REUBEN, JUNIUS & ROSE, LLP

Mark Loper
mloper@reubenlaw.com

November 6, 2020

Delivered Via Email (bos.legislation@sfgov.org)

President Norman Yee and Supervisors
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, Ca. 94102

Re: 2675 Geary Boulevard – City Center Whole Foods
File No. 201127 – Appeal of CEQA Determination of Exemption
Our File No.: 8855.17

Dear President Yee and Supervisors,

We represent Whole Foods Market, which is proposing to open a store at the City Center shopping plaza at 2675 Geary Boulevard (the "Project"). The Project will add a much-needed grocery store in this neighborhood, in an existing retail space last occupied by Best Buy. The Project has a widespread coalition of support, including neighbors, business groups, and non-profits. As a grocery store, restaurant, and coffee shop, the Project would not introduce a new land use that could have a significant adverse effect on the environment. The present appeal is brought following the Planning Commission's 6-1 approval of the Project at a Conditional Use hearing on June 25, 2020. The Conditional Use approval—based on a "necessary and desirable" standard—was not appealed to this Board.

The City Center shopping plaza represents a uniquely ideal location for a new grocery store, with ample off-street parking, dedicated loading, and a forgiving truck maneuvering area. As detailed in the Planning Department's response to the appeal and supplemental studies included as exhibits to this brief, there will be no significant impacts on transportation, air quality, or other environmental topics that are the subject of this CEQA appeal. These studies supplement the City's CEQA review and further demonstrate that Appellants' speculative arguments are without merit. The Project's loading demand was accurately modeled, and the site's dedicated loading and truck maneuvering areas will ensure no significant transportation impact. Air quality modeling following San Francisco's standard methodology similarly demonstrates the Project's air quality impacts would be below significance thresholds by a matter of multiples. It is improper to misuse the CEQA process to revisit an entitlement approval.

A. Summary of Project Benefits

- **Coalition of support**. The Project has a wide range of support that includes the Anza Vista Neighborhood Group, the Booker T. Washington Community Service Center, CityTeam, Collective Impact/Magic Zone, Food Runners, the Fillmore Merchants Association, the Greater Geary Boulevard Merchants Association, NIBBI and Eric F. Anderson union general contractors, citywide organizations like the San Francisco Chamber of Commerce, and hundreds of San Francisco residents. Support letters are attached as group **Exhibit A**.

- **Union trade labor.** Between 84-94% of Whole Foods' recent San Francisco construction and renovation projects included union trade labor, spent in different neighborhoods throughout San Francisco. Its three pipeline projects are expected to spend approximately $31 million. The Project alone projects $9.6 million in union labor contracts.

- **New jobs available to all San Franciscans.** The store will be a strong source of good jobs in the community, particularly for semi-skilled and unskilled workers. Whole Foods is committed to hiring all San Franciscans. 76% of its San Francisco employees live in the City. 72% of its employees are full time, and 57% identify as non-white. The store will employ approximately 200 people, with 35-40 people working per shift. Separately, it is expected to create 91 construction jobs.

- **Booker T. Washington Community Service Center partnership**. Whole Foods' partnership with the Booker T. Washington Community Service center would provide jobs, food, and services to the Western Addition neighborhood. Whole Foods will prioritize hiring at least 30% of its employees through Booker T. Washington, and hold local recruitment events and a community workshop. It will make an ongoing monthly $1,000 donation for healthy snacks; set up a permanent volunteer program for store employees at the community service center; sponsor Booker T. Washington's upcoming 100th anniversary event; and upgrade the center's existing garden facilities.

- **Consistent with City Center's historic tenant occupancy**. City Center has operated as a large shopping mall for over 50 years, with a history of large retail tenants, including Sears, Mervyns, Toys-R-Us, Best Buy, Office Depot, and Target, and a host of smaller spaces occupied by food and beverage and other complimentary national retailers. Whole Foods proposes to occupy an approximately 50,000 square foot space last used as a Best Buy.

B. Background on City Center and Site Context

1. Property Development History and Background

City Center spans one entire city block and has frontage on four streets: Geary Boulevard, O'Farrell Street, Masonic Avenue, and Lyon Street. It has operated as a shopping mall for approximately 50 years. It is a four-level, stand-alone shopping center with approximately 240,000

square feet of primarily retail space. It was built in 1961 and used as a Sears department store until the 1990s. After Sears vacated, City Center's retail space was subdivided and initially reoccupied by several national retailers, including Mervyns, Toys-R-Us, the Good Guys, and Office Depot. The Good Guys left the property in 2005, Toys-R-Us was replaced by Best Buy in 2007, and Mervyn's vacated an approximately 90,000 square foot space in December of 2008. Best Buy vacated the space proposed for Whole Foods in 2017.

Conditions in the area are atypical for neighborhood commercial districts, which are generally characterized by small- to mid-sized businesses, often located in mixed use buildings. Neighborhood commercial streets usually tend to be pedestrian-oriented with continuous retail frontages at the ground floor. In contrast, the area surrounding the Property is auto-oriented in its scale and design. It is located along a three-mile Geary Boulevard commercial corridor that stretches from the Western addition to the Outer Richmond. Commercial and institutional uses are located on main streets in the project vicinity—including City Center, the University of San Francisco, Kaiser Permanente Medical Center, and the Laurel Heights Shopping Center.

2. Parking and Loading at City Center

As noted above, the City Center shopping plaza represents a uniquely ideal location for a new grocery store, with ample off-street parking, dedicated loading, and a forgiving truck maneuvering area.

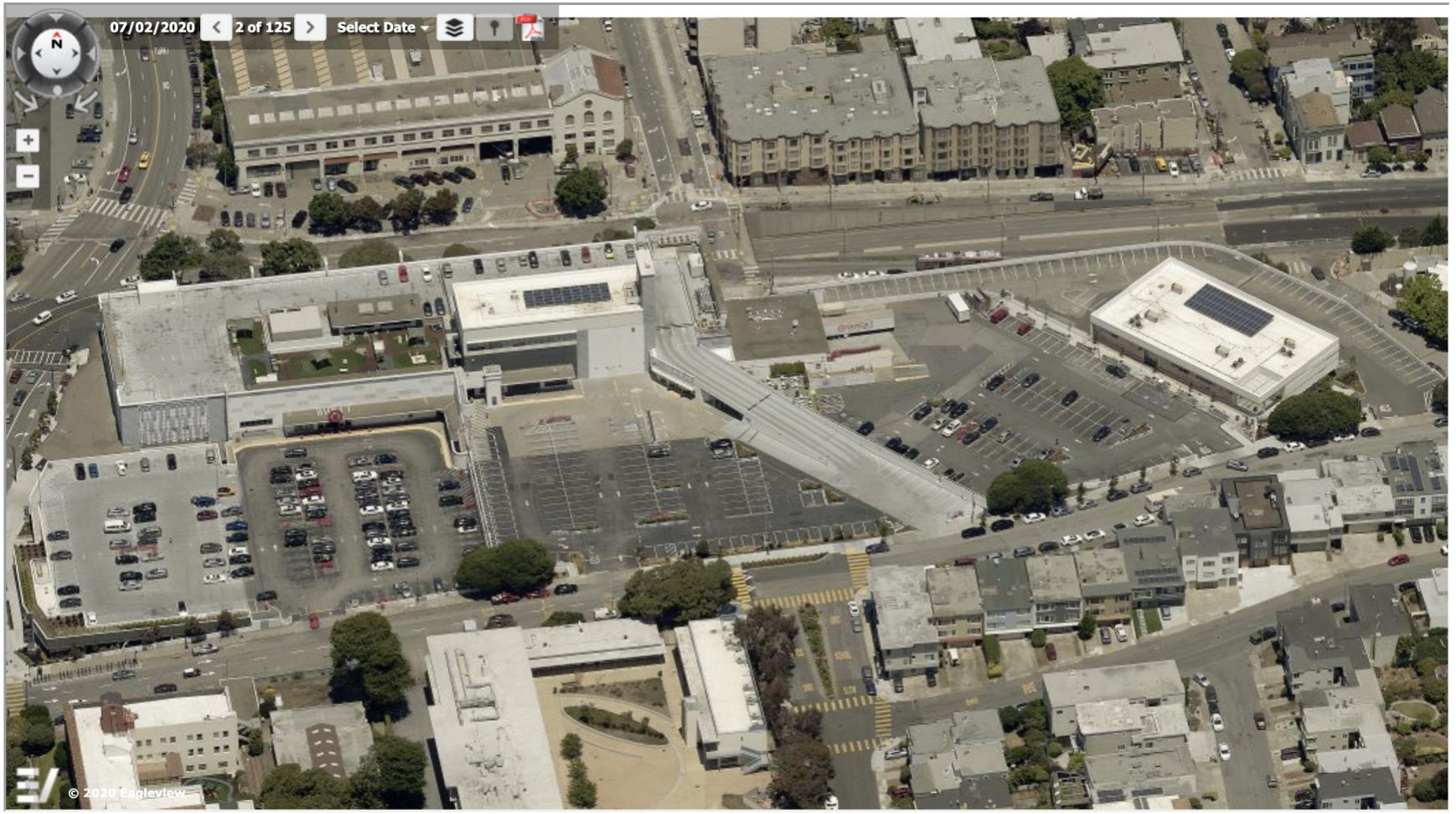
It has 634 total parking spaces, including 117 in Parking Lot C where the Whole Foods store would be located. There are also 10 Class 2 bike parking spaces next to the store entrance. Access to Lot C and the loading dock in Lot E is from O'Farrell Street, which is one way. Other parking lots at the Property are accessible from Masonic Avenue or Geary Boulevard, but the two most likely to be used by Whole Foods are accessible off of O'Farrell.

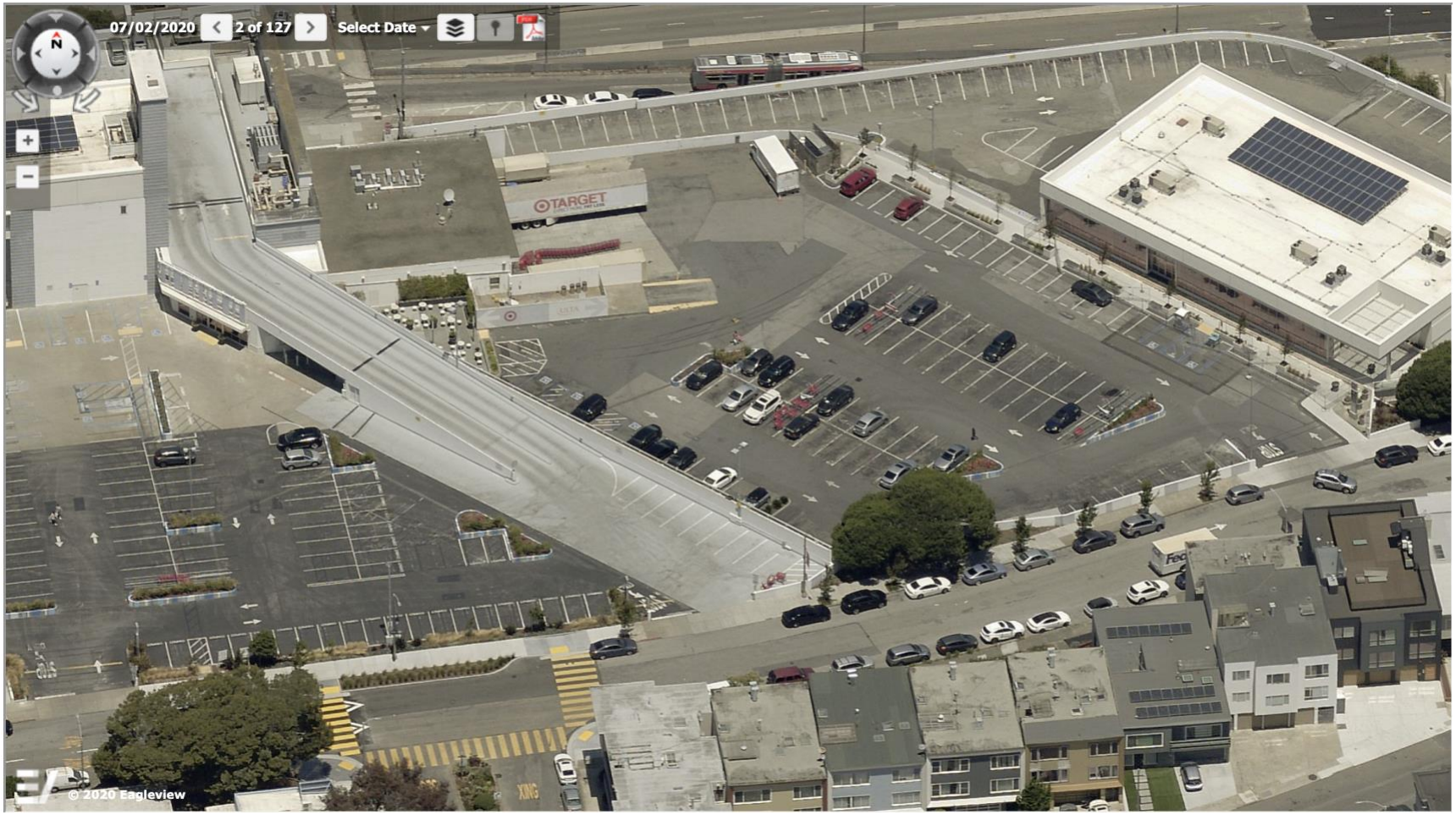
Freight and commercial loading will take place in a loading bay in Lot E. Whole Foods will have exclusive use of two loading stalls that can each accommodate a 65-foot trailer. The loading area is accessed through Lot E and is located approximately 270 feet as a truck would travel from the public right-of-way. Car parking spaces are set back generously from the loading dock area. As demonstrated in the truck turning radius diagram included as **Exhibit B**, adequate space exists for truck turning maneuvers. Whole Foods' loading dock is approximately 3,528 square feet in size and includes a backstock room, a receiving cooler, dedicated elevator lifts to the back of house space in the store, and a receiving area staffed by Whole Foods employees.

The Project does not propose any changes to vehicle parking, bicycle parking, freight or passenger loading, driveway access, or onsite circulation. No changes are proposed in the public right-of-way, either. No exterior construction or excavation of any sort is proposed.

The following two pages show the entire City Center site and Lot E, where the loading bay is located.

REUBEN, JUNIUS & ROSE, LLP

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C. Whole Foods' Benefit to San Francisco

Through construction labor, local hiring practices, and charitable giving within San Francisco, Whole Foods provides a significant benefit to the city's residents. At a time when many San Franciscans count themselves among the millions of Californians who have recently filed for unemployment, Whole Foods generally, and this Project specifically, will help alleviate the effects of the recession on all San Franciscans.

Whole Foods remains committed to using union trades. It has had between 84%-94% union trade labor on recent San Francisco projects dating back to 2004. It spent $28 million (approximately $33-$40 million adjusted for 2020) on union trade buildout and renovations of stores in SOMA, Potrero Hill, the Outer Sunset, Duboce Triangle, and Noe Valley. Its three pipeline projects in Mid-Market, Stonestown, and City Center are estimated to include $30.9 million in union labor, with $9.6 million alone at City Center. All three of these projects are anticipated to include over 90% union labor. A letter from Eric F. Anderson, Inc., a third-generation family and women-owned General Contractor, explaining Whole Foods' commitment to union labor since the 1980s is included with the support letters attached as group **Exhibit A**.

Whole Foods' employment practices emphasize hiring a diverse range of San Franciscans. It currently employs 1,420 people in San Francisco, 1,076 (76%) of which are San Francisco residents. 72% of its San Francisco employees work full-time. Over half of San Francisco Whole Foods employees identify as non-white. Whole Foods has partnered with Employment Plus, Access SFUSD Transition Program, and the SF LGBTQ Center, and works closely with the City on its First Source Hiring initiatives.

Whole Foods has a track record of charitable giving to various local non-profits and public agencies. In 2019 alone, Whole Foods raised or donated the equivalent of over $200,000 to local non-profits. Direct donations included La Cocina; Real Food Stories; SF Marin Food Bank; SF Pride; and 750 turkeys donated to City Hall. Its Whole Kids Foundation gave garden grants in 2019 to the SF Waldorf Association, Telegraph Hill Dwellers, Sherman Elementary, Communitygrows, the Edison Charter Academy, and the Golden Bridges School. 2018 grantees included SFUSD, Moscone Elementary, Marshall Elementary, and the SF Community Alternative. Finally, past San Francisco Whole Foods stores' "5% Day" —in which 5% of sales are donated to a good cause—recipients include Bay Area Ridge Trail, Working Solutions, Project WeHope, Kitchen Table Advisors, CA Alliance w/ Family Farmers, Roots of Change, Cuesa, SF Education Outside, and Garden for the Environment.

Finally, Whole Foods has established a permanent partnership with the Booker T. Washington Community Service Center. Whole Foods is in a unique position to provide jobs, food, and services to a neighborhood that has been subject to the kinds of exclusionary zoning practices that can contribute to job insecurity and food deserts. Whole Foods will prioritize hiring 30% of its store employees through Booker T. Washington, or 60 jobs. It will hold local recruitment events

and a community workshop in collaboration with Booker T. Washington and other Western Addition nonprofits. In addition to these workforce initiatives, Whole Foods will make an ongoing monthly $1,000 donation for healthy snacks; set up a permanent volunteer program for store employees at the community service center; sponsor Booker T. Washington's upcoming 100th anniversary event; and upgrade the center's existing garden facilities.

