	0.03553156	0.012	0.030705856	0.004	0.010778	0.01317
A	PM10_RUNEX	0.001211	0.001851	0.001331	0.001361	0.013653	0.021488	0.010039	0.026737787	0.018307	0.005427867	0.00193	0.008645	0.029362
A	PM10_STREX	0.001947	0.00295	0.00212	0.002184	0.000228	0.00011	8.3E-05	1.93482E-07	0.00022	4.91021E-05	0.00361	3.61E-05	0.000322
A	PM25_IDLEX	0	0	0	0	0.000625	0.001178	0.001458	0.001910023	0.000328	0	0	0.000848	0
A	PM25_PMBW	0.002315	0.002959	0.002835	0.002866	0.027244	0.031783	0.015962	0.027655743	0.017689	0.039072775	0.0042	0.015697	0.015732
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002336	0.002618	0.003	0.00888289	0.003	0.007676464	0.001	0.002695	0.003293
A	PM25_RUNEX	0.001115	0.001703	0.001225	0.001254	0.013022	0.020538	0.009598	0.025578589	0.017494	0.005184479	0.001807	0.008252	0.028043
A	PM25_STREX	0.00179	0.002712	0.001949	0.002008	0.000209	0.000101	7.63E-05	1.77899E-07	0.000202	4.51476E-05	0.003398	3.32E-05	0.000296
A	ROG_DIURN	0.291231	0.615183	0.291723	0.366821	0.126223	0.073683	0.021416	3.53674E-05	0.093118	0.032164824	4.021976	0.025895	33.38348
A	ROG_HTSK	0.08782	0.172205	0.08337	0.099897	0.033408	0.019726	0.005469	1.20898E-05	0.024063	0.011006787	3.576934	0.006525	9.0431
A	ROG_IDLEX	0	0	0	0	0.022592	0.017479	0.023467	0.346302254	0.047342	0	0	0.146238	0
A	ROG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
A	ROG_RUNEX	0.008154	0.024944	0.010409	0.014994	0.08698	0.110698	0.03063	0.01643059	0.070473	0.053598244	1.137018	0.045158	0.082312
A	ROG_RUNLS	0.224201	0.495567	0.222678	0.286528	0.183099	0.103828	0.043199	7.52188E-05	0.106971	0.025469069	3.789874	0.018628	0.212632
A	ROG_STREX	0.315103	0.566663	0.39135	0.523643	0.115792	0.071114	0.041763	2.07757E-07	0.132072	0.045925056	1.44773	0.024212	0.118304
A	SO2_IDLEX	0	0	0	0	8.49E-05	0.000128	0.001467	0.007629014	0.000694	0	0	0.001569	0
A	SO2_RUNEX	0.002461	0.003239	0.003336	0.004009	0.007734	0.008123	0.011602	0.014466033	0.01545	0.010266397	0.00188	0.009542	0.01662
A	SO2_STREX	0.000643	0.000862	0.00086	0.001032	0.000182	0.000113	7.33E-05	2.81971E-07	0.000228	0.000105019	0.0005	3E-05	0.000228
A	TOG_DIURN	0.291231	0.615183	0.291723	0.366821	0.126223	0.073683	0.021416	3.53674E-05	0.093118	0.032164824	0.091629	0.025895	33.38348
A	TOG_HTSK	0.08782	0.172205	0.08337	0.099897	0.033408	0.019726	0.005469	1.20898E-05	0.024063	0.011006787	3.576934	0.006525	9.0431
A	TOG_IDLEX	0	0	0	0	0.032157	0.023956	0.041376	0.594375359	0.063245	0	0	0.270828	0
A	TOG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
A	TOG_RUNEX	0.011871	0.036376	0.015173	0.021817	0.108167	0.129623	0.045642	0.092399818	0.092606	0.356072308	1.359039	0.2154	0.108949
A	TOG_RUNLS	0.224201	0.495567	0.222678	0.286528	0.183099	0.103828	0.043199	7.52188E-05	0.106971	0.025469069	3.789874	0.018628	0.212632
A	TOG_STREX	0.344999	0.620425	0.428479	0.573321	0.126778	0.077861	0.045726	2.27467E-07	0.144602	0.050282156	1.573636	0.026509	0.129528
A	N2O_IDLEX	0	0	0	0	0.000621	0.00154	0.024526	0.137908903	0.009486	0	0	0.025003	0
A	N2O_RUNEX	0.004292	0.008972	0.005882	0.008003	0.040058	0.077316	0.161464	0.251239484	0.114786	0.161834463	0.040778	0.140325	0.068557
A	N2O_STREX	0.030974	0.04001	0.037845	0.041137	0.037007	0.022914	0.005235	4.12447E-08	0.022831	0.017208206	0.008606	0.003011	0.031727

CalEEMod EMFAC2021 Fleet Mix Input

Year 2024

FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Health Club	0.53031	0.04499	0.220416	0.120073	0.024378	0.005726	0.013799	0.013106	0.000847	0.000914	0.022782	0.000446	0.002213

CalEEMod Construction Inputs

Phase	CalEEMod WORKER TRIPS	CalEEMod VENDOR TRIPS	Total Worker Trips	Total Vendor Trips	CalEEMod HAULING TRIPS	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	*Worker VMT*	*Vendor VMT*	*Hauling VMT*
Demolition	13	0	260	0	1210	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	2808	0	24200
Site Preparation	8	0	16	0	0	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	172.8	0	0
Grading	10	0	40	0	66	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	432	0	1320
Trenching	5	0	20	0	0	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	216	0	0
Building Construction	10	4	2000	800	28	10.8	7.3	7.3	LD_Mix	HDT_Mix	HHDT	21600	5840	204.4
Paving	13	0	130	0	25	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	1404	0	500
Architectural Coating	2	0	20	0	0	10.8	7.3	7.3	LD_Mix	HDT_Mix	HHDT	216	0	0

Number of Days Per Year					
2023	1/2/23	12/11/23	344	247	
			344	**247**	***Total Workdays***

Phase	Start Date	End Date	Days/Week	Workdays
Demolition	1/2/2023	1/27/2023	5	20
Site Preparation	1/28/2023	1/31/2023	5	2
Grading	2/1/2023	2/6/2023	5	4
Trenching	2/1/2023	2/6/2023	5	4
Building Construction	2/7/2023	11/13/2023	5	200
Paving	11/14/2023	11/27/2023	5	10
Architectural Coating	11/28/2023	12/11/2023	5	10

Source: EMFAC2021 (v1.0.2) Emission Rates
Region Type: County
Region: Alameda
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN. PHEV calculated based on total VMT.

Region	Calendar Y	Vehicle Ca	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	NOx RUN	NOx IDLE	NOx STRE	PM2.5 RU	PM2.5 IDL	PM2.5 STI	PM2.5 PM	PM2.5 PM	PM10 RU	PM10 IDL	PM10 STR	PM10 PM	PM10 PM	CO2 RUNI	CO2 IDLE	CO2 STRE	CH4 RUNI	CH4 IDLE	CH4 STRE	N2O RUN	N2O IDLE	N2O STRE	ROG RUN	ROG IDLE	ROG STRE	ROG HOT	ROG RUN	ROG DIUR	TOG RUN	TOG IDLE	TOG STRE	TOG HOT	TOG RUN	TOG DIUR	NH3 RUN	CO RUNE	CO IDLEX	CO STREX	SOx RUNE	SOx IDLEX	SOx STREX
Alameda	2024	HHDT	Aggregate	Aggregate	Gasoline	6.5121	898.92	898.92	0	130.294	3.38082	0	0.00155	0.00105	0	0.00032	0.005	0.03084	0.00115	0	0.00035	0.02	0.08812	2277.99	0	51.7854	0.09979	0	6.9E-05	0.14194	0	7.5E-05	0.46725	0	0.00038	0.02195	0.13657	1.28479	0.68181	0	0.00041	0.02195	0.13657	1.28479	0.045	30.3602	0	4.34603	0.02252	0	0.00051
Alameda	2024	HHDT	Aggregate	Aggregate	Diesel	14019.4	1801241	1801241	0	224541	1.76263	69.5128	2.87454	0.02665	0.02983	0	0.00888	0.02714	0.02785	0.03118	0	0.03552	0.07755	1594.13	13594.6	0	0.00072	0.26912	0	0.25116	2.14184	0	0.0154	5.794	0	0	0	0	0.01753	6.59603	0	0	0	0	0	0.21737	0.07738	84.7911	0	0.0151	0.12873	0
Alameda	2024	HHDT	Aggregate	Aggregate	Electricity	40.8247	4380.55	0	4380.55	619.199	0	0	0	0	0	0	0.00879	0.01382	0	0	0	0.03516	0.03948	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	HHDT	Aggregate	Aggregate	Natural Ga	1044.38	74496.2	74496.2	0	11273.6	0.87887	16.2735	0	0.00157	0.03216	0	0.009	0.04085	0.0017	0.03497	0	0.036	0.11673	1321.24	12198.6	0	1.85099	45.1387	0	0.26934	2.48677	0	0.03696	0.66509	0	0	0	0	1.90105	46.0903	0	0	0	0	0.92088	11.6823	78.6377	0	0	0	0
Alameda	2024	LDA	Aggregate	Aggregate	Gasoline	550052	2E+07	2E+07	0	2538926	0.04358	0	0.27029	0.00118	0	0.00194	0.002	0.00242	0.00129	0	0.00211	0.008	0.00693	277.236	0	70.8713	0.00236	0	0.07488	0.00474	0	0.03398	0.00911	0	0.34663	0.09676	0.24873	1.48492	0.0133	0	0.37952	0.09676	0.24873	1.48492	0.03453	0.71225	0	3.39843	0.00274	0	0.0007
Alameda	2024	LDA	Aggregate	Aggregate	Diesel	2215.14	61148.2	61148.2	0	9283.77	0.24553	0	0	0.01994	0	0	0.002	0.00247	0.02085	0	0	0.008	0.00706	238.071	0	0	0.00146	0	0	0.03751	0	0	0.03144	0	0	0	0	0	0.0358	0	0	0	0	0	0.0031	0.35804	0	0	0.00226	0	0
Alameda	2024	LDA	Aggregate	Aggregate	Electricity	44261.7	1965045	0	1965045	217474	0	0	0	0	0	0	0.002	0.00153	0	0	0	0.008	0.00438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	LDA	Aggregate	Aggregate	Plug-in Hy	14910.9	670426	333259	337168	61656.4	0.00319	0	0.11671	0.00062	0	0.00207	0.002	0.00133	0.00067	0	0.00225	0.008	0.0038	134.972	0	65.3257	0.00042	0	0.04311	0.00058	0	0.02106	0.00135	0	0.17579	0.04264	0.0385	0.44457	0.00197	0	0.19247	0.04264	0.0385	0.44457	0.0194	0.20433	0	1.36752	0.00133	0	0.00065
Alameda	2024	LDT1	Aggregate	Aggregate	Gasoline	51647.5	1731568	1731568	0	228629	0.11973	0	0.40213	0.00166	0	0.00272	0.002	0.00297	0.00181	0	0.00296	0.008	0.00847	329.056	0	87.4926	0.00568	0	0.11032	0.009	0	0.04016	0.02501	0	0.56891	0.17292	0.49767	2.73461	0.03649	0	0.62288	0.17292	0.49767	2.73461	0.03566	1.28474	0	5.51263	0.00325	0	0.00086
Alameda	2024	LDT1	Aggregate	Aggregate	Diesel	28.9359	345.631	345.631	0	81.827	1.67333	0	0	0.24265	0	0	0.002	0.0034	0.25362	0	0	0.008	0.00972	421.313	0	0	0.01392	0	0	0.06638	0	0	0.29972	0	0	0	0	0	0.34121	0	0	0	0	0	0.0031	1.68852	0	0	0.00399	0	0
Alameda	2024	LDT1	Aggregate	Aggregate	Electricity	139.314	5582.72	0	5582.72	660.926	0	0	0	0	0	0	0.002	0.00154	0	0	0	0.008	0.00439	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	LDT1	Aggregate	Aggregate	Plug-in Hy	57.1749	2971.76	1328.31	1643.45	236.418	0.00287	0	0.11671	0.00037	0	0.00139	0.002	0.00135	0.0004	0	0.00151	0.008	0.00384	121.42	0	69.3872	0.00038	0	0.04334	0.00052	0	0.02127	0.00121	0	0.17579	0.02423	0.02096	0.27455	0.00177	0	0.19247	0.02423	0.02096	0.27455	0.01877	0.184	0	1.36752	0.0012	0	0.00069
Alameda	2024	LDT2	Aggregate	Aggregate	Gasoline	250145	9685169	9685169	0	1167778	0.06574	0	0.34553	0.00122	0	0.00197	0.002	0.00285	0.00133	0	0.00214	0.008	0.00816	341.184	0	87.8497	0.00272	0	0.08556	0.0058	0	0.0383	0.01053	0	0.39638	0.08451	0.22602	1.38109	0.01537	0	0.43398	0.08451	0.22602	1.38109	0.03629	0.78197	0	3.79896	0.00337	0	0.00087
Alameda	2024	LDT2	Aggregate	Aggregate	Diesel	877.456	35171.5	35171.5	0	4158.35	0.05046	0	0	0.00517	0	0	0.002	0.00285	0.0054	0	0	0.008	0.00813	312.402	0	0	0.00063	0	0	0.04922	0	0	0.01352	0	0	0	0	0	0.01539	0	0	0	0	0	0.0031	0.13377	0	0	0.00296	0	0
Alameda	2024	LDT2	Aggregate	Aggregate	Electricity	1325.77	47543.6	0	47543.6	6768.29	0	0	0	0	0	0	0.002	0.00153	0	0	0	0.008	0.00436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	LDT2	Aggregate	Aggregate	Plug-in Hy	1787.79	88602.9	41482.8	47120.1	7392.53	0.00301	0	0.11671	0.00047	0	0.00168	0.002	0.00134	0.00051	0	0.00182	0.008	0.00382	127.162	0	75.6754	0.0004	0	0.04333	0.00055	0	0.02126	0.00127	0	0.17579	0.02599	0.02365	0.30216	0.00185	0	0.19247	0.02599	0.02365	0.30216	0.01963	0.19264	0	1.36752	0.00126	0	0.00075
Alameda	2024	LHDT1	Aggregate	Aggregate	Gasoline	18903	716627	716627	0	281626	0.17558	0.03683	0.65193	0.00151	0	0.0003	0.002	0.0273	0.00165	0	0.00032	0.008	0.078	876.773	119.57	25.9623	0.00863	0.11517	0.0331	0.00986	0.00303	0.05223	0.04324	0.42197	0.16343	0.04715	0.25843	2.65423	0.06309	0.61574	0.17894	0.04715	0.25843	2.65423	0.04489	1.1729	3.75573	3.13607	0.00867	0.00118	0.00026
Alameda	2024	LHDT1	Aggregate	Aggregate	Diesel	9144.83	365640	365640	0	115030	1.60019	1.95112	0	0.03574	0.02716	0	0.003	0.0273	0.03735	0.02839	0	0.012	0.078	633.066	131.557	0	0.00807	0.0051	0	0.09974	0.02073	0	0.17378	0.10976	0	0	0	0	0.19783	0.12495	0	0	0	0	0.17177	0.48199	0.90975	0	0.006	0.00125	0
Alameda	2024	LHDT1	Aggregate	Aggregate	Electricity	59.851	4446.7	0	4446.7	836.081	0	0	0	0	0	0	0.002	0.01365	0	0	0	0.008	0.039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	LHDT2	Aggregate	Aggregate	Gasoline	2669.25	97703.9	97703.9	0	39767.9	0.16885	0.0368	0.64824	0.00134	0	0.00023	0.002	0.03185	0.00146	0	0.00025	0.008	0.091	990.375	138.602	25.6972	0.00639	0.11536	0.0325	0.00999	0.003	0.05131	0.0297	0.42198	0.15923	0.04417	0.23248	2.45799	0.04334	0.61576	0.17434	0.04417	0.23248	2.45799	0.04497	0.91715	3.76243	3.12771	0.00979	0.00137	0.00025
Alameda	2024	LHDT2	Aggregate	Aggregate	Diesel	3917.35	159736	159736	0	49275.4	1.23312	1.87394	0	0.03242	0.02678	0	0.003	0.03185	0.03388	0.02799	0	0.012	0.091	755.48	209.162	0	0.00748	0.0051	0	0.11903	0.03295	0	0.16099	0.10976	0	0	0	0	0.18328	0.12495	0	0	0	0	0.184	0.41273	0.90975	0	0.00716	0.00198	0
Alameda	2024	LHDT2	Aggregate	Aggregate	Electricity	15.4913	1090.49	0	1090.49	205.058	0	0	0	0	0	0	0.002	0.01593	0	0	0	0.008	0.0455	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	MCY	Aggregate	Aggregate	Gasoline	26267.3	152640	152640	0	52534.6	0.5998	0	0.14798	0.00181	0	0.0034	0.001	0.0042	0.00193	0	0.00361	0.004	0.012	190.206	0	50.6235	0.17114	0	0.19348	0.04078	0	0.00861	1.13702	0	1.44773	3.57693	3.78987	4.02198	1.35904	0	1.57364	3.57693	3.78987	4.02198	0.00875	13.4287	0	8.2259	0.00188	0	0.0005
Alameda	2024	MDV	Aggregate	Aggregate	Gasoline	134111	4980333	4980333	0	619040	0.09576	0	0.45246	0.00121	0	0.00206	0.002	0.00289	0.00132	0	0.00224	0.008	0.00827	412.55	0	107.157	0.00366	0	0.10674	0.00733	0	0.04234	0.01533	0	0.53963	0.10297	0.29576	1.74629	0.02237	0	0.59083	0.10297	0.29576	1.74629	0.03631	0.90085	0	4.24052	0.00408	0	0.00106
Alameda	2024	MDV	Aggregate	Aggregate	Diesel	1883.69	72884.4	72884.4	0	8840.99	0.06048	0	0	0.00556	0	0	0.002	0.00291	0.00581	0	0	0.008	0.00831	409.802	0	0	0.00054	0	0	0.06456	0	0	0.01157	0	0	0	0	0	0.01317	0	0	0	0	0	0.0031	0.20024	0	0	0.00388	0	0
Alameda	2024	MDV	Aggregate	Aggregate	Electricity	1410.45	50813.8	0	50813.8	7212.6	0	0	0	0	0	0	0.002	0.00153	0	0	0	0.008	0.00436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	MDV	Aggregate	Aggregate	Plug-in Hy	1037.25	49646	23646.2	25999.8	4289.02	0.00306	0	0.11671	0.00055	0	0.00194	0.002	0.00134	0.0006	0	0.00211	0.008	0.00382	129.35	0	93.9827	0.00041	0	0.04324	0.00056	0	0.02117	0.00129	0	0.17579	0.03021	0.02647	0.33046	0.00188	0	0.19247	0.03021	0.02647	0.33046	0.02	0.1959	0	1.36752	0.00128	0	0.00093
Alameda	2024	MH	Aggregate	Aggregate	Gasoline	1850.56	17316	17316	0	185.13	0.43321	0	0.42276	0.00169	0	0.00041	0.003	0.01576	0.00184	0	0.00044	0.012	0.04502	1947.37	0	31.7777	0.01542	0	0.03825	0.02638	0	0.04375	0.06717	0	0.16313	12.4699	0.29321	4.60522	0.09802	0	0.17861	12.4699	0.29321	4.60522	0.04487	1.60186	0	3.56886	0.01925	0	0.00031
Alameda	2024	MH	Aggregate	Aggregate	Diesel	701.528	7161.84	7161.84	0	70.1528	4.04316	0	0	0.09175	0	0	0.004	0.01567	0.0959	0	0	0.016	0.04479	1082.36	0	0	0.00552	0	0	0.17053	0	0	0.11891	0	0	0	0	0	0.13537	0	0	0	0	0	0.15754	0.39457	0	0	0.01026	0	0
Alameda	2024	MHDT	Aggregate	Aggregate	Gasoline	1646.78	85631.5	85631.5	0	32948.7	0.47274	0.08858	0.43735	0.00126	0	0.00048	0.003	0.01576	0.00137	0	0.00052	0.012	0.04502	1798.59	538.308	46.5548	0.01486	0.26005	0.04749	0.02311	0.00734	0.03289	0.07378	1.01418	0.26234	0.03435	0.27136	2.69156	0.10765	1.47989	0.28723	0.03435	0.27136	2.69156	0.04498	1.53791	15.1334	5.73022	0.01778	0.00532	0.00046
Alameda	2024	MHDT	Aggregate	Aggregate	Diesel	14077.5	598408	598408	0	172122	1.06201	12.4311	1.64307	0.01092	0.02124	0	0.003	0.01602	0.01142	0.0222	0	0.012	0.04576	1150.78	2211.53	0	0.00115	0.0104	0	0.18131	0.34843	0	0.0248	0.22385	0	0	0	0	0.02823	0.25484	0	0	0	0	0.21279	0.10104	7.42955	0	0.0109	0.02094	0
Alameda	2024	MHDT	Aggregate	Aggregate	Electricity	38.5131	1999.76	0	1999.76	498.335	0	0	0	0	0	0	0.003	0.00799	0	0	0	0.012	0.02283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	MHDT	Aggregate	Aggregate	Natural Ga	147.705	7246.42	7246.42	0	1401.42	0.1349	6.38093	0	0.00118	0.01822	0	0.003	0.01605	0.00129	0.01982	0	0.012	0.04585	993.232	5280.79	0	0.74768	16.8444	0	0.20248	1.07652	0	0.01068	0.24067	0	0	0	0	0.76306	17.1909	0	0	0	0	1.06	3.03058	35.0401	0	0	0	0
Alameda	2024	OBUS	Aggregate	Aggregate	Gasoline	610.213	30444.7	30444.7	0	12209.1	0.43338	0.06501	0.39044	0.00094	0	0.00027	0.003	0.01568	0.00103	0	0.0003	0.012	0.0448	1772.79	379.387	31.2965	0.01276	0.1993	0.0346	0.0218	0.00554	0.03094	0.06205	0.74558	0.17897	0.03261	0.14496	2.52468	0.09055	1.08796	0.19595	0.03261	0.14496	2.52468	0.04493	1.37054	5.77048	3.82728	0.01753	0.00375	0.00031
Alameda	2024	OBUS	Aggregate	Aggregate	Diesel	362.926	26876.3	26876.3	0	4298.69	1.86831	12.9172	1.64202	0.03638	0.01494	0	0.003	0.02	0.03802	0.01561	0	0.012	0.05715	1396.4	2676.51	0	0.00374	0.042	0	0.22	0.42168	0	0.08052	0.90421	0	0	0	0	0.09167	1.02937	0	0	0	0	0.21115	0.24882	13.9983	0	0.01322	0.02534	0
Alameda	2024	OBUS	Aggregate	Aggregate	Electricity	0.91894	84.1685	0	84.1685	18.3861	0	0	0	0	0	0	0.003	0.00784	0	0	0	0.012	0.0224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	OBUS	Aggregate	Aggregate	Natural Ga	2.06335	133.482	133.482	0	18.3638	0.18618	1.53594	0	0.00108	0.00393	0	0.003	0.01615	0.00117	0.00428	0	0.012	0.04614	1027.56	1222.06	0	0.79206	4.21864	0	0.20948	0.24912	0	0.01132	0.06028	0	0	0	0	0.80836	4.30543	0	0	0	0	1.06	3.26043	7.43259	0	0	0	0
Alameda	2024	SBUS	Aggregate	Aggregate	Gasoline	83.5485	4472.15	4472.15	0	334.194	0.6752	0.92364	0.65161	0.00106	0	0.00065	0.002	0.01572	0.00115	0	0.00071	0.008	0.04492	795.918	2542.04	59.5038	0.0154	2.46338	0.08305	0.03337	0.08651	0.05912	0.07497	10.5993	0.47531	0.1281	0.3657	2.03338	0.1094	15.4665	0.5204	0.1281	0.3657	2.03338	0.045	1.91528	81.9844	11.6145	0.00787	0.02513	0.00059
Alameda	2024	SBUS	Aggregate	Aggregate	Diesel	403.786	9573.36	9573.36	0	5846.81	2.21097	16.3644	0.64125	0.01198	0.01312	0	0.003	0.01572	0.01252	0.01371	0	0.012	0.04492	1162.04	2142.96	0	0.00144	0.00784	0	0.18308	0.33762	0	0.03102	0.16878	0	0	0	0	0.03532	0.19214	0	0	0	0	0.18518	0.10986	5.80596	0	0.011	0.02029	0
Alameda	2024	SBUS	Aggregate	Aggregate	Electricity	1.24387	45.5435	0	45.5435	12.73	0	0	0	0	0	0	0.00241	0.00786	0	0	0	0.00963	0.02246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	SBUS	Aggregate	Aggregate	Natural Ga	25.334	637.254	637.254	0	366.837	0.62835	5.31018	0	0.00338	0.01042	0	0.003	0.01572	0.00367	0.01133	0	0.012	0.04492	1268.95	3965.4	0	3.60587	15.7416	0	0.25868	0.80837	0	0.05152	0.22492	0	0	0	0	3.68006	16.0655	0	0	0	0	1.06	12.4452	18.6345	0	0	0	0
Alameda	2024	UBUS	Aggregate	Aggregate	Gasoline	255.003	20852.2	20852.2	0	1020.01	0.03613	0	0.49771	0.00108	0	0.00019	0.002006	0.03223	0.00117	0	0.0002	0.00823	0.09208	983.028	0	43.8982	0.00206	0	0.05079	0.00497	0	0.07111	0.0059	0	0.18978	0.04548	0.10525	0.53167	0.0086	0	0.20778	0.04548	0.10525	0.53167	0.045	0.5613	0	6.23296	0.00972	0	0.00043
Alameda	2024	UBUS	Aggregate	Aggregate	Diesel	674.847	74225.5	74225.5	0	2699.39	0.37581	0	0	0.00699	0	0	0.00803	0.03838	0.00731	0	0	0.03213	0.10965	1265.4	0	0	0.00318	0	0	0.19936	0	0	0.06847	0	0	0	0	0	0.07794	0	0	0	0	0	0.22	0.07976	0	0	0.01199	0	0
Alameda	2024	UBUS	Aggregate	Aggregate	Electricity	14.1309	1244.38	0	1244.38	56.5237	0	0	0	0	0	0	0.009	0.01925	0	0	0	0.036	0.055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alameda	2024	UBUS	Aggregate	Aggregate	Natural Ga	109.787	10105.9	10105.9	0	439.148	0.07667	0	0	0.001	0	0	0.00594	0.03814	0.00104	0	0	0.02375	0.10897	1127.21	0	0	3.09033	0	0	0.22979	0	0	0.04943	0	0	0	0	0	3.15967	0	0	0	0	0	0.97	33.1088	0	0	0	0	0

Air Quality/Noise Construction Information Data Request

Project Name: **Lincoln Rec Center**

Complete ALL Portions in Yellow

See Equipment Type TAB for type, horsepower and load factor

Project Size		Dwelling Units	1.4 total project acres disturbed
		s.f. residential	
		s.f. retail	
		s.f. office/commercial	
	24,360	s.f. other, specify: Rec Center/Gym	
		s.f. parking garage	spaces
		s.f. parking lot	spaces
Construction Days		to	
Construction Hours		am to	pm

Pile Driving? Y/N?

Project include on-site GENERATOR OR FIRE PUMP during project OPERATION (not construction)? Y/N? __N__

IF YES (if BOTH separate values) -->

Kilowatts/Horsepower: _____

Fuel Type: _____

Location in project (Plans Desired if Available):

DO NOT MULTIPLY EQUIPMENT HOURS/DAY BY THE QUANTITY OF EQUIPMENT

Quantity	Description	HP	Load Factor	Hours/day	Total Work Days	Avg. Hours per day	HP Annual Hours	Comments
	Demolition	**Start Date:**	**1/2/2023**	**Total phase:**	**20**			**Overall Import/Export Volumes**
		End Date:	**1/27/2023**					
1	Concrete/Industrial Saws	81	0.73	8	20	8	9461	**Demolition Volume**
	Excavators	158	0.38			0	0	Square footage of buildings to be demolished
1	Rubber-Tired Dozers	247	0.4	8	20	8	15808	(*or* total tons to be hauled)
3	Tractors/Loaders/Backhoes	97	0.37	8	20	8	17227	**8,700** square feet *or*
	Other Equipment?							**_?_** Hauling volume (tons)
								Any pavement demolished and hauled **_590_ tons**
	Site Preparation	**Start Date:**	**1/28/2023**	**Total phase:**	**2**			
		End Date:	**1/31/2023**					
1	Graders	187	0.41	8	2	8	1227	
1	Rubber Tired Dozers	247	0.4	7	2	7	1383	
1	Tractors/Loaders/Backhoes	97	0.37	8	2	8	574	
	Other Equipment?							
	Grading / Excavation	**Start Date:**	**2/1/2023**	**Total phase:**	**4**			
		End Date:	**2/6/2023**					**Soil Hauling Volume**
	Excavators	158	0.38			0	0	Export volume = **_440_** cubic yards
1	Graders	187	0.41	8	4	8	2453	Import volume = **_90_** cubic yards
1	Rubber Tired Dozers	247	0.4	8	4	8	3162	
	Concrete/Industrial Saws	81	0.73			0	0	
2	Tractors/Loaders/Backhoes	97	0.37	7	4	7	2010	
	Other Equipment?							
	Trenching/Foundation	**Start Date:**	**2/1/2023**	**Total phase:**	**4**			
		End Date:	**2/6/2023**					
1	Tractor/Loader/Backhoe	97	0.37	8	4	8	1148	
1	Excavators	158	0.38	8	4	8	1921	
	Other Equipment?							
	Building - Exterior	**Start Date:**	**2/7/2023**	**Total phase:**	**200**			**Cement Trucks 14 Total Round-Trips**
		End Date:	**11/13/2023**					
1	Cranes	231	0.29	6	200	6	80388	Electric? (Y/N) Otherwise assumed diesel
1	Forklifts	89	0.2	6	200	6	21360	Liquid Propane (LPG)? (Y/N) Otherwise Assumed diesel
1	Generator Sets	84	0.74	8	200	8	99456	Or temporary line power? (Y/N)
1	Tractors/Loaders/Backhoes	97	0.37	6	200	6	43068	
3	Welders	46	0.45	8	200	8	99360	
	Other Equipment?							
	Building - Interior/Architectural Coating	**Start Date:**	**11/14/2023**	**Total phase:**	**10**			
		End Date:	**11/27/2023**					
1	Air Compressors	78	0.48	6	10	6	2246	
	Aerial Lift	62	0.31			0	0	
	Other Equipment?							
	Paving	**Start Date:**	**11/28/2023**	**Total phase:**	**10**			
		Start Date:	**12/11/2023**					
1	Cement and Mortar Mixers	9	0.56	6	10	6	302	
1	Pavers	130	0.42	6	10	6	3276	**Asphalt 106 cubic yards or ____ round trips?**
1	Paving Equipment	132	0.36	8	10	8	3802	
1	Rollers	80	0.38	7	10	7	2128	
1	Tractors/Loaders/Backhoes	97	0.37	8	10	8	2871	
	Other Equipment?							
	Additional Phases	**Start Date:**		**Total phase:**				
		Start Date:						
						#DIV/0!	0	
						#DIV/0!	0	
						#DIV/0!	0	
						#DIV/0!	0	
						#DIV/0!	0	

Equipment types listed in "Equipment Types" worksheet tab.

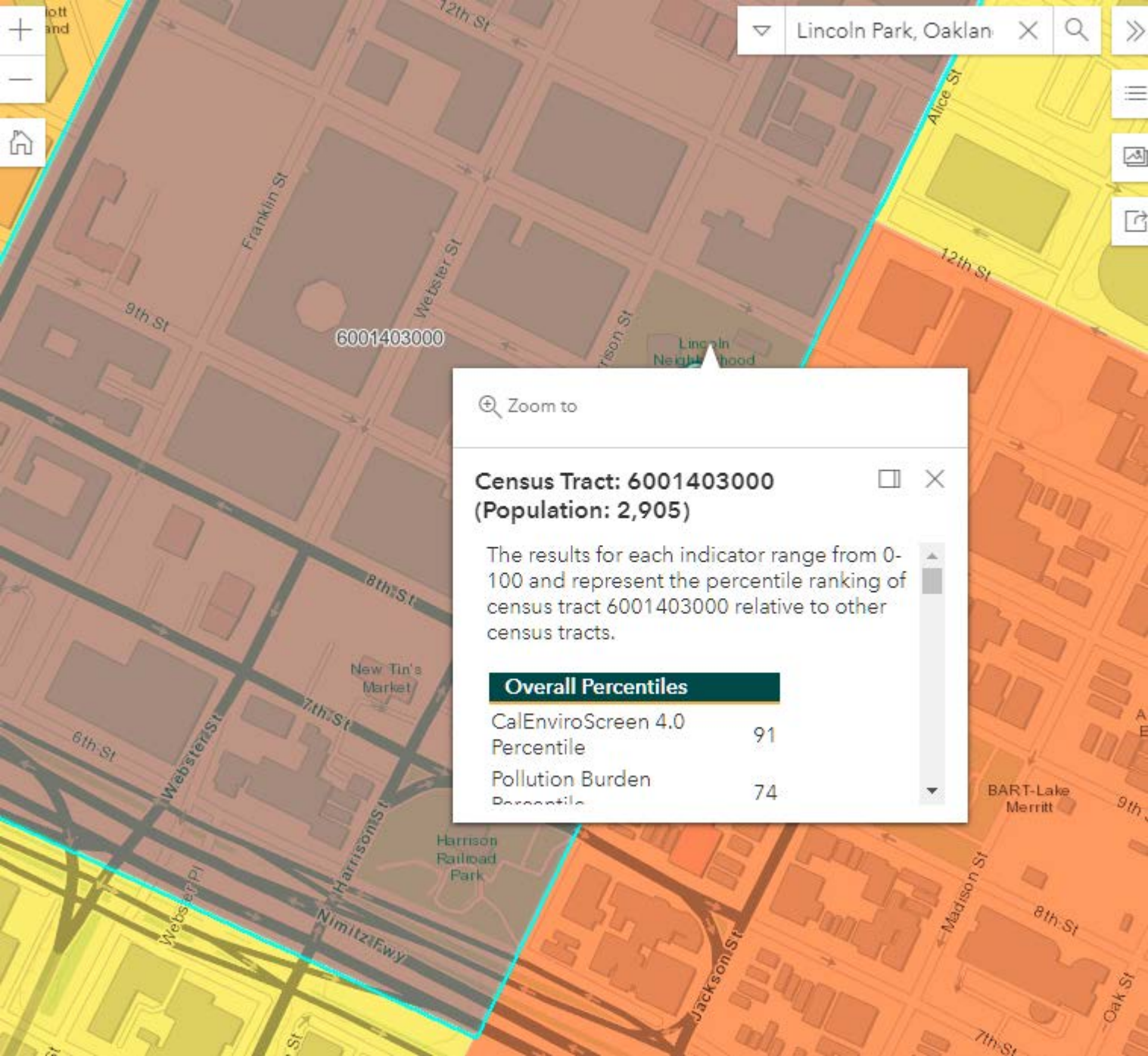
Equipment listed in this sheet is to provide an example of inputs

Complete one sheet for each project component

It is assumed that water trucks would be used during grading

Add or subtract phases and equipment, as appropriate

Modify horsepower or load factor, as appropriate


Lincoln Park, Oaklan
12th St
Alice St
Franklin St
Webster St
9th St
6001403000
Lincoln Neighborhood
Zoom to
Census Tract: 6001403000
(Population: 2,905)
The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6001403000 relative to other census tracts.
Overall Percentiles
CalEnviroScreen 4.0 Percentile 91
Pollution Burden 74
8th St
New Tin's Market
7th St
6th St
Harrison St
Harrison Railroad Park
Nimitz Fwy
Jackson St
Madison St
BART-Lake Merritt
Oak St

Screening Report

Area of Interest (AOI) Information

Area : 4,198,381.02 ft²

Oct 11 2022 15:45:51 Pacific Daylight Time

• Permitted Stationary Sources

1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Map data © OpenStreetMap contributors, CC-BY-SA

Summary

Name	Count	Area(ft²)	Length(ft)
Permitted Stationary Sources	11	N/A	N/A

Permitted Stationary Sources

#	FacID	FacName	Address	City	Street
1	13728	East Bay Municipal Utility Dist	375 11th Street	Oakland	CA
2	13929	Alameda County GSA	1106 Madison Street	Oakland	CA
3	20828	Alameda County GSA	1111 Jackson Street	Oakland	CA
4	19039	Hotel Oakland	270 13th Street	Oakland	CA
5	21029	Pacific Renaissance Plaza	388 9th St, Ste 229	Oakland	CA
6	23040	Caliber Collision Center	149 11th St	Oakland	CA
7	23954	Windstream	427 14th Street	Oakland	CA
8	24333	CP VI Franklin, LLC	1314 Franklin Ave	Oakland	CA
9	107875_1	Alameda County-General Services Agncy	165 13th St	Oakland	CA
10	22412	Verizon Wireless (Telegraph & Broadway)	1404 Franklin Street	Oakland	CA
11	111947_1	China Town 76 Unocal #0752	800 Harrison St	Oakland	CA

#	Zip	County	Latitude	Longitude	Details
1	94,607.00	Alameda	37.80	-122.27	Generator
2	94,612.00	Alameda	37.80	-122.27	Generator
3	94,612.00	Alameda	37.80	-122.27	Generator
4	94,612.00	Alameda	37.80	-122.27	Generator
5	94,607.00	Alameda	37.80	-122.27	Generator
6	94,607.00	Alameda	37.80	-122.27	*No Data*
7	94,612.00	Alameda	37.80	-122.27	Generator
8	94,612.00	Alameda	37.80	-122.27	Generator
9	94,612.00	Alameda	37.80	-122.27	Gas Dispensing Facility
10	94,612.00	Alameda	37.80	-122.27	Generator
11	94,607.00	Alameda	37.80	-122.27	Gas Dispensing Facility

#	NAICS	Sector	Sub_Sector	Industry	ChronicHI
1	221,310.00	Utilities	Utilities	Water Supply and Irrigation Systems	0.0978979
2	921,190.00	Public Administration	Executive, Legislative, and Other General Government Support	Other General Government Support	0.0038180
3	921,190.00	Public Administration	Executive, Legislative, and Other General Government Support	Other General Government Support	0.0014733
4	721,110.00	Accommodation and Food Services	Accommodation	Hotels (except Casino Hotels) and Motels	0.0008018
5	531,120.00	Real Estate and Rental and Leasing	Real Estate	Lessors of Nonresidential Buildings (except Miniwarehouses)	0.0123576
6	811,121.00	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0.0025234
7	531,312.00	Real Estate and Rental and Leasing	Real Estate	Nonresidential Property Managers	0.0027168
8	531,110.00	Real Estate and Rental and Leasing	Real Estate	Lessors of Residential Buildings and Dwellings	0.0023754
9	921,190.00	Public Administration	Executive, Legislative, and Other General Government Support	Other General Government Support	0.0092781
10	517,312.00	Information	Telecommunications	Wireless Telecommunications Carriers (except Satellite)	0.0000061
11	447,110.00	Retail Trade	Gasoline Stations	Gasoline Stations with Convenience Stores	0.0183827

#	PM2_5	Cancer Risk {expression/expr0}	Chronic Hazard Index {expression/expr1}	PM2.5 {expression/expr2}	Count
1	0.0806785	63.266	0.098	0.081	1
2	0.0026230	2.07	0.004	0.003	1
3	0.0007864	0.628	0.001	0.001	1
4	0.0003253	0.518	0.001	0	1
5	0.0578953	45.988	0.012	0.058	1
6	0.0000000	*No Data*	0.003	*No Data*	1
7	0.0012512	1.007	0.003	0.001	1
8	0.0028975	2.272	0.002	0.003	1
9	0.0000000	1.937	0.009	*No Data*	1
10	0.0000296	0.001	0	0	1
11	0.0000000	3.838	0.018	*No Data*	1

NOTE: A larger buffer than 1000 feet may be warranted depending on proximity to significant sources.

	FID	Facility ID	Facility Name	Address	City	County	Source Details	Cancer Risk	Chronic Hazard Index	PM2.5	Distance	Cancer Risk	Chronic Hazard Index	PM2.5
1	991	13728	East Bay Municipal Utility Dist	375 11th Street	Oakland	Alameda	Generator	63.27	0.097898	0.080679	180 m	0.506	0	0.001
2	2068	13929	Alameda County GSA	1106 Madison Street	Oakland	Alameda	Generator	2.07	0.003818	0.002623	275 m	0.281	0	0
3	2987	20828	Alameda County GSA	1111 Jackson Street	Oakland	Alameda	Generator	0.63	0.001473	0.000786	110 m	1.013	0	0.001
4	3160	19039	Hotel Oakland	270 13th Street	Oakland	Alameda	Generator	0.52	0.000802	0.000325	255 m	0.338	0	0
5	4086	21029	Pacific Renaissance Plaza	388 9th St, Ste 229	Oakland	Alameda	Generator	45.99	0.012358	0.057895	230 m	0.394	0	0
6	5124	23040	Caliber Collision Center	149 11th St	Oakland	Alameda	No Data	0	0.002523	0		No Data	0.003	No Data
7	6084	23954	Windstream	427 14th Street	Oakland	Alameda	Generator	1.01	0.002717	0.001251	425 m			
8	6267	24333	CP VI Franklin, LLC	1314 Franklin Ave	Oakland	Alameda	Generator	2.27	0.002375	0.002898	285 m	0.225	0	0
9	6947	107875_1	Alameda County-General Services Agncy	165 13th St	Oakland	Alameda	Gas Dispensing Facility	1.94	0.009278	0	225 m	0.182	0.001	No Data
10	7271	22412	Verizon Wireless (Telegraph & Broadway)	1404 Franklin Street	Oakland	Alameda	Generator	0	6.1E-06	2.96E-05	350 m		0	
11	9608	111947_1	China Town 76 Unocal #0752	800 Harrison St	Oakland	Alameda	Gas Dispensing Facility	3.84	0.018383	0	145 m	0.372	0.002	No Data

Appendix D – Tree Survey

SBCA TREE CONSULTING

1534 Rose Street, Crockett, CA 94525
Phone: (510) 787-3075
Fax: (510) 787-3065
Website: www.sbcatree.com

Steve Batchelder, Consulting Arborist
WC ISA Certified Arborist #228
CUFC Certified Urban Forester #134
CA Contractor License #(C-27) 53367
E-mail: steve@sbcatree.com

Molly Batchelder, Consulting Arborist
WC ISA Certified Arborist #9613A
ISA Tree Risk Assessment Qualified
E-mail: molly@sbcatree.com

Date: February 7, 2022

To: Merrill Morris
Valerie Conant, Senior Associate Landscape Architect
249 Front St,
San Francisco, CA 94111

Project: Lincoln Square Recreation Center,
Harrison St. between 11th and 12th St.
Oakland, CA 94607

Subject: Tree Survey

Assignment: Arborists were requested to survey all trees within project scope at the Lincoln Square recreation center as requested by Valerie Conant.

City of Oakland Code

According to the City of Oakland municipal code or ordinances 12.36.020 Definitions-

"Protected tree" means a protected tree for the purpose of this chapter is the following:

On any property, *Quercus agrifolia* (California or Coast Live Oak) measuring four inches dbh or larger, and any other tree measuring nine inches dbh or larger except Eucalyptus and Pinus radiata (Monterey Pine).

Survey Procedure

Data recorded – Arborists recorded data on tree scientific name, common name, DBH, height, spread, structure, health, protected status, suitability for preservation, and relevant notes.

Trees numbers – Each tree was assigned a number which correlates to the tree survey data and Tree Location Map *Appendix 2.* Trees Tag Numbers: 21-37.

Summary

Total trees – Arborist survey identified 17 trees; eight of these are City Street trees. Six (6) species were identified. Sixteen (16) trees are protected trees according to the City Code of Oakland.

Table 1 – Table below summarizes tree survey.

	Species	Common Name	Total Amount	Protected Tree Amount	Overall Suitability for Retention	Comments
1	*Koelreuteria paniculata*	Golden Rain Tree	2	1	P-F	These trees both have poor structures and were noted with included bark attachments; #35 is co-dominant with dead wood throughout canopy.
2	*Lophostemon confertus*	Brisbane box	8	8	P-G	The Brisbane box are all City Street trees planted in pavement cutouts. Some display roots pillowing over hardscape and slight hardscape displacement. These trees have a variety of defects including poor aspect ratio, tip die back, poor branch attachments, and breakouts. #s 24 and 28 are in Poor health condition and not suitable for retention. #s 23, 25-27 are nice specimens.
3	*Magnolia grandiflora*	Southern magnolia	4	4	?-G	All the Magnolias are large, beautiful specimens that would benefit from health mitigation; #36 appears particularly stressed. Internal decay assessment is recommended for #s 30 and 32. Some defects: surface roots, included bark, internal decay, and likely compacted soil.
4	*Pistacia chinensis*	Chinese Pistache	1	1	P	This tree has a history of poor pruning and a poor structure with crossing branches and poor attachments.
5	*Pyrus kawakamii*	Evergreen pear	1	1	F	This tree has surface roots in lawn, a lean, fire blight, and a Co-dominant embedded bark attachment.
6	*Quercus agrifolia*	Coastal live oak	1	1	G	The foliage on this oak is a little sparse, some dead and decayed wood in canopy, bulging trunk, pock marks on the trunk, and possibly some internal decay. Neighbors requested clearance pruning for sports activities. Further ID assessment recommended.
		TOTAL	17	16		

Health Mitigation

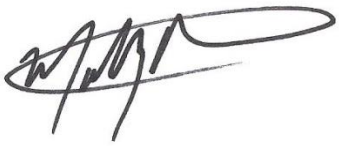
Mulching – The magnolias would benefit from regular mulching using good quality organic mulch (fresh wood chips are best). Mulch helps to reduce soil compaction and retain soil moisture. Recommended material is wood chips generated from tree trimming. Fresh redwood and incense cedar are not acceptable, nor is palm generated mulch. Mulch shall be from tree parts taken from a minimum of 2 meters above ground. Mulch shall not contain soil particles.

Mitigation of soil compaction – The level and depth of soil compaction must be assessed and mitigated. Tool that are most suitable for mitigation of compacted soil is the water jet. Water jet holes are spaced at 12" triangular spacing. Holes are created 2-3' deep and to the limits of the canopy drip line. Procedure can be carried out once a year in early spring.

Appendix Information

1. *Survey Data*
2. *Tree Location Map*

End Report



Molly Batchelder, Consulting Arborist
WC ISA Certified Arborist #9613A
Tree Risk Assessment Qualified (TRAQ)

.