D. The Evidence in the Record Demonstrates No Significant Environmental Impact

Under CEQA, a lead agency must decide if a project might have significant effects on the environment based on "substantial evidence" in the record before it.[1] Substantial evidence includes facts, reasonable assumptions based on facts, and expert opinion supported by facts.[2] Speculation, argument, unsubstantiated opinion or narrative, clearly inaccurate or erroneous evidence, or not credible evidence is not substantial evidence.[3]

For a common sense exemption like the present one, once the City has demonstrated with substantial evidence there is no possibility the Project will cause a significant impact on the environment, the Appellants can only prevail if they present reasonable evidence that the City cannot refute which demonstrates the Project might cause a significant environmental impact.[4] CEQA also requires a project to be compared against existing baseline conditions,[5] which in this case is an existing large retail space within a shopping mall.

The evidence in the record constitutes substantial evidence that the Project will not cause any significant CEQA impact. By this brief, we are supplementing the evidence in the record to include a Freight and Passenger Loading Demand and Construction Traffic Memo by Kittelson & Associates attached as **Exhibit C** (the "Kittelson Transportation Memo"); an Air Quality Technical Memorandum prepared by Environmental Science Associates attached as **Exhibit D** (the "ESA AQ Memo").

The Kittelson Transportation Memo demonstrates the accuracy of the City Transportation Memo using an alternative methodology based on store gross square footage—exactly as suggested by Appellants. The ESA AQ Memo demonstrates that the Project will be comfortably below all air quality related significance thresholds, contrary to Appellants' claims in its appeal brief. These studies, combined with the City's prior CEQA determination and its Transportation Memo (the "City Transportation Memo"), directly refute Appellants' speculative arguments. Rather than restate the arguments set out in the Planning Department's response, we incorporate it by reference and focus on how the Kittelson Transportation Memo and the ESA AQ Memo support the City's CEQA determination.

1. The Kittelson Transportation Memo and Loading and Construction

Appellants' principal critique of the City Transportation Memo is its reliance on reported figures from past Whole Foods transportation memos or existing store data, and use of Stock Keeping Units, instead of estimating freight and passenger loading demand based on store size.

The Kittelson Transportation Memo does just that, using the Project's gross square footages to estimate freight and passenger loading demand. Specifically, it followed San Francisco's *2019 Transportation Impact Analysis Guidelines for Environmental Review*, which estimates freight loading demand based on the size of each land use and a corresponding truck trip generation rate. Using the standard San Francisco guidelines and methodology, it estimates 27.1 total daily trips and 3.2 total peak hour trips, consistent with the City Transportation Memo's conclusion of between 23 and 28 total daily trips. A table summarizing freight loading demand:

Table 2: Freight Loading Demand based on SF Guidelines Rates and Methodology

Land Use	Size (Square Feet)	Turnover Rate (R Value)	Trips		Demand	
			Daily Trips	Peak Hour Trips	Peak Hour Demand (Number of Spaces)	Rounded Peak Hour Demand
Supermarket	49,780	0.22[1]	11.0	1.5	0.6	1.0
Restaurant	3,320	3.6	11.9	1.6	0.6	1.0
Coffee Shop	1,190	3.6	4.2	0.6	0.2	1.0
Total	**54,290**	-	**27.1**	**3.2**	-	**3**

Source: Kittelson & Associates, 2020; San Francisco Planning Department, 2019
[1]Trips were estimated using the *composite retail* rate from the SF Guidelines, a category which includes but is not limited to personal services, wholesale, apparel, drug stores, and specialty shops.
Demand Equation: Daily Trips = (SF/1,000) * R; Average Hour = (SF/1,000) * R/9/2.4; Peak Hour = (GSF/1,000) * (R * 1.25)/9/2.4

The Kittelson Transportation Memo proves that freight loading demand based on an alternative and equally-acceptable methodology—gross square footage instead of reported figures and SKUs—would provide the same estimates.

Appellants also completely fail to (1) take the existing site conditions of City Center into account when discussing a CEQA impact due to freight loading, and (2) explain what CEQA impact could result from freight vehicle trips to the site. Under CEQA, loading operations are typically evaluated for their direct effect on the physical environment by conflicting with activities in the public right-of-way, or indirectly through air quality. We address air quality below.

Regarding impacts to the public right-of-way, Appellant suggests that a peak hour scenario with three freight deliveries arriving during the same unloading period would cause a significant CEQA impact. To borrow a term from Appellants, this strains credulity. The loading dock is set back approximately 270 feet from the public right-of-way accessible off of O'Farrell Street as a truck would travel. The drive-aisle can easily accommodate several freight loading vehicles as the two other trucks unload. These vehicles can be located out of the area necessary for truck turning, similarly without causing any impact on pedestrians, bikes, or vehicles in the public right-of-way. Unlike many other grocery stores in San Francisco, City Center's loading operations are self-contained and relatively isolated from cars using the parking lot.

Appellant also claims without any supporting evidence that the interior tenant improvement work will generate construction traffic that would interfere with adjacent streets. This is unsupported by any reasonable inferences based on conditions at City Center. As the Kittelson Transportation Memo notes, no heavy construction vehicles will be needed and no construction traffic routing in the public right-of-way would be necessary. Whole Foods' buildout would include a total of 91 construction workers on site, a maximum estimate (see Whole Foods' First Source Hiring Affidavit, attached as **Exhibit E**). Lot C alone has 117 vehicle parking spaces in front of the worksite; to the extent necessary, workers could park in a different lot where an additional 517 spaces exist. Construction activities will not cause a significant impact.

2. Air Quality Screening-Level Analysis Demonstrates No Significant Impact

Appellants also claim without any analysis that air quality impacts will be significant due to toxic air contaminants ("TACs") from delivery vehicles, that the project would adversely affect nearby sensitive receptors, and therefore the level of TACs would "likely" exceed BAAQMD's significance thresholds. Following standard City methodology, the ESA AQ Memo proves the Project's air quality impacts are comfortably below BAAQMD's significance thresholds. The only substantial evidence in the record supports City staff's conclusion of no significant air quality impact.

ESA prepared a 125-page memorandum detailing an air quality analysis and screening-level health risk assessment for the Project. Specifically, it analyzes the increase in criteria pollutant emissions, TACs, and health risks associated with the new Whole Foods to provide a quantitative and analytical response to the Appellants. It assumed the same sensitive receptors identified in Appellants letter, and also included a daycare center on the roof of City Center. ESA also identified the total operational emissions generated by Whole Foods, and the net increase

when taking into account Best Buy's past operations. A complete table demonstrating how far below CEQA thresholds is included below.

TABLE 1
OPERATIONAL EMISSIONS COMPARISON FOR BEST BUY AND PROPOSED WHOLE FOODS

	Year 2021 Annual Emissions (pound per day)				Year 2021 Annual Emissions (tons per year)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**	**ROG**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Whole Foods	10.1	38.1	16.7	4.7	1.8	7.0	3.0	0.9
Best Buy	4.5	13.0	5.4	1.5	0.8	2.4	1.0	0.3
Incremental Increase	**5.6**	**25.1**	**11.3**	**3.2**	**1.0**	**4.6**	**2.1**	**0.6**
BAAQMD Thresholds	54	54	82	54	10	10	15	10
Over Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**

ABBREVIATIONS:

ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = particulate matter with diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with diameter equal to or less than 2.5 microns.

Appellants focus on Diesel Particulate Matter ("DPM"). That TAC is represented as PM_{10} in the table above. Whole Foods' DPM emissions would be about five times less than the significance threshold when viewed in isolation, and more than seven times less as a net increase over Best Buy. The Project's $PM_{2.5}$ emissions—which BAAQMD treats as a TAC—would similarly be more than eleven times below the significance threshold, and over sixteen and a half times below the threshold as a net increase.

ESA also determined the increased cancer risk probability and annual average $PM_{2.5}$ concentrations at the daycare center and the "maximally exposed individual resident", aka MEIR, locations. Like the operational emissions analysis, the data is significantly below the significance thresholds for projects like this one that are within the Air Pollutant Exposure Zone.

TABLE 2
MODELED MAXIMUM INCREASE IN CANCER RISK AND ANNUAL AVERAGE $PM_{2.5}$ CONCENTRATIONS AT THE MEIR AND CHILD CARE CENTER

Receptor	**Receptor Group Age**	**Cancer Risk (in 1 million)**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)**
MEIR (Residence on Geary Blvd)	Third trimester to 30 years	2.68	0.003
Child Care Center	Age 0 to 16 years	2.38	0.007
APEZ Thresholds	All groups	7	0.2

ABBREVIATIONS:

$PM_{2.5}$ = particulate matter with diameter equal to or less than 2.5 microns; $\mu g/m^3$ = micrograms per cubic meter.

SOURCE: ESA, 2020. See Appendix A, *Emissions and Health Risk Calculations.*

Cancer risk levels are roughly two and a half to three times below the significance threshold, and annual average $PM_{2.5}$ levels are twenty eight to sixty six times below the significance threshold.

E. Conclusion

The Project would add a Whole Foods Market in an empty approximately 50,000 square foot space. Whole Foods has a demonstrated track record of union construction labor and local hiring, and its philanthropic efforts support a diverse range of San Francisco non-profits, community groups, and schools. It will implement a comprehensive community partnership with the Booker T. Washington Community Services Center. Supported by merchants, nearby residents, and construction labor, the Project will provide a much-needed new grocery store, restaurant, and coffee shop at the City Center mall.

Appellants have not raised a credible question of fact or presented any substantial evidence that could reasonably support a finding that the Project would have a significant environmental impact. Their efforts to undermine the City's loading methodology fall short when a separate study relying on project size instead of reported date and sales volume—as Appellants recommend—falls within the same projected truck loading counts. The site is uniquely constructed to avoid impacts within the public right of way. And finally, a screening-level air quality analysis demonstrates the Project's impacts will be comfortably below any significance threshold. Their appeal should be denied.

Sincerely,

REUBEN, JUNIUS & ROSE, LLP

Mark Loper

Exhibits:

A	-	Support Letters and Signatures
B	-	Lot E Loading Dock Turning Exhibit, July 29, 2019
C	-	Freight and Passenger Loading Demand and Construction Traffic Memo, Kittelson & Associates, October 26, 2020
D	-	Air Quality Technical Memorandum – 2675 Geary Boulevard Project, October 30, 2020
E	-	First Source Hiring Affidavit, Whole Foods, May 15, 2020

[1] 14 Cal. Code. Regs. § 15064(f).
[2] 14 Cal. Code. Regs. § 15064(f)(5).
[3] 14 Cal. Code. Regs. § 15064(f)(5).
[4] Davidon Homes v. City of San Jose (1997) 54 Cal.App.4th 106, 117-118.
[5] CREED-21 v. City of San Diego (2005) 234 Cal.App.4th 488, 504.

Exhibit A

ERIC F. ANDERSON, INC.
General Building Contractor
SINCE 1945

April 6, 2020

President Joel Koppel
Planning Commission
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RE: Applicant 2019-004110CUA
Whole Foods Market Project at Geary / Masonic

Dear Mr. Koppel,

I am writing this letter in support of Whole Foods Market and to share our experience of their strong support of the trade unions. My company, Eric F. Anderson, Inc (EFA), is a third-generation, family and women-owned General Building Contractor, founded in 1945. We have been building grocery stores in San Francisco and Northern California for 75 years. Eric F. Anderson, Inc. is a proud member of the Northern California Carpenters Union.

EFA has had a strong partnership with Whole Foods Market since they first expanded to California in the 1980's. My father, Donald K. Anderson, built a trusted relationship with Whole Foods Market that has continued to this day. The first store we built for them was in Mill Valley in 1990. At that time, Whole Foods Market had three stores in California – Palo Alto, Berkeley and Mill Valley. They continued to partner with us on dozens of new stores from California to Nevada.

Whole Foods Market has always been a leader in quality – both in the operation and construction of their stores. That drive for quality has resulted in hiring union contractors for the construction and remodeling of their stores. Not only has Eric F. Anderson, Inc. been a partner, but they have also supported and advocated for other union GC's and key union subcontractor trades, including electrical, mechanical and plumbing.

Whole Foods Market has contributed millions of dollars and hundreds of jobs to support the trade unions. In just the past 15 years, Eric F. Anderson, Inc. has been the negotiated General Contractor for $50 million of new stores, remodels and service. They have hired EFA for every type of construction – from small service jobs to department remodels to new stores, and everything in between. On new stores in the past 15 years, Whole Food has spent over $36 million and over $15 million on remodels and service.

Of just these projects, over $23.5 million has been spent on union trades, including: Cast-in-Place Concrete, Metal Stud Framing and Drywall, Acoustical Ceilings, Painting, Electrical, HVAC, Plumbing, and Refrigeration.

We understand that San Francisco strongly supports unions more than other cities and San Francisco projects utilize 100% union labor. It should be noted that Whole Foods Market has been a strong supporter of union labor, regardless of the location and local union requirements. Whole Foods Market has used union labor for projects in Berkeley, Oakland, San Jose, Campbell, Cupertino, San Mateo, Monterey, Los Gatos, Walnut Creek, Fremont, Palo Alto, San Rafael, San Ramon, Roseville and Reno NV.

Whole Foods Market has contributed substantially to our success as a General Contractor as well as our partnered union subcontractors. I can't share enough how much we respect them as a business and trusted partner.

Please feel free to reach out to me for more information or data regarding the number of projects over the years. We support this project 100% and look forward to have our union members and partners on the job.

If you have any questions, please do not hesitate to contact me at (510) 717-8477.

Sincerely,

Kristin Anderson

Kristin Anderson
Eric F. Anderson, Inc.
President/CEO
kristin@efainc.com

WOMEN OWNED CERTIFIED BY | WOMEN'S BUSINESS ENTERPRISE NATIONAL COUNCIL

Eric F. Anderson, Inc. is a WBENC-Certified Women-Owned Business Enterprise

March 12, 2020

Dear President Koppel and Members of the San Francisco Planning Commission,

The primary mission of the Fillmore Merchants Associations is to protect and preserve the wide variety of merchants on our corridor. Our aim is to improve the business climate in the nieghborhood and therefor the City in any way we can.

With this in mind, the FMA is in support of Whole Foods's application to bring a new grocery store to the City Center at Geary and Masonic. We believe this project is in-step with the neighborhoods' wants and needs, and remains consistent with the historic use of the City Center shopping center.

In addition, Whole Foods Market provides high quality, fresh produce, raw, natural and organic meats, dairy and other food and household items, and encourages and promotes a healthy lifestyle. This particular space is a very large footprint with rare access to parking, is centrally located, and would be an ideal location for a grocery store of this nature.

Please do not delay in approving this project.

Sincerely,

Vas Kiniris

Executive Director

Fillmore Merchants Association

(510) 333-0401

235 Montgomery St., Ste. 760, San Francisco, CA 94104
tel: 415.392.4520 • fax: 415.392.0485
sfchamber.com • twitter: @sf_chamber

May 5, 2020

President Koppel and San Francisco Planning Commission
San Francisco City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA

Re: Whole Foods at City Center

Dear President Koppel and Members of the San Francisco Planning Commission,

The San Francisco Chamber of Commerce strives to advocate for a thriving business community in our merchant corridors for our small business owners, employees, and residents of San Francisco. With this in mind, and under the light of these uncertain times, **we offer our support of Whole Foods Market's application for a Conditional Use Permit for the City Center at 2675 Geary Blvd.**

The City Center shopping center is unique in its ability to make national retailers accessible to residents. From the center's historic use as a Sears, to current tenants like Ulta, Target, the recently-approved PetSmart, and the former Best Buy, the City Center is an appropriate location for retailers like Whole Foods that require the large space that is rarely available in San Francisco. The San Francisco Planning Commission has a history of approving formula retail CUPs at the City Center, and we believe that Whole Foods would make a great, and needed, addition to this area.

Through the COVID-19 pandemic, we have all come to understand the importance of having immediate access to fresh, organic, and healthy food options. In a moment when crowded grocery stores and long lines are providing high levels of anxiety for our residents, the importance of more options that are close to home and easily accessible has become more critical than ever.

As San Francisco begins to contemplate the slow, difficult process of economic recovery, it is more important than ever to focus on opportunities for employment in the City. This large project will provide many jobs during the construction phase, and will permanently employ dozens of San Franciscans upon its opening.

The San Francisco Chamber of Commerce believes that this location is appropriate for a Whole Foods Market, and this project will provide much-needed services and jobs at a time when San Francisco needs them most. Please do not delay in approving this important project.

Respectfully,

Jay Cheng
Public Policy Director
San Francisco Chamber of Commerce

From: Alfred Sodini <ducha931@aol.com>
Sent: Monday, May 20, 2019 1:56 PM
To: myrna.melgar@sfgov.org
Cc: joel.koppel@sfgov.org; planning@rodneyfong.com; richhillissf@gmail.com; milicent.johnson@sfgov.org; kathrin.moore@sfgov.org; dennis.richards@sfgov.org
Subject: Whole Foods at the City Center Shopping Mall

Dear President Melgar and Members of the Planning Commission:

I represent the Anza Vista Neighborhood Association which is directly across from the City Center Shopping Mall at 2675 Geary Blvd. I would like to take this opportunity to voice our strong support of Whole Foods's application to open a new location at the Center.