Photo Supplement

Photo 1. *Photo above shows Magnolia #30 shading Lophostemon #27. This magnolia was noted with an open cavity and internal decay. Further assessment into the amount of decayed wood is necessary to determine suitability for preservation. Such assessment can be done with a resistograph or sonic tomography.*

Photo 2. *Photo left shows Magnolia #33 in good health and structure and would benefit from health mitigation. The tree displayed weeping wet wood, which is not a cause for concern.*

Photo 3. *Photo left shows Magnolia #36 and significant tip dieback. Health mitigation, and possibly root and leaf tissue analysis, are steps necessary for tree preservation.*

Photo 4. *Photo below shows Magnolia #32. There are signs of internal decay and further risk assessment is recommended to determine retention suitability.*

Photos 5 and 6 – *Pear (left) and Pistache (below) were given fair and poor suitability ratings, respectively. Both were observed with structural defects, such as poor pruning, lean, and bark inclusions.*

Photo 7 – *Photo left shows Lophostemon #28. The tree was noted with significant tip dieback, possibly from past hardscape repairs and root loss.*

Photo 8. *Photo below shows Coast Live Oak #29. The tree displays some sparse foliage and trunk damage. The bulging trunk observed is a sign of possible internal decay and is recommended for further assessment.*

End

Appendix E – Cultural Resources Survey Report

CULTURAL RESOURCES SURVEY REPORT

LINCOLN SQUARE RECREATION CENTER, OAKLAND

PREPARED BY:

JENNIFER HO, WILLIAM KOSTURA, & DANIEL SHOUP

ARCHAEOLOGICAL/HISTORICAL CONSULTANTS

PREPARED FOR: DAVID J POWERS & ASSOCIATES

1736 FRANKLIN STREET, STE 400

OAKLAND, CA 94612

APRIL 2023

609 AILEEN STREET, OAKLAND, CA 94609 / AHC-HERITAGE.COM

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APPENDIX 1: NORTHWEST INFORMATION RECORD SEARCH

APPENDIX 2: SACRED LANDS FILE SEARCH RESULTS

APPENDIX 3: OCHS FORMS

APPENDIX 4: DPR FORMS

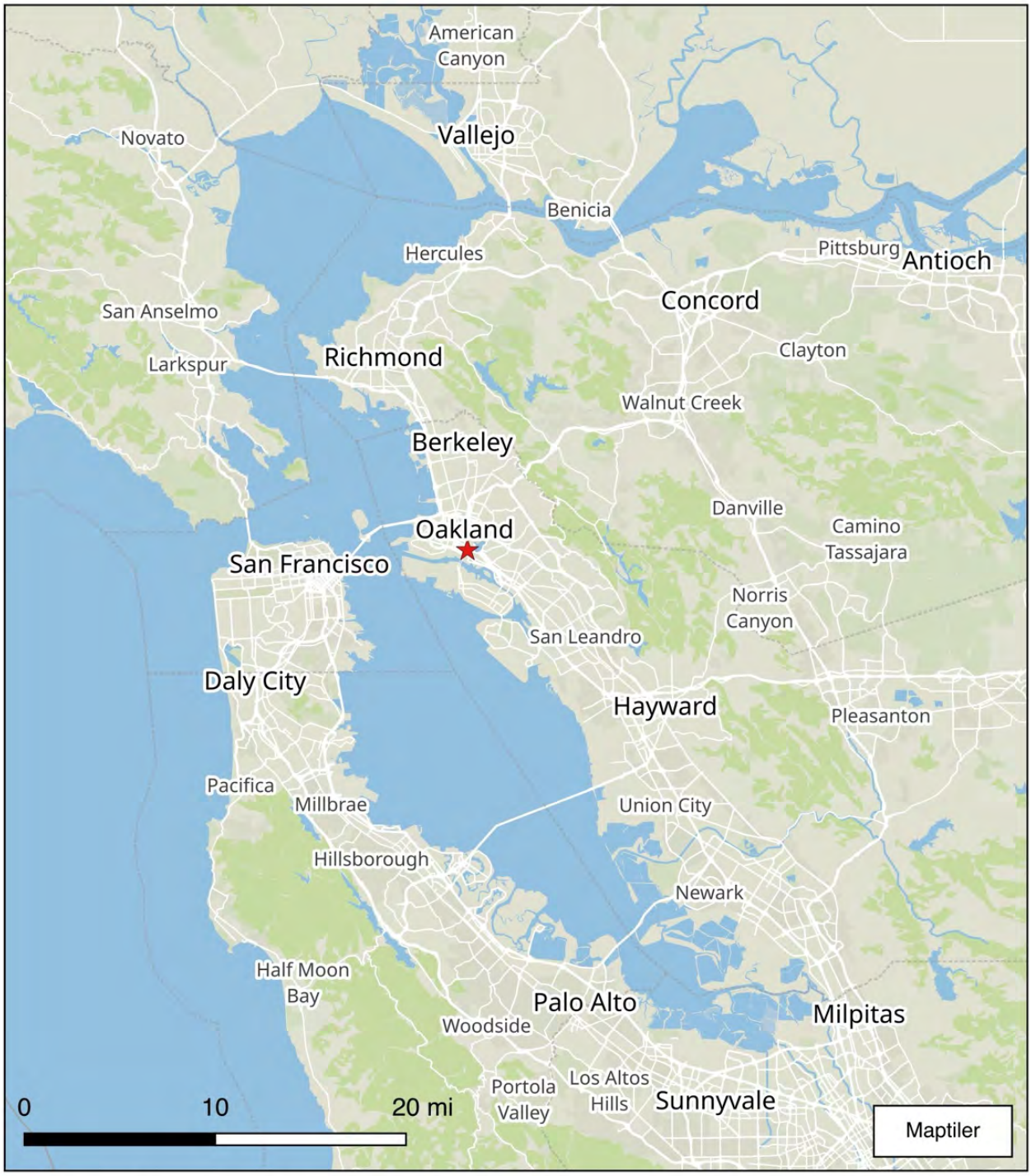
INTRODUCTION AND SUMMARY OF FINDINGS

Lincoln Square Park (APN **002 007100100**) is an approximately 1.4-acre park in the City of Oakland, bounded by 11th Street to the north, Harrison Street to the west, 10th Street to the south, and Lincoln Elementary School to the east. The project applicant proposes to demolish the existing Lincoln Square Recreation Center (250 10th Street), located in the southwest corner of Lincoln Square Park, construct a new two-story recreation center, new outdoor sport courts and new landscaping. The new recreation center would include a gym with an indoor basketball court, five multipurpose rooms, a kitchen, restrooms, a lobby, and a roof garden. Lincoln Square Park was designated an Oakland City Landmark in 1983 and is therefore considered a CEQA resource.

To ensure that that the proposed project would not cause a substantial adverse change in the significance of a historical or archaeological resource (as defined in the CEQA Guidelines [14 CCR §15064.5]), Archaeological/Historical Consultants (A/HC) of Oakland, California, was retained to complete an archaeological sensitivity assessment of the property, evaluate whether the existing recreation center is eligible for the California Register of Historical Resources (CRHR), and assess and whether the proposed project meets the Secretary of the Interior's Standards for Rehabilitation.

A/HC completed a built environment survey of the Project Area on August 24, 2022, and an archaeological survey on September 21, 2022. No archaeological resources were noted on the survey, and research suggests that the Project Area has **low sensitivity** for buried Native American and historic-era archaeological resources.

Lincoln Square Park is **eligible** to the CRHR under Criterion 1. Its contributing elements include the shape and boundaries of the square, the 1940 clubhouse building, the presence of open space in a congested urban area, and the continuity of recreational uses by the Chinatown community and general public. Its OCHS rating is A1+ (a resource of highest importance, and a contributor to an Area of Primary Importance). Lincoln Square Recreation Center, however, appears **not eligible** for the CRHR and has an Oakland Cultural Heritage Survey rating of D1- (a building of minor importance, not contributing to a resource of primary importance).The proposed project meets the Secretary of the Interior's Standards for Rehabilitation, because the proposed changes would not adversely affect the integrity of the Lincoln Square or its character-defining features. As such, the proposed project does not appear likely to cause a substantial adverse change to the integrity of a historical resource as defined at 14 CCR §15064.5.



Project Location Map

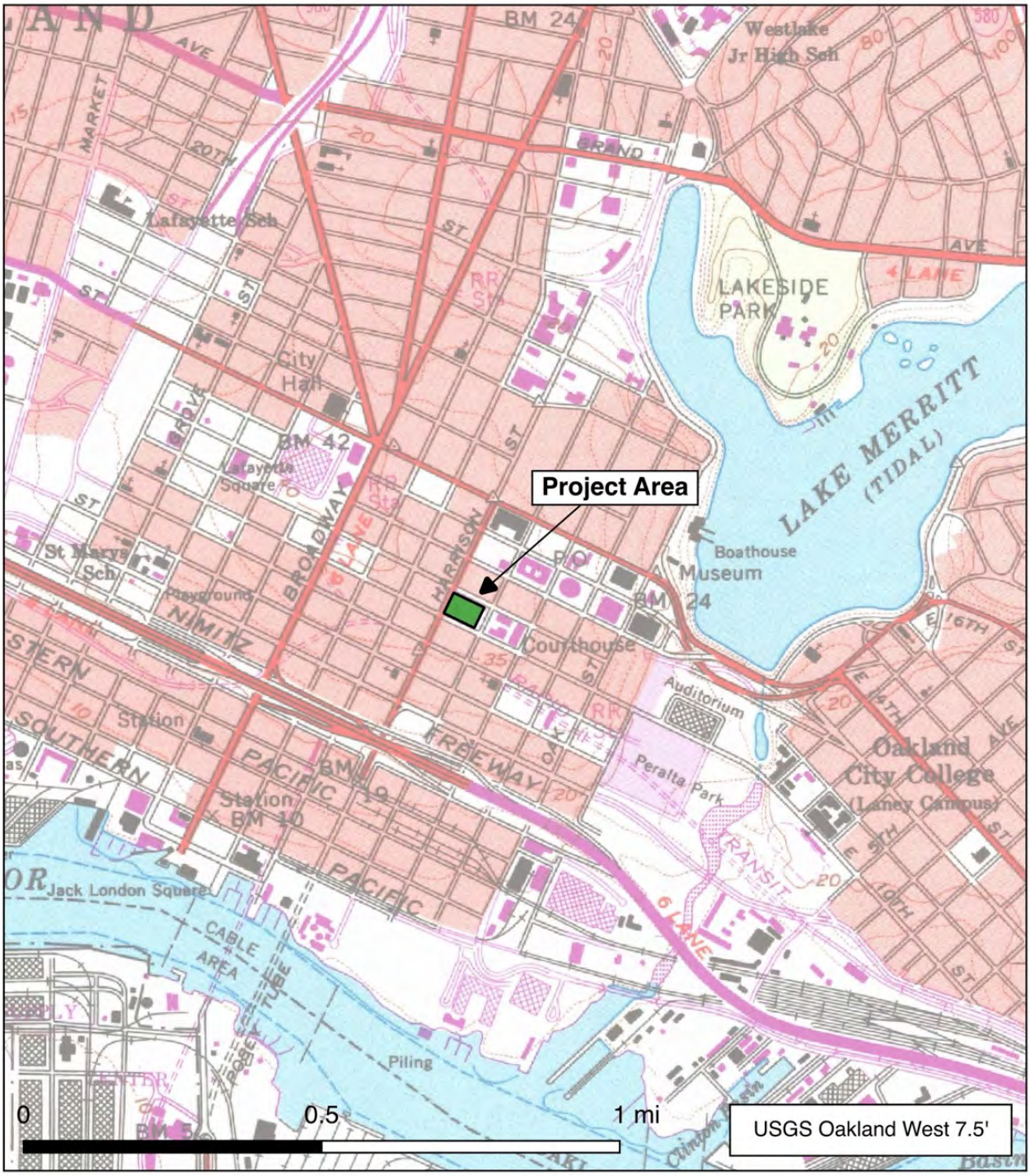
Lincoln Square Recreation Center

1:500,000

Legend

★ Project Location

Figure 1: Location Map



Project Vicinity Map

Lincoln Square Recreation Center

1:16,000

Legend

Project Area

Figure 2: Vicinity Map

Figure 3: Project Area Map

PREVIOUS STUDIES AND ARCHIVAL RESEARCH

RECORD SEARCH RESULTS

A records search covering Lincoln Square and a 1/8-mile radius around it was completed at the Northwest Information Center on August 23, 2022 (NWIC File #22-0157). The search identified no resources within the Project Area. None of the adjacent properties have been found eligible for the CRHR or the National Register of Historic Places (NHRP). Please see Appendix 1 for the complete NWIC record search results.

Part of the roadway adjacent to Lincoln Square along 12th Street was studied in 2000 as part of an EBMUD recycled water pipeline project. The study did not identify resources in the vicinity (Chavez and Hupman 2000).

One built environment resource, two districts, and a historic-era archaeological resource have previously been recorded outside the Project Area, but within the search radius:

- 270-276 11th Street (P-01-001117), north of the Project Area, is a two-story commercial building built in 1921-1922. It was evaluated as eligible for the NRHP under Criterion C in 2006 (Supernowicz 2006). However, the State Built Environment Resources Database notes that it was determined ineligible for the NRHP in 2017 (OHP 2022).
- The Chinatown commercial district (P-01-003811) is located on Franklin, Webster, and Harrison Streets between 7th and 9th Streets, one block south of the Project Area. The district contains 45 buildings, of which 29 are contributing. The district was found eligible for the NRHP under Criteria A and C (OCHS 1985).
- The 7th Street/Harrison Square Residential District (P-01-004478) is located on 7th Street between Harrison to Fallon, including cross streets. About 2/3 of the houses in this area were built between 1889 and 1910. The district was found eligible for the NRHP under Criteria A and C (OCHS 1984c).
- P-01-010530 is a historic-era archaeological resource consisting of segments of a trolley or railroad line below the surface of Webster Street between 10th and 12th Streets. Elements present include ties, straps, spikes, and ballast. The resource was recorded in 2000 during monitoring for a fiber-optic cable conduit, but was not evaluated (Way 2000).

STATE OF CALIFORNIA LISTINGS

No properties within or adjacent to the Project Area are listed as California State Landmarks or California Points of Historical Interest. The Built Environment Resources Directory (OHP 2022) lists four properties adjacent to the Project Area:

- 259 10th St, Fuller Co. Store and Warehouse, built 1925-1926. Received a 7R (not evaluated) rating in 1994.
- 258 11th St, Marwedel Tool Supply Store and Warehouse. Received a 7R (not evaluated) rating in 1994.
- 270 11th St, Stulsaft Co. Showroom and Warehouse. Received a 7R (not evaluated) rating in 1994.
- 276 11th St, built 1921-1922. Received a 6Y (not eligible for NRHP) rating in 2017.

None of these buildings appear to the authors to be CRHR-eligible.

CITY OF OAKLAND LOCAL REGISTER

The City of Oakland's local register includes City Landmarks and properties rated A or B in the Oakland Cultural Heritage Survey (OCHS) rating system, along with other properties determined eligible for CRHR or NRHP. Local register properties are historic resources for the purposes of CEQA. In addition, Oakland has two historic district classifications, Areas of Primary Importance (API) and Areas of Secondary Importance (ASI). APIs are areas that appear eligible as NRHP districts (and therefore CEQA historical resources), while ASIs are districts of local interest only (and not CEQA historical resources).

Lincoln Square is Oakland City Landmark #83-401, designated 12/20/1983. The Landmark covers the area bounded by 10th, 11th, Harrison, and the former Alice Streets, and is coterminous with the Project Area. The primary significance of the Landmark is as one of the public spaces dedicated on the original town plat. No other local register properties are present within the Project Area.

Two ASIs are adjacent to the Project Area:

- The 258 & 270-76 11th Street Area of Secondary Importance is made up of two properties across the street to the north of Lincoln Square.
- 307 10th Street, across the street to south of the Project Area, is part of the Chinatown Support ASI.

Five Potential Designated Historic Properties (PDHPs) are adjacent to the Project Area:

- 259 10th Street was constructed in 1907 and has a rating of Cb+3 (Secondary importance, could improve to primary importance with appropriate restoration, not in an API or ASI).
- 307 10th Street was constructed in 1925-1926 and has a rating of C2+ (Secondary importance, located in an ASI).
- 258 11th Street was constructed in 1929-1930 and has a rating of C2+ (Secondary importance, located in an ASI).

- 276 11th Street was constructed in 1921-1922 and has a rating of Cb+2+ (Secondary importance, could improve to primary importance with appropriate restoration, located in an ASI).
- 1013 Harrison Street was constructed in 1915 and has a rating of Dc3 (Minor importance, not in an API or ASI).

None of these PDHPs attained a rank of B or greater in the OCHS rating system, and none appear to be historical resources as defined in the CEQA Guidelines.

SACRED LANDS FILE SEARCH

A Sacred Lands File request was submitted to the Native American Heritage Commission (NAHC) for the Lincoln Square Recreation Center. Cody Campagne of the NAHC responded on August 30, 2022, that the results were positive and that the Amah Mutsun Tribal Band of Mission San Juan Bautista, the North Valley Yokuts Tribe, and the Confederated Villages of Lisjan should be contacted for further information. A list was provided of Native American tribes to contact who might also have knowledge of cultural resources in the project area. Please see Appendix 2 for the Sacred Lands File search results and tribal consultation list.

BACKGROUND

PREHISTORY

Humans first arrived in the San Francisco Bay area over 10,000 years ago, though little archaeological evidence from this early period has been found to date. The Early Period or Middle Archaic (3500-500 cal. BCE) included the introduction of ground stone and shell bead technologies and may have marked initial sedentism, "regional symbolic integration, and increased regional trade in the Bay Area" (Milliken et al. 2007:114-115, Hylkema 2002:241). About 1900 BCE a population of marsh and bayshore-adapted people, probably ancestral Ohlone/Costanoan-speakers, settled along the East Bay margin, perhaps moving from eastern Contra Costa County (Moratto 1984:277).

The Lower Middle Period (500 BCE-300 CE) is marked by major cultural disruptions, such as the introduction of new bead types, flexed burials, and decorative objects that may represent religious or cosmological beliefs. In the Upper Middle Period (300-700 CE), another major cultural shift took place, with the collapse of trade networks, site abandonment, and the introduction of new bead forms. The Late Period or Emergent Period from about CE 1050 to CE 1550 saw new complexity in the Bay region (Milliken et al. 2007:116). The cultural pattern that had emerged by the time of Spanish contact included:

> …large populations; a greater number of settlements and more evidence of status differentiation among them; a greater emphasis on gathering vegetal foods, especially acorns; more intensive trade and highly developed exchange systems; the spread of secret societies and cults together with their associated architectural features and ceremonial traits; and, in late prehistory, the appearance of clamshell disk beads as a currency for exchange (Moratto 1984:283).

ETHNOGRAPHY

At the time of contact with the Spanish, the Project Area probably encompassed the territory of the Huchiun and/or the Jalquin peoples. Based on mission records, Milliken believed that the Huchiun, speakers of the Chochenyo dialect of the Ohlone/Costanoan language family, lived in the lands "along the East Bay shore from Temescal Creek…north to the lower San Pablo and Wildcat Creek drainages in the present area of Richmond." South of the Huchiun were the Jalquin, who held territory along San Leandro Creek and the interior East Bay hills (Milliken 1995:243-245; Milliken, Shoup & Ortiz 2007:107). The Jalquin (also called Irgin or Yrgin in Mission Registers) were likely bilingual between Bay Miwok and the Chochenyo dialect of the Ohlone/Costanoan language (Levy 1978:485; Golla 2007:75)

Ohlone/Costanoan and Bay Miwok are branches of the Yok-Utian subfamily of the Penutian languages, spoken in central California and along the Pacific Coast as far as southeast Alaska. Penutian speakers seem to have entered central California from the northern Great Basin around 4,000-4,500 years ago and arrived in the San Francisco Bay Area about 1,500 years ago, displacing speakers of Hokan languages (Golla 2007:74). This movement may be correlated with the spread of the Windmiller pattern of material culture in the Late Period into the Coast Ranges and San Francisco Bay area (Moratto 1984:553; Levy 1978:486).

Ohlone and Bay Miwok society was organized in independent local tribes of 200-400 people living in semi-permanent villages, with tribes controlling fixed territories averaging 10 to 12 miles in diameter (Milliken et al. 2007:99). Shoup and Milliken (1999:8) note that local tribes "were clusters of unrelated family groups that formed cooperative communities for ceremonial festivals, for group harvesting efforts, and – most importantly – for interfamily conflict resolution." Hereditary village leaders, who could be male or female, played an important role in conflict resolution, receiving guests, directing ceremonies, organizing food-gathering expeditions, and leading war parties but did not otherwise exercise direct authority (Levy 1978:487). Despite their autonomy, intermarriage between local tribes appears to have been frequent (Milliken 1995:22-24).

Residences were typically round, domed, or conical thatch homes on a frame of poles or branches, with a hearth in the center of the floor and a corresponding smoke hole in the roof. Material culture included complex decorative and utilitarian basketry, shell ornaments, tule boats, feather nets, hair decorations and jackets, and a full suite of bone and stone tools. Tattooing of face, hands, and neck is attested in early ethnographic accounts (Levy 1978:493-493).

Ohlone and Bay Miwok peoples made full use of local food resources and consumed a varied diet. Acorns from a range of oak species (Coast Live, black, tanbark) were a staple, with buckeye, laurel, and hazelnuts playing a secondary role. Seeds including chia, pine nuts, and a range of grass seeds were harvested: soldiers on the 1776 Anza expedition were fed a kind of 'tamale' made of seeds at several Ohlone villages (Milliken 1995:33-34). Berries such as blackberries, strawberries, madrone, grapes, and toyon were also eaten, as were a range of roots (Levy 1978:491). For animal resources, people looked both to the Bay for fish, shellfish, waterfowl, and sea mammals and to the plains and foothills for larger animals such as deer and elk. Compared to other Bay Area regions, settlements in the inland valleys were located farther from the bayshore and took comparatively greater advantage of foothill and freshwater resources (Milliken et al. 2007:105-106).

At the time of Spanish contact, the population density along the east shore of the San Francisco Bay was 5-6 people per square mile, among the highest in the Bay Area (Milliken, Shoup & Ortiz 2007:64-65).

HISTORY

EUROPEAN CONTACT AND THE MISSION PERIOD

The Spanish expedition of 1770, led by Pedro Fages, was probably the first direct European contact with the Jalquin. Shortly after, a 1776 expedition led by Juan Bautista de Anza from Monterey into the Bay region also passed near the Project Area (Milliken 1995:36,54). Mission San Francisco was founded in 1776, but few East Bay people moved to the mission until the early 1790s. The first large groups of Huchiun went to Mission San Francisco in the fall of 1794. Between 1797 and 1805, 77 Jalquin went to Mission Dolores, while 152 went to Mission San José (Milliken, Shoup & Ortiz:310). Indians came into the missions through a mixture of choice, persuasion, and force. Missionized Indians received instruction in Christianity and were compelled to work at agricultural tasks that must have appeared strange to them. More difficult was the loss of personal freedom, brutal treatment by soldiers and priests, and forcible imposition of Catholic beliefs (Milliken 1995:88).

The Huchiun, Jalquin, and other East Bay groups were deeply involved in resistance to the Spanish from 1785 to 1802 (Milliken 1995:102-103, 141; 155-156). In 1797, Spanish military actions against native villages in the East Bay included attacks on three Huchiun villages and capture of numerous Huchiun resisters. Such resistance was essentially quelled by 1801. Milliken (1995:170-1) says, "By the end of summer, 1801, the flat plains from the Santa Clara Valley north all along the east side of San Francisco Bay to the present Richmond area were devoid of native villages, with the exception of the San Leandro Creek Jalquin."

European diseases ran rampant, with death tolls reaching 8% per year (higher among women and children), and Mission livestock grazing began to degrade the local environment, impacting the availability of traditional food resources for those Native Americans who remained outside the Mission system. By 1810, traditional cultures were collapsing throughout coastal and central California (Milliken 1995:221). Disease, dietary deficiency, declining birth rate, and violence resulted in an almost 80% population decline by 1832. This population loss, the mingling of ethnic groups at the missions, and the discouragement of traditional social practices resulted in a widespread disintegration of traditional lifeways by the beginning of the Mexican period.

After independence from Spain in 1821, the Mission system went into terminal decline. In a climate of increasing immigration from Mexico and increasing local population of *Californios*, the Franciscan missions were secularized and much of their land confiscated between 1834 and 1837 (Shoup and Milliken 1999:109). In turn, large land grants were distributed to prominent Mexican citizens. The era of the *Californios*, however, was to be short-lived: the U.S. conquest of California in 1847 and California Gold Rush of 1849 drew a vast new wave of settlers to the state. Many either purchased land from Mexican patentees, squatted, or claimed un-granted land.