Unique within San Francisco, the City Center Shopping Mall features large footprint retail spaces which are ideal for formula retailers. From its very start, the Center has had a long history of housing formula retailers. We believe that Whole Foods is in step with that history and that they would make an ideal tenant for the former Best Buy location. As many retailers are moving their businesses online, grocery stores remain, and will always be, a critical element to any neighborhood's success.

While there are several large chain grocers in the general area, we believe Whole Foods will offer a unique choice and will generally benefit those who live and work in the Anza Vista and surrounding neighborhoods.

We look forward to Whole Foods opening and serving our community. Whole Foods has our neighborhood's support and we welcome your approval of this application.

Sincerely,

Al Sodini

President

Anza Vista Neighborhood Association

****

6/9/2019

YES!

I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd at Masonic Ave. This location is well-suited for and in need of a high quality grocer, and the neighborhood would benefit greatly from the variety and quality Whole Foods is known for.

NAME	ZIP CODE	EMAIL (optional)
Eduardo Rangel	94110	Eduardo_Rangel777@yahoo.com
Anthony Lang	94110	
Orkid	94110	
Pepe	94110	it's a good idea, [redacted]
Mariana	94115	mgarzaescamilla@gmail.com
Maria Jose	94115	mariapsecbinc@gmail.com
Donna Robles	94115	dmrobles2@icloud.com
Michael Shagalov	94131	
Darion Lopez	94114	
Rebecca Hobbs	94121	hobbs.rebeccasarah@gmai
Will Johnson	94121	
Katie Michel	94121	
Monica Menor	94107	

YES!

I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd at Masonic Ave. This location is well-suited for and in need of a high quality grocer, and the neighborhood would benefit greatly from the variety and quality Whole Foods is known for.

NAME	ZIP CODE	EMAIL (optional)
Scott Torres	94103	
Ry Smith	9418	
	95050	
Peter Fredrickson	94107	
	94110	
	94112	
	94103	
Max Overstreet	94134	
J. Alexander Gonzales Jr.	94134	

YES!

I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd at Masonic Ave. This location is well-suited for and in need of a high quality grocer, and the neighborhood would benefit greatly from the variety and quality Whole Foods is known for.

NAME	ZIP CODE	EMAIL (optional)
Elsy Tayer	94103	
Salma-Ali Saleh	94110	
Carlos Perez	94103	
Evade Mlic	94109	
JOAN BANK	94110	
CT Notaro	94103	
Richard Copeland	94107	
Yen Lai	94158	
Cassie Moorhead	94107	
Drew Fratter	94116	
Tony Liang	94103	
Susan Eubanks	94131	
Idonnah Hipolito	94014	

YES!

I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd at Masonic Ave. This location is well-suited for and in need of a high quality grocer, and the neighborhood would benefit greatly from the variety and quality Whole Foods is known for.

NAME	ZIP CODE	EMAIL (optional)
Michelle Parker	94121	
Roisin Hunt	94121	
Robert Espinosa	94112	
Nikki Lee	94122	
Sahil Gupta	94015	
DAN CRUZ	94124	
Manno Letschert	94107	

Sample Support Cards

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: (please print) Oranan Champanya

Zip code: 94107

857 Montgomery Street
San Francisco, CA 94133

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: (please print) Janice Hill

Zip code: 94525

857 Montgomery Street
San Francisco, CA 94133

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: *(please print)* MARY THOMPSON

Zip code: 95968

857 Montgomery Street
San Francisco, CA 94133

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: *(please print)* Veronica Garcia

Zip code: 94705

857 Montgomery Street
San Francisco, CA 94133

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: Nadia Sujie
(please print)

Zip code: 93277

857 Montgomery Street
San Francisco, CA 94133

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: Sam Wren
(please print)

Zip code: 94103

857 Montgomery Street
San Francisco, CA 94133

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: Ayrton Bryan
(please print)

Zip code: 94590

857 Montgomery Street
San Francisco, CA 94133

Show your support.

Whole Foods Market is seeking approval from the San Francisco Planning Department to operate our new store, and your support can help make our plan a reality!

☑ Yes! I support bringing a new Whole Foods Market to the City Center at 2675 Geary Blvd. at Masonic Ave.

Name: [illegible]
(please print)

Zip code: 14101

857 Montgomery Street
San Francisco, CA 94133

Spreadsheet of support card signatures

First Name	Last Name	Zip Code	Event
Kesha	Rankin	95008	Pride
Nancy	Ford	94707	Pride
Anonymous		95758	Pride
Beth	Schuy	94111	Pride
Judith	McDonald	94124	Pride
Brianti	W	N/A	Pride
Amber	Gray	94115	Pride
Peter	Hardy	94124	Pride
Randi	G	94607	Pride
Eric	Gillespie	94607	Pride
Margherita	Goppolino	3011	Pride
Jason	Hoa	94602	Pride
Diana	Greer	94133	Pride
Judy		94112	Pride
Carco	Ricardo	94110	Pride
Beth	Schutz	94117	Pride
Laurel		94114	Pride
Catherine	Chin	94114	Pride
Orizarra		95116	Pride
April		95123	Pride
Greg	O'Brien	94013	Pride
Erica	Hagle	94063	Pride
Joann	Taylor	95112	Pride
Marius	Aniexander	94132	Pride
Kat	Scheibner	98506	Pride
Gloria	Nguyen	94022	Pride
Carlton		94909	Pride
Monalisa	Carter	94166	Pride
Karen	S	94134	Pride
Natalie	Gee	94134	Pride
Dre		94134	Pride
Fernando	Lunan	94158	Pride
Jay R.	Fields	94158	Pride
Andy	Escobar	94309	Pride
Debra	Benedict	94103	Pride
Maxx	T	94541	Pride
Nersow	Henaxuno	95110	Pride
Ser	Anzoategui	90042	Pride
Orawan	Chanpanya	94107	Pride
Yiouue	Fletcher	N/A	Pride
Jessica	Kasanitsky	94124	Pride
Jake	M	94117	Pride
Alberto	Sera	94705	Pride
Araceli	Smith	94521	Pride
Not Legible		94704	Pride
Jason	Lee	93277	Pride

Gabe	Teen	94518	Pride
Not Legible		92104	Pride
Rafael	Chang	94605	Pride
Amy	Meyers	94044	Pride
Louise	Fischer	94102	Pride
Not Legible		94121	Pride
Ayrton	Bryan	94590	Pride
Nadia	Su-ye	93277	Pride
Sam	Wren	94103	Pride
Mary	Thompson	95968	Pride
Veronica	Garcia	94705	Pride
Janice	Hill	94525	Pride
Diana	Cov	94117	Pride
Eric	Chong	94043	Pride
Christopher	Herrera	94122	Pride

Fw: Letter of support for Whole Foods 2020

Mark Loper <mloper@reubenlaw.com>
Mon 5/18/2020 8:00 AM

To: May, Christopher (CPC) <christopher.may@sfgov.org>

Chris, following up on the email I sent Friday with our sponsor brief and support exhibits. Here's a support letter from the Geary Merchants.

Thanks and hope you had a nice weekend,

Mark

Mark Loper, Partner
O. (415) 567-9000
C. (510) 414-6445
mloper@reubenlaw.com
www.reubenlaw.com

SF Office:
One Bush Street, Suite 600
San Francisco, CA 94104

Oakland Office:
827 Broadway, Suite 205
Oakland, CA 94607

From: Taylor Jordan <Taylor@lh-pa.com>
Sent: Saturday, May 16, 2020 6:07 PM
To: Mark Loper <mloper@reubenlaw.com>
Subject: Fw: Letter of support for Whole Foods 2020

From: David Heller <david@beautynetwork.com>
Sent: Saturday, May 16, 2020 4:37 PM
To: Taylor Jordan <Taylor@lh-pa.com>
Subject: Letter of support for Whole Foods 2020

Over the past 73 years, the Greater Geary Boulevard Merchants Association has worked hard to serve our merchants and help the Geary merchant corridor, from Van Ness Avenue to the Pacific Ocean, thrive and provide a wide variety of shops, services, and restaurants to San Franciscans in a variety of neighborhoods.

With this rich history in mind, the Greater Geary Boulevard Merchants Association urges the SF Planning Commission to support Whole Foods' effort to bring a new grocery store to the City Center shopping center at Geary Boulevard and Masonic Avenue. We believe this project is in-step with the neighborhood's wants and needs, and remains consistent with the historic use of the City Center.

The retail space at the City Center has a very large footprint with access to parking. It is also centrally located and would be an ideal location for a grocery store of this nature.

Whole Foods provides high-quality, fresh produce, natural and organic meats and dairy, and other food and household items. The store actively promotes a healthy lifestyle.

Please support Whole Food's effort to open a location at the City Center.

David Heller

David Heller, President
Greater Geary Boulevard Merchants
and Property Owners Association
P.O. Box 210747
San Francisco, CA 94121

415.387.1477 Phone
415.387.1324 Fax
415.517.2573 Cell

david@beautynetwork.com

Click here to visit our website: www.gearyblvd.org

Re: Proposed Whole Foods City Center Project

Members of the San Francisco Board of Supervisors,

On behalf of Food Runners, I am writing to express our full support for the proposed Whole Foods Market project located at the City Center, 2675 Geary Blvd. The proposed project will be a meaningful addition to the neighborhood by offering countless benefits that will enrich the community—from workforce opportunities to charitable partnerships.

The COVID-19 pandemic has caused unprecedented economic devastation in our City and has impacted many individuals, families, and communities, especially people of color. The proposed new store location for Whole Foods Market would create employment opportunities for San Francisco residents and aid our City's economic recovery efforts. Moreover, Whole Foods has exhibited an ongoing commitment to hiring a local and diverse workforce and offers competitive wages along with full-time employment options for many of its employees.

Beyond being an important economic recovery tool for our City, the proposed project will also contribute to the development of more charitable partnerships between Whole Foods Market and San Francisco's incredible community-based organizations. In 2019 alone, Whole Foods raised or donated the equivalent of over $2,00,000 to local nonprofits in San Francisco in addition to supporting communities through food access efforts since the start of this pandemic. Food Runners receives donations of excess perishable and prepared food from every Whole Foods Market in the city several times a week. This amounts to 100's of tons of donated food each year. I will let you do the calculation. Feeding America estimates that a pound of donated food is worth $1.62. One ton of food is 2,000 pounds….what does your calculator say? By welcoming this new store location into the area, we will be able to continue to explore more opportunities for partnership and community engagement, especially in the Western Addition and Fillmore District.

Food Runners supports Collective Impact's belief that this location will be a benefit to the Western Addition community and we urge members of the San Francisco Board of Supervisors to allow this project to move forward. Thank you for your consideration.

In Community,
Linda Murley, Executive Director
Food Runners

October 23, 2020

San Francisco City Hall
ATTN: San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Proposed Whole Foods Market City Center Project

Members of the San Francisco Board of Supervisors:

On behalf of CityTeam, I am writing to demonstrate our full support for the proposed Whole Foods Market project, located at San Francisco's City Center, 2675 Geary Blvd. CityTeam has been serving San Francisco's communities through our various programs that are focused on relieving the challenges that low-income families face in putting food on the table and too often simply making ends meet. Providing hot meals and nutritious food is a core service we offer – one in which we heavily rely on our partners, like Whole Foods Market, to help us accomplish. Allowing Whole Foods Market to expand locally in San Francisco will only deepen our partnership and develop our food access services even further.

Due to the far-reaching economic impacts of COVID-19, we have experienced a drastic increase in the number of families and individuals that are in need of our services. We are able to meet the rising demand, in part, through the on-going food donations we receive from Whole Foods store locations throughout San Francisco. This partnership allows us to continue feeding our most vulnerable populations out of our SOMA location and via mobile deliveries in Hunter's Point. The proposed Whole Foods project will not only aid our City's economic recovery efforts as a whole, but will also directly provide our organization with an additional vital resource for collecting food to offer to low-income communities.

Whole Foods also recently donated a refrigerated van to our cause that has immensely aided our efforts in transporting fresh food to all corners of the City. This donation has become a critical component in expanding our services by granting us the ability to pick more food than we could previously, and improving our efforts to ameliorate the ever-increasing need for food access in San Francisco. We have seen firsthand the active role each and every Whole Foods Market store plays in supporting the community, and the generous approach the company takes to local charitable giving.

We are proud to be Whole Foods Market's local grocery rescue partners and look forward to strengthening this partnership further with the common goal of serving our community. For this reason, we strongly urge the San Francisco Board of Supervisors to approve the proposed City Center project.

Thank you for your consideration,

Christian Huang
Executive Director, CityTeam San Francisco

Glen Peterson
President and CEO, CityTeam

COLLECTIVE IMPACT

MAGIC ZONE

San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, SF, CA 94102
Re: Proposed Whole Foods City Center Project

Members of the Board of Supervisors,

On Behalf of myself and the team at Collective Impact/ Magic Zone I am writing to express our full support for the proposed Whole Food Market project located at City Center, 2675 Geary Blvd. Collective Impact has long been focused on providing youth and families with the tools, resources and support they need to succeed. We provide programs for youth in the Western Addition/Fillmore addressing disparities facing people of color and supporting the African American community. As someone born and raised in this community, I believe this project will be a meaningful addition to the neighborhood and the individuals we serve by offering benefits and opportunities that will enrich the community - from employment opportunities to the contributions of Whole Foods.

COVID-19 has had a tremendous impact on the economy, which means, families, individuals and communities like the Fillmore have been hard hit. The pandemic made a bad situation worse, people of color were struggling and suffering before COVID-19, Black residents experienced unemployment at nearly three times the rate of the citywide average. At Collective Impact we have seen first hand the negative effect on the African American community and know the need for real solutions. The proposed new store location for Whole Foods Market offers hope and could create hundreds of employment opportunities for San Francisco residents and help with the City's recovery efforts. Through our summer internships and Opportunities for All, we've seen firsthand Whole Foods commitment to hiring a local and diverse workforce.

We believe that the proposed project offers more than jobs, but contributions and a partnership that benefits local community-based organizations. In 2019 Whole foods donated and raised money for nonprofits and since the pandemic has provided access to food for communities. I am hopeful that the store will provide opportunities to expand and explore new opportunities for partnership and community engagement, especially in my community.

Collective Impact is based out of the Ella Hill Hutch Community center and home to Mo' MAGIC and Magic Zone and we believe this location has the potential to benefit the community, our youth and their families, we urge the San Francisco Board of Supervisors to allow this project to move forward. Thanks for your consideration.

Sincerely,

James Spingola, Executive Director, Collective Impact/ Magic Zone

Noivember 2, 2020

Dear President Yee and Members of the San Francisco Board of Supervisors,

The Fillmore Merchants Association continues its ongoing support for Whole Foods Market at the City Center at Geary and Masonic.

The primary mission of the Fillmore Merchant Association is to protect and preserve the wide variety of merchants on our corridor. Our aim is to improve the business climate in the neighborhood and the City in any way we can.

Because of this, the FMA is in strong support of Whole Foods Market's application to bring a new grocery store to the City Center. We believe this project is aligned with the neighborhood's goals and desires. We also believe this project is a perfect fit for the City Center, given its historic uses, large floor plans, and generous parking lot.

Whole Foods Market is an excellent resource for high quality, fresh produce, raw, natural and organic meats, dairy and other food and household items, and encourages and promotes a healthy lifestyle. This, in addition to bringing dozens of new jobs to San Francisco during a pandemic, make this project beneficial and desirable all the way around.

Please support this important project.

Yours Sincerely,

Vas Kiniris
Executive Director
Fillmore Merchants Association

(510) 333-0401

Fw: Greater Geary Boulevard Merchants Support Letter.

Taylor Jordan <Taylor@lh-pa.com>

Fri 11/6/2020 9:49 AM

To: Mark Loper <mloper@reubenlaw.com>; Alex Tourk <tourk@gfpublicaffairs.com>; Hailey Smith <hailey@gfpublicaffairs.com>; Brian Bacharach (Consultant) <bbacharach@acadiarealty.com>; Rachel Kelly (CE CEN) <Rachel.Kelly@wholefoods.com>

From: David Heller <david@beautynetwork.com>
Sent: Thursday, November 5, 2020 5:23 PM
To: Taylor Jordan <Taylor@lh-pa.com>
Subject: Greater Geary Boulevard Merchants Support Letter.

Dear President Yee and Members of the San Francisco Board of Supervisors,

It is with strong conviction that the Greater Geary Blvd Merchant Association renews its support for Whole Foods Market at the City Center at Geary and Masonic.
Over the past 74 years, the Greater Geary Blvd Merchant Association has worked hard to serve our members and help the Geary merchant corridor, from Van Ness to the Ocean, thrive and provide a wide variety of shops, services, and restaurants to San Franciscans in a multitude of neighborhoods.
We believe, without hesitation, that this Whole Foods Market will help deliver on this mission.

We believe this project is in-step with the neighborhoods' wants and needs, and remains consistent with the historic use of the City Center shopping center.
In addition, Whole Foods Market provides high quality, fresh produce, raw, natural and organic meats, dairy and other food and household items, and encourages and promotes a healthy lifestyle. This particular space is a very large footprint with rare access to parking, is centrally located, and would be an ideal location for a grocery store of this nature.

Lastly, this project will bring dozens of new jobs to our community, at a time of great economic uncertainty. Simply stated, this project is the right fit for this neighborhood.
Please support this important project.