EARLY HISTORY OF OAKLAND

In August 1820 Governor Vicente de Sola, the last Spanish governor of California, granted Rancho San Antonio to Luis Maria Peralta, who had come to California with the Anza expedition. The rancho was divided amongst Peralta's four sons; Vicente Peralta received the *Encinal de Temescal,* which comprised north and central Oakland, Emeryville, and Piedmont. In the early American period, the Mexican ranchos came under assault from settlers lured to California by the Gold Rush, who, sometimes with violence, illegally overran rancho land. Vicente Peralta sold most of his land in the early 1850s, and internal family in-fighting kept the family in the courts for many years, which "helped to destroy the Peralta patrimony" (Hoover *et al.* 1990:10).

Settlement in downtown Oakland began in May 1850, when the trio of Edson Adams, Andrew J. Moon, and Horace Carpentier arrived in the area and, after briefly squatting on the land, obtained leases from Vicente Peralta for land in present-day downtown Oakland. They promptly surveyed the leases and began selling lots that did not belong to them (Bagwell 1982:26-27). In May 1852, Carpentier succeeded in having a bill passed in the State Assembly incorporating Oakland, then convinced the trustees to convey the waterfront to him for 37 years or "in fee simple forever" (Bagwell 1982:44) Carpentier, who was elected Oakland's first mayor in 1854, also financed the first bridge over San Antonio Slough (Lake Merritt) to East Oakland in return for the proceeds from a toll bridge (Willard 1988:32).

When first incorporated, the City of Oakland was centered around today's downtown and West Oakland districts. East of San Antonio Slough (Lake Merritt), the town of Brooklyn was formed in 1856, then annexed to Oakland in 1872 (Willard 1988:32). The transcontinental railroad reached Oakland in May of 1869. The railroad, together with the city's ongoing role as a maritime hub, helped spur rapid increased population and industrial growth in Oakland. Oakland became a major city, however, only after the 1906 earthquake, when tens of thousands of earthquake victims who had taken refuge in Oakland decided to stay (Bagwell 1982:58, 174).

OAKLAND CHINATOWN

The 1850s saw large numbers of Chinese immigrating to Oakland from southeastern China. They were an integral part of the city's early development: building Temescal and Chabot Dams, working for the railroads and other manufacturing industries, farming, shrimping, and opening laundries, groceries, and restaurants. These immigrants faced hostility and prejudice; anti-Chinese sentiment and legislation severely restricted their lives, and they were forced to move from several areas before settling at 8th and Webster Streets by the 1870s. The following decades brought increased pressure on the Chinese community with the 1882 Chinese Exclusion Act and the overall anti-Chinese movement pushing them out of many jobs. Although there were a few families, most of the residents of Chinatown during this time were male workers; gambling, opium, and prostitution were widespread in the area (Ma and Ma 1982; Wong 2004; City of Oakland 2010).

After the 1906 earthquake, several thousand Chinese refugees from San Francisco elected to remain in Oakland, at least doubling the Chinese population. Over the next few decades, Chinatown businesses prospered, and the community shifted to more of a focus on family life, with numerous schools, community organizations, and sports leagues emerging. Chinatown continued to thrive during World War II thanks to busy shipyards, and the Oakland Chinese population increased by 37% in the 1940s. However when racial housing restrictions were lifted after the war, many residents were finally able to leave Chinatown and live in other parts of the city or Bay Area. Post-war development projects such as the Nimitz Freeway, BART, Laney College, and the Oakland Museum ate away pieces of Chinatown, leading to concerns about the community's survival. In the 1960s, U.S. immigration law reform allowed increased Asian immigration. That, in combination with a wave of refugees from Southeast Asia after the Vietnam war, led to explosive growth and diversification of the Chinatown community in the late 20th century (Ma and Ma 1982; Wong 2004; City of Oakland 2010).

HISTORY OF THE PROJECT AREA

LINCOLN SQUARE

When the city of Oakland was first laid out in the early 1850s, seven squares were set aside for public use. Surveyor Julius Kellersberger's 1853 map is the first official map of Oakland, and it shows the seven public squares: Washington, Franklin, Harrison, Jefferson, Caroline (later Madison), Oakland (later Lincoln), and Lafayette (Bagwell 1982:27-29). These squares were part of mayor and city founder Horace Carpentier's vision of a city full of beautiful parks, wide avenues, and shady trees. In his first message to the city council in 1854, he urged that "the public squares be inclosed *[sic]* and embellished at as early a day as the finances of the city will permit" (Wood 1882:561).

Confusion over land titles was a major part of Oakland's early history, due to the complicated legal process involved in confirming Spanish and Mexican land grants, infighting amongst the Peralta family, and the fact that much of downtown Oakland was sold by Carpentier and his associates, who did not actually own the land (Bagwell 1982:31-32). As a result, the city did not have clear ownership of the seven squares until 1869. That year, Mayor Samuel Merritt had Harrison, Jefferson, Caroline, Oakland (later Lincoln), and Lafayette Squares enclosed with sturdy picket fences to reinforce the city's claim (Jones 1935:8; Wood 1882:570). Despite Mayor Andrus calling for beautification of the squares in 1879, only Lafayette and Jefferson Squares were improved during this time period (Wood 1882:699; Elliott 1885:67-68). In 1887, Mayor Davis described most of the squares as "not in an attractive condition" (Jones 1935:10).

Improvements at Oakland Square, bounded by Harrison, Alice, 10th, and 11th Streets, most likely began shortly after Mayor Davis's uncomplimentary description. By 1890, the city was spending $1,000 per year on maintenance for the square, which included park settees purchased in 1898-99. In 1898, Oakland Square was renamed Lincoln Square in honor of President Abraham Lincoln (Jones 1935:14). Sanborn Fire Insurance Maps from this time period depict Lincoln Square with symmetrical curving paths (1889 and 1903) and no buildings (1889, 1903, 1911). The neighborhood composition at this time was mostly residential, with a few businesses and Lincoln School located on the block adjacent to the square since 1872 (Ma 1982:56). Chinatown was established at 8th and Webster Street in the 1870s and expanded over time to encompass the area around Lincoln Square (now called Upper Chinatown); by the early 20th century, the ethnic makeup of the neighborhood was primarily Chinese, and then later shifted to a more diverse Asian population.

In the 20th century various improvements were made to the square, many funded by the Chinese community. A children's playground was installed around 1927, which included "1 field house, 1 (indoor) baseball field, 1 basketball court, 2 handball courts, 2 jumping pits, 1 volleyball court, 1 horse shoe alley, 1 set circular traveling rings, 1 sand box, 1 low slide, 1 low bar, 1 horizontal bar, benches" (OCHS 1984a:4). In 1940, a brick clubhouse designed by Edward R. Foulkes was built on the northeast portion of the square along 11th Street, replacing the fieldhouse and indoor baseball field (OCHS 1984a:4). Over half of the construction cost was contributed by the Oakland Chinese Center, while labor was provided by Works Progress Administration (WPA) workers (Ma and Ma 1982:82). In 1969 as part of the Oakland Chinatown Playground Project, the play area was redesigned by landscape architect John Sue of the firm Ribera & Sue, and a Chinese junk boat play structure was installed as its centerpiece (Allen 1997). The Wa Sung Community Service Club was instrumental in both the original installation of the junk, as well as its restoration in 2003 (Wong 2004:87).

The Lincoln Square Recreation Center was opened in 1977. Around that time, the city closed off Alice Street between 10th and 11th Streets to compensate the Chinatown community for the loss of open play area (Public Works Agency 2004).

Lincoln Square was designated an Oakland City Landmark (#83-401) in 1983, with the intention to preserve it as a public park, open space, or playground (Landmarks Preservation Advisory Board 1983).

LINCOLN SQUARE RECREATION CENTER

Development and History

The Lincoln Square Recreation Center was built between 1976-1978, funded in part by a Department of Housing and Urban Development grant and community donations. It was designed by architects Wong & Brocchini and built by Junkwock Tom of San Francisco for a total cost of $443,250 (OCHS 1984b). The center was officially dedicated in 1977 (*Oakland Tribune* 1977).

Mary Anne Roach was the director of the new center from its opening until 2001. According to local historian L. Eve Armentrout Ma, the Lincoln Square Recreation Center was a key part of a movement revitalizing and expanding youth programs in the local Chinese community during the 1970s and 80s (Ma 2000). Under Roach's direction, the center offered activities and services to all age groups, including arts and crafts, badminton, baseball/softball, basketball, ceramics, cooking, dance, double dutch, gymnastics, teen center, trips, volleyball, and more. The center also hosted special events, including competitions (watermelon eating, basketball, double dutch, and annual snail races) and festivals such as Mid-Autumn and Go Hing. The Children's Chinese New Year Parade and celebration was held yearly, often beginning at the recreation center and coordinated by Roach (Oakland Parks & Recreation 1978-1996; *Oakland Tribune* 1979-2002).

City staff, Gilbert Gong is the current Recreation Center Director, having taken over that role in 2001. In partnership with community organizations, Gong was able to expand hours and programming for the center. The center continues to offer after school programs and summer camp to children from the adjacent Lincoln Elementary School, the neighborhood, and other parts of Oakland. Adult and senior programs include table tennis, Tai Chi, Chinese orchestra, Chinese opera, line dance, and ballroom dance, and are taught by volunteers from community organizations. According to Gong, 95% of the recreation center users are from the Asian/Pacific Islander community. Gong describes the center as "the heartbeat of Chinatown" where people from the neighborhood and surrounding areas come to socialize and connect with the Asian community. Many community and service organizations are associated with the Lincoln Square Recreation Center, among them the Chinese American Citizens Alliance, Toishan Benevolent Association, Friends of Lincoln Square, Wa Sung Community Service Club, and Boy and Girls Scouts (Gong 2022; Oakland Office of Parks & Recreation 2003-2014).

The Architects: Wong & Brocchini

The Lincoln Square Recreation Center was designed by the architectural firm of Worley K. Wong and Ronald G. Brocchini. Wong & Brocchini practiced architecture in the San Francisco Bay Area from 1968 to 1985, focusing on institutional architecture, including office and educational buildings (OAC n.d.; *San Francisco Chronicle* 1971, 1973, 1974).

Worley Wong (1912-1985) is best known, and most highly regarded, for his work in partnership with John Carden Campbell as Campbell and Wong, architects, during 1946-1968. Born in California in 1912, Wong attended St. Mary's College and graduated with honors from the University of California in Berkeley. The Campbell and Wong partnership has attracted attention from historians. Their prominent Bay Area firm was one of the first to popularize the modern A-frame house, and their residential work is highly regarded and featured in several guidebooks to historic architecture in the San Francisco Bay Area (Woodbridge 1960, 1988, 1992). Campbell and Wong's most frequently cited

work is Buddha's Universal Church at 720 Washington Street, Oakland (Campbell and Wong, 1953-1960). When Campbell and Wong broke up in 1968, Wong began a new partnership with Ronald Brocchini. This partnership was also long-lasting, persisting until Wong's death in 1985.

Ronald Brocchini (1929-2022) first worked as an architectural designer in 1948, while still in his teens, for Stone, Marraccini, and Patterson in San Francisco, before receiving BA and MA degrees in architecture from University of California in Berkeley (Marquis Who's Who n.d.). In 1961 Brocchini became an associate architect with Campbell and Wong in San Francisco, before forming a partnership with Wong in 1968. In 1981 he was elected President of the San Francisco Chapter of the American Institute of Architects, and became a lecturer at the California College of Arts and Crafts, in Oakland (San Francisco Chronicle 1981). In 1987, two years after Wong's death, he opened his own firm, Brocchini Architects, in Berkeley. He retired in 2014 and died in 2022.

Besides the Lincoln Square Recreation Center, a selection of Wong & Brocchini's works include:

- Venetia Oaks Senior Housing, 263 N. San Pedro Road, San Rafael (1968)
- Noni Eccles Treadwell Ceramic Arts Center (1973) and Raleigh and Claire Shaklee Building (1979), California College of Arts and Crafts, 5212 Broadway, Oakland
- Mill Valley Middle School, 425 Sycamore Ave, Mill Valley (1973)
- Kirsch Company building, Hayward (1971)
- Fromm and Sichel, Inc. Building, 633 Beach Street, San Francisco (1981)
- Transpacific Center, 1000 Broadway, Oakland (1983)
- Lee Mah Electronics Building, 636 Webster Street, Oakland (1984)

None of these works appear to have received significant attention from architectural historians.

ARCHAEOLOGICAL SENSITIVITY

ARCHAEOLOGICAL SURVEY

Daniel Shoup of A/HC surveyed the Project Area on September 21, 2022. Dr. Shoup is a Registered Professional Archaeologist with 15 years' experience in California archaeology. The Project Area was surveyed in transects spaced 5 meters or less apart.

The Project Area is flat and mostly covered with impervious surfaces including sidewalks, athletic courts, a playground, and the existing buildings. The western side of the park along Harrison and 10th Streets has moderate soil visibility. Here, trowel probes were used to expose soil beneath grass and wood chips at five locations. All of the soils observed were silty loam, and ranged in color from greyish brown to light brownish grey (Munsell 10YR 5/2 to 10YR 6/2). Though some gravel is present on the surface, the subsoil contains no rock. No archaeological indications were observed.

Figure 4: Trowel probe results at western edge of park (left) and along 10th Street near recreation center entrance (right)

ARCHAEOLOGICAL SENSITIVITY ANALYSIS

NATIVE AMERICAN ARCHAEOLOGICAL SITE SENSITIVITY

Native American archaeological sites are most often found in the places that are relatively flat, have easy access to a perennial source of fresh water, and are covered with soils deposited during the Holocene era (beginning 11,700 years ago).

The Project Area is flat, and located at approximately 40 feet elevation in an area that was oak woodland in late prehistory. The nearest freshwater stream is Glen Echo Creek, located over 1 kilometer to the north. Lake Merritt, a tidal slough, is located 600 meters to the east. Given the distance of the site from fresh water, and lack of known sites nearby, the Project Area has low sensitivity for Native American archaeological resources.

HISTORIC-PERIOD ARCHAEOLOGICAL SENSITIVITY

Lincoln Park (formerly Oakland Park) was one of the seven squares laid out in the original Oakland plat of 1852. It remained an open park until the 1920s, when playgrounds, sports facilities, and a field house were constructed and most of the park was paved. Recreational activities have a very low likelihood of producing stratified deposits of historic-era artifacts, and there is no indication that other types of historic-era archaeological features such as foundations, wells, or privies are likely to be found. The Project Area thus has low sensitivity for historic-era archaeological resources.

DESCRIPTION OF RESOURCES

LINCOLN SQUARE

Lincoln Square is bounded by Tenth, Eleventh, and Harrison Streets and a pedestrianized block of Alice Street. The square is located in the Oakland Chinatown commercial district, and is surrounded by one to two story commercial, religious, and educational buildings constructed between 1900 and 1980. Lincoln Elementary School is immediately to the east across Alice Street. The built environment and landscaping of the square has elements from several iterations of park planning: 1940, 1969, 1977, and after 2000.

Lincoln Square was dedicated for public use by 1853 as Oakland Square and has maintained the same boundaries since that time. No physical elements of the 19th century park survive. The oldest features in the park today are the clubhouse and storage building, both of which date to the 1940s. The clubhouse was built in 1940 to a design by architect Edward Foulkes. Today called the Hong Lok Senior Center, the clubhouse is situated along the north side of the park, adjacent to Eleventh Street, midway between Harrison and Alice. Constructed in the Spanish Revival style, the clubhouse is rectangular and measures 30 by 100 feet in size. It is one story in height, and brick masonry in construction, with outer walls that slope slightly inward as they rise. The sloping walls and proportions of the bricks suggest adobe construction. The roof is hipped, with recessed gables rising on the short sides, and is covered with clay tiles. Entrances are centered in the three of the four sides and are sheltered by extensions of the roof supported by square, chamfered wooden posts. This clubhouse retains its original window sash and appears to have high integrity.

The storage building, also from the 1940s, is located at the eastern edge of the square. It is a rectangular stucco building measuring 15 by 25 feet. It has a clay tile roof with gables on the short sides, turned-up eaves, and Chinese-style ornamental projections at the eave corners. The date of this building is unknown, but a building with the same shape and location is visible on a 1946 aerial photograph (Jack Amman 1946).

In 1968-1969, the park was redesigned by landscape architect John Sue of the firm Ribera & Sue. Elements from this time period include the perimeter wall and fence and the Chinese junk play structure. The perimeter of the park is defined variously by a low course of concrete and a low concrete wall, each of which supports a steel fence, and which are punctuated by occasional square concrete posts. These posts have inset panels and are topped by capitals decorated with Chinese designs. At the southeast corner of the park, there is a play structure shaped link a Chinese junk, also built in 1969 and restored in 2003.

Mature magnolia trees are located at irregular intervals along the west side and south sides of the square; several of them are to predate Ribera & Sue's 1969 redesign, while others may have been planted in 1969 or afterward.

Elements added since 1969 include another play structure of more conventional design at the northeast corner of the square. This area hosted an infant's play area in 1985, but the current structure appears to have been constructed circa 2000 based on review of aerial photographs (Google Earth 2023). The current Lincoln Square Recreation Center was built in 1977 and is discussed in detail below.

Between the play structures, clubhouse, and the recreation center, the central part of Lincoln Square is paved in concrete and striped with three basketball courts and four foursquare courts. This area was resurfaced and repainted circa 2010.

The square is characterized by activity throughout the day. Groups of children from the adjoining Lincoln School use the play structures during recess, the basketball courts are used by children and adults after school, and groups of adults practice badminton, tai chi, and other sports.

Figure 5: Lincoln Square looking east from Alice Street

Figure 6: Chinese junk play structure

Figure 7: Park fence along 11th Street with Chinese style capitals, with Clubhouse at left

Figure 8: 1940 Clubhouse south façade

Figure 9: Lincoln Square Recreation Center, north and northeast façades. East wing is at left and west wing at right.

Figure 10: 10th Street entrances with tile mural (south façade)

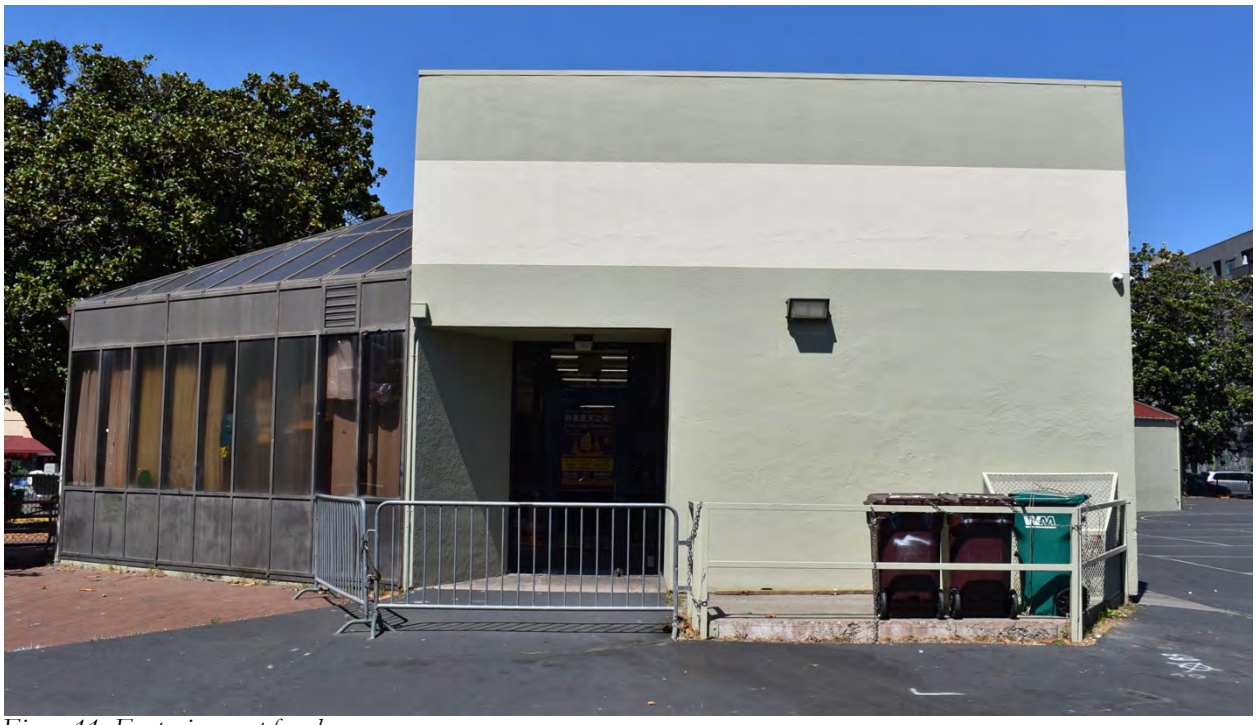


Figure 11: East wing, east façade

Figure 12: East wing, north façade

Figure 13: East wing, south façade

Figure 14: Tenth and Harrison, landscape strip between sidewalk and west façade

Figure 15: West wing, north façade, from basketball courts

Figure 16: West wing, south façade from Tenth Street

Figure 17: North entrance (from playground)

Figure 18: Window and stucco detail

THE LINCOLN SQUARE RECREATION CENTER

This building was built in 1977 to designs by the San Francisco architectural firm of Worley K. Wong, Ronald G. Brocchini, and Associates. It is situated in the southwest corner of the square, at the corner of Tenth and Harrison streets. Landscape strips about 10 feet wide wrap around the corner between the building and the sidewalk, and are covered with grass and magnolia trees. The Tenth Street entrance is landscaped with a brick patio and picnic tables.

THE EXTERIOR

The building itself rests upon a concrete perimeter foundation, appears to be clad in textured stucco, and is one story in height, though parts rise to greater heights than others. This is most evident when the building is viewed from the playground, looking south. Here one can see that the public entrance and adjacent areas on the north side are low relative to the flanking Multi-purpose Room, in the west wing, and classrooms, in the east wing.

The plan of the building is irregular, consisting of two wings that form an obtuse angle. The larger wing is the west wing, the bulk of which is devoted to a Multi-purpose Room. Two smaller and lower rooms in this wing – a kitchen and a games room – are appended to the east side of the Multi-purpose Room. This wing is not quite rectangular in shape, for two of its corners are shaved and there is an indention for an entrance where it meets the east wing. The east wing is devoted to an entrance lobby, three offices, two meeting and craft rooms, a storage room, restrooms, and a hallway. It also has a shaved corner and is indented for entrances on three sides.

There are two main public entrances and four secondary or service entrances. The primary public entrance is in the Tenth Street side (that is, the south side) of the east wing. Here, there are actually two entrances, both recessed, and separated by a span of wall that is clad in colorful tiles. According to the Historic Resources Inventory for Lincoln Square, this tile mural is original to the building's construction (OCHS 1984a). The western entrance leads to the lobby, while the eastern entrance is barricaded and is no longer in use. The wall of tiles between them is the only ornamented part of the exterior. The other public entrance is on the north side, at the junction of the west and east wings, and also leads to the lobby; it is also recessed. All of these entrances feature paired doors with full-length glazing, fixed transoms, and sidelights, and are made entirely of anodized aluminum. Regarding the secondary or service entrances, two are recessed. Each of them has a single door with full-length glazing and a fixed transom, and one of the two has sidelights. Both are made of anodized aluminum, just as the main public entrances are. The other two entrances have plain metal doors.

Windows vary greatly in size and shape, and their arrangement or placement is irregular. Their one common element is that all of them are made of anodized aluminum. Three windows on the north side, to the east of the main public entrance, are almost square in shape. Another window on the north side, just to the west of that entrance, is very elongated and is placed above eye level. Two tripartite windows in the east wing, facing Tenth Street and located to the east of the public entrances, are very large, with transoms. The middle part of each of these opens as a sliding door, most likely for emergency purposes. In the west wing, a narrow band of windows facing Harrison Street and a large, slanted window on the north side of this wing are all above eye level and admit light into the Multi-purpose room. Finally, an entire wall at the southeast corner of the east wing is made of anodized aluminum and is mostly windows, which admit light into a classroom.