Sincerely,
David Heller, President

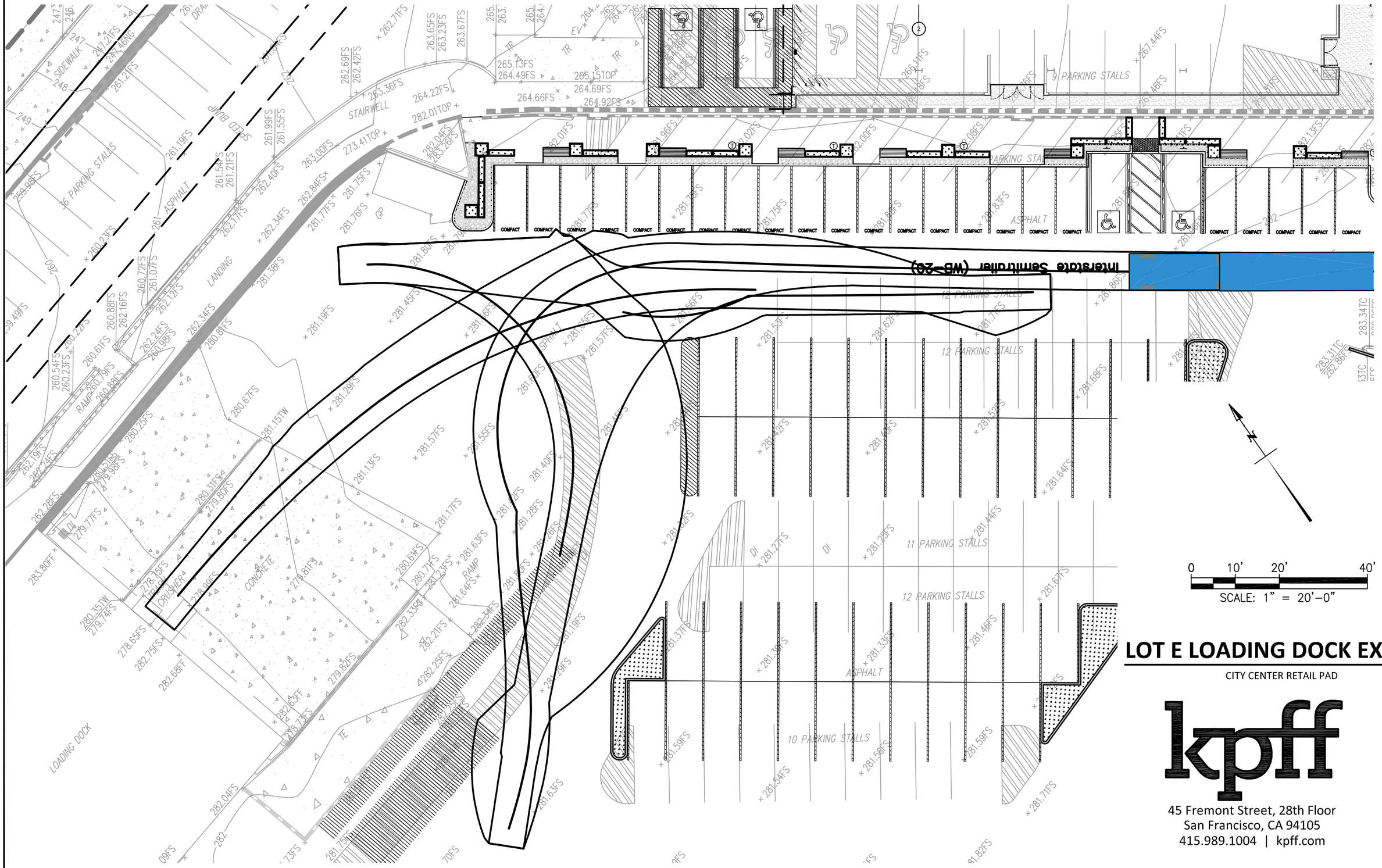
David Heller, President
Greater Geary Boulevard Merchants
and Property Owners Association
P.O. Box 210747
San Francisco, CA 94121

415.387.1477 Phone

david@beautynetwork.com

Click here to visit our website: www.gearyblvd.org

Exhibit B



LOT E LOADING DOCK EXHIBIT

CITY CENTER RETAIL PAD

kpff

45 Fremont Street, 28th Floor
San Francisco, CA 94105
415.989.1004 | kpff.com

JOB NUMBER: 1500036

DATE: JULY 29, 2019

Exhibit C

KITTELSON & ASSOCIATES
155 GRAND AVENUE, SUITE 505
OAKLAND, CA 94612
P 510.839.1742 F 510.839.0871

MEMORANDUM

Date: October 26, 2020 Project #: 25485

To: Brian Bacharach
Acadia Realty Trust
411 Theodore Fremd Ave, Suite 300
Rye, NY 10580

From: Mike Alston, RSP: Amanda Leahy, AICP
Project: 2675 Geary CEQA Support
Subject: Freight and Passenger Loading Demand and Construction Traffic

INTRODUCTION

Kittelson & Associates, Inc. ("Kittelson") has been retained to provide technical analysis and support for the proposed 2675 Geary project ("proposed project"). In May 2020, the San Francisco Planning Department completed a transportation coordination memo (TCM) that evaluated potential transportation impacts of the project. This memorandum provides supplementary freight and passenger loading demand analysis and a discussion of expected construction traffic.

PROJECT DESCRIPTION

The project sponsor (Whole Foods Market) is proposing a grocery store, restaurant, and coffee bar at 2675 Geary Boulevard in the "City Center," an existing shopping center located at the southeast corner of Masonic Avenue and Geary Boulevard, in the Western Addition Neighborhood of San Francisco. Whole Foods Market would occupy a vacant retail space, formerly occupied by Best Buy (until 2017), above an existing Target store. The proposed project would include a 49,780-square-foot grocery store, a 3,320-square-foot restaurant, and a 1,190-square-foot coffee shop.

The proposed project does not include any changes to vehicle parking, bicycle parking, freight or passenger loading, driveway access, or onsite circulation. Additionally, no changes are proposed in the public right-of-way. Parking and passenger loading access would be provided in the existing Lot C, which includes 117 vehicle parking spaces (see site plan in Appendix A). Freight and commercial loading activity would take place in a loading bay in Lot E, which includes two loading spaces for the proposed project. Access to the loading docks would be provided through Lot E by a 40-foot-wide driveway on

O'Farrell Street east of Anza Vista Avenue. The project proposes interior tenant improvements with no excavation or exterior construction.

FREIGHT AND PASSENGER LOADING DEMAND

This section presents freight and passenger loading demand estimates in accordance with the *2019 Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) in comparison with the TCM findings.

Freight and Commercial Loading Demand

Freight loading demand consists of the number of freight delivery and service vehicle trips generated by a development.

TCM Estimates and Findings

The TCM estimated daily freight and commercial loading trips by relying on a comparison to an existing Whole Foods in San Francisco (located at 1765 California Street) for an estimate of commercial and freight loading demand. The TCM estimated commercial and freight loading demand to be equivalent with the 1765 California Street Whole Foods location, presented in Table 1.

Table 1: Freight Loading Demand Estimated in the May 2020 TCM

	65-foot Trucks	30-to 48-foot trucks	Other[1]	Total Daily Trips
Average	4	4	15	23
Daily Maximum	4	4	20	28

Source: San Francisco Planning Department and Whole Foods Market.

[1]Includes bobtail trucks and large or small vans.

The TCM also included a discussion of expected fleet mix and dwell times, estimating dwell times of one hour for 65-foot-long trucks and 30 minutes for all other delivery vehicles, resulting in 6.75 hours of total dwell time on an average day and 8 total hours on a "maximum day." The discussion also indicated that the City Center shopping center has no time restrictions on deliveries, and that deliveries would be handled from the parking lot rather than from the public right-of-way. Thus, the TCM concluded that supply was adequate and impacts to freight loading would be **less than significant.**

Estimates Based on SF Guidelines

The SF Guidelines provide data to estimate freight loading demand based on the size of each land use and corresponding truck trip generation rate (the rates are specific to each land use). Table 2 provides estimated freight loading and service vehicle demand based on the SF Guidelines rates and methodology.

Table 2: Freight Loading Demand based on SF Guidelines Rates and Methodology

Land Use	Size (Square Feet)	Turnover Rate (R Value)	Trips		Demand	
			Daily Trips	Peak Hour Trips	Peak Hour Demand (Number of Spaces)	Rounded Peak Hour Demand
Supermarket	49,780	0.22[1]	11.0	1.5	0.6	1.0
Restaurant	3,320	3.6	11.9	1.6	0.6	1.0
Coffee Shop	1,190	3.6	4.2	0.6	0.2	1.0
Total	**54,290**	**-**	**27.1**	**3.2**	**-**	**3**

Source: Kittelson & Associates, 2020; San Francisco Planning Department, 2019
[1]Trips were estimated using the *composite retail* rate from the SF Guidelines, a category which includes but is not limited to personal services, wholesale, apparel, drug stores, and specialty shops.
Demand Equation: Daily Trips = (SF/1,000) * R; Average Hour = (SF/1,000) * R/9/2.4; Peak Hour = (GSF/1,000) * (R * 1.25)/9/2.4

Applying the SF Guidelines freight loading demand rates, expected freight loading activity is similar to the TCM estimates, with 27.1 daily trips and demand for three spaces in the peak hour of freight loading. The daily demand estimate is on par with the "daily maximum" estimates of 28 trips provided in the TCM. The SF Guidelines do not provide any more detailed information that would conflict with the fleet mix and dwell time information provided in the TCM, which includes:

- 70 to 75 percent of product mix is delivered in 65-foot-long trucks.
- A dwell time of 60 minutes per full load and 30 minutes for a half load or for other loading and delivery vehicles.

Passenger Loading Demand

TCM Estimates and Findings

The TCM estimated 14 trips by taxi or transportation network company in the weekday p.m. peak hour but did not explicitly discuss or analyze the estimated total number of passenger loading trips. (Passenger loading is comprised of commercial trips like taxis and TNCs and of private, high-occupancy vehicle trips). The memo explains that because there is adequate space in the existing Lot C, passenger loading would not result in secondary effects to other modes of travel.

SF Guidelines Estimates

The SF Guidelines provide passenger loading percentages based on land use type and geography/place type. Table 3 provides the average passenger loading demand for any one minute of the peak hour throughout the average peak period.[1] As shown in the table, the proposed project would generate demand for one passenger loading space.

CONSTRUCTION

The proposed project will not require any exterior construction. No heavy construction vehicles will be needed and no construction traffic routing is necessary. Construction contractors for the interior tenant improvements (i.e., vendors) will have access to all 117 vehicle parking spaces within Lot C in front of the store, which will eventually serve the proposed project.

[1] The SF Guidelines advise estimating demand for any one minute of the peak hour throughout the average peak period for project sites like the proposed project that are is not located along a non-center running public transit rapid network route or unprotected bicycle facility (e.g., no safe hit post, parking/loading in between, or raised sidewalk). For such sites, the appropriate estimate would be for any one minute of the peak 15 minutes of the average peak period.

Table 3: Proposed Project Passenger Loading Demand, P.M. Peak Hour

Land Use	Size (Square Feet)	Person Trips	Loading Mode Type Percentage (L)	Loading Demand (Spaces)[1]
Supermarket	49,780	1,079	3%	0.5
Restaurant	3,320	269	3%	0.1
Coffee Shop	1,190	96	3%	0.1
Total – Proposed Project	**54,290**	**1,444**	-	**0.7**
Rounded Total				**1.0**

Source: 2019 TIA Guidelines

1 Peak hour spaces of passenger loading demand = $\left[\frac{P*L*D}{60}\right]$

P = Person trip generated by the land use during the p.m. peak hour based on the land use type's trip generation rate and the amount of land use

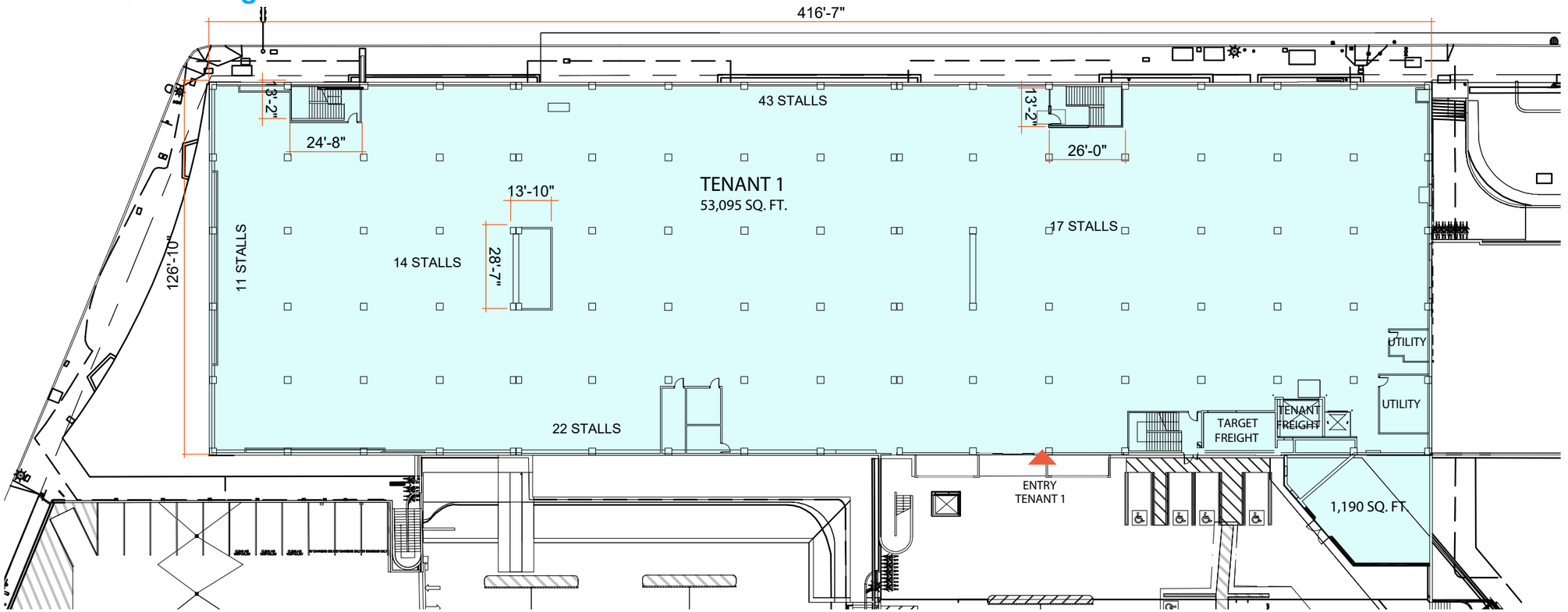
L = Loading mode type percentage (mode split of all person trips going to a project site involving passenger loading occurring at the curb) for the land use and place type

D = The average stop duration is assumed to be 1 minute

APPENDIX A: SITE PLAN

Context Plans/Views Lot C

Floor Plan Existing - Lot C

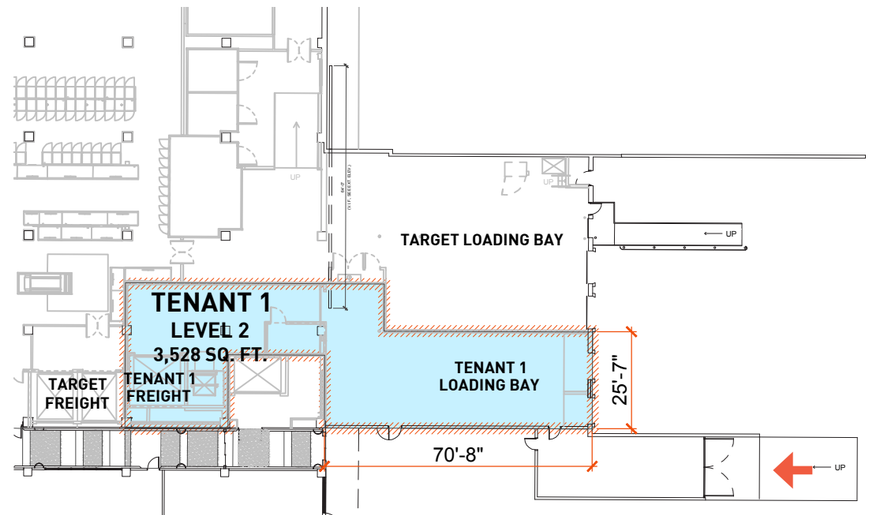


SALES LEVEL

SF TOTALS (GROSS FLOOR AREA)

RETAIL 53,095 SF
RETAIL SHED 1,190 SF
DOCK LEVEL 3,528 SF

TOTAL 57,813 SF

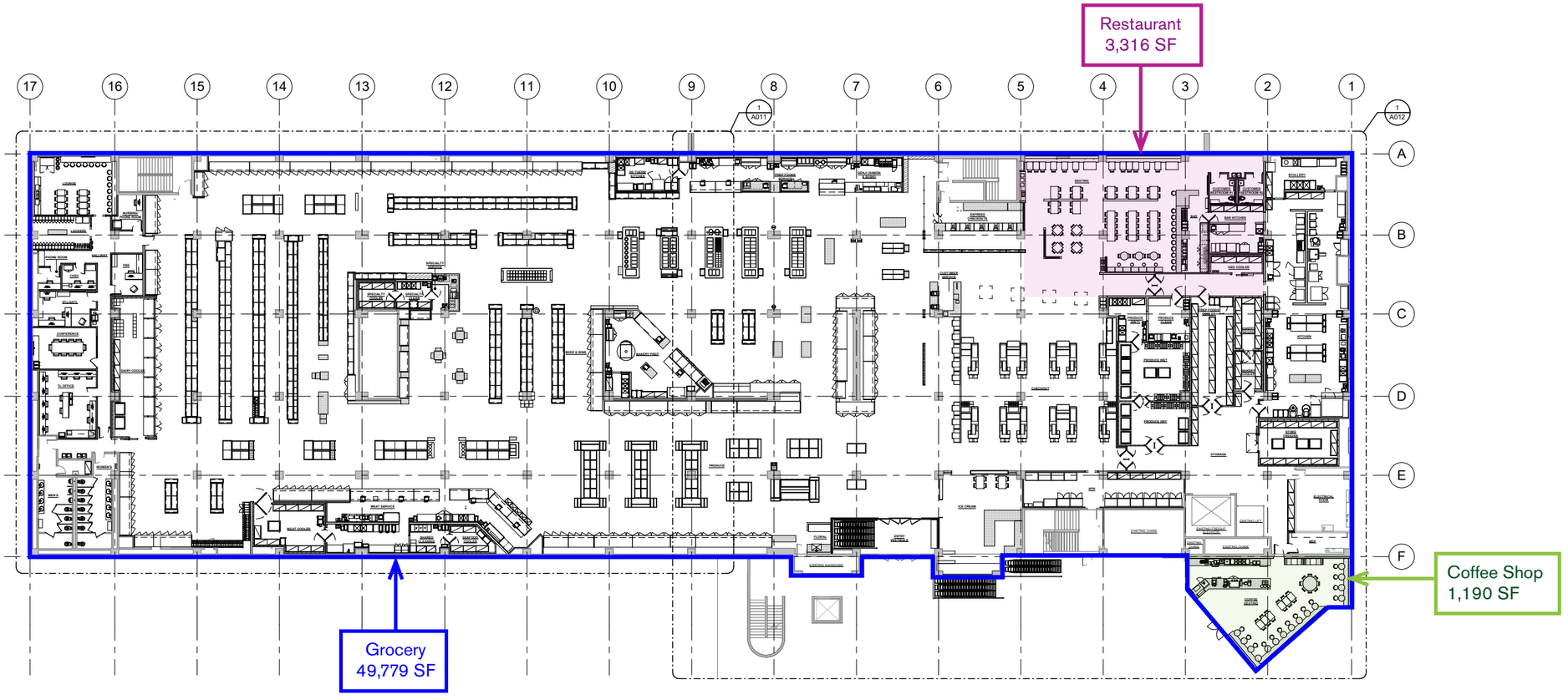


DOCK LEVEL

SCALE 1" = 40'

0 10 20 40

Floor Plan Proposed - Whole Foods



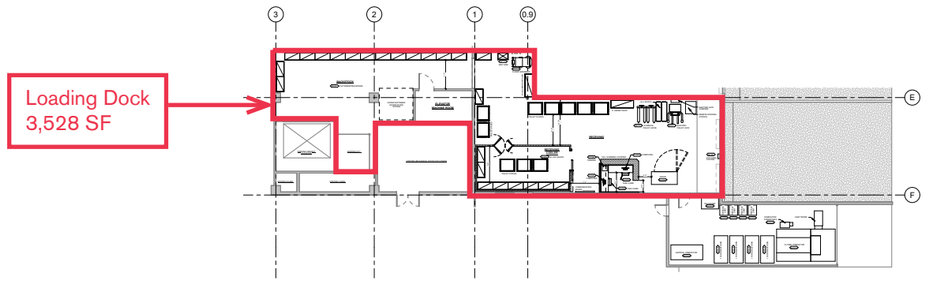
SF TOTALS

Street Level
- Grocery 49,779 SF
- Coffee Shop 1,190 SF
- Restaurant 3,316 SF

Sub Total 54,285 SF

Loading Dock Level
- Loading Dock 3,528 SF

TOTAL: 57,813 SF



SCALE 1" = 40'

0 10 20 40

Exhibit D

ESA 50 YEARS 1969-2019

550 Kearny Street
Suite 800
San Francisco, CA 94108
415.896.5900 phone
415.896.0332 fax

esassoc.com

memorandum

date	October 30, 2020
to	Brian Bacharach, Acadia Realty
cc	Mark Loper, Reuben, Junius, & Rose, LLP
from	Cheri Velzy, Senior Managing Air Quality Associate, ESA
subject	Air Quality Technical Memorandum – 2675 Geary Boulevard Project

Introduction

This memorandum details the methodology and results of an air quality analysis and screening-level health risk assessment (HRA) conducted to evaluate potential health risk impacts from the proposed project at 2675 Geary Boulevard in San Francisco, California. The proposed project is located within the Air Pollutant Exposure Zone (APEZ), as evaluated by the most recent San Francisco Citywide Health Risk Assessment prepared by the San Francisco Department of Public Health and the San Francisco Planning Department's Environmental Planning (EP) Division.[1]

The project sponsor proposes a new Whole Foods grocery store at a building formerly occupied by a Best Buy store, at 2675 Geary Boulevard, San Francisco, California. The proposed project received a Class 32 Categorical Exemption from EP due to its status as infill development. A comment letter was sent to the San Francisco Planning Commission by the United Food & Commercial Workers Union expressing concern that the proposed project would cause air quality impacts that would exceed acceptable thresholds. This air quality technical memorandum (AQTM) analyzes the increase in criteria pollutant emissions, toxic air contaminants (TAC), and health risks associated with the new Whole Foods to provide a quantitative and analytical response to the Union letter.

Criteria pollutants are those pollutants for which ambient standards have been established to protect human health. The criteria pollutants of concern for this analysis include oxides of nitrogen (NO_x), reactive organic gases (ROG), particulate matter 10 microns or less in diameter (PM_{10}), and particulate matter 2.5 microns or less in diameter ($PM_{2.5}$). NO_x and ROG are ozone (smog) precursors. The Bay Area does not attain the ambient ozone standard, nor does it attain the standards for PM_{10} or $PM_{2.5}$ (soot).

1 San Francisco Department of Public Health, San Francisco Planning Department, and Ramboll, *Draft San Francisco Citywide Health Risk Assessment: Technical Support Documentation*, February 2020, *https://www.sfdph.org/dph/files/EHSdocs/AirQuality/Air_Pollutant_Exposure_Zone_Technical_Documentation_2020.pdf*, accessed February 2020.

TACs are pollutants that are harmful to human health at any level. PM_{10} from diesel exhaust ("diesel particulate matter" or DPM) is carcinogenic and considered a TAC, and $PM_{2.5}$ by way of the inhalation pathway, is associated with a wide range of negative health effects.[2]

While this analysis is not currently required for California Environmental Quality Act (CEQA) purposes, emissions and risk results were compared to CEQA significance thresholds from the Bay Area Air Quality Management District (BAAQMD) 2017 CEQA Guidelines to provide a regulatory context.[3]

Project Description

Whole Foods proposes to occupy a space at 2675 Geary Boulevard in San Francisco formerly occupied by Best Buy. As part of its operations, Whole Foods will receive deliveries by diesel trucks, some of which will include transportation refrigeration units (TRUs), which are also diesel-powered. The proposed project will not require substantial construction involving earthmoving or heavy, diesel-powered construction equipment. The majority of modifications to the property will take place inside the building and would generate minimal air emissions.

Delivery truck count data were obtained for a representative Best Buy location at 1717 Harrison and a representative Whole Foods location at 1765 California Street, both in San Francisco. These data were used for baselining and comparative purposes in the air quality analysis described below, and the traffic count reports are attached to this memorandum as **Appendix A**.

Sensitive Receptors

Sensitive receptors are locations where individuals most susceptible to the effects of air pollutants (children, the elderly, and individuals with illnesses) reside or are present for long periods of time. Residences are considered sensitive receptors because these individuals could be present at a residence. In addition, childcare centers, schools, senior housing, and hospitals are also considered sensitive receptors.

Sensitive receptors are present in the proximity of the proposed project. A childcare facility is located on the roof level of the shopping center where the Whole Foods would be located. In addition, residences are located to the north across Geary Boulevard, approximately 245 feet from the truck loading dock, and to the south across O'Farrell Street, approximately 300 feet from the truck loading dock. A senior housing facility is located on the northeast corner of Geary Boulevard and Wood Street, approximately 930 feet from the truck loading dock.

Air Quality Technical Analysis

The methodology and results of the emissions estimation and screening-level HRA are presented in the following sections. Emissions and screening modeling files, project data files, and health risk calculations are provided in **Appendix B**.

Criteria Pollutant Emissions

The operational criteria pollutant emissions were estimated for both the proposed Whole Foods and the former Best Buy operations. Since Best Buy had operated at this location, its emissions were used to establish the

[2] Bay Area Air Quality Management District California Environmental Quality Act Air Quality Guidelines, May 2017, *https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en,* accessed October 2020.

[3] Bay Area Air Quality Management District California Environmental Quality Act Air Quality Guidelines, May 2017, *https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en,* accessed October 2020.

baseline. The difference between the Whole Foods emissions and the Best Buy emissions represent the incremental change from the proposed project (Whole Foods). The analysis estimated criteria pollutant emissions associated with heavy-duty truck transport and idling, transport refrigeration unit (TRU) operations, passenger vehicle trips (customers), building energy consumption and area sources for both the former Best Buy and the proposed project. TRUs include on-board diesel generators to power the refrigeration equipment.

Emissions were calculated using the California Emissions Estimator Model (CalEEMod), the on-road mobile source emission factor model EMFAC2017, and the off-road emissions model OFFROAD-ORION. These models are regulatory-approved for CEQA projects and have been developed by, or in coordination with, the California Air Resources Board (CARB). CalEEMod was used to estimate emissions from building energy consumption and area sources (landscaping, solvents, and product use) and customer vehicles visiting the stores, based on building square footage. EMFAC2017 and OFFROAD-ORION were used to estimate emissions from diesel truck idling and TRUs. Emissions were estimated for NO_x, ROG, PM_{10}, and $PM_{2.5}$.

It should be noted that CalEEMod has EMFAC2014 imbedded within the model to estimate on-road passenger vehicle emissions. This is an older version of EMFAC than the most recent version, EMFAC2017. However, since this analysis is based on the difference between Whole Foods and Best Buy, it is assumed that this difference would be the same whether EMFAC2014 or EMFAC2017 was used to calculate passenger vehicle emissions. Passenger vehicle emissions were not modeled in the HRA, as their contribution from primarily gasoline emissions to cancer risk is negligible in contrast to diesel exhaust from heavy-duty delivery vehicles.

All trucks were conservatively assumed to be diesel-fueled. Idling time was assumed to be 10 minutes per trip, consistent with CARB's Airborne Toxic Control Measure to limit diesel-fueled commercial motor vehicle idling.[4] TRU emissions were based on a dwell time of 60 minutes for 65-foot tractor-trailers and 30 minutes for all other trucks, based on the traffic study (attached). It was assumed no TRUs were required for the Best Buy deliveries, while all Whole Foods deliveries would have TRUs, again resulting in a conservative analysis.

Emissions of these pollutants of concern were calculated for Whole Foods and Best Buy, and then the difference was taken to evaluate the net increase or decrease associated with the proposed Whole Foods. For informational purposes, the results of this analysis were compared to BAAQMD CEQA emissions significance thresholds for criteria pollutants. **Table 1** summarizes these results. The modeled PM_{10} and $PM_{2.5}$ emissions in Table 1 were used in the screening-level HRA discussed below. Table 1 shows a net increase in emissions from the proposed Whole Foods over the baseline Best Buy emissions. This overall increase in emissions is due to increased passenger vehicle trips associated with a grocery store and also the TRUs on the delivery trucks. The net increase in criteria pollutant emissions from the proposed Whole Foods does not exceed BAAQMD CEQA significance thresholds.

4 Title 13, California Code of Regulations, chapter 2485, July 2004.

TABLE 1
OPERATIONAL EMISSIONS COMPARISON FOR BEST BUY AND PROPOSED WHOLE FOODS

	Year 2021 Annual Emissions (pound per day)				Year 2021 Annual Emissions (tons per year)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**	**ROG**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Whole Foods	10.1	38.1	16.7	4.7	1.8	7.0	3.0	0.9
Best Buy	4.5	13.0	5.4	1.5	0.8	2.4	1.0	0.3
Incremental Increase	**5.6**	**25.1**	**11.3**	**3.2**	**1.0**	**4.6**	**2.1**	**0.6**
BAAQMD Thresholds	54	54	82	54	10	10	15	10
Over Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**

ABBREVIATIONS:

ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = particulate matter with diameter equal to or less than 10 microns; $PM_{2.5}$ = particulate matter with diameter equal to or less than 2.5 microns.

Screening-Level HRA

A screening-level HRA was conducted for the incremental increase in operational TACs and its impact on the nearest sensitive receptor from the proposed Whole Foods. Table 1 lists the incremental increase in PM_{10} (conservatively assumed to be all DPM for this analysis) and $PM_{2.5}$. As discussed above, DPM is carcinogenic and is considered a TAC. $PM_{2.5}$ is not a TAC based on U.S. Environmental Protection Agency (USEPA) or CARB designations, but is treated as such by BAAQMD due to its adverse health effects, and BAAQMD requires analysis of ground-level concentrations of $PM_{2.5}$ from projects. The HRA evaluated the increase in cancer risk and annual average $PM_{2.5}$ concentrations at the maximally exposed individual resident (MEIR) location, and at the child care center on the roof level of the building that Whole Foods would occupy. The MEIR location is a resident at the apartments approximately 245 feet north of the proposed Whole Foods, across Geary Boulevard.

The HRA analyzed TAC emissions from heavy-duty truck transport and idling along with TRU operations. Regarding project-generated light-duty vehicle exhaust from customers, as discussed above, most auto traffic is gasoline-powered and generates considerably less health risk than diesel engines, and therefore light-duty vehicle exhaust was not included in the HRA. The HRA was prepared using the incremental increase of DPM and $PM_{2.5}$ emissions from the proposed Whole Foods over Best Buy's baseline. The increase of DPM and $PM_{2.5}$ emissions would be due mostly to the operations of the TRUs.

The USEPA AERSCREEN model (version 16216) was be used to estimate DPM and $PM_{2.5}$ concentrations. AERSCREEN is the screening-level version of the USEPA AERMOD dispersion model (version 19191). AERSCREEN uses worst-case wind angles to predict the highest pollutant concentration at a receptor, regardless of the source-receptor direction.

The analysis methods for the screening-level HRA are consistent with the 2020 Citywide Health Risk Assessment.[5] The HRA also followed the protocols outlined by the BAAQMD, CARB, and Office of Environmental Health Hazard Assessment (OEHHA). To estimate the worst-case increase in cancer risk at the MEIR, it was assumed that the exposure period for the analysis would begin with a third trimester fetus that could theoretically be present at the closest residence and continue through 30 years. The cancer risk calculations account

5 San Francisco Department of Public Health, San Francisco Planning Department, and Ramboll, *Draft San Francisco Citywide Health Risk Assessment: Technical Support Documentation*, February 2020, *https://www.sfdph.org/dph/files/EHSdocs/AirQuality/Air_Pollutant_Exposure_Zone_Technical_Documentation_2020.pdf*, accessed February 2020.

for the increased susceptibility to cancer risk of children from birth to 16 years of age, so this exposure assumption is conservative. To estimate the worst-case increase in cancer risk at the child care center, the occupants were assumed to be in the child age group below 16 years of age. While it is unlikely there would be children in the higher end of this age range at the child care center, this calculation uses factors that represent all ages in the 2- to 16-year age cohort.

A conservative representation of the truck idling and delivery area was modeled as a rectangular area source, with TRUs modeled as a volume source. The modeling parameters are as follows:

- Truck idling: rectangular area source dimensions of 16.8 meters by 8.4 meters;
- Truck idling: release height of 2.55 meters and initial vertical dimension of 2.37 meters;
- TRUs: volume source initial lateral dimension of 1.9 meters and initial vertical dimension of 1.4 meters;
- TRUs: release height of 5.0 meters;
- Receptor flagpole height of 1.8 meters (residential receptor) and 10.9 meters (child care center).

The truck idling and TRU sources were modeled with an emission rate of one gram per second to obtain a dispersion factor (unit concentration) at each receptor location. As discussed previously, emissions of exhaust PM_{10} were assumed to be DPM. The DPM and $PM_{2.5}$ concentrations were calculated using the dispersion factors and the DPM and $PM_{2.5}$ emissions from Table 1. The increase in cancer risk was calculated using the resulting DPM concentrations along with equations and factors from the OEHHA 2015 Risk Assessment Guidelines and the BAAQMD HRA Guidelines.[6,7]

Modeling assumptions, equations, and the cancer risk calculations are included in Appendix B.

Results

Table 2 presents the increased cancer risk probability and annual average $PM_{2.5}$ concentrations at the MEIR and child care locations. The maximum cancer risk at the MEIR (apartment building to the north across Geary Boulevard) is 2.68 in one million, and the maximum cancer risk at the child care center is 2.38 in one million.

For informational purposes, the results of the analysis are compared to health risk thresholds for projects in the APEZ,[8] which are as follows:

- Lifetime excess cancer risk increase of 7 per million, and
- Annual average $PM_{2.5}$ concentration of 0.2 micrograms per cubic meter (μ/m^3).