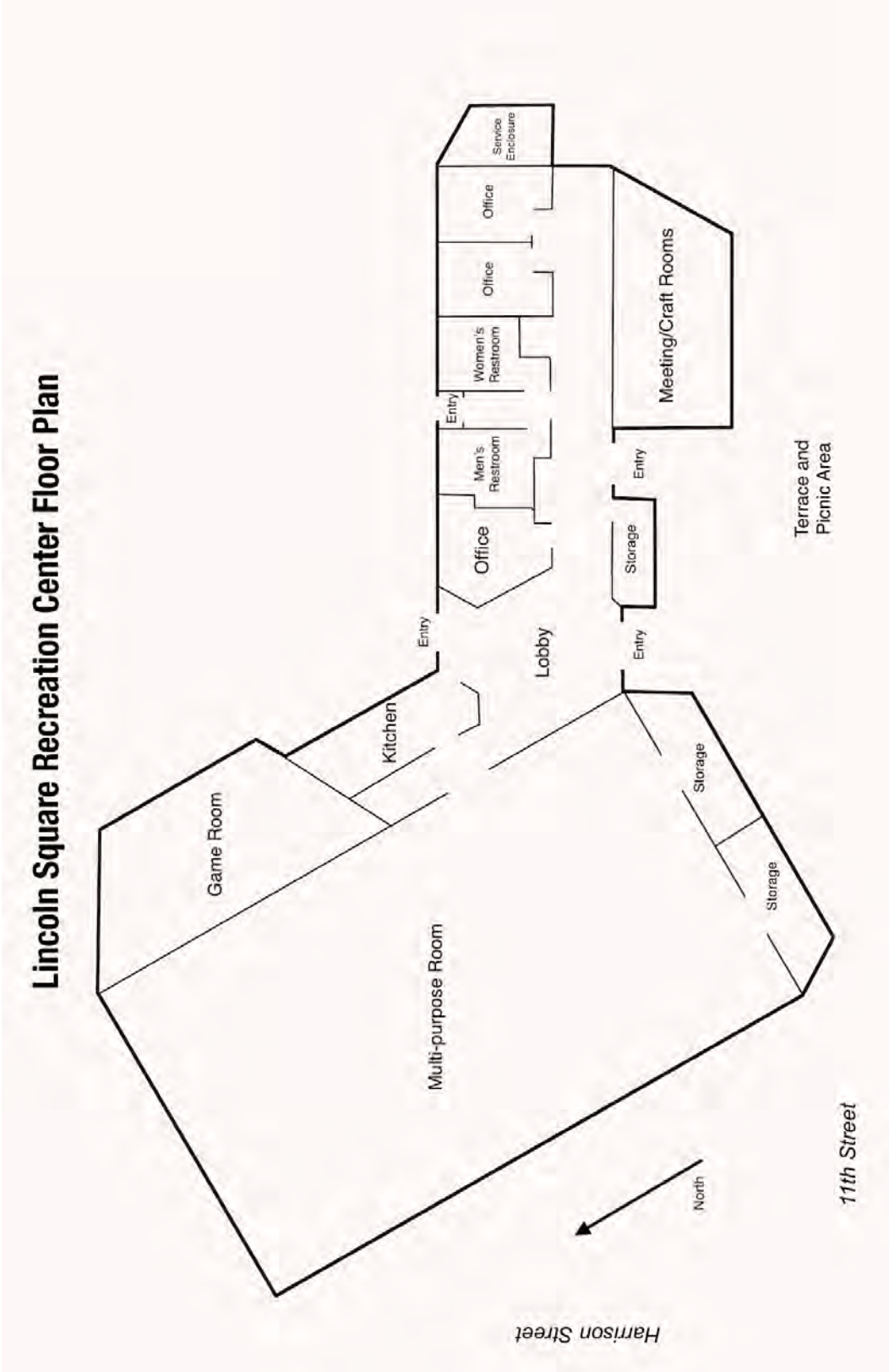


Figure 19: Floor Plan based on original architectural plans

Original plans supplied by the City of Oakland (Figure 19) reveal that all parts of the exterior described above date to the original 1977 construction. The consistent use of anodized aluminum for all windows and for almost all doors supports this idea.

THE INTERIOR

The hexagonal lobby of this building features a hexagonal light fixture and a ceiling that radiates lines from the fixture to its six corners. Round wooden posts are placed at each corner of the lobby and support wooden beams painted with interlocking hexagonal motifs. The color of the posts and beams is predominantly red, with occasional green bands and stripes, and this lends a Chinese style to the lobby. Original plans reveal that these features date to the original 1977 construction. They also relate to the Chinese elements of Lincoln Square's 1969 landscaping. Notably, there are no other Chinese style elements elsewhere in this building, either on the exterior or inside.

The hallway in the east wing is finished in flat plaster, with a tile floor (apparently linoleum) and fluorescent lights. The Multi-purpose Room, in the west wing, has a high ceiling featuring slightly bowed wooden beams that support the roof, and a sprung hardwood floor painted with lines for a basketball court. A large, slanted window sits well above eye level in the north wall, and additional windows are located on the south wall. Off the Multi-purpose Room to the east are a kitchen and game room.

Figure 20: Multi-purpose room in west wing looking north

Figure 21: Lobby

Figure 22: East wing hallway looking east (left); lobby detail (above)

SIGNIFICANCE EVALUATION AND RECOMMENDATIONS

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

CRITERIA FOR EVALUATION

In September 1992, Governor Wilson signed Assembly Bill 2881 which created more specific guidelines for identifying historical resources during the project review process under the California Environmental Quality Act (CEQA):

> A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For purposes of this section, an historical resource is a resource listed in, or determined eligible for listing in, the California Register of Historical Resources.[1]

Consequently, under Public Resources Code §21084.1, a historical resource eligible for the California Register of Historical Resources (CRHR) would by definition be a historical resource for purposes of CEQA compliance. The Final Guidelines for nominating resources to the CRHR were published January 1, 1998. Under the regulations, a number of historical resources are automatically eligible or presumed to be eligible for the CRHR if they have been listed under various state, national, or local historical resource criteria. A historical resource listed in or determined eligible for the NRHP is by definition also eligible for the CRHR. A historical resource listed in a local historical resources inventory is presumed to be historically or culturally significant unless the preponderance of the evidence demonstrates that it is not historically or culturally significant (CEQA Guidelines §15064.5(a)(2)).

In order for a resource to be eligible for the CRHR, it must satisfy all of the following three criteria (A, B, & C):

A. A property must be significant at the local, State, or national level, under one or more of the following four "Criteria of Significance" (these are essentially the same as the NRHP criteria with more emphasis on California history):

1. the resource is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States.
2. the resource is associated with the lives of persons important to the nation or to California's past.
3. the resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.

[1] California State Assembly, Assembly Bill 2881, Frazee, 1992. An Act to Amend Sections 5020.1, 5020.4, 5020.5, 5024.6 and 21084 of, and to add Sections 5020.7, 5024.1, and 21084.1 to, the Public Resources Code, relating to historical resources.

4. the resource has the potential to yield information important to the prehistory or history of the State or the nation (Criterion 4 applies primarily to archaeological sites and only rarely to buildings).

B. the resource retains historic integrity (defined below); and,

C. it is 50 years old or older (except for rare cases of structures of exceptional significance).

The CRHR regulations define "integrity" as ". . . the authenticity of a property's physical identity, evidenced by the survival of characteristics that existed during the property's period of significance," that is, it must retain enough of its historic character or appearance to be recognizable as a historical resource. Following the NRHP integrity criteria, CRHR regulations specify that integrity is a quality that applies to historical resources in seven ways: location, design, setting, materials, workmanship, feeling and association.[2] A property usually must retain most of these qualities to possess integrity. The retention of specific aspects of integrity is paramount for a property to convey its significance.

As a designated Oakland City Landmark, Lincoln Square is a historical resource under CEQA, and was recorded in 1983-1984 for the OCHS Historic Resources Inventory and Landmark resolution (Landmark Preservation Advisory Board 1983; OCHS 1984a). Given the passage of time, this report re-evaluates the square and identifies its character-defining features. The 1977 recreation center building has not been previously evaluated or listed under any local, State, or Federal historical resource designation criteria.

CRHR SIGNIFICANCE EVALUATION: LINCOLN SQUARE

CRHR Criteria

Lincoln Square is associated with two patterns of events that have made a significant contribution to the patterns of local and regional history:

- As one of seven original public squares dedicated by 1853, Lincoln Square is significant in the history of urban planning in Oakland.

- Lincoln Square is also significant for its continuous role in public recreation in Oakland's Chinatown since 1927, when Chinatown community organizations helped fund the construction of an indoor baseball field in the Square. This connection to the local Chinese-American community continued in 1940, when the Oakland Chinese Center funded most of the construction of the clubhouse building. The 1968 landscape design by Ribera and Sue was funded by the Wa Sung Service Club, and local Chinese-American architect Worley Wong was engaged to design the existing recreation center. The square has thus been a focus for recreational activity by the Chinatown community since the 1920s, was designed and built by members of the Oakland Chinese-American community, and played a role in the revitalization of Chinatown and Chinese-American culture in Oakland from the 1960s to the present.

[2] The definition of integrity under the California Register follows National Register of Historic Places criteria. Detailed definitions of the qualities of historic integrity are in National Register Bulletin 15, *How to Apply National Register Criteria for Evaluation*, published by the National Park Service.

In recognition of these contributions, Lincoln Square was designated a City Landmark 1983. As such, the square appears eligible for the CRHR under Criterion 1.

Historical research did not identify any significant figures in local, state, or national history associated with Lincoln Square. Though John Sue and Worley Wong were locally prominent figures in architecture and development, their work at Lincoln Square is not considered an important element of their practice thus it does not appear to be significant under CRHR Criterion 2.

Architecturally, Lincoln Square is a palimpsest of buildings and structures built between 1940 and 1977, reflecting several periods of its development and using contrasting styles. As such, the square as a whole does not embody a distinct architectural style or express high artistic values. Therefore, Lincoln Square does not appear to be eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, Lincoln Square is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. It therefore does not appear to be eligible for the CRHR under Criterion 4.

Character-Defining Features

The character-defining features of a historical resources are those essential features that convey its historical identity. At Lincoln Square, these include three physical features and one intangible feature:

- The shape and boundaries of the square, which are the same as they were in 1853;
- A sense of open space in the midst of a congested urban district;
- The 1940s Clubhouse building, designed by Edwin Foulkes and constructed by WPA workers, which appears individually eligible to the CRHR; and
- The square's history as a focus for indoor and outdoor recreational and community activities in Oakland's Chinatown since the 1920s.

Non-contributing physical features include:

- The 1968-1969 Ribera and Sue landscape design, including the Chinese junk boat play structure, perimeter fence, low wall, and decorative posts; and
- The 1977 Lincoln Square Recreation Center, evaluated below.

Integrity Analysis

Integrity is the ability of a property to convey its significance. Integrity has seven aspects: location, design, setting, materials, workmanship, feeling, and association, and is assessed with reference to the criteria under which a resource is eligible. Here we review the integrity of the three physical character-defining features of the square.

The shape and boundaries of the square are the same as they were in 1853, and therefore the square has good integrity of location and setting, which are the most important elements of integrity for a resource that is significant for its spatial relationships. Despite changes over time, it retains the feeling of open space in the middle of an urbanized area. As such, it retains the ability to convey its significance as a public park with the same relationship to the urban grid that it had in 1853.

The square maintains a sense of open space in an urban area. This aspect has reduced integrity of design, association, and feeling due to the construction of the 1977 recreation center, but maintains integrity of location and setting sufficient to convey its significance.

The 1940s clubhouse building retains good integrity of location, design, setting, materials, workmanship, and feeling. It has lost integrity of association because no other features of the 1920s-1940s park survive. Overall, however, it retains ample integrity to convey its historical significance.

CRHR SIGNIFICANCE EVALUATION: LINCOLN SQUARE RECREATION CENTER

Ma notes that the Lincoln Square Recreation Center was part of a trend of revitalization and expansion of youth programs during the 1970s and 1980s in Chinatown, which is a pattern of local significance. The recreation center building itself, however, was only one of several facilities at Lincoln Square - along with the playgrounds, basketball courts, and clubhouse – that was related to this theme. Moreover, it is one of a series of indoor recreation facilities built at Lincoln Square since the 1920s. The historical pattern, then, is associated with the square as a whole rather than with the building in itself. Therefore, the building does not appear to be eligible under CRHR Criterion 1.

Historical research did not identify any significant figures in local history associated with the building, thus it does not appear to be significant under CRHR Criterion 2.

The building does not appear to be an outstanding example of 1970s Modern architecture. Typically for Modern buildings of this period, the irregular plan and massing are functional, while the exterior finish is plain and lacks style references. The fenestration is irregular and appears uncomposed. Large expanses of the exterior present a blank appearance, especially on the long sides, facing 10th Street and the playground to the north. On the interior, the décor of the hexagonal lobby reflects the Chinese heritage of the area, but the remainder of the interior design is utilitarian. Although the senior architect of the firm of Wong and Brocchini, Worley K. Wong, was considered a highly regarded Bay Area architect, it is primarily for his residential work with an earlier architectural firm, Campbell and Wong. Wong and Brocchini, by contrast, is not well-studied and does not appear to be regarded as a significant architectural firm. The subject building bears no resemblance to Campbell and Wong's houses, nor to their notable institutional building. Neither contemporary comment nor the passage of time has identified this building as an outstanding or significant work, and the evaluators agree with this assessment. For these reasons, the building does not appear to be eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, the Lincoln Square Recreation Center is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. It therefore does not appear to be eligible for the CRHR under Criterion 4.

OAKLAND CULTURAL HERITAGE SURVEY

FRAMEWORK FOR EVALUATION

The CEQA guidelines give local jurisdictions wide latitude to establish criteria of significance that reflect local history and values. Properties determined eligible for local registers are presumed to be historical resources for the purposes of CEQA, unless a preponderance of evidence demonstrates otherwise (PRC §21084.1; CCR §15064.5(a)[2]).

The City of Oakland maintains the Oakland Cultural Heritage Survey (OCHS), which is described in the 1994 Historic Preservation Element of the General Plan. The OCHS uses a Kalman-type system adapted from San Francisco Heritage and Parks Canada, in which series of criteria are used to score buildings and sites, then assign them values based on a score. The process differs from the CRHR in that it considers properties in the context of the history of Oakland, rather than in the context of the State or nation. The OCHS criteria include visual quality and design, history and association, and context. A score is assigned for each criterion, and then modified by the property's integrity. Properties are assigned a rating from A-E based on their score. Properties rated A (highest importance) and B (major importance) are considered part of Oakland's Local Register of Historic Resources and therefore CEQA resources. Properties with a rating of C (secondary importance) may be eligible for further study, may be potential landmarks, or may be considered for preservation, but are not part of the Local Register without further action by the Landmarks and Preservation Board (City of Oakland 1994). Properties rated D (minor importance) or E (of no particular interest) do not typically enjoy protected status unless they are contributors to NRHP-eligible districts (Areas of Primary Importance).

EVALUATION UNDER OCHS CRITERIA: LINCOLN SQUARE

As previously mentioned, Lincoln Square is an Oakland City Landmark (#83-401) and is therefore considered a CEQA resource. The Square's Landmark status is based on its significance as one of the seven squares dedicated for public use on the original Oakland plat.

In terms of *visual quality and design*, Lincoln Square retains its original shape and boundaries as established in 1853, and is one of only four of the original public squares to survive. Designers Wong & Brocchini and Ribera & Sue are firms of secondary importance in Oakland. The supportive elements of the square are its continuous use for recreation in Chinatown since the 1920s.

In terms of *history and association*, numerous Asian-American community organizations are associated with the square, but is not closely associated with the formation or development of any particular group. No significant events are known to have taken place there. The building is intimately connected with the historical pattern of recreation, sports, and education in the Chinatown area.

The *context* of Lincoln Square includes its long continuity of shape, boundaries, and use. It is a notable feature of the neighborhood, but it is not a major city or neighborhood landmark.

The *integrity* of the square is good overall: it retains its original shape and has maintained a similar function since the 1920s.

Referring to the OCHS scoring sheet (Appendix 3), the property has a final score of 47.2, which gives it a score of A1+ (Highest Importance, a contributor to an Area of Primary Importance) as defined in the Historic Preservation Element:

Highest Importance. Applies to the most outstanding properties, considered clearly eligible for individual National Register and City Landmark designation. Outstanding examples of an important style, type, or convention, or intimately associated with a person, organization, event, or historical pattern of extreme importance at the local level or major importance at the state or national level (City of Oakland 1994).

EVALUATION UNDER OCHS CRITERIA: LINCOLN SQUARE RECREATION CENTER

In terms of *visual quality and design*, the Lincoln Square Recreation Center is a Modern building whose irregular window size and arrangement and massing gives an overall uncomposed appearance typical of its period of design. The interior design is functional, except for the lobby which is decorated in Chinese style and does not relate to the rest of the building. The firm of Wong and Brocchini were moderately well-known in the region, but not a firm of primary importance.

In terms of *history and association*, the building has hosted events for many Asian-American organizations since its construction, but is not closely associated with the formation or development of any particular group. No significant events are known to have taken place there. The building is loosely connected with the historical pattern of recreation, sports, and education in the Chinatown area.

Lincoln Square Recreation Center is located within Lincoln Square, but does not contribute to its historical *context* as a public square active since the 1850s. While it is a recognizable feature of the neighborhood, it is not a major city or neighborhood landmark.

The building has good *integrity:* its features exhibit minor surface wear, but are in their original locations with all major components intact. The surface wear would be reversible with appropriate maintenance.

Referring to the OCHS scoring sheet (Appendix 3), the property has a final score of 15.76, which gives it a score of D (Minor Importance) as defined in the Historic Preservation Element:

> Minor Importance. Properties which are not individually distinctive but are typical or representative examples of an important type, style, convention, or historical pattern (City of Oakland 1994).

Because it is located within an Oakland City Landmark, but does not contribute to the significance of that Landmark, its complete rating as a building appears to be D1-, a building of minor importance which is non-contributing to an area of primary importance. Because the use of the building relates to the significance of the square for community recreation, the recreation center can be considered D1+ (that is, contributing to an area of primary importance) in terms of its function.

SECRETARY OF THE INTERIOR'S STANDARDS ANALYSIS

FRAMEWORK FOR ANALYSIS

As noted above, Lincoln Square is a CEQA historical resource which is eligible under Criterion 1. The proposed project would demolish the existing recreation center and construct a new, larger building with a similar location and orientation. The new building will open onto Harrison Street and 10th Street, which are currently inaccessible from Lincoln Square. One of the basketball courts at the center of the square would be reconstructed and reoriented, but the number of courts would stay the same. The new design will relocate the building farther to the west, creating additional open space along 11th Street, where a new passive recreation area with tables will be constructed. The eastern half of the square, including the clubhouse, storage building, playgrounds, basketball courts, and landscape features such as fences, walls, and pillars, would not be altered.

The proposed project, then, is effectively a rehabilitation of a CRHR-eligible resource. The Secretary of the Interior's Standards defines rehabilitation as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." As noted above, the features of Lincoln Square which convey its values include:

- the shape and boundaries of the square;
- the sense of open space in the middle of a congested urban area;
- the 1940 clubhouse building; and
- the square's history as a focus for indoor and outdoor recreational and community activities in Oakland's Chinatown since the 1920s.

STANDARDS FOR REHABILITATION

To determine whether the proposed project would cause a substantial adverse change to this historical resource (as defined at PRC §5020.1(q)), we consider whether the proposed project meets the Secretary of the Interior's Standards for Rehabilitation. Below each standard is a discussion of its applicability to the current project.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

The proposed project will continue the existing use of Lincoln Square as a recreation facility for the Chinatown community, which has been continuous since the 1920s. The proposed new building, like the old building, occupies the southwest corner of the square and will serve the same function, with expanded capacity.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

The contributing physical elements to Lincoln Square are the shape and boundaries of the square, a sense of open space in a congested urban area, and the 1940 clubhouse. The proposed project will have minor effects on the shape of the square and its spatial relationships. The new building is larger,

and will cause a minor loss of open space. However, its location and orientation are similar to that of the old building. The new building will change existing spatial relationships only by providing new access routes to the square via Harrison and 11th Streets, and increasing open space along 10th Street with a new outdoor passive recreation area. Otherwise, the spatial relationships and features that characterize the square will remain unchanged.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

No conjectural features are proposed in the project.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The most significant change to Lincoln Square since its creation in 1853 was its transition from an open park to a mixed indoor-outdoor recreation facility circa 1927. Since then, the square has served as a focal point of community and recreational activities in Oakland's Chinatown, and this function is now a character-defining feature and contributes to the square's significance under CRHR Criterion 1. Likewise, the 1940 clubhouse building is an element of the square has acquired historic significance in its own right. The proposed project preserves both of these changes in historical significance, since the new building will provide the same services to the same community in a larger and enhanced space, and the clubhouse will not be affected by the project.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Standards 5 through 7 would only apply to the 1940 clubhouse, which is the only structure that contributes to Lincoln Square's significance. However, no modifications to the clubhouse are proposed by the project.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

No archaeological resources are known to be present in the project area, which has low sensitivity for buried archaeological resources.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

With respect to Standards 9 and 10, the proposed new work will not alter or destroy historic materials, features, or spatial relationships. No modifications to CRHR-eligible structures are proposed.

EFFECTS ANALYSIS

The proposed project meets all of the Secretary of the Interior's Standards for Rehabilitation. Therefore, it does not appear to have the potential to cause a substantial adverse effect to the integrity or CRHR eligibility of Lincoln Square.

FINDINGS AND CONCLUSIONS

As noted above, Lincoln Square appears eligible to the CRHR under Criterion 1. Its contributing elements include the shape and boundaries of the square, the 1940 clubhouse building, the presence of open space in a congested urban area, and the continuity of recreational use by Chinatown community. Its OCHS rating is A1+ (highest importance).

The Lincoln Square Recreation Center does not appear to be a historical resource under CEQA because it does not meet any of the criteria of the CRHR. The Lincoln Square Recreation Center appears to have a rating of D1- (minor importance) under the OCHS, and therefore does not contribute to the primary significance of Lincoln Square as one of the city's original seven public squares. Although the building does contribute to Lincoln Square's significance as a focus for recreation in the Chinatown community, the proposed project would replace it with a new building that would serve the same purpose.

The archaeological sensitivity analysis suggests that the Project Area has low sensitivity for buried Native American archaeological resources as well as historic-era archaeological resources.

The proposed project meets the Secretary of the Interior's Standards for Rehabilitation. Despite minor changes to the available open space, the character-defining features of Lincoln Square will not be significantly affected, and the square would remain eligible to CRHR after the proposed project is complete. As such, the proposed project does not appear likely to cause a substantial adverse change to the integrity of a historical resource as defined at 14 CCR §15064.5.