Also as presented in Table 2, the proposed project would contribute $PM_{2.5}$ concentrations of 0.003 $\mu g/m^3$ for the MEIR and 0.007 $\mu g/m^3$ at the child care center. The results indicate both cancer risk and $PM_{2.5}$ concentrations would be well below APEZ thresholds for pollutant levels and health risk from net new emissions.

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6 Office of Environmental Health Hazard Assessment. 2015. *Air Toxics Hot Spots Program – Risk Assessment Guidelines*, February 2015, *http://oehha.ca.gov/air/hot_spots/hotspots2015.html*, accessed July 2020.

7 Bay Area Air Quality Management District, *Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines*, January 2016, *http://www.baaqmd.gov/~/media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en*, accessed June 2020.

8 San Francisco Department of Public Health, San Francisco Planning Department, and Ramboll, *Draft San Francisco Citywide Health Risk Assessment: Technical Support Documentation*, February 2020, *https://www.sfdph.org/dph/files/EHSdocs/AirQuality/Air_Pollutant_Exposure_Zone_Technical_Documentation_2020.pdf*, accessed February 2020.

TABLE 2
MODELED MAXIMUM INCREASE IN CANCER RISK AND ANNUAL AVERAGE $PM_{2.5}$ CONCENTRATIONS AT THE MEIR AND CHILD CARE CENTER

Receptor	Receptor Group Age	Cancer Risk (in 1 million)	$PM_{2.5}$ Concentration ($\mu g/m^3$)
MEIR (Residence on Geary Blvd)	Third trimester to 30 years	2.68	0.003
Child Care Center	Age 0 to 16 years	2.38	0.007
APEZ Thresholds	All groups	7	0.2

ABBREVIATIONS:

$PM_{2.5}$ = particulate matter with diameter equal to or less than 2.5 microns; $\mu g/m^3$ = micrograms per cubic meter.

SOURCE: ESA, 2020. See Appendix A, *Emissions and Health Risk Calculations*.

Appendix A
Traffic Studies

ESA

SAN FRANCISCO
PLANNING DEPARTMENT

MEMO

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: May 4, 2020

TO: 2675 Geary Boulevard, Record No. 2019-004110ENV

FROM: Rachel Schuett, Transportation Planner

RE: Transportation Coordination Memo

The following describes the proposed project at 2675 Geary Boulevard and the transportation planner coordination and review conducted as part of the environmental review of the project.

Project Description

The project sponsor (Whole Foods Market) proposes a new grocery store, restaurant, and coffee bar at the "City Center" an existing shopping center located at the southeast corner of Masonic Avenue and Geary Boulevard, in the Western Addition Neighborhood of San Francisco. Whole Foods Market would occupy a vacant retail space, formerly occupied by Best Buy (until 2017), above the existing Target store. The proposed project would include a 49,780-square-foot grocery store, a 3,320-square-foot restaurant, and a 1,190-square-foot coffee shop.

The existing Lot C (117 parking spaces) would be available for Whole Foods customers.[1] Loading and deliveries would occur from an existing 3,528-square-foot loading dock which is accessed from O'Farrell Street, just east of Anza Vista Avenue. No changes to vehicle parking, bicycle parking, loading, driveway access, or onsite circulation are proposed. In addition, no changes are proposed in the public right-of way. The project would not require excavation or exterior construction.

The following analysis is based on plans dated May 15, 2019, submitted by the project sponsor on July 23, 2019 (see Attachment 1).

Baseline Conditions

The City Center shopping center has frontages along Geary Boulevard, Masonic Avenue, Lyon Street, and O'Farrell Street. Geary Boulevard is on the High Injury Network. The segments of Geary Boulevard, Masonic Avenue and Lyon Street that are adjacent to the project site are identified as Key Walking Streets in the Planning Department's WalkFirst program.

[1] The entire City Center project site consists of 634 parking spaces (in lots A through F), six off-street freight loading spaces, and approximately 98 bicycle parking spaces.

There are four bicycle routes on the San Francisco Bikeway Network within 250 feet of the project site: Geary Boulevard (Class III), Masonic Avenue (Class II and IV), Presidio Boulevard (Class III), and Lyon Street.

The General Plan classifies Geary Boulevard as a Transit Important Street. The following Muni lines have stops within one-quarter mile of the project site: 1AX California A Express, 2 Clement, 31 Balboa, 31AX Balboa A Express, 31BX Balboa B Express, 38 Geary, 38AX Geary A Express, 38BX Geary B Express, 38R Geary Rapid, 43 Masonic, NX N Express. The nearest Muni stops are at Geary Boulevard and Masonic Avenue (serving the 38 Geary, 38R Geary Rapid, and 43 Masonic routes), and Geary Boulevard and Presidio Avenue (serving the 38 Geary and 38R Geary Rapid routes).

The City Center shopping center is surrounded by a large paved apron, which includes 634 vehicle parking spaces (in lots A through F), six off-street freight loading spaces, and approximately 98 bicycle parking spaces. A continuous sidewalk runs around the perimeter of the shopping center property, within the public right-of-way.

Project Travel Demand

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the *2019 Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department (see Attachment 2).[2] The proposed project would generate an estimated 17,491 person-trips (inbound and outbound) on a weekday daily basis, consisting of 3,203 trips by vehicle, 163 trips by taxi or transportation network company, 2,064 transit trips, 88 trips by private shuttle, 490 trips by bicycle and 10,075 trips by walking. During the p.m. peak hour the proposed project would generate an estimated 265 trips by vehicle and 14 trips by taxi or transportation network company, 171 transit trips, seven trips by private shuttle, 40 trips by bicycle and 832 trips by walking.

The project travel demand is conservative in that it does not account for the recent use (Best Buy) of the space proposed to be occupied by Whole Foods Market.

Impact Evaluation

This impact analysis covers transportation impacts related to freight loading. The following topics did not require further review, as explained:

[2] San Francisco Planning Department, Transportation Calculations for 2675 Geary Boulevard, February 20, 2020.

- **Construction.** The proposed project would not require any exterior construction, so construction-related transportation impacts are not discussed further.
- **Potentially Hazardous Conditions.** The proposed project would not create potentially hazardous conditions for people walking, bicycling, or driving, or to public transit operations because no changes to pedestrian or bicycle facilities, transit stops or lanes, or roadways are proposed. In addition, the proposed project would not result in changes to curb cuts, site access, or onsite circulation.
- **Accessibility.** The proposed project would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access. Adequate access to the City Center shopping center is already provided via existing bikeways, sidewalks, streets and curb cuts and no changes to the public-right-of-way, site access, or onsite circulation are proposed.
- **Public Transit Delay.** During the p.m. peak hour the proposed project would generate an estimated 265 trips by vehicle and 14 trips by taxi or transportation network company. Given that the number of new vehicle trips is below the Planning Department's screening criterion of 300 trips, and given that the project's driveway is located on a section of O'Farrell Street (just east of Anza Vista Avenue and approximately 500 feet from the Masonic Avenue intersection), which is not along a Muni route, or adjacent to a Muni stop location, the proposed project would not result in substantial delays to public transit.
- **Passenger Loading.** The proposed project would not result in a passenger loading deficit since there is adequate space within the existing parking lot (Lot C) for passenger loading operations to occur. Given that passenger loading would most likely occur within the parking lot, rather than within the public right-of-way, passenger loading operations would not result in secondary effects, such as creating potentially hazardous conditions for people walking, bicycling, or driving; or resulting in substantial delays to public transit.
- **Vehicle Miles Traveled.** The proposed project is infill development within an existing shopping center and does not include any changes to the public right-of-way. Therefore, the project would not cause substantial additional VMT or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network. Refer to Attachment 3 for the Senate Bill 743

checklist, which screens out Vehicle Miles Traveled (VMT) and secondary effects from vehicular parking.

Freight Loading

Existing plus Project Conditions

Loading Supply. Loading and deliveries would occur from an existing 3,528-square-foot loading dock, within Lot E which is accessed from O'Farrell Street; specifically, from the second driveway east of Anza Vista Avenue. Trucks would use this driveway for both ingress and egress (see Attachment 5). There are four stalls within the loading dock, each of which can accommodate a 65-foot tractor trailer. Target currently uses two stalls, the other two would be dedicated to Whole Foods Market.

Loading Demand. The project sponsor provided loading demand information from the busiest Whole Foods Market in San Francisco, located at 1765 California Street (at Franklin Street), as summarized in Table 1. Whole Foods Deliveries – 1765 California Street, San Francisco, CA.

Table 1. Whole Foods Deliveries – 1765 California Street, San Francisco, CA.[1]

Day of Week	Truck Length			Total
	65 foot	30-48 foot	Other[2]	
Monday	4	4	20	**28**
Tuesday	2	4	12	**18**
Wednesday	4	4	20	**28**
Thursday	3	4	12	**19**
Friday	4	4	20	**28**
Saturday	4	4	12	**18**
Sunday	2	2	5	**7**
Weekly Total	23	22	101	**146**
Daily Average[3]	4	4	15	**23**
Daily Maximum	4	4	20	**28**

[1] Source: Whole Foods Market – see Attachment 6.

[2] Includes bobtail trucks and large or small vans.

[3] All values rounded up to the nearest whole number.

The Whole Foods Market at 1765 California includes approximately 15,000 square feet of retail sales floor space, and the proposed project would include 49,780 square feet. Full-service Whole Foods Market stores handle 20,000 – 30,000 Stock Keeping Units (SKUs). SKUs are unique codes assigned to specific items in a retailer's inventory.[3] As such, the number of SKUs directly affects the number of vendors and deliveries needed for the store.[4]

Although the proposed Whole Foods at 2675 Geary Boulevard is larger than the 1765 California Street store, Whole Foods expects the Geary Boulevard to do a lower volume of business than at California Street, resulting in fewer deliveries. Whole Foods estimates lower traffic at this location for two reasons. First, the Franklin Street store has been in operations for years now and therefore has a customer base that is used to going to that store. Second, and more importantly, population density. Per Whole Foods' metrics, the population density near Franklin is nearly twice that of the immediate vicinity near 2675 Geary, with more than twice the daytime population.

However, to be conservative, the delivery demand numbers included in Table 1 were used to estimate the daily average and daily maximum deliveries to the proposed Geary Boulevard store, as summarized in Table 2. Whole Foods Deliveries – 2675 Geary Boulevard, San Francisco, CA, below.

Table 2. Whole Foods Deliveries – 2675 Geary Boulevard, San Francisco, CA.[1]

Day of Week	Truck Length			Total
	65 foot	30-48 foot	Other[2]	
Daily Average[3]	4	4	15	**23**
Daily Maximum	4	4	20	**28**

[1] Source: San Francisco Planning Department and Whole Foods Market – see Attachment 6.

[2] Includes bobtail trucks and large or small vans.

[3] All values rounded up to the nearest whole number.

[3] A Stock Keeping Unit (or SKU) is a scannable bar code that uniquely identifies a product that is stocked for retail sale. SKUs allow vendors to automatically track the movement of inventory and may facilitate automatic re-ordering of items once purchased.

[4] Kittleson & Associates. 1600 Jackson Street Loading Analysis Memo. April, 19, 2018.

As shown in Table 2, the average daily deliveries would include 23 truck trips, with a maximum of up to 28 truck trips.

Dwell time. Whole Foods Market stores typically receive 70 to 75 percent of their product mix from three carriers in 65-foot trucks: UNFI, the DC, and Tony's. UNFI and the DC delivery trucks typically require an hour to empty a full load, and Tony's requires 30 minutes to unload a half load. Whole Foods conservatively estimates that the average dwell time for a 65-foot truck is one hour and that the average dwell time for all other vehicles is 30 minutes.[5]

Based on the truck trips included in Table 2 and the average dwell times from other Whole Foods locations, deliveries to the proposed 2675 Geary Boulevard store would result in the following dwell times on an average day:

- 65-foot trucks: four deliveries x 60 minutes/per delivery = 240 minutes = four hours dwell time
- All other vehicles: 19 deliveries x 30 minutes/per delivery = 570 minutes = 9.5 hours dwell time
- Total dwell time on an average day = 13.5 hours/2 loading bays = 6.75 hours

Dwell times on a maximum delivery day would be:

- 65-foot trucks: four deliveries x 60 minutes/per delivery = 240 minutes = four hours dwell time
- All other vehicles: 24 deliveries x 30 minutes/per delivery = 720 minutes = 12 hours dwell time
- Total dwell time on a maximum day = 16 hours/2 loading bays = 8 hours

Loading operations could happen anytime during a 24-hour period since the City Center shopping center does not have time restrictions on deliveries, and no deliveries would be handled from the public right-of-way.

As such, the loading supply would be adequate to accommodate loading demands and impacts to freight loading would be *less than significant*.

Cumulative Conditions

Future development is expected in the vicinity of the project site, including nearby land use development projects and the transportation improvements such

[5] Kittleson & Associates. 1600 Jackson Street Loading Analysis Memo. April, 19, 2018.

as the Geary Bus Rapid Transit (BRT) service. However, only one future proposed project could combine with the proposed Whole Foods store to result in potential cumulative freight loading impacts; the opening of a new PetSmart Store in an existing building (currently vacant) in Lot F of the City Center shopping center, which is anticipated in late spring 2020The PetSmart Store would have parking within Lot F, but could also be accessed from Lot E, from the same driveway as the proposed project's loading dock. However, given that the PetSmart store would have separate parking and loading facilities in a separate lot, and given that Lot E is adequate to handle the truck turning movements for existing and proposed, as well as future deliveries, cumulative impacts related to freight loading would be *less than significant*.

Attachments

Attachment 1: Plans dated May 15, 2019
Attachment 2: Project Travel Demand Estimate Calculations (Trip Generation Table)
Attachment 3: Senate Bill 743 Checklist
Attachment 4: Transportation Study Determination form
Attachment 5: Lot E Loading Dock Exhibit
Attachment 6: Whole Foods Market at 2675 Geary Boulevard - Loading Information Request, August 13, 2019

KITTELSON & ASSOCIATES
1161 MISSION STREET, OFFICE #563
SAN FRANCISCO, CA 94103
P 415.579.1778

MEMORANDUM

Date: August 12, 2019 Project #: 24322

To: Brian Bacharach, Acadia Realty
Mark Loper, Reuben, Junius & Rose, LLP

From: Kittelson & Associates, Inc.

Project: Best Buy Freight Loading Survey Summary

INTRODUCTION

This memorandum summarizes data collected at the Best Buy location at 1717 Harrison Street in San Francisco on Wednesday, July 31 between 5 a.m. and 10 p.m.

DATA SUMMARY

Freight loading activity was observed at Best Buy at 1717 Harrison Street, San Francisco. Video data was collected on Wednesday, July 31, between 5 a.m. and 10 p.m at the freight loading dock, curb in front of the store, and both active driveways. Video data was reduced and the vehicle type, location, time of day (in/out), and duration of loading activity was reported. The number of Geek Squad Vehicles entering/exiting the site was also recorded. A loading activity summary is presented in Table 1 and the raw data and additional summary tables are attached.

As shown in Table 1, a total of 44 loading events were recorded during the 27-hour period between 5 a.m. and 10 p.m. These loading events include 7 commercial freight vehicles within the loading dock, 10 commercial freight vehicles conducting curbside loading, and 27 customers in private vehicles conducing curbside loading of purchased goods. The overall average duration of loading activity was approximately 28 minutes and the peak hour(s) of activity occurred between 3 and 4 p.m. and 7 and 8 p.m. with a total of five vehicles loading during each hour, and a maximum two vehicles stopped at one time. A total of 10 Geek Squad Vehicles entered the site. Three Geek Squad Vehicles stopped curbside in front of the store and seven vehicles parked in the surface lot.

Table 1: Loading Activity Summary – Best Buy, 1717 Harrison Street, 5am – 10pm

Description	Best Buy Loading Activity (Freight Loading Dock and Curbside in Front of Store)				Geek Squad Vehicle Count[1]
	Commercial Freight - Loading Dock	**Commercial Freight - Curbside**	**Customer Pickup - Curbside**	**Overall**	
Total Number of Vehicles	**7**	**10**	**27**	**44**	**10**
Average Loading Duration	0:27:57	1:29:13	0:04:51	**0:27:42**	
Vehicle Classification Breakdown					
Semi-Truck (FHWA Class 9)	2	0	0	**2**	
Two-Axle Six Tire (FHWA Class 5)	4	2	0	**6**	
Four-Tire Single-Unit (FHWA Class 3)	1	5	11	**17**	
Geek Squad Van (FHWA Class 3)	0	3	0	**3**	
Passenger Car (FHWA Class 2)	0	0	16	**16**	
Peak Hour of Activity	Loading activity distributed throughout the day. Each hour of activity had 1 vehicle loading, with no overlap	8-9am 4 vehicles during the hour, max of 2 vehicles stopped at same time	7-8pm 5 vehicles during the hour, max of 2 vehicles stopped at same time	**3-4pm and 7-8 5 vehicles during the hour, max of 2 vehicles stopped at same time**	

Source: Quality Counts, Wednesday July 31, 2019, 5am to 10pm.
Notes:
[1] Count of Geek Squad Vehicles from driveway counts collected between 5am and 10pm at Best Buy driveways. Count includes Geek Squad Vehicles parked within the lot and those that stopped curbside. Count of Freight – Curbside also includes Geek Squad Vehicles (3 total).