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APPENDIX 1: NORTHWEST INFORMATION CENTER RECORD SEARCH

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

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8/23/2022 NWIC File No.: 22-0157

Daniel Shoup
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Re: 22-42 Lincoln Square

The Northwest Information Center received your record search request for the project area referenced above, located on the Oakland West USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a 1/8 mile radius:

Resources within project area:	None
Resources within 1/8 mile radius:	P-01-001117; P-01-003811; P-01-004478; P-01-010530
Reports within project area:	S-023778

Resource Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed
Local Inventories:	☐ enclosed	☒ not requested	☐ nothing listed
GLO and/or Rancho Plat Maps:	☐ enclosed	☒ not requested	☐ nothing listed
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed

Soil Survey Maps: ☐ enclosed ☒ not requested ☐ nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

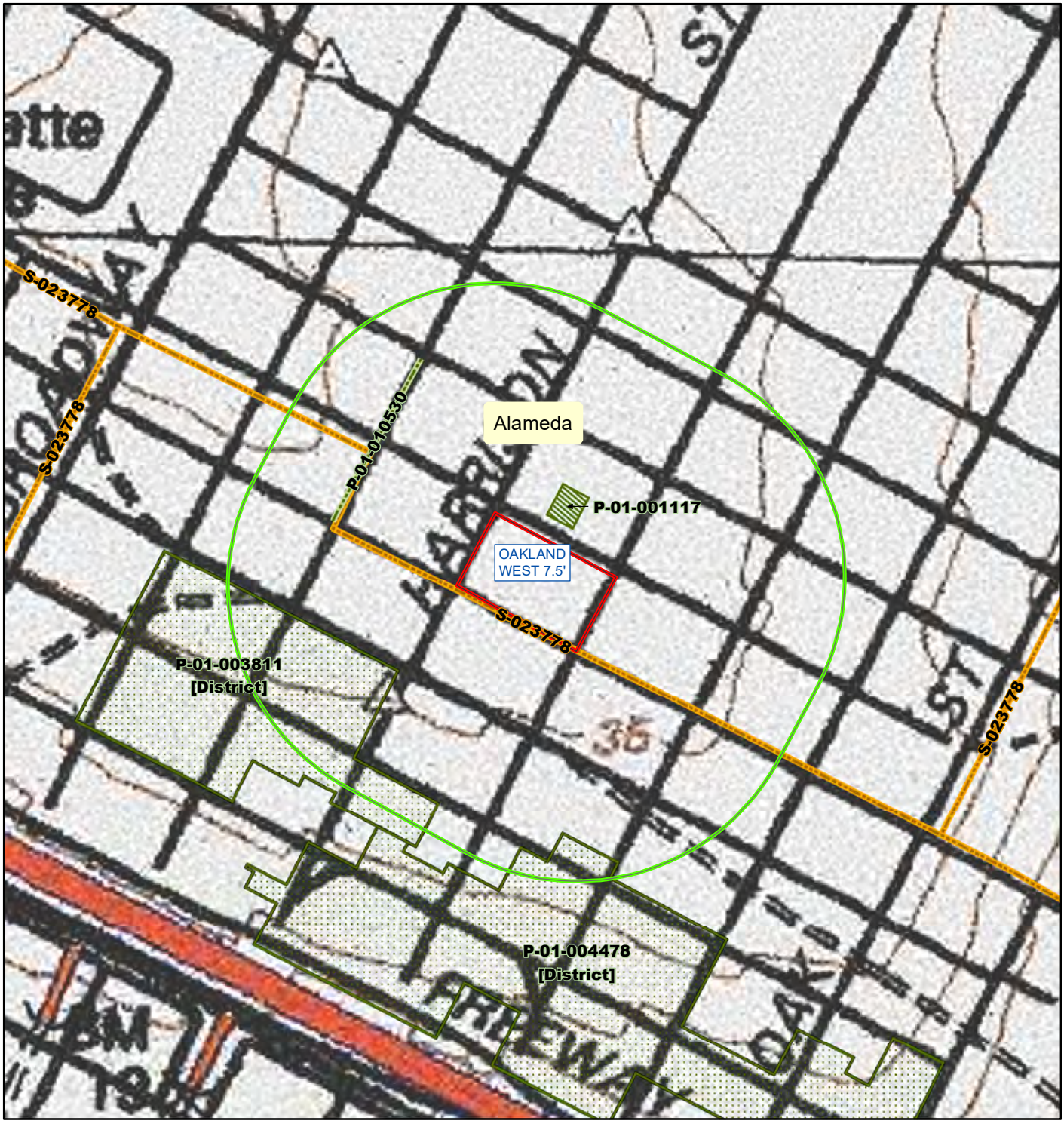
Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Justin Murazzo
Researcher

Resource/Report Map
22-42 Lincoln Square



Northwest Information Center
File #22-0157 25 August 2022 J. Murazzo
May depict confidential cultural resource locations.
Do not distribute.

Feet: 0, 140, 280, 420, 560
Meters: 0, 25, 50, 75, 100, 125
N

Project_location	Restricted resources	Restricted reports
Eighth_mile_buffer	Resources (points)	Reports (points)
Quad outlines	Resources (lines)	Reports (lines)
County outlines	Resources (polygons)	Reports (polygons)
	Resources approx loc	Reports approx loc
	Resource districts	Reports (CFMOU)

Resource Detail: P-01-001117

22-0157 :: 22-42 Lincoln Square

Identifying information

Primary No.: P-01-001117
Trinomial:
Name: 270-276 11th Street Self-Storage Building

Other IDs:	*Type*	*Name*
	Resource Name	270-276 11th Street Self-Storage Building
	OHP PRN	4623-1472-0000
	Other	Stulsaft Co. Showroom and Warehouse
	OHP Property Numb	93278

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Survey, Analysis, Other
Attribute codes: HP06 (1-3 story commercial building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	8/1/2006	Dana E. Supernowicz	Historic Resource Associates	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-032029	2006	Records Search Results and Site Visit for Cingular Wireless Project # 12951: 276 11th Street, Oakland, CA (letter report)	Archaeological Resources Technology

Location information

County: Alameda
USGS quad(s): Oakland West

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	270-276 11th Street	Oakland	2-69-11	

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	4/1/2005	icrds
Last modified:	12/7/2015	mikulikc

IC actions:	*Date*	*User*	*Action taken*
	12/7/2015	mikulikc	modified NWIC GIS feature to match correct parcel
	1/7/1998	AOApp1	Primary Number Autofill
	4/1/2005	jay	Appended records from discontinued ICRDS.

Record status: Verified

Resource Detail: P-01-003811

22-0157 :: 22-42 Lincoln Square

Identifying information

Primary No.: P-01-003811

Trinomial:

Name: Chinatown Commercial District

Other IDs:

Type	*Name*
Resource Name	Chinatown Commercial District
Other	Chinatown
OHP Property Numb	010841
OTIS Resource Num	413641
OHP PRN	4623-0047-9999

Cross-refs:
Is a district with element 01-003766
Is a district with element 01-003767
Is a district with element 01-003768
Is a district with element 01-003769
Is a district with element 01-003770
Is a district with element 01-003771
Is a district with element 01-003772
Is a district with element 01-003773
Is a district with element 01-003774
Is a district with element 01-003775
Is a district with element 01-003776
Is a district with element 01-003777
Is a district with element 01-003778
Is a district with element 01-003779
Is a district with element 01-003780
Is a district with element 01-003781
Is a district with element 01-003782
Is a district with element 01-003783
Is a district with element 01-003784
Is a district with element 01-003785
Is a district with element 01-003786
Is a district with element 01-003787
Is a district with element 01-003788
Is a district with element 01-003789
Is a district with element 01-003790
Is a district with element 01-003791
Is a district with element 01-003792
Is a district with element 01-003793
Is a district with element 01-003794
Is a district with element 01-003795
Is a district with element 01-003796
Is a district with element 01-003797
Is a district with element 01-003798
Is a district with element 01-003799
Is a district with element 01-003800
Is a district with element 01-003801
Is a district with element 01-003802
Is a district with element 01-003803
Is a district with element 01-003804
Is a district with element 01-003805
Is a district with element 01-003806
Is a district with element 01-003807
Is a district with element 01-003808
Is a district with element 01-003809
Is a district with element 01-003810

Attributes

Resource type: Building, District

Resource Detail: P-01-003811

22-0157 :: 22-42 Lincoln Square

Age: Historic
Information base: Survey
Attribute codes: HP03 (Multiple family property); HP06 (1-3 story commercial building); HP13 (Community center/social hall); HP16 (Religious building); HP36 (Ethnic minority property)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
5/31/1985	[none]	Oakland Cultural Heritage Survey	4623-0047-9999

Associated reports

Location information

County: Alameda
USGS quad(s): Oakland West

Address: *Address*	*City*	*Assessor's parcel no.*	*Zip code*
8th Street	Oakland		94607

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	4/1/2005	icrds
Last modified:	9/21/2018	moored

IC actions: *Date*	*User*	*Action taken*
9/20/2018	moored	Added recording event, received district form from Joseph. Awaiting verification of elements.
1/9/2018	raelync	Entered OHP identifiers; updated DB; OHP PRN: 4623-0047-9999 (District Form) not on file at the NWIC, requested from Joseph.
3/12/2002	AOOHP2	Primary number 01-003811 assigned.
4/1/2005	jay	Appended records from discontinued ICRDS.
12/11/2017	rinerg	auto-convert resource name to Proper Case (was: CHINATOWN, CHINATOWN COMMERCIAL DISTRIC)
6/14/2002	AOOHP2	OHP Property file import

Record status: Verified

Resource Detail: P-01-004478

22-0157 :: 22-42 Lincoln Square

Identifying information

Primary No.: P-01-004478

Trinomial:

Name: 7th Street/Harrison Square Residential District

Other IDs:

Type	*Name*
Resource Name	7th Street/Harrison Square Residential District
OHP Property Numb	011515
OHP PRN	4623-0137-9999

Cross-refs:
Is a district with element 01-004357
Is a district with element 01-004358
Is a district with element 01-004359
Is a district with element 01-004360
Is a district with element 01-004361
Is a district with element 01-004362
Is a district with element 01-004363
Is a district with element 01-004364
Is a district with element 01-004365
Is a district with element 01-004366
Is a district with element 01-004367
Is a district with element 01-004368
Is a district with element 01-004369
Is a district with element 01-004370
Is a district with element 01-004371
Is a district with element 01-004372
Is a district with element 01-004373
Is a district with element 01-004374
Is a district with element 01-004375
Is a district with element 01-004376
Is a district with element 01-004377
Is a district with element 01-004378
Is a district with element 01-004379
Is a district with element 01-004380
Is a district with element 01-004381
Is a district with element 01-004382
Is a district with element 01-004383
Is a district with element 01-004384
Is a district with element 01-004385
Is a district with element 01-004386
Is a district with element 01-004387
Is a district with element 01-004388
Is a district with element 01-004389
Is a district with element 01-004390

Attributes

Resource type: Building, District

Age: Historic

Information base: Survey

Attribute codes: HP02 (Single family property); HP29 (Landscape architecture) - park

Disclosure: Not for publication

Collections: No

Accession no(s):

Facility:

General notes

This district has 124 elements as per the HPD, all have been assigned primary numbers by OHP. While the district has been processed, not all of the elements are associated with the district in the database and most of the elements have not been processed (A. Sims 11/16/2016)

Resource Detail: P-01-004478

22-0157 :: 22-42 Lincoln Square

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
5/31/1984	[none]	Oakland Cultural Heritage Survey	HRI 4623-0137-9999

Associated reports

Location information

County: Alameda

USGS quad(s): Oakland West

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
		Oakland		

PLSS:

UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	4/1/2005	icrds	
Last modified:	11/22/2016	neala	
IC actions:	*Date*	*User*	*Action taken*
	6/14/2002	AOOHP2	OHP Property file import
	10/20/2010	neala	voided-duplicate resource
	10/29/2010	neala	note added
	11/16/2016	simsa	This resource had previously been subsumed by P-01-004376, after an examination of the HPD and resource documentation, the subsuming was undone and P-01-004478 was reinstated.
	3/12/2002	AOOHP2	Primary number 01-004478 assigned.
	4/1/2005	jay	Appended records from discontinued ICRDS.

Record status: Verified

Resource Detail: P-01-010530

22-0157 :: 22-42 Lincoln Square

Identifying information

Primary No.: P-01-010530
Trinomial:
Name: ESA-OAK-001b

Other IDs:	*Type*	*Name*
	Resource Name	ESA-OAK-001b

Cross-refs: See also 01-010529
See also 01-010531

Attributes

Resource type: Other
Age: Historic
Information base: Survey, Testing, Other
Attribute codes: AH07 (Roads/trails/railroad grades)
Disclosure: Not for publication
Collections: No
Accession no(s):
Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	10/20/2000	K. Ross Way	Environmental Science Associates	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-026045	2000	Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiberoptic Cable Project, San Francisco Bay Area and Los Angeles Basin Networks	Mooney & Associates
S-031825		Voided S# - see S-38249, additional citation 'd'	
S-038249	2010	Historic Property Survey Report, the Alameda County Transit District's East Bay Bus Rapid Transit Project in Berkeley, Oakland, and San Leandro	Archaeological/Historical Consultants

Location information

County: Alameda
USGS quad(s): Oakland West

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	Webster Street	Oakland		94607

PLSS:
UTMs: Zone 10 564316mE 4183740mN NAD27 (NAD 1927)
Zone 10 564400mE 4183890mN NAD27 (NAD 1927)

Management status

Database record metadata

	Date	*User*	
Entered:	4/6/2005	jay	
Last modified:	12/18/2015	muchb	
IC actions:	*Date*	*User*	*Action taken*
	4/6/2005	jay	Entered minimal information from hard copy list provided by Leigh.

Record status: Verified

Report Detail: S-023778

22-0157 :: 22-42 Lincoln Square

Identifiers

Report No.: S-023778

Other IDs:

Type	*Name*
Voided	S-25603
Voided	S-26419

Cross-refs: See also S-025603

Citation information

Author(s): David Chavez and Jan M. Hupman
Year: 2000 (Oct)
Title: Archaeological Resources Investigations for the EBMUD East Bayshore Recycled Water Project, Alameda County, California
Affliliation: David Chavez & Associates
No. pages:
No. maps:
Attributes: Archaeological, Field study
Inventory size: c 29 li mi
Disclosure: Not for publication
Collections: No

Sub-desig.: a
Author(s): David Chavez
Year: 2002 (Apr)
Title: Archaeological Resources Investigations for the EBMUD East Bayshore Recycled Water Project, Alameda County, California: Supplemental Report
Affiliation: David Chavez & Associates
Report type(s): Archaeological, Field study
Inventory size:
No. pages:
Disclosure: Not for publication
Collections: No
PDF Pages: 73-100

Sub-desig.: b
Author(s): Daivd Chavez and Jan M. Hupman
Year: 2002 (Sep)
Title: Archaeological Resources Investigations for the EBMUD East Bayshore Recycled Water Project, Alameda County, California: Additional Pipeline Alignments
Affiliation: David Chavez & Associates
Report type(s): Archaeological, Field study
Inventory size:
No. pages:
Disclosure: Not for publication
Collections: No
PDF Pages: 100-178

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-01-000026	CA-ALA-000005	Nelson's 314a
P-01-000031	CA-ALA-000010	[none]
P-01-000038	CA-ALA-000017	[none]
P-01-000042	CA-ALA-000022	Easton Building
P-01-000082	CA-ALA-000305	Nelson No. 305; Barker's El Cerr
P-01-000083	CA-ALA-000306	Nelson No. 306

P-01-000084	CA-ALA-000307	West Berkeley Shell Mound
P-01-000086	CA-ALA-000309	Emeryville Shellmound
P-01-000087	CA-ALA-000310	Nelson's 310
P-01-000088	CA-ALA-000311	Nelson's 311
P-01-000089	CA-ALA-000312	Nelson's 312
P-01-000090	CA-ALA-000313	Nelson's 313
P-01-000091	CA-ALA-000314	Nelson's 314
P-01-000120	CA-ALA-000390	[none]

No. resources: 14

Has informals: No

Location information

County(ies): Alameda

USGS quad(s): Oakland East, Oakland West, Richmond

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	4/7/2005	nwic-main
Last modified:	9/3/2020	hagell

IC actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.
	12/19/2016	moored	Added additional citation 'a' and 'b'
	5/19/2017	hagell	edited additional citation 'a' title, attributes, affiliation.
	6/2/2017	raelync	Shapes in GIS are in Rep Line and Rep Poly to capture pipeline routes and pump stations survyed.
	9/3/2020	hagell	edited other identifiers

Record status: Verified

APPENDIX 2: SACRED LAND FILE SEARCH RESULTS

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

August 30, 2022

Daniel Shoup
Archaeological/Historical Consultants

Via Email to: daniel.shoup@ahc-heritage.com

Re: 22-42 Lincoln Square Project, Alameda County

Dear Mr. Shoup:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive. Please contact the Amah Mutsun Tribal Band of Mission San Juan Bautista, the North Valley Yokuts Tribe, and The Confederated Villages of Lisjan on the attached list for information. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. A SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with a project's geographic area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites, such as the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center for the presence of recorded archaeological sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. Please contact all of those listed; if they cannot supply information, they may recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Alameda County
8/30/2022

Amah MutsunTribal Band of Mission San Juan Bautista
Irene Zwierlein, Chairperson
3030 Soda Bay Road — Costanoan
Lakeport, CA, 95453
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com

Costanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
244 E. 1st Street — Costanoan
Pomona, CA, 91766
Phone: (909) 629 - 6081
Fax: (909) 524-8041
rumsen@aol.com

Indian Canyon Mutsun Band of Costanoan
Kanyon Sayers-Roods, MLD Contact
1615 Pearson Court — Costanoan
San Jose, CA, 95122
Phone: (408) 673 - 0626
kanyon@kanyonkonsulting.com

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28 — Costanoan
Hollister, CA, 95024
Phone: (831) 637 - 4238
ams@indiancanyons.org

Muwekma Ohlone Indian Tribe of the SF Bay Area
Monica Arellano, Vice Chairwoman
20885 Redwood Road, Suite 232 — Costanoan
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
marellano@muwekma.org

North Valley Yokuts Tribe
Katherine Perez, Chairperson
P.O. Box 717 — Costanoan
Linden, CA, 95236 — Northern Valley
Phone: (209) 887 - 3415 — Yokut
canutes@verizon.net

North Valley Yokuts Tribe
Timothy Perez,
P.O. Box 717 — Costanoan
Linden, CA, 95236 — Northern Valley
Phone: (209) 662 - 2788 — Yokut
huskanam@gmail.com

The Ohlone Indian Tribe
Andrew Galvan, Chairperson
P.O. Box 3388 — Bay Miwok
Fremont, CA, 94539 — Ohlone
Phone: (510) 882 - 0527 — Patwin
Fax: (510) 687-9393 — Plains Miwok
chochenyo@AOL.com

The Ohlone Indian Tribe
Desiree Vigil, THPO
1775 Marco Polo Way, Apt. 21 — Bay Miwok
Burlingame, CA, 94010 — Ohlone
Phone: (650) 290 - 0245 — Patwin
dirwin0368@yahoo.com — Plains Miwok

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct. — Foothill Yokut
Salinas, CA, 93906 — Mono
Phone: (831) 443 - 9702
kwood8934@aol.com

The Confederated Villages of Lisjan
Corrina Gould, Chairperson
10926 Edes Avenue — Bay Miwok
Oakland, CA, 94603 — Ohlone
Phone: (510) 575 - 8408 — Delta Yokut
cvltribe@gmail.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 22-42 Lincoln Square Project, Alameda County.

APPENDIX 3: OCHS FORMS

Appendix C: Oakland Cultural Heritage Survey Scoring Form

Oakland Cultural Heritage Survey – Evaluation Worksheet

The worksheet below evaluates Lincoln Square. It is based on the 1993 Oakland General Plan Heritage Survey Evaluation Methods document. The final score of 47.2 suggests that Lincoln Square should maintain its rating of A1, that is an Area of Primary Importance.

A Visual Quality/Design

Criterion	*Rating*	*Score*	*Comment*
1 Exterior	VG	8	Retains its 1853 shape and boundaries
2 Interior	n/a	0	n/a
3 Construction	n/a	0	Not significant for construction technique
4 Designer	VG	3	Wong & Brocchini and Ribera & Sue are firms of secondary importance
5 Type	E	10	Only 4 of 7 original squares survive
6 Supportive elements	E	8	Supportive elements are continuous use for recreation since 1920s

B History/Association

Criterion	*Rating*	*Score*	*Comment*
7 Person/Organization	VG	10	Organizations of secondary and tertiary importance are closely connected to the site
8 Event	FP	0	No known significant events
9 Patterns	VG	6	Patterns of secondary importance (recreation, Chinatown community) are intimately connected
10 Age	E	8	Established prior to 1869

C Context

Criterion	*Rating*	*Score*	*Comment*
11 Continuity	E	8	Establishes the character of an API (Lincoln Square)
12 Familiarity	G	5	Conspicuous in neighborhood, but not citywide

SCORE (A, B, & C) 53

D Integrity

Criterion	*Rating*	*Deduction*	*Comment*
13 Condition	E	n/a	Square has original shape
14 Exterior Alterations	G	-5.8	Minor alterations that do not change the overall character
15 Interior Alterations	n/a	n/a	n/a
16 Structural Removals	E	n/a	No removals
17 Site	E	n/a	In original Locations

E Reversibility

Criterion	*Rating*	*Score*	*Comment*
18 Exterior		n/a	n/a
19 Interior		n/a	n/a

DEDUCTIONS (D&E) -5.8

TOTAL SCORE 47.2

RATING A1

Oakland Cultural Heritage Survey – Evaluation Worksheet

The worksheet below evaluates the existing community center building at Lincoln Square. It is based on the 1993 Oakland General Plan Heritage Survey Evaluation Methods document. The final score of 15.76 suggests that the community center building should be rated D1-, that is a Property of Minor Importance located in an Area of Primary Importance, but which does not contribute to its significance.

A Visual Quality/Design

Criterion	*Rating*	*Score*	*Comment*
1 Exterior	FP	0	Design lacks clear stylistic features or composition
2 Interior	FP	0	Interior features are undistinguished
3 Construction	FP	0	Not significant for construction technique
4 Designer	VG	3	Wong and Brocchini are a firm of secondary importance
5 Type	FP	0	Undistinguished Modern building lacking distinct stylistic features
6 Supportive elements	FP	0	No supportive elements

B History/Association

Criterion	*Rating*	*Score*	*Comment*
7 Person/Organization	G	5	Organizations of secondary and tertiary importance are loosely connected to the site
8 Event	FP	0	No known significant events
9 Patterns	VG	3	Patterns of secondary importance (recreation, Chinatown community) are loosely connected
10 Age	FP	0	Constructed 1977

C Context

Criterion	*Rating*	*Score*	*Comment*
11 Continuity	NP	0	Does not contribute to the historic character of Lincoln Square
12 Familiarity	G	5	Conspicuous in neighborhood, but not citywide

SCORE (A, B, & C) 16

D Integrity

Criterion	*Rating*	*Deduction*	*Comment*
13 Condition	G	-0.24	Exhibits minor surface wear
14 Exterior Alterations	E	n/a	No significant alterations from original plan
15 Interior Alterations	G	n/a	Minor alterations that do not change the original character
16 Structural Removals	E	n/a	No removals
17 Site	E	n/a	Has not been moved

E Reversibility

Criterion	*Rating*	*Score*	*Comment*
18 Exterior		n/a	No evident modifications
19 Interior		n/a	Minor modifications

DEDUCTIONS (D&E) -0.24

TOTAL SCORE 15.76

APPENDIX 4: DPR 523 FORMS

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # HRI # Trinomial NRHP Status Code 5S1
Other Listings Review Code _____ Reviewer _____ Date _____	

 ***Resource Name or #:** Lincoln Square, Oakland

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Alameda **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Oakland West **Date** 1993 **T** 1S; **R** 4W; Rancho San Antonio (V. and D. Peralta) MD **B.M.**

c. Address Block bounded by 10th, 11th, Harrison, and Alice Sts City Oakland Zip 94307

d. UTM: Zone mE / mN

e. Other Locational Data: APN 2-71-1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Lincoln Square is bounded by Tenth, Eleventh, and Harrison Streets and a pedestrianized block of Alice Street. The square is located in the Oakland Chinatown commercial district, and is surrounded by one to two story commercial, religious, and educational buildings constructed between 1900 and 1980. Lincoln Elementary School is immediately to the east across Alice Street. The built environment and landscaping of the square has elements from several iterations of park planning: 1940, 1969, 1977, and after 2000.

[SEE CONTINUATION SHEET]

***P3b. Resource Attributes:** HP31 (Urban Open Space)

***P4.Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: Lincoln Square, looking east from Harrison Street

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1853, with additions in 1940, 1969, 1977

***P7. Owner and Address:**
City of Oakland

***P8. Recorded by:**
Archaeological/Historical Consultants
609 Aileen Street, Oakland, CA 94609
www.ahc-heritage.com

***P9. Date Recorded:** August 24, 2022

P10. Survey Type: Architectural

***P11. Report Citation:** Jennifer Ho, William Kostura, & Daniel Shoup, 2022. *Cultural Resources Survey Report: Lincoln Square.* Archaeological/Historical Consultants, Oakland.

***Attachments:** ☐ NONE ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** Lincoln Square, Oakland ***NRHP Status Code** 5S1

B1. Historic Name: Lincoln Square
B2. Common Name: None
B3. Original Use: Public Park B4. Present Use: Public Park and Recreation Center

***B5. Architectural Style:** n/a

***B6. Construction History:**
Lincoln Square was set aside for the public in 1853. The current square has elements from 1940, 1969, 1977, and the 2010s.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**
***B8. Related Features:** None

B9a. Architect: n/a b. Builder: n/a

***B10. Significance:** **Themes** 1) urban planning 2)public recreation in Oakland Chinatown
Area Oakland
Period of Significance 1853-present **Property Type** Public Park **Applicable Criteria** 1

History of Lincoln Square
When the city of Oakland was first laid out in the early 1850s, seven squares were set aside for public use. Surveyor Julius Kellersberger's 1853 map is the first official map of Oakland, and it shows the seven public squares: Washington, Franklin, Harrison, Jefferson, Caroline (later Madison), Oakland (later Lincoln), and Lafayette (Bagwell 1982:27-29). These squares were part of mayor and city founder Horace Carpentier's vision of a city full of beautiful parks, wide avenues, and shady trees. In his first message to the city council in 1854, he urged that "the public squares be inclosed and embellished at as early a day as the finances of the city will permit" (Wood 1882:561).

[SEE CONTINUATION SHEET]

B11. Additional Resource Attributes:

***B12. References:** [SEE CONTINUATION SHEETS]

B13. Remarks:

***B14. Evaluator:** William Kostura & Jennifer Ho

***Date of Evaluation:** October 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

***P3a. Description (Continued):**

Lincoln Square was dedicated for public use by 1853 as Oakland Square and has maintained the same boundaries since that time. No physical elements of the 19th century park survive. The oldest features in the park today are the clubhouse and storage building, both of which date to the 1940s. The clubhouse was built in 1940 to a design by architect Edward Foulkes. Today called the Hong Lok Senior Center, the clubhouse is situated along the north side of the park, adjacent to Eleventh Street, midway between Harrison and Alice. Constructed in the Spanish Revival style, the clubhouse is rectangular and measures 30 by 100 feet in size. It is one story in height, and brick masonry in construction, with outer walls that slope slightly inward as they rise. The sloping walls and proportions of the bricks suggest adobe construction. The roof is hipped, with recessed gables rising on the short sides, and is covered with clay tiles. Entrances are centered in the three of the four sides and are sheltered by extensions of the roof supported by square, chamfered wooden posts. This clubhouse retains its original window sash and appears to have high integrity.

The storage building, also from the 1940s, is located at the eastern edge of the square. It is a rectangular stucco building measuring 15 by 25 feet. It has a clay tile roof with gables on the short sides, turned-up eaves, and Chinese-style ornamental projections at the eave corners. The date of this building is unknown, but a building with the same shape and location is visible on a 1946 aerial photograph (Jack Ammann 1946).

In 1968-1969, the park was redesigned by landscape architect John Sue of the firm Ribera & Sue. Elements from this time period include the perimeter wall and fence and the Chinese junk play structure. The perimeter of the park is defined variously by a low course of concrete and a low concrete wall, each of which supports a steel fence, and which are punctuated by occasional square concrete posts. These posts have inset panels and are topped by capitals decorated with Chinese designs. At the southeast corner of the park, there is a play structure shaped link a Chinese junk, also built in 1969 and restored in 2003.

Mature magnolia trees are located at irregular intervals along the west side and south sides of the square; several of them are to predate Ribera & Sue's 1969 redesign, while others may have been planted in 1969 or afterward.

Elements added since 1969 include another play structure of more conventional design at the northeast corner of the square. This area hosted an infant's play area in 1985, but the current structure appears to have been constructed circa 2000 based on review of aerial photographs (Google Earth 2023). The current Lincoln Square Recreation Center was built in 1977 and is discussed in detail below. Between the play structures, clubhouse, and the recreation center, the central part of Lincoln Square is paved in concrete and striped with three basketball courts and four foursquare courts. This area was resurfaced and repainted circa 2010.

The square is characterized by activity throughout the day. Groups of children from the adjoining Lincoln School use the play structures during recess, the basketball courts are used by children and adults after school, and groups of adults practice badminton, tai chi, and other sports.

***P3a. Description (Continued):**

Lincoln Square looking east

Lincoln Square Recreation Center north and northeast façades

1940 Clubhouse south façade

***P3a. Description (Continued):**

Chinese junk play structure

Park fence along 11th Street with Chinese style capitals, Clubhouse at left

***B10. Significance (Continued):**

Confusion over land titles was a major part of Oakland's early history, due to the complicated legal process involved in confirming Spanish and Mexican land grants, infighting amongst the Peralta family, and the fact that much of downtown Oakland was sold by Carpentier and his associates, who did not actually own the land (Bagwell 1982:31-32). As a result, the city did not have clear ownership of the seven squares until 1869. That year, Mayor Samuel Merritt had Harrison, Jefferson, Caroline, Oakland (later Lincoln), and Lafayette Squares enclosed with sturdy picket fences to reinforce the city's claim (Jones 1935:8; Wood 1882:570). Despite Mayor Andrus calling for beautification of the squares in 1879, only Lafayette and Jefferson Squares were improved during this time period (Wood 1882:699; Elliott 1885:67-68). In 1887, Mayor Davis described most of the squares as "not in an attractive condition" (Jones 1935:10).

Improvements at Oakland Square, bounded by Harrison, Alice, 10th, and 11th Streets, most likely began shortly after Mayor Davis's uncomplimentary description. By 1890, the city was spending $1,000 per year on maintenance for the square, which included park settees purchased in 1898-99. In 1898, Oakland Square was renamed Lincoln Square in honor of President Abraham Lincoln (Jones 1935:14). Sanborn Fire Insurance Maps from this time period depict Lincoln Square with symmetrical curving paths (1889 and 1903) and no buildings (1889, 1903, 1911). The neighborhood composition at this time was similar to that currently: mostly residential, with a few businesses and Lincoln School located on the southwest block adjacent to the square since 1872 (Ma 1982:56). Chinatown was established at 8th and Webster Street in the 1870s and expanded over time to encompass the area around Lincoln Square (now called Upper Chinatown); by the early 20th century, the ethnic makeup of the neighborhood was primarily Chinese, and then later shifted to a more diverse Asian population.

In the 20th century various improvements were made to the square, many funded by the Chinese community. A children's playground was installed around 1927, which included "1 field house, 1 (indoor) baseball field, 1 basketball court, 2 handball courts, 2 jumping pits, 1 volleyball court, 1 horse shoe alley, 1 set circular traveling rings, 1 sand box, 1 low slide, 1 low bar, 1 horizontal bar, benches" (OCHS 1984a:4). In 1940, a brick clubhouse designed by Edward R. Foulkes was built on the northeast portion of the square along 11th Street, replacing the fieldhouse and indoor baseball field (OCHS 1984a:4). Over half of the construction cost was contributed by the Oakland Chinese Center, while labor was provided by Works Progress Administration (WPA) workers (Ma and Ma 1982:82).

In 1969 as part of the Oakland Chinatown Playground Project, the play area was redesigned by landscape architect John Sue of the firm Ribera & Sue, and a Chinese junk boat play structure was installed as its centerpiece (Allen 1997). The Wa Sung Community Service Club was instrumental in both the original installation of the junk, as well as its restoration in 2003 (Wong 2004:87).

The Lincoln Square Recreation Center was opened in 1977. Around that time, the city closed off Alice Street between 10th and 11th Streets to compensate the Chinese community for the loss of open play area (Public Works Agency 2004).

Lincoln Square was designated an Oakland City Landmark (#83-401) in 1983, with the intention to preserve it as a public park, open space, or playground (Landmarks Preservation Advisory Board 1983).

***B10. Significance (Continued):**

Significance Evaluation

Lincoln Square is associated with two patterns of events that have made a significant contribution to the patterns of local and regional history:

- As one of seven original public squares dedicated by 1853, Lincoln Square is significant in the history of urban planning in Oakland.
- Lincoln Square is also significant for its continuous role in public recreation in Oakland's Chinatown since 1927, when Chinatown community organizations helped fund the construction of an indoor baseball field in the Square. This connection to the local Chinese-American community continued in 1940, when the Oakland Chinese Center funded most of the construction of the clubhouse building. The 1968 landscape design by Ribera and Sue was funded by the Wa Sung Service Club, and local Chinese-American architect Worley Wong was engaged to design the existing recreation center. The square has thus been a focus for recreational activity by the Chinatown community since the 1920s, was designed and built by members of the Oakland Chinese-American community, and played a role in the revitalization of Chinatown and Chinese-American culture in Oakland from the 1960s to the present.

In recognition of these contributions, Lincoln Square was designated a City Landmark 1983. As such, the square appears eligible for the CRHR under Criterion 1.

Historical research did not identify any significant figures in local, state, or national history associated with Lincoln Square. Though John Sue and Worley Wong were locally prominent figures in architecture and development, their work at Lincoln Square is not considered an important element of their practice thus it does not appear to be significant under CRHR Criterion 2.

Architecturally, Lincoln Square is a palimpsest of buildings and structures built between 1940 and 1977, reflecting several periods of its development and using contrasting styles. As such, the square as a whole does not embody a distinct architectural style or express high artistic values. Therefore, Lincoln Square does not appear to be eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, Lincoln Square is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. It therefore does not appear to be eligible for the CRHR under Criterion 4.

Character-Defining Features

The character-defining features of a historical resources are those essential features that convey its historical identity. At Lincoln Square, these include three physical features and one intangible feature:

- The shape and boundaries of the square, which are the same as they were in 1853;
- A sense of open space in the midst of a congested urban district;
- The 1940s Clubhouse building, designed by Edwin Foulkes and constructed by WPA workers, which appears individually eligible to the CRHR; and

- The square's history as a focus for indoor and outdoor recreational and community activities in Oakland's Chinatown since the 1920s.

Non-contributing physical features include:

- The 1968-1969 Ribera and Sue landscape design, including the Chinese junk boat play structure, perimeter fence, low wall, and decorative posts; and
- The 1977 Lincoln Square Recreation Center.

Integrity Analysis

Integrity is the ability of a property to convey its significance. Integrity has seven aspects: location, design, setting, materials, workmanship, feeling, and association, and is assessed with reference to the criteria under which a resource is eligible. Here we review the integrity of the three physical character-defining features of the square.

The shape and boundaries of the square are the same as they were in 1853, and therefore the square has good integrity of location and setting, which are the most important elements of integrity for a resource that is significant for its spatial relationships. Despite changes over time, it retains the feeling of open space in the middle of an urbanized area. As such, it retains the ability to convey its significance as a public park with the same relationship to the urban grid that it had in 1853.

The square maintains a sense of open space in an urban area. This aspect has reduced integrity of design, association, and feeling due to the construction of the 1977 recreation center, but maintains integrity of location and setting sufficient to convey its significance.

The 1940s clubhouse building retains good integrity of location, design, setting, materials, workmanship, and feeling. It has lost integrity of association because the other features of the 1920s-1940s park have been replaced. Overall, however, it retains ample integrity to convey its historical significance.

***B12. References:**

Allen, Annalee
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Bagwell, Beth
1982 *Oakland: story of a city.* Oakland: Oakland Heritage Alliance.

Elliott, W. W. (publisher)
1885 *Oakland and Surroundings*. Originally published by W.W. Elliott, Oakland. Marula Historical Reprint published by Arcadia Publishing, Charleston, SC.

Jones, DeWitt (Editor)
1935 The Seven Squares. In *Oakland Parks and Playgrounds,* pp. 8-15. The State Emergency Relief Administration, Project No. 3-F2-163. On file, Oakland Cultural Heritage Survey.

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1983 Resolution 1983-15. City of Oakland. On file, Oakland History Center.

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2000 *Hometown Chinatown: The History of Oakland's Chinese Community*. Routledge, New York.

Ma, L. Eve Armentrout and Jeong Huei Ma
1982 *The Chinese of Oakland: Unsung Builders*. Oakland Chinese History Research Committee.

Oakland Cultural Heritage Survey (OCHS)
1984a Historic Resources Inventory Form for 250 10th Street. On file with the Oakland Cultural Heritage Survey.
1984b Building Permit Reach Form for 250 10th Street. On file with the Oakland Cultural Heritage Survey.

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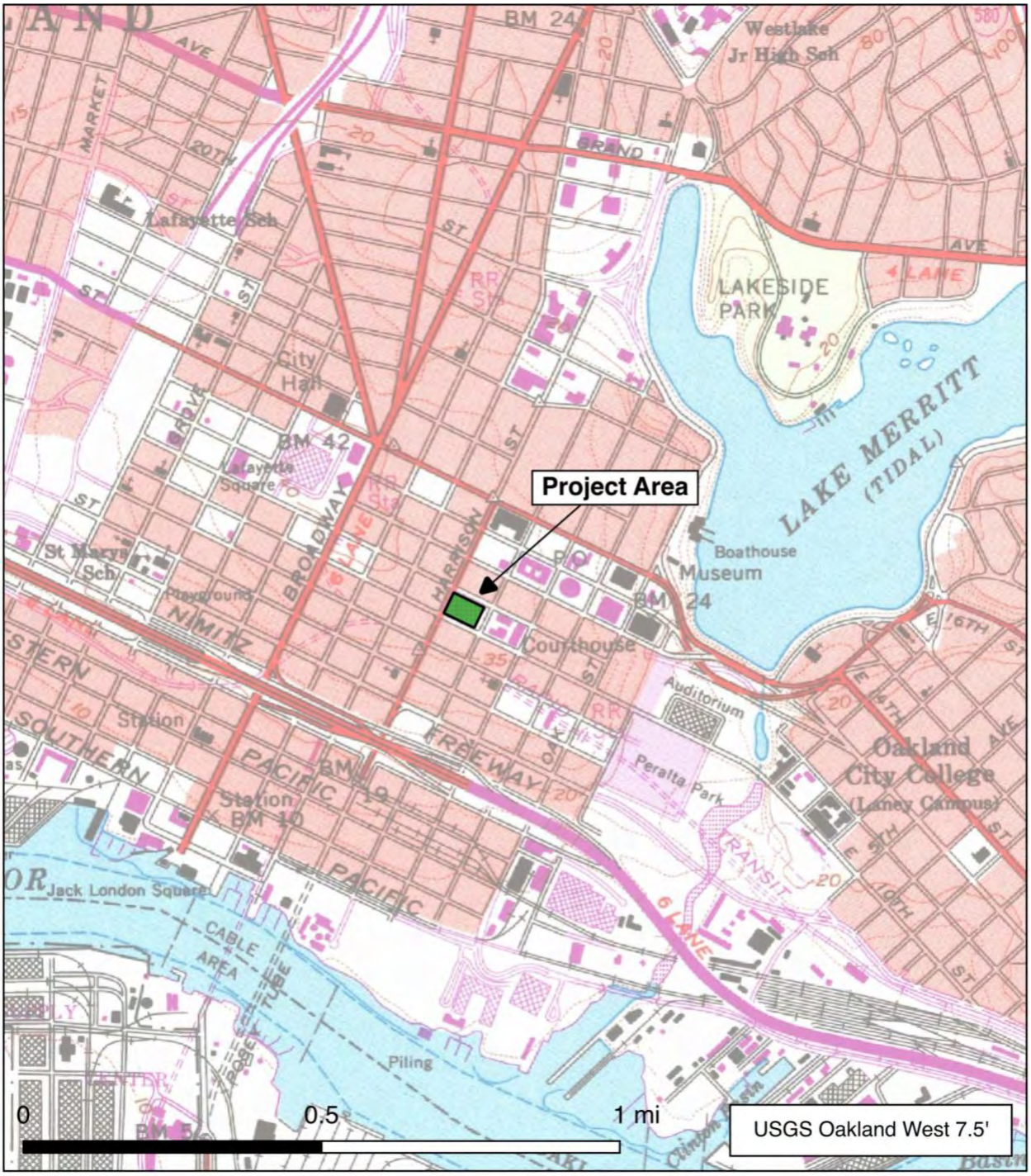
2004 "Lincoln Square Recreation Center" in Inventory 2004. On file Oakland Cultural Heritage Survey.

Wong, William
2004 *Images of America: Oakland's Chinatown*. Arcadia Publishing, Charleston SC, Chicago IL, Portsmouth NH, San Francisco CA.

Wood, M. W. (Publisher)
1882 *History of Alameda County, California.* M.W. Wood, Oakland. Available at https://www.google.com/books/edition/History of Alameda County California/sxY1AQAAMAAJ, accessed August 31, 2022.

State of California Natural Resources Agency DEPARTMENT OF PARKS AND RECREATION **LOCATION MAP**	Primary # HRI# Trinomial

Page 10 **of** 11 ***Resource Name or #** (Assigned by recorder) Lincoln Square, Oakland
***Map Name:** USGS Oakland West 7.5′ ***Scale:** 1:16,000 ***Date of map:** October 2022



Project Vicinity Map

Lincoln Square Recreation Center

1:16,000

Legend

Project Area

SKETCH MAP

Clubhouse
Recreation Center
11TH ST
10TH ST
HARRISON ST
0
100
200 ft
Imagery Google
Legend
Project Area Limits
Existing Buildings
1:600
Project Area Limits
Lincoln Square Recreation Center

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** Lincoln Square Recreation Center
P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Alameda **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Oakland West **Date** 1993 **T** 1S; **R** 4W; Rancho San Antonio (V. and D. Peralta) MD **B.M.**
c. Address 250 10th Street City Oakland Zip 94307
d. UTM: Zone mE / mN
e. Other Locational Data: APN 2-71-1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Lincoln Square Recreation Center is situated in Lincoln Square, a city park bounded by Tenth, Eleventh, and Harrison Streets and Lincoln Elementary School in Oakland. The building was built between 1976-78 to designs by the San Francisco architectural firm of Worley K. Wong, Ronald G. Brocchini, and Associates. It is situated in the southwest corner of the square, close to Tenth and Harrison streets. A strip of land in front of the Tenth Street entrance is landscaped by a brick patio and by dirt with picnic tables. A narrower strip of land at the west edge of the building along Harrison Street is devoted to grass and a few mature trees. [SEE CONTINUATION SHEET]

***P3b. Resource Attributes:** HP13 (Community center/social hall)

***P4.Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo:
Lincoln Square Recreation Center north and northeast façades

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1976-78 (City of Oakland)

***P7. Owner and Address:**
City of Oakland

***P8. Recorded by:**
Archaeological/Historical Consultants
609 Aileen Street, Oakland, CA 94609
www.ahc-heritage.com

***P9. Date Recorded:** August 24, 2022

P10. Survey Type: Architectural

***P11. Report Citation:** Jennifer Ho, William Kostura, & Daniel Shoup, 2022. *Cultural Resources Survey Report: Lincoln Square Recreation Center.* Archaeological/Historical Consultants, Oakland.

***Attachments:** ☐ NONE ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** Lincoln Square Recreation Center ***NRHP Status Code** 6Z

B1. Historic Name: Lincoln Neighborhood Center
B2. Common Name: None
B3. Original Use: Community Center B4. Present Use: Community Center

***B5. Architectural Style:** Modern

***B6. Construction History:**
The Lincoln Square Recreation Center was built between 1976, when the original building permit was issued, and 1978, when the final inspection was completed (OCHS 1984a).

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**
***B8. Related Features:** None

B9a. Architect: Wong & Brocchini b. Builder: Junkwock Tom

***B10. Significance: Theme** n/a **Area** n/a
Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a

Lincoln Square was established in 1853 and was originally called Oakland Square. In 1898, Oakland Square was renamed Lincoln Square in honor of President Abraham Lincoln (Jones 1935:14). In the 20th century various improvements were made to the square, many funded by the Chinese community. The square was primarily recreational in use by 1927, when facilities included "1 field house, 1 (indoor) baseball field, 1 basketball court, 2 handball courts, 2 jumping pits, 1 volleyball court, 1 horse shoe alley, 1 set circular traveling rings, 1 sand box, 1 low slide, 1 low bar, 1 horizontal bar, benches" (OCHS 1984a:4). In 1940, a brick clubhouse designed by Edward R. Foulkes was built on the northeast portion of the square along 11th Street, replacing the fieldhouse and indoor baseball field (OCHS 1984a:4). Over half of the construction cost was contributed by the Oakland Chinese Center, while labor was provided by Works Progress Administration (WPA) workers (Ma and Ma 1982:82).

[SEE CONTINUATION SHEET]

B11. Additional Resource Attributes:

***B12. References:** [SEE CONTINUATION SHEETS]

B13. Remarks:

***B14. Evaluator:** William Kostura & Jennifer Ho

***Date of Evaluation:** October 2022

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

***P3a. Description (Continued):**

Lincoln Square Recreation Center north and northeast façades

The Exterior

The building itself rests upon a concrete perimeter foundation, appears to be clad in textured stucco, and is one story in height, though parts rise to greater heights than others. This is most evident when the building is viewed from the playground, looking south. Here one can see that the public entrance and adjacent areas on the north side are low relative to the flanking Multi-purpose Room, in the west wing, and classrooms, in the east wing.

The plan of the building is irregular, consisting of two wings that form an obtuse angle. The larger wing is the west wing, the bulk of which is devoted to a Multi-purpose Room. Two smaller and lower rooms in this wing – a kitchen and a games room – are appended to the east side of the Multi-purpose Room. This wing is not quite rectangular in shape, for two of its corners are shaved and there is an indention for an entrance where it meets the east wing. The east wing is devoted to an entrance lobby, three offices, two meeting and craft rooms, a storage room, restrooms, and a hallway. It also has a shaved corner and is indented for entrances on three sides.

There are two main public entrances and four secondary or service entrances. The primary public entrance is in the Tenth Street side (that is, the south side) of the east wing. Here, there are actually two entrances, both recessed, and separated by a span of wall that is clad in colorful tiles. According to the Historic Resources Inventory for Lincoln Square, this tile mural is original to the building's construction (OCHS 1984a). The western entrance leads to the lobby, while the eastern entrance is barricaded and is no longer in use. The wall of tiles between them is the only ornamented part of the exterior. The other public entrance is on the north side, at the junction of the west and east wings, and also leads to the lobby; it is also recessed. All of these entrances feature paired doors with full-length glazing, fixed transoms, and sidelights, and are made entirely of anodized aluminum.

Regarding the secondary or service entrances, two are recessed. Each of them has a single door with full-length glazing and a fixed transom, and one of the two has sidelights. Both are made of anodized aluminum, just as the main public entrances are. The other two entrances have plain metal doors.