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

OVERALL SUMMARY

	Freight - Loading Dock	Freight - Curbside	Customer - Curbside	Overall	Geek Squad (Total, inc. Curbside)
Total between 5am and 10pm	**7**	**10**	**27**	**44**	**10**
Average Duration	0:27:57	1:29:13	0:04:51	0:27:42	
Vehicle Classification Breakdown					
Semi-Truck (FHWA Class 9)	2	0	0	2	
Two-Axle Six Tire (FHWA Class 5)	4	2	0	6	
Four Tire Single-Unit(FHWA Class 3)	1	5	11	17	
Geek Squad Van	0	3	0	3	
Passenger Car (FHWA Class 2)	0	0	16	16	
Peak Hour of Activity	Each hour of activity had 1 vehicle loading, no overlap	8-9am (4 vehicles during the hour, 2 vehicles stopped at same time)	7-8pm (5 vehicles during the hour, 2 vehicles stopped at 1 time)	3-4pm and 7-8 (5 vehicles during the hour, 2 vehicles stopped at 1 time)	

Freight Loading Study
Best Buy - 1717 Harrison Street, SF

Quality Counts
DATA THAT DRIVES COMMUNITIES

Site Code: 15038101
Location: Best Buy at 1717 Harrison St
Time: 5:00 am - 10:00 pm
Date: 7/31/2019

Zone 1: Front curbside
Zone 2 (Blue): Loading Dock

Zone	FHWA Class	Vehicle Type	Time In	Time Out	Duration of Stay	Notes
1	3	"Best Buy Magnolia" Delivery Van	< 5:00:00 AM	9:46:26 AM	4:46:26	
2	9	"Keystone Freight Corp" Tractor-Trailer	7:50:10 AM	9:50:13 AM	2:00:03	Uses loading bay
1	3	Unmarked Small Delivery Van	8:32:41 AM	8:42:26 AM	0:09:45	
1	3	"Best Buy Magnolia" Delivery Van	8:46:52 AM	12:37:57 PM	3:51:05	
1	3	"Geek Squad" Van	8:50:49 AM	9:23:00 AM	0:32:11	
2	5	"UPS" Delivery Truck	10:10:21 AM	10:20:52 AM	0:10:31	Uses loading bay
1	2	Sedan	10:18:10 AM	10:18:49 AM	0:00:39	Customer purchase loading
1	2	Sedan	10:44:20 AM	10:44:54 AM	0:00:34	Customer purchase loading
1	2	Sedan	10:49:42 AM	10:50:44 AM	0:01:02	Customer purchase loading
1	3	"Geek Squad" Delivery Van	11:01:48 AM	11:42:50 AM	0:41:02	
1	5	"Run Run Moving Co" Box Truck	11:49:49 AM	11:57:20 AM	0:07:31	
1	2	Sedan	11:55:39 AM	11:57:06 AM	0:01:27	Customer purchase loading; Parks in street in Westbound travel lane
2	5	"FedEx" Delivery Truck	12:50:26 PM	12:53:12 PM	0:02:46	Uses loading bay
1	5	"GardaWorld" Security Truck	12:51:27 PM	12:55:04 PM	0:03:37	Parcel/bag unloading, then reloading
1	2	Sedan	1:00:47 PM	1:01:12 PM	0:00:25	Customer purchase loading
1	2	Sedan	1:07:52 PM	1:09:03 PM	0:01:11	Customer purchase loading
2	9	Tractor-Trailer, logo too small to read	1:56:21 PM	2:24:11 PM	0:27:50	Uses loading bay
1	3	Small SUV	2:14:00 PM	2:15:24 PM	0:01:24	Customer purchase loading
1	2	Sedan	2:16:42 PM	2:18:24 PM	0:01:42	Customer purchase loading
2	5	Unmarked Box Truck	2:25:28 PM	2:46:43 PM	0:21:15	Uses loading bay
1	2	Taxi	2:44:11 PM	2:44:39 PM	0:00:28	Customer purchase loading
1	3	SUV	2:53:54 PM	3:00:57 PM	0:07:03	Customer purchase loading
1	3	"Geek Squad" Van	3:11:00 PM	3:17:48 PM	0:06:48	
1	3	Small SUV	3:13:44 PM	3:14:51 PM	0:01:07	Customer purchase loading
1	2	Hatchback	3:40:29 PM	3:42:08 PM	0:01:39	Customer purchase loading
1	2	Sedan	3:41:56 PM	3:43:08 PM	0:01:12	Customer purchase loading
1	3	SUV	3:53:25 PM	3:56:07 PM	0:02:42	Customer purchase loading
2	5	"UPS" Delivery Truck	4:18:41 PM	4:28:09 PM	0:09:28	Uses loading bay
1	3	SUV	4:40:00 PM	4:46:58 PM	0:06:58	Customer purchase loading
1	3	Unmarked Van	4:40:37 PM	4:42:17 PM	0:01:40	
2	3	Unmarked Van	4:42:31 PM	4:46:15 PM	0:03:44	Does not enter loading bay; Loading activity obscured
1	3	"Best Buy Magnolia" Delivery Van	5:27:58 PM	> 10:00:00 PM	4:32:02	Appear to be gathering personal belongings
1	2	Sedan	5:36:26 PM	5:37:30 PM	0:01:04	Customer purchase loading
1	2	Compact Car	5:49:57 PM	5:51:17 PM	0:01:20	Customer purchase loading
1	2	Hatchback	6:01:26 PM	6:43:12 PM	0:41:46	Customer purchase loading
1	2	Hatchback	6:33:00 PM	6:33:59 PM	0:00:59	Customer purchase loading
1	2	Hatchback	7:04:05 PM	7:05:12 PM	0:01:07	Unloads large box, possibly a return item
1	3	SUV	7:32:09 PM	7:43:17 PM	0:11:08	Unloads large box, possibly a return item
1	3	SUV	7:38:43 PM	7:44:06 PM	0:05:23	Customer purchase loading
1	2	Hatchback	7:44:53 PM	7:45:32 PM	0:00:39	Customer purchase loading
1	3	SUV	7:47:58 PM	8:16:50 PM	0:28:52	Customer purchase loading
1	3	SUV	8:49:06 PM	8:55:03 PM	0:05:57	Customer purchase loading
1	3	Van	8:51:54 PM	8:53:00 PM	0:01:06	Customer purchase loading
1	3	SUV	8:52:56 PM	8:55:06 PM	0:02:10	Customer purchase loading

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Location: Best Buy at 1717 Harrison St
Time: 5:00 am - 10:00 pm
Date: 7/31/2019

FREIGHT LOADING - LOADING DOCK

FHWA Class	Vehicle Type	Time In	Time Out	Duration of Stay
9	"Keystone Freight Corp" Tractor-Trailer	7:50:10 AM	9:50:13 AM	2:00:03
5	"UPS" Delivery Truck	10:10:21 AM	10:20:52 AM	0:10:31
5	"FedEx" Delivery Truck	12:50:26 PM	12:53:12 PM	0:02:46
9	Tractor-Trailer, logo too small to read	1:56:21 PM	2:24:11 PM	0:27:50
5	Unmarked Box Truck	2:25:28 PM	2:46:43 PM	0:21:15
5	"UPS" Delivery Truck	4:18:41 PM	4:28:09 PM	0:09:28
3	Unmarked Van	4:42:31 PM	4:46:15 PM	0:03:44

FREIGHT LOADING - CURBSIDE IN FRONT OF STORE

FHWA Class	Vehicle Type	Time In	Time Out	Duration of Stay
3	"Best Buy Magnolia" Delivery Van	##########	9:46:26 AM	4:46:26
3	Unmarked Small Delivery Van	8:32:41 AM	8:42:26 AM	0:09:45
3	"Best Buy Magnolia" Delivery Van	8:46:52 AM	12:37:57 PM	3:51:05
3	"Geek Squad" Van	8:50:49 AM	9:23:00 AM	0:32:11
3	"Geek Squad" Delivery Van	11:01:48 AM	11:42:50 AM	0:41:02
5	"Run Run Moving Co" Box Truck	11:49:49 AM	11:57:20 AM	0:07:31
5	"GardaWorld" Security Truck	12:51:27 PM	12:55:04 PM	0:03:37
3	"Geek Squad" Van	3:11:00 PM	3:17:48 PM	0:06:48
3	Unmarked Van	4:40:37 PM	4:42:17 PM	0:01:40
3	"Best Buy Magnolia" Delivery Van	5:27:58 PM	##########	4:32:02

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Location: Best Buy at 1717 Harrison St
Time: 5:00 am - 10:00 pm
Date: 7/31/2019

CUSTOMER LOADING - CURBSIDE IN FRONT OF STORE

FHWA Class	Vehicle Type	Time In	Time Out	Duration of Stay
2	Sedan	10:18:10 AM	10:18:49 AM	0:00:39
2	Sedan	10:44:20 AM	10:44:54 AM	0:00:34
2	Sedan	10:49:42 AM	10:50:44 AM	0:01:02
2	Sedan	11:55:39 AM	11:57:06 AM	0:01:27
2	Sedan	1:00:47 PM	1:01:12 PM	0:00:25
2	Sedan	1:07:52 PM	1:09:03 PM	0:01:11
3	Small SUV	2:14:00 PM	2:15:24 PM	0:01:24
2	Sedan	2:16:42 PM	2:18:24 PM	0:01:42
2	Taxi	2:44:11 PM	2:44:39 PM	0:00:28
3	SUV	2:53:54 PM	3:00:57 PM	0:07:03
3	Small SUV	3:13:44 PM	3:14:51 PM	0:01:07
2	Hatchback	3:40:29 PM	3:42:08 PM	0:01:39
2	Sedan	3:41:56 PM	3:43:08 PM	0:01:12
3	SUV	3:53:25 PM	3:56:07 PM	0:02:42
3	SUV	4:40:00 PM	4:46:58 PM	0:06:58
2	Sedan	5:36:26 PM	5:37:30 PM	0:01:04
2	Compact Car	5:49:57 PM	5:51:17 PM	0:01:20
2	Hatchback	6:01:26 PM	6:43:12 PM	0:41:46
2	Hatchback	6:33:00 PM	6:33:59 PM	0:00:59
2	Hatchback	7:04:05 PM	7:05:12 PM	0:01:07
3	SUV	7:32:09 PM	7:43:17 PM	0:11:08
3	SUV	7:38:43 PM	7:44:06 PM	0:05:23
2	Hatchback	7:44:53 PM	7:45:32 PM	0:00:39
3	SUV	7:47:58 PM	8:16:50 PM	0:28:52
3	SUV	8:49:06 PM	8:55:03 PM	0:05:57
3	Van	8:51:54 PM	8:53:00 PM	0:01:06
3	SUV	8:52:56 PM	8:55:06 PM	0:02:10

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Site Code: 15038104
Location: Best Buy Dwy at 13th St
Time: 5:00 am - 10:00 pm
Date: 7/31/2019

Start Time	In Southbound	Out Northbound
5:00 AM	0	0
5:05 AM	0	0
5:10 AM	0	0
5:15 AM	0	0
5:20 AM	0	0
5:25 AM	0	0
5:30 AM	0	0
5:35 AM	0	0
5:40 AM	0	0
5:45 AM	0	0
5:50 AM	0	0
5:55 AM	0	0
6:00 AM	0	0
6:05 AM	0	0
6:10 AM	0	0
6:15 AM	0	0
6:20 AM	0	0
6:25 AM	0	0
6:30 AM	0	0
6:35 AM	0	0
6:40 AM	0	0
6:45 AM	0	0
6:50 AM	0	0
6:55 AM	0	0
7:00 AM	0	0
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	0	0
7:20 AM	0	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Southbound	Out Northbound
7:40 AM	0	0
7:45 AM	0	0
7:50 AM	0	0
7:55 AM	0	0
8:00 AM	0	0
8:05 AM	0	0
8:10 AM	0	0
8:15 AM	0	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	0
8:45 AM	0	0
8:50 AM	0	0
8:55 AM	0	0
9:00 AM	0	0
9:05 AM	0	0
9:10 AM	0	0
9:15 AM	0	0
9:20 AM	0	1
9:25 AM	0	0
9:30 AM	0	0
9:35 AM	0	0
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	0	0
9:55 AM	0	0
10:00 AM	0	0
10:05 AM	0	0
10:10 AM	1	0
10:15 AM	0	0
10:20 AM	0	0
10:25 AM	0	0
10:30 AM	0	0
10:35 AM	0	0
10:40 AM	0	0
10:45 AM	0	0
10:50 AM	0	0
10:55 AM	0	0
11:00 AM	0	0
11:05 AM	0	0
11:10 AM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Southbound	Out Northbound
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	0	0
11:30 AM	0	0
11:35 AM	0	0
11:40 AM	0	1
11:45 AM	0	0
11:50 AM	0	0
11:55 AM	0	0
12:00 PM	0	0
12:05 PM	0	0
12:10 PM	0	0
12:15 PM	0	0
12:20 PM	0	0
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	0
12:40 PM	0	0
12:45 PM	0	0
12:50 PM	0	0
12:55 PM	0	0
1:00 PM	0	0
1:05 PM	0	0
1:10 PM	0	2
1:15 PM	0	0
1:20 PM	0	0
1:25 PM	0	0
1:30 PM	0	0
1:35 PM	0	0
1:40 PM	0	0
1:45 PM	0	0
1:50 PM	0	0
1:55 PM	0	0
2:00 PM	0	0
2:05 PM	0	0
2:10 PM	0	0
2:15 PM	0	0
2:20 PM	0	0
2:25 PM	0	0
2:30 PM	0	0
2:35 PM	0	0
2:40 PM	0	0
2:45 PM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Southbound	Out Northbound
2:50 PM	0	0
2:55 PM	0	0
3:00 PM	0	0
3:05 PM	0	0
3:10 PM	0	0
3:15 PM	0	0
3:20 PM	0	0
3:25 PM	0	1
3:30 PM	0	0
3:35 PM	0	0
3:40 PM	0	0
3:45 PM	0	0
3:50 PM	0	0
3:55 PM	0	0
4:00 PM	0	0
4:05 PM	0	0
4:10 PM	0	0
4:15 PM	0	0
4:20 PM	0	0
4:25 PM	0	0
4:30 PM	0	0
4:35 PM	0	0
4:40 PM	0	0
4:45 PM	0	0
4:50 PM	0	0
4:55 PM	0	0
5:00 PM	0	0
5:05 PM	0	0
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	0	0
5:25 PM	0	0
5:30 PM	0	0
5:35 PM	0	0
5:40 PM	0	0
5:45 PM	0	0
5:50 PM	0	0
5:55 PM	0	0
6:00 PM	0	0
6:05 PM	0	0
6:10 PM	0	0
6:15 PM	0	0
6:20 PM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Southbound	Out Northbound
6:25 PM	0	0
6:30 PM	0	0
6:35 PM	0	0
6:40 PM	0	0
6:45 PM	0	0
6:50 PM	0	0
6:55 PM	0	0
7:00 PM	0	0
7:05 PM	0	0
7:10 PM	0	0
7:15 PM	0	0
7:20 PM	0	0
7:25 PM	0	0
7:30 PM	0	0
7:35 PM	0	0
7:40 PM	0	0
7:45 PM	0	0
7:50 PM	0	0
7:55 PM	0	0
8:00 PM	0	0
8:05 PM	0	0
8:10 PM	0	0
8:15 PM	0	0
8:20 PM	0	0
8:25 PM	0	0
8:30 PM	0	0
8:35 PM	0	0
8:40 PM	0	0
8:45 PM	0	0
8:50 PM	0	0
8:55 PM	0	0
9:00 PM	0	0
9:05 PM	0	0
9:10 PM	0	0
9:15 PM	0	0
9:20 PM	0	0
9:25 PM	0	0
9:30 PM	0	0
9:35 PM	0	0
9:40 PM	0	0
9:45 PM	0	0
9:50 PM	0	0
9:55 PM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Southbound	Out Northbound
Total	**1**	**5**

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Quality Counts
DATA THAT DRIVES COMMUNITIES

Site Code: 15038102
Location: Best Buy Dwy at Harrison
Time: 5:00 am - 10:00 pm
Date: 7/31/2019