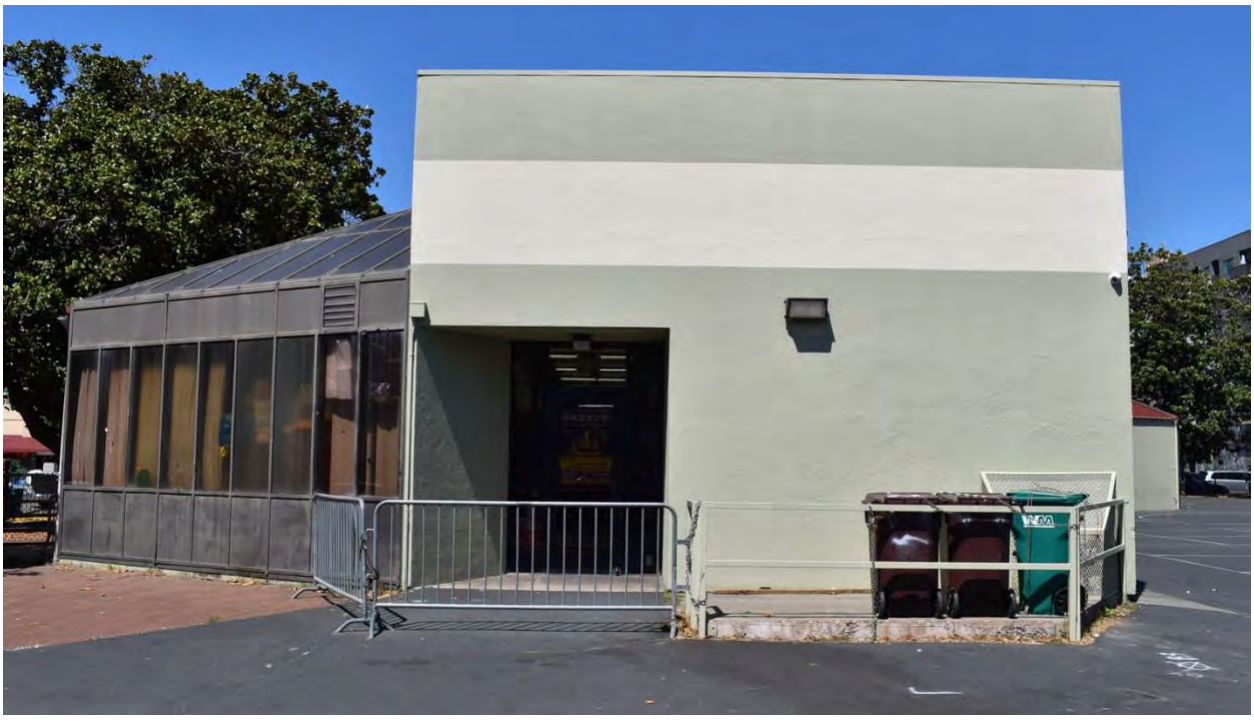
Windows vary greatly in size and shape, and their arrangement or placement is

irregular. Their one common element is that all of them are made of anodized aluminum. Three windows on the north side, to the east of the main public entrance, are almost square in shape. Another window on the north side, just to the west of that entrance, is very elongated and is placed above eye level. Two tripartite windows in the east wing, facing Tenth Street and located to the east of the public entrances, are very large, with transoms. The middle part of each of these opens as a sliding door, most likely for emergency purposes. In the west wing, a narrow band of windows facing Harrison Street and a large, slanted window on the north side of this wing are all above eye level and admit light into the Multi-purpose room. Finally, an entire wall at the southeast corner of the east wing is made of anodized aluminum and is mostly windows, which admit light into a classroom.

Original plans supplied by the City of Oakland reveal that all parts of the exterior described above date to the original 1977 construction. The consistent use of anodized aluminum for all windows and for almost all doors supports this idea.

***P3a. Description (Continued):**

10th Street entrances with tile mural (south façade)



East wing, east façade

***P3a. Description (Continued):**

East wing, north façade

East wing, south façade

***P3a. Description (Continued):**

West wing, west façade

West wing, north façade

***P3a. Description (Continued):**

North entrance (from playground)

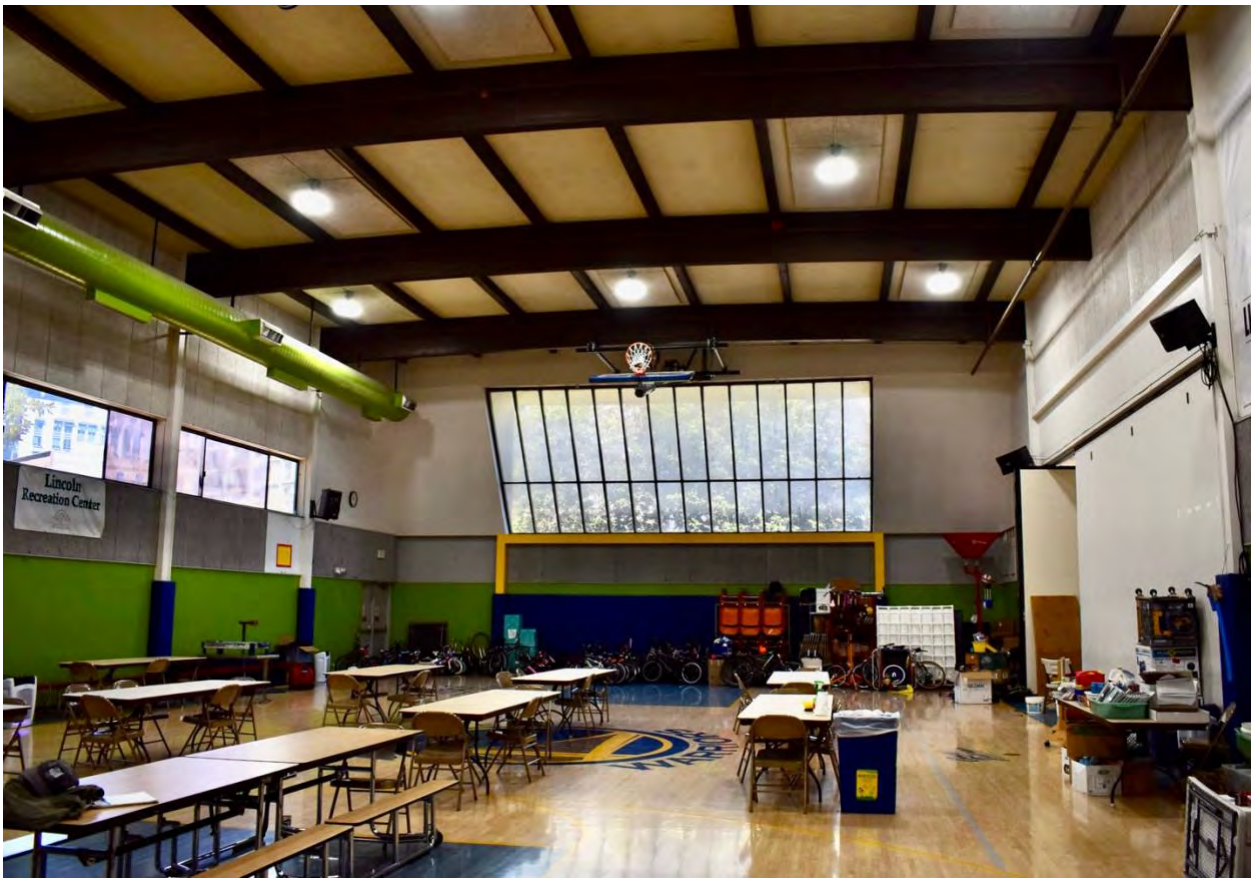
Window and stucco detail

***P3a. Description (Continued):**

The Interior

The hexagonal lobby of this building features a hexagonal light fixture and a ceiling that radiates lines from the fixture to its six corners. Round wooden posts are placed at each corner of the lobby and support wooden beams painted with interlocking hexagonal motifs. The color of the posts and beams is predominantly red, with occasional green bands and stripes, and this lends a Chinese style to the lobby. Original plans reveal that these features date to the original 1977 construction. They also relate to the Chinese elements of Lincoln Square's 1969 landscaping. Notably, there are no other Chinese style elements elsewhere in this building, either on the exterior or inside.

The hallway in the east wing is finished in flat plaster, with a tile floor (apparently linoleum) and florescent lights. The Multi-purpose Room, in the west wing, has a high ceiling featuring slightly bowed wooden beams that support the roof, and a sprung hardwood floor painted with lines for a basketball court. A large, slanted window sits well above eye level in the north wall, and additional windows are located on the south wall. Off the Multi-purpose Room to the east are a kitchen and game room.



Multi-purpose room in west wing looking north

***P3a. Description (Continued):**

Lobby

East wing hallway looking east (left); lobby detail (above)

***B10. Significance (Continued):**

In 1969 as part of the Oakland Chinatown Playground Project, the play area was redesigned by landscape architect John Sue of the firm Ribera & Sue, and a Chinese junk boat play structure was installed as its centerpiece (Allen 1997). The Wa Sung Community Service Club was instrumental in both the original installation of the junk, as well as its restoration in 2003 (Wong 2004:87).

Lincoln Square was designated an Oakland City Landmark (#83-401) in 1983, with the intention to preserve it as a public park, open space, or playground (Landmarks Preservation Advisory Board 1983).

Development and History

The Lincoln Square Recreation Center was built by the City of Oakland between 1976-1978, funded in part by a Department of Housing and Urban Development grant and community donations. It was designed by architects Wong & Brocchini and built by Junkwock Tom of San Francisco for a total cost of $443,250 (OCHS 1984b). The center was officially dedicated in 1977 (*Oakland Tribune* 1977). Around that time, the city closed off Alice Street between 10th and 11th Streets to compensate the Chinese community for the loss of open play area (Public Works Agency 2004).

Mary Anne Roach was the director of the new center from its opening until 2001. According to local historian L. Eve Armentrout Ma, the Lincoln Square Recreation Center was a key part of a movement revitalizing and expanding youth programs in the local Chinese community during the 1970s and 80s (Ma 2000). Under Roach's direction, the center offered activities and services to all age groups, including arts and crafts, badminton, baseball/softball, basketball, ceramics, cooking, dance, double dutch, gymnastics, teen center, trips, volleyball, and more. The center also hosted special events, including competitions (watermelon eating, basketball, double dutch, and annual snail races) and festivals such as Mid-Autumn and Go Hing. The Children's Chinese New Year Parade and celebration was held yearly, often beginning at the recreation center and coordinated by Roach (Oakland Parks & Recreation 1978-1996; *Oakland Tribune* 1979-2002).

Gilbert Gong is the current recreation center director, having taken over that role in 2001. In partnership with community organizations, Gong was able to expand hours and programming for the center. The center continues to offer after school programs and summer camp to children from Lincoln School, the neighborhood, and other parts of Oakland. Adult and senior programs include table tennis, Tai Chi, Chinese orchestra, Chinese opera, line dance, and ballroom dance, and are taught by volunteers from community organizations. According to Gong, 95% of the recreation center users are from the Asian/Pacific Islander community. Gong describes the center as "the heartbeat of Chinatown" where people from the neighborhood and surrounding areas come to socialize and connect with the Asian community. Many community and service organizations are associated with the Lincoln Square recreation center, among them the Chinese American Citizens Alliance, Toishan Benevolent Association, Friends of Lincoln Square, Wa Sung Community Service Club, and Boy and Girls Scouts (Gong 2022; Oakland Office of Parks & Recreation 2003-2014).

***B10. Significance (Continued):**

The Architects: Wong & Brocchini

The Lincoln Square Recreation Center was designed by the architectural firm of Worley K. Wong and Ronald G. Brocchini. Wong & Brocchini practiced architecture in the San Francisco Bay Area from 1968 to 1985, focusing on institutional architecture, including office and educational buildings (OAC n.d.; *San Francisco Chronicle* 1971, 1973, 1974).

Worley Wong (1912-1985) is best known, and most highly regarded, for his work in partnership with John Carden Campbell as Campbell and Wong, architects, during 1946-1968. Born in California in 1912, Wong attended St. Mary's College and graduated with honors from the University of California in Berkeley. The Campbell and Wong partnership has attracted attention from historians. Their prominent Bay Area firm was one of the first to popularize the modern A-frame house, and their residential work is highly regarded and featured in several guidebooks to historic architecture in the San Francisco Bay Area (Woodbridge 1960, 1988, 1992).

Campbell and Wong's most frequently cited work is Buddha's Universal Church at 720 Washington Street (Campbell and Wong, 1953-1960). When Campbell and Wong broke up in 1968, Wong began a new partnership with Ronald Brocchini. This partnership was also long lasting, persisting until his death in 1985.

Ronald Brocchini (1929-2022) first worked as an architectural designer in 1948, while still in his teens, for Stone, Maraccini, and Patterson in San Francisco, before receiving BA and MA degrees in architecture from University of California in Berkeley (Marquis Who's Who n.d.). In 1961 Brocchini became an associate architect with Campbell and Wong in San Francisco, before forming a partnership with Wong in 1968. In 1981 he was elected President of the San Francisco Chapter of the American Institute of Architects, and became a lecturer at the California College of Arts and Crafts, in Oakland (*San Francisco Chronicle* 1981). In 1987, two years after Wong's death, he opened his own firm, Brocchini Architects, in Berkeley. He retired in 2014 and died in 2022.

Besides the Lincoln Square Recreation Center, a selection of Wong & Brocchini's works include:

- Santa Venetia Senior Housing (1968)
- Noni Eccles Treadwell Ceramic Arts Center (1973) and Raleigh and Claire Shaklee Building (1979), California College of Arts and Crafts, Oakland.
- Mill Valley Middle School (1973)
- Kirsch Company building, Hayward (1971)
- Fromm and Sichel, Inc. Building, 633 Beach Street, San Francisco (1981)
- Transpacific Center, 1000 Broadway, Oakland (1983)
- Lee Mah Electronics Building, Oakland (1984)

None of these works appear to have received significant attention from architectural historians.

***B10. Significance (Continued):**

CRHR Significance Evaluation

Ma notes that the Lincoln Square Recreation Center was part of a trend of revitalization and expansion of youth programs during the 1970s and 1980s in Chinatown, which is a pattern of local significance. The recreation center building itself, however, was only one of several facilities at Lincoln Square - along with the playgrounds, basketball courts, and clubhouse – that was related to this theme. Moreover, it is one of a series of indoor recreation facilities built at Lincoln Square since the 1920s. The historical pattern, then, is associated with the square as a whole rather than with the building in itself. Therefore, the building does not appear to be eligible under CRHR Criterion 1.

Historical research did not identify any significant figures in local history associated with the building, thus it does not appear to be significant under CRHR Criterion 2.

The building does not appear to be an outstanding example of 1970s Modern architecture. Typically for Modern buildings of this period, the irregular plan and massing are functional, while the exterior finish is plain and lacks style references. The fenestration is irregular and appears uncomposed. Large expanses of the exterior present a blank appearance, especially on the long sides, facing 10th Street and the playground to the north. On the interior, the décor of the hexagonal lobby reflects the Chinese heritage of the area, but the remainder of the interior design is utilitarian. Although the senior architect of the firm of Wong and Brocchini, Worley K. Wong, was considered a highly regarded Bay Area architect, it is primarily for his residential work with an earlier architectural firm, Campbell and Wong. Wong and Brocchini, by contrast, is not well-studied and does not appear to be regarded as a significant architectural firm. The subject building bears no resemblance to Campbell and Wong's houses, nor to their notable institutional building. Neither contemporary comment nor the passage of time has identified this building as an outstanding or significant work, and the evaluators agree with this assessment. For these reasons, the building does not appear to be eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, the Lincoln Square Recreation Center is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. It therefore does not appear to be eligible for the CRHR under Criterion 4.

In conclusion, the Lincoln Square Recreation Center is not a historic resource under CEQA, because it does not meet any of the criteria of the CRHR.

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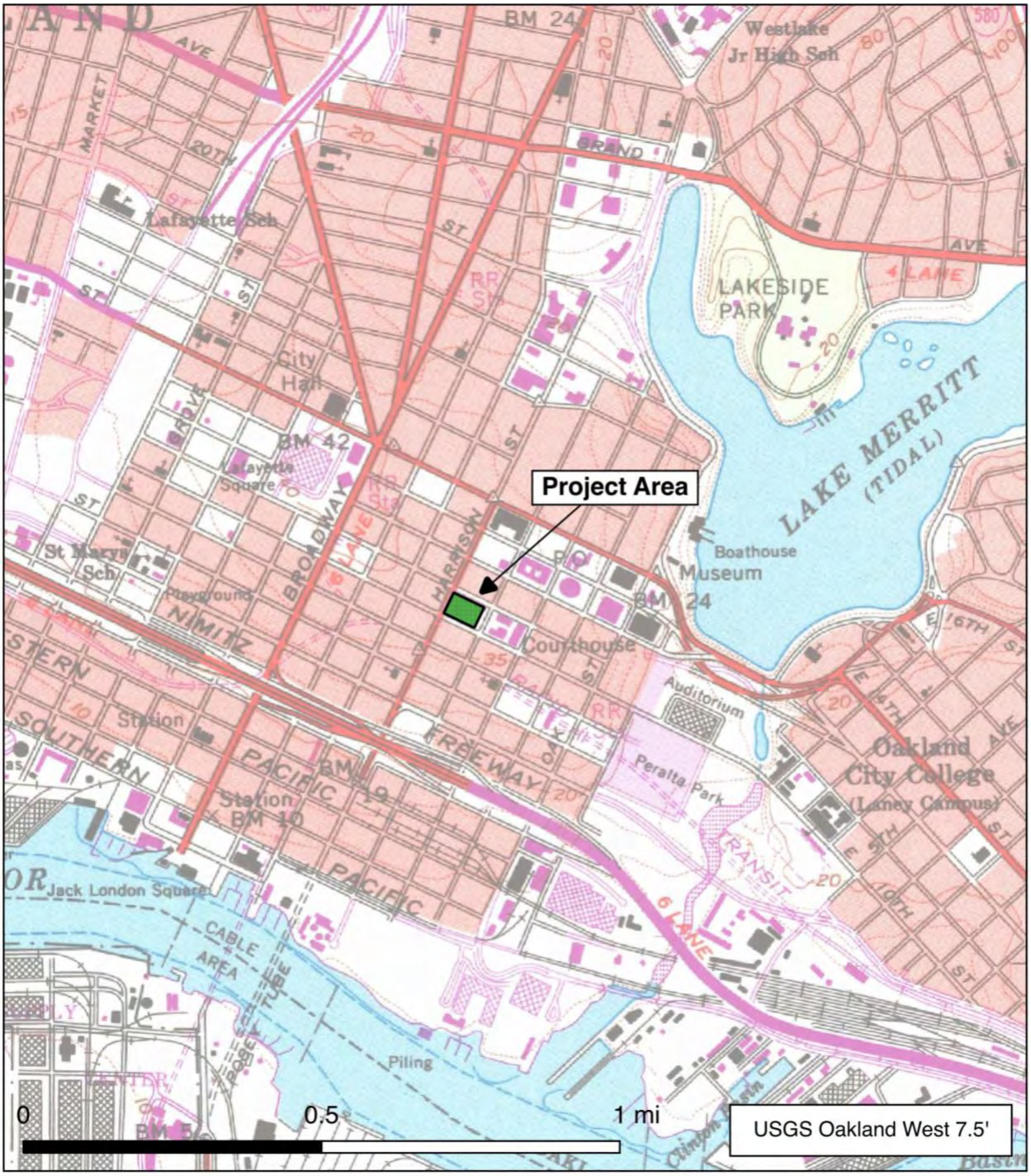
State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

LOCATION MAP

Trinomial

Page 17 **of** 19 ***Resource Name or #** (Assigned by recorder) Lincoln Square Recreation Center
***Map Name:** USGS Oakland West 7.5′ ***Scale:** 1:16,000 ***Date of map:** October 2022



Project Vicinity Map

Lincoln Square Recreation Center

1:16,000

Legend

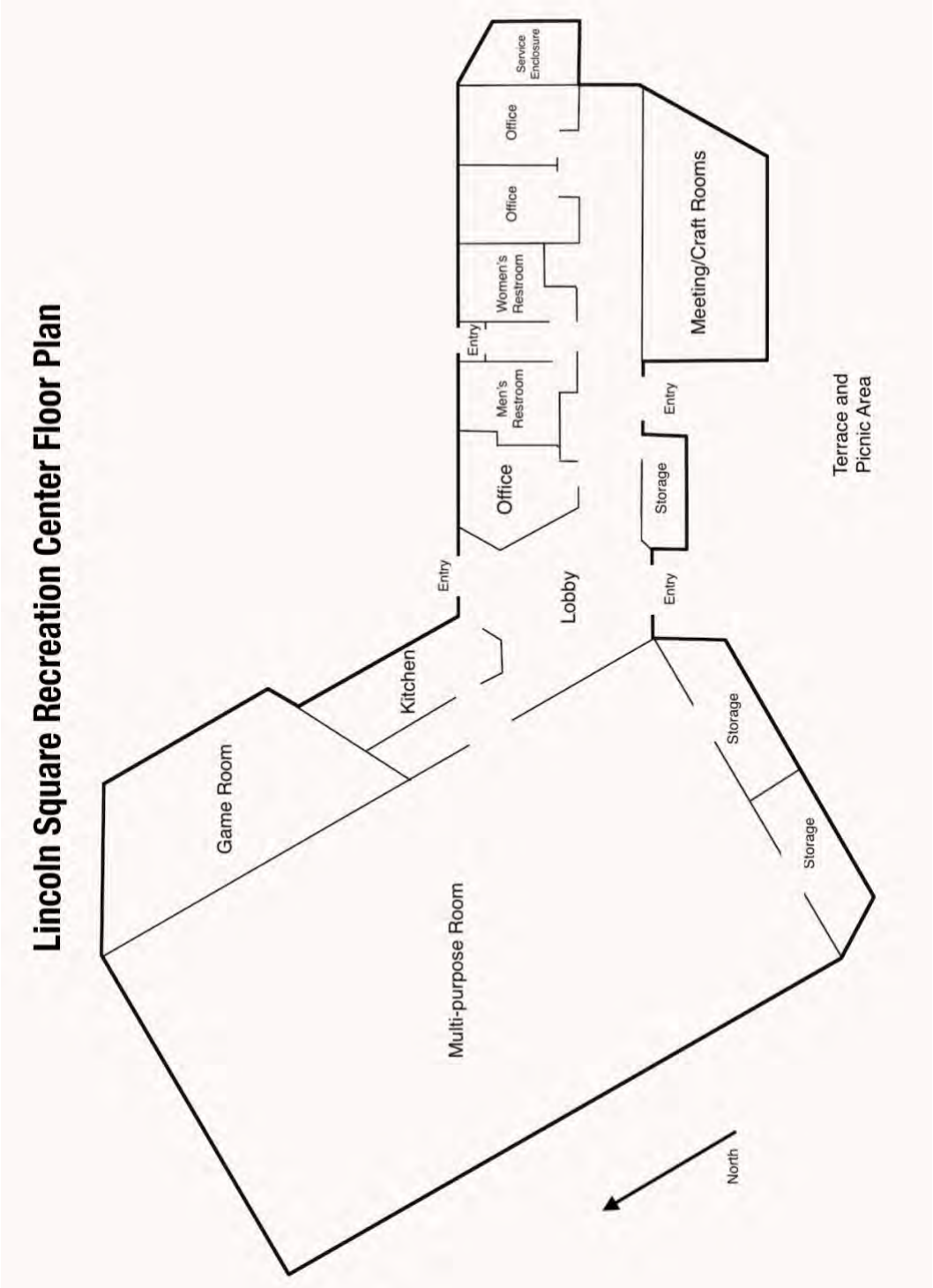
Project Area

Project Area Limits
Lincoln Square Recreation Center

State of California Natural Resources Agency DEPARTMENT OF PARKS AND RECREATION **SKETCH MAP**	Primary # HRI# Trinomial

Page 19 **of** 19 ***Resource Name or #** (Assigned by recorder) Lincoln Square Recreation Center

***Drawn by:** Archaeological/Historical Consultants ***Date of map:** October 2022



Appendix F – Equitable Climate Action Plan Consistency Checklist

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: Henry Choi, Bureau of Design & Construction, City of Oakland, Oakland Public Works Dept.

Property Address: 250 10th Street, Oakland 94707

Assessor's Parcel Number: 002 007100100

Phone Number: (510) 238-3340

E-mail: hchoi@oaklandca.gov

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.			
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. No new parking is to be provided as allowed per 17.116.050			
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. The project is .2 miles away from 12th Street BART station and .3 miles from Lake Merritt BART Station and there are two bus stops adjacent to the site. Many regular visitors live in the neighborhood and travel on foot.			
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.			
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.			

	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. There will be bicycle parking coordinated with Oakland Department of Transportation's Bike and Pedestrian Program			
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. It's an all electric building with no gas connections.			
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. A. LEED silver minimum will be met B. Lead architect (Youngchae Lee) is LEED AP C. Bay-friendly landscaping			
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. All electric; PV/battery storage ready			

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. Div. 1 to describe compliance with Chapter 15.34			

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. All electric building. Lower energy use with high performance building envelope, reduce heat island effect by increased planting areas,			

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. Removal of (8) trees to be replaced with (32) new trees			
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.

Youngchae Lee

Name and Signature of Preparer

06/08/2022

Date