Start Time	In Eastbound	Out Westbound
5:00 AM	0	0
5:05 AM	0	0
5:10 AM	0	0
5:15 AM	0	0
5:20 AM	0	0
5:25 AM	0	0
5:30 AM	0	0
5:35 AM	0	0
5:40 AM	0	0
5:45 AM	0	0
5:50 AM	0	0
5:55 AM	0	0
6:00 AM	0	0
6:05 AM	0	0
6:10 AM	0	0
6:15 AM	0	0
6:20 AM	0	0
6:25 AM	0	0
6:30 AM	0	0
6:35 AM	0	0
6:40 AM	0	0
6:45 AM	0	0
6:50 AM	0	0
6:55 AM	0	0
7:00 AM	0	0
7:05 AM	0	0
7:10 AM	0	0
7:15 AM	0	0
7:20 AM	0	0
7:25 AM	0	0
7:30 AM	0	0
7:35 AM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Eastbound	Out Westbound
7:40 AM	0	0
7:45 AM	0	0
7:50 AM	0	0
7:55 AM	0	0
8:00 AM	0	0
8:05 AM	0	0
8:10 AM	0	0
8:15 AM	0	0
8:20 AM	0	0
8:25 AM	0	0
8:30 AM	0	0
8:35 AM	0	0
8:40 AM	0	0
8:45 AM	0	0
8:50 AM	1	0
8:55 AM	0	0
9:00 AM	2	0
9:05 AM	0	0
9:10 AM	0	0
9:15 AM	0	1
9:20 AM	0	1
9:25 AM	0	0
9:30 AM	0	0
9:35 AM	0	0
9:40 AM	0	0
9:45 AM	0	0
9:50 AM	0	0
9:55 AM	0	0
10:00 AM	0	0
10:05 AM	0	0
10:10 AM	0	0
10:15 AM	0	0
10:20 AM	0	0
10:25 AM	0	0
10:30 AM	0	0
10:35 AM	0	0
10:40 AM	0	0
10:45 AM	0	0
10:50 AM	0	0
10:55 AM	0	0
11:00 AM	1	0
11:05 AM	0	0
11:10 AM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Eastbound	Out Westbound
11:15 AM	0	0
11:20 AM	0	0
11:25 AM	0	0
11:30 AM	0	0
11:35 AM	0	0
11:40 AM	0	1
11:45 AM	0	0
11:50 AM	1	0
11:55 AM	0	0
12:00 PM	0	0
12:05 PM	0	0
12:10 PM	0	0
12:15 PM	0	1
12:20 PM	0	0
12:25 PM	0	0
12:30 PM	0	0
12:35 PM	0	0
12:40 PM	0	0
12:45 PM	0	0
12:50 PM	0	0
12:55 PM	0	0
1:00 PM	0	0
1:05 PM	0	0
1:10 PM	1	0
1:15 PM	0	0
1:20 PM	0	0
1:25 PM	0	0
1:30 PM	0	0
1:35 PM	0	0
1:40 PM	0	0
1:45 PM	0	0
1:50 PM	0	0
1:55 PM	0	0
2:00 PM	0	0
2:05 PM	0	1
2:10 PM	0	0
2:15 PM	0	0
2:20 PM	0	0
2:25 PM	0	0
2:30 PM	0	0
2:35 PM	0	0
2:40 PM	0	0
2:45 PM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Eastbound	Out Westbound
2:50 PM	0	0
2:55 PM	0	0
3:00 PM	0	0
3:05 PM	0	0
3:10 PM	1	0
3:15 PM	0	0
3:20 PM	0	0
3:25 PM	0	0
3:30 PM	0	0
3:35 PM	0	0
3:40 PM	0	0
3:45 PM	0	0
3:50 PM	0	0
3:55 PM	0	0
4:00 PM	0	0
4:05 PM	0	0
4:10 PM	0	0
4:15 PM	0	0
4:20 PM	0	0
4:25 PM	0	0
4:30 PM	0	0
4:35 PM	0	0
4:40 PM	0	0
4:45 PM	0	0
4:50 PM	0	0
4:55 PM	0	0
5:00 PM	0	0
5:05 PM	0	0
5:10 PM	0	0
5:15 PM	0	0
5:20 PM	0	0
5:25 PM	0	0
5:30 PM	0	0
5:35 PM	0	0
5:40 PM	0	0
5:45 PM	0	0
5:50 PM	0	0
5:55 PM	0	0
6:00 PM	0	0
6:05 PM	0	0
6:10 PM	0	0
6:15 PM	0	0
6:20 PM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Eastbound	Out Westbound
6:25 PM	0	0
6:30 PM	0	0
6:35 PM	0	0
6:40 PM	0	0
6:45 PM	0	0
6:50 PM	0	0
6:55 PM	0	0
7:00 PM	0	0
7:05 PM	0	0
7:10 PM	0	0
7:15 PM	0	0
7:20 PM	0	0
7:25 PM	0	0
7:30 PM	0	0
7:35 PM	0	0
7:40 PM	0	0
7:45 PM	0	0
7:50 PM	0	0
7:55 PM	0	0
8:00 PM	0	0
8:05 PM	0	0
8:10 PM	0	0
8:15 PM	0	0
8:20 PM	0	0
8:25 PM	0	0
8:30 PM	0	0
8:35 PM	0	0
8:40 PM	0	0
8:45 PM	0	0
8:50 PM	0	0
8:55 PM	0	0
9:00 PM	0	0
9:05 PM	0	0
9:10 PM	0	0
9:15 PM	0	0
9:20 PM	0	0
9:25 PM	0	0
9:30 PM	0	0
9:35 PM	0	0
9:40 PM	0	0
9:45 PM	0	0
9:50 PM	0	0
9:55 PM	0	0

Freight Loading Study

Best Buy - 1717 Harrison Street, SF

Start Time	In Eastbound	Out Westbound
Total	**7**	**5**

Appendix B
Emissions and Health Risk Calculations

- CalEEMod Output
- Health Risk Calculations
- AERSCREEN Output
- OFFROAD-ORION Output
- EMFAC2017 Output

ESA

2675 Geary Boulevard - Whole Foods

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Supermarket	57.80	1000sqft	1.33	57,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value

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					
2020	0.0516	0.4488	0.3380	6.1000e-004	0.0194	0.0234	0.0427	9.0100e-003	0.0221	0.0311	0.0000	52.3155	52.3155	0.0110	0.0000	52.5895
2021	0.4738	1.3328	1.2486	2.3700e-003	0.0191	0.0630	0.0821	5.2000e-003	0.0608	0.0660	0.0000	199.1977	199.1977	0.0318	0.0000	199.9913
Maximum	**0.4738**	**1.3328**	**1.2486**	**2.3700e-003**	**0.0194**	**0.0630**	**0.0821**	**9.0100e-003**	**0.0608**	**0.0660**	**0.0000**	**199.1977**	**199.1977**	**0.0318**	**0.0000**	**199.9913**

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					
2020	0.0516	0.4488	0.3380	6.1000e-004	0.0194	0.0234	0.0427	9.0100e-003	0.0221	0.0311	0.0000	52.3154	52.3154	0.0110	0.0000	52.5894
2021	0.4738	1.3328	1.2486	2.3700e-003	0.0191	0.0630	0.0821	5.2000e-003	0.0608	0.0660	0.0000	199.1975	199.1975	0.0318	0.0000	199.9911
Maximum	**0.4738**	**1.3328**	**1.2486**	**2.3700e-003**	**0.0194**	**0.0630**	**0.0821**	**9.0100e-003**	**0.0608**	**0.0660**	**0.0000**	**199.1975**	**199.1975**	**0.0318**	**0.0000**	**199.9911**

	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-23-2020	1-22-2021	0.6322	0.6322
2	1-23-2021	4-22-2021	0.5310	0.5310
3	4-23-2021	7-22-2021	0.5364	0.5364
4	7-23-2021	9-30-2021	0.5844	0.5844
		Highest	0.6322	0.6322

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	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Energy	0.0116	0.1055	0.0886	6.3000e-004		8.0100e-003	8.0100e-003		8.0100e-003	8.0100e-003	0.0000	743.3353	743.3353	0.0306	7.9800e-003	746.4803
Mobile	1.5472	6.5856	13.4741	0.0382	2.9896	0.0372	3.0268	0.8025	0.0349	0.8373	0.0000	3,508.5874	3,508.5874	0.1631	0.0000	3,512.6653
Waste						0.0000	0.0000		0.0000	0.0000	66.1730	0.0000	66.1730	3.9107	0.0000	163.9409
Water						0.0000	0.0000		0.0000	0.0000	2.2604	11.4398	13.7002	0.2327	5.5900e-003	21.1828
Total	**1.8147**	**6.6911**	**13.5632**	**0.0389**	**2.9896**	**0.0452**	**3.0348**	**0.8025**	**0.0429**	**0.8454**	**68.4334**	**4,263.3635**	**4,331.7970**	**4.3371**	**0.0136**	**4,444.2703**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Energy	0.0116	0.1055	0.0886	6.3000e-004		8.0100e-003	8.0100e-003		8.0100e-003	8.0100e-003	0.0000	743.3353	743.3353	0.0306	7.9800e-003	746.4803
Mobile	1.5472	6.5856	13.4741	0.0382	2.9896	0.0372	3.0268	0.8025	0.0349	0.8373	0.0000	3,508.5874	3,508.5874	0.1631	0.0000	3,512.6653
Waste						0.0000	0.0000		0.0000	0.0000	66.1730	0.0000	66.1730	3.9107	0.0000	163.9409
Water						0.0000	0.0000		0.0000	0.0000	2.2604	11.4398	13.7002	0.2327	5.5900e-003	21.1828
Total	**1.8147**	**6.6911**	**13.5632**	**0.0389**	**2.9896**	**0.0452**	**3.0348**	**0.8025**	**0.0429**	**0.8454**	**68.4334**	**4,263.3635**	**4,331.7970**	**4.3371**	**0.0136**	**4,444.2703**

	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

2675 Geary Boulevard - Whole Foods - Bay Area AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/23/2020	11/19/2020	5	20	
2	Site Preparation	Site Preparation	11/20/2020	11/23/2020	5	2	
3	Grading	Grading	11/24/2020	11/27/2020	5	4	
4	Building Construction	Building Construction	11/28/2020	9/3/2021	5	200	
5	Paving	Paving	9/4/2021	9/17/2021	5	10	
6	Architectural Coating	Architectural Coating	9/18/2021	10/1/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 86,700; Non-Residential Outdoor: 28,900; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	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	1	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
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

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
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	19.00	9.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

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	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**		**0.0115**	**0.0115**		**0.0108**	**0.0108**	**0.0000**	**21.0677**	**21.0677**	**5.4200e-003**	**0.0000**	**21.2031**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**4.3000e-004**	**3.1000e-004**	**3.1900e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9000**	**0.9000**	**2.0000e-005**	**0.0000**	**0.9005**

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	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**		**0.0115**	**0.0115**		**0.0108**	**0.0108**	**0.0000**	**21.0676**	**21.0676**	**5.4200e-003**	**0.0000**	**21.2030**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**4.3000e-004**	**3.1000e-004**	**3.1900e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9000**	**0.9000**	**2.0000e-005**	**0.0000**	**0.9005**

3.3 Site Preparation - 2020

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					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**5.8000e-003**	**8.2000e-004**	**6.6200e-003**	**2.9500e-003**	**7.6000e-004**	**3.7100e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0554	0.0554	0.0000	0.0000	0.0554
Total	**3.0000e-005**	**2.0000e-005**	**2.0000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0554**	**0.0554**	**0.0000**	**0.0000**	**0.0554**

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					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**5.8000e-003**	**8.2000e-004**	**6.6200e-003**	**2.9500e-003**	**7.6000e-004**	**3.7100e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0554	0.0554	0.0000	0.0000	0.0554
Total	**3.0000e-005**	**2.0000e-005**	**2.0000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0554**	**0.0554**	**0.0000**	**0.0000**	**0.0554**

3.4 Grading - 2020

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					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**9.8300e-003**	**1.3700e-003**	**0.0112**	**5.0500e-003**	**1.2600e-003**	**6.3100e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

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	5.0000e-005	4.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1108	0.1108	0.0000	0.0000	0.1108
Total	**5.0000e-005**	**4.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1108**	**0.1108**	**0.0000**	**0.0000**	**0.1108**

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					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**9.8300e-003**	**1.3700e-003**	**0.0112**	**5.0500e-003**	**1.2600e-003**	**6.3100e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

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	5.0000e-005	4.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1108	0.1108	0.0000	0.0000	0.1108
Total	**5.0000e-005**	**4.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1108**	**0.1108**	**0.0000**	**0.0000**	**0.1108**

3.5 Building Construction - 2020

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	0.0244	0.1775	0.1583	2.6000e-004		9.5500e-003	9.5500e-003		9.2300e-003	9.2300e-003	0.0000	21.7851	21.7851	4.0400e-003	0.0000	21.8862
Total	**0.0244**	**0.1775**	**0.1583**	**2.6000e-004**		**9.5500e-003**	**9.5500e-003**		**9.2300e-003**	**9.2300e-003**	**0.0000**	**21.7851**	**21.7851**	**4.0400e-003**	**0.0000**	**21.8862**

3.5 Building Construction - 2020

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	4.2000e-004	0.0125	3.1300e-003	3.0000e-005	7.1000e-004	6.0000e-005	7.7000e-004	2.0000e-004	6.0000e-005	2.6000e-004	0.0000	2.8277	2.8277	1.5000e-004	0.0000	2.8313
Worker	7.6000e-004	5.4000e-004	5.6000e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5784	1.5784	4.0000e-005	0.0000	1.5794
Total	**1.1800e-003**	**0.0130**	**8.7300e-003**	**5.0000e-005**	**2.5100e-003**	**7.0000e-005**	**2.5800e-003**	**6.8000e-004**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**4.4061**	**4.4061**	**1.9000e-004**	**0.0000**	**4.4107**

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	0.0244	0.1775	0.1583	2.6000e-004		9.5500e-003	9.5500e-003		9.2300e-003	9.2300e-003	0.0000	21.7850	21.7850	4.0400e-003	0.0000	21.8861
Total	**0.0244**	**0.1775**	**0.1583**	**2.6000e-004**		**9.5500e-003**	**9.5500e-003**		**9.2300e-003**	**9.2300e-003**	**0.0000**	**21.7850**	**21.7850**	**4.0400e-003**	**0.0000**	**21.8861**

3.5 Building Construction - 2020

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	4.2000e-004	0.0125	3.1300e-003	3.0000e-005	7.1000e-004	6.0000e-005	7.7000e-004	2.0000e-004	6.0000e-005	2.6000e-004	0.0000	2.8277	2.8277	1.5000e-004	0.0000	2.8313
Worker	7.6000e-004	5.4000e-004	5.6000e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5784	1.5784	4.0000e-005	0.0000	1.5794
Total	**1.1800e-003**	**0.0130**	**8.7300e-003**	**5.0000e-005**	**2.5100e-003**	**7.0000e-005**	**2.5800e-003**	**6.8000e-004**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**4.4061**	**4.4061**	**1.9000e-004**	**0.0000**	**4.4107**

3.5 Building Construction - 2021

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	0.1595	1.2000	1.1352	1.9400e-003		0.0602	0.0602		0.0582	0.0582	0.0000	159.7619	159.7619	0.0285	0.0000	160.4750
Total	**0.1595**	**1.2000**	**1.1352**	**1.9400e-003**		**0.0602**	**0.0602**		**0.0582**	**0.0582**	**0.0000**	**159.7619**	**159.7619**	**0.0285**	**0.0000**	**160.4750**

3.5 Building Construction - 2021

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	2.5100e-003	0.0827	0.0207	2.1000e-004	5.1900e-003	1.8000e-004	5.3700e-003	1.5000e-003	1.7000e-004	1.6700e-003	0.0000	20.5400	20.5400	1.0100e-003	0.0000	20.5653
Worker	5.1300e-003	3.5400e-003	0.0375	1.2000e-004	0.0132	9.0000e-005	0.0133	3.5100e-003	8.0000e-005	3.5900e-003	0.0000	11.1688	11.1688	2.5000e-004	0.0000	11.1751
Total	**7.6400e-003**	**0.0863**	**0.0582**	**3.3000e-004**	**0.0184**	**2.7000e-004**	**0.0187**	**5.0100e-003**	**2.5000e-004**	**5.2600e-003**	**0.0000**	**31.7088**	**31.7088**	**1.2600e-003**	**0.0000**	**31.7403**

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	0.1595	1.2000	1.1351	1.9400e-003		0.0602	0.0602		0.0582	0.0582	0.0000	159.7617	159.7617	0.0285	0.0000	160.4748
Total	**0.1595**	**1.2000**	**1.1351**	**1.9400e-003**		**0.0602**	**0.0602**		**0.0582**	**0.0582**	**0.0000**	**159.7617**	**159.7617**	**0.0285**	**0.0000**	**160.4748**

3.5 Building Construction - 2021

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	2.5100e-003	0.0827	0.0207	2.1000e-004	5.1900e-003	1.8000e-004	5.3700e-003	1.5000e-003	1.7000e-004	1.6700e-003	0.0000	20.5400	20.5400	1.0100e-003	0.0000	20.5653
Worker	5.1300e-003	3.5400e-003	0.0375	1.2000e-004	0.0132	9.0000e-005	0.0133	3.5100e-003	8.0000e-005	3.5900e-003	0.0000	11.1688	11.1688	2.5000e-004	0.0000	11.1751
Total	**7.6400e-003**	**0.0863**	**0.0582**	**3.3000e-004**	**0.0184**	**2.7000e-004**	**0.0187**	**5.0100e-003**	**2.5000e-004**	**5.2600e-003**	**0.0000**	**31.7088**	**31.7088**	**1.2600e-003**	**0.0000**	**31.7403**

3.6 Paving - 2021

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	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.6 Paving - 2021

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	2.0000e-004	1.4000e-004	1.4600e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4342	0.4342	1.0000e-005	0.0000	0.4344
Total	**2.0000e-004**	**1.4000e-004**	**1.4600e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4342**	**0.4342**	**1.0000e-005**	**0.0000**	**0.4344**

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	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.6 Paving - 2021

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	2.0000e-004	1.4000e-004	1.4600e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4342	0.4342	1.0000e-005	0.0000	0.4344
Total	**2.0000e-004**	**1.4000e-004**	**1.4600e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4342**	**0.4342**	**1.0000e-005**	**0.0000**	**0.4344**

3.7 Architectural Coating - 2021

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	0.3014					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.3025**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

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	6.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1336	0.1336	0.0000	0.0000	0.1337
Total	**6.0000e-005**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1336**	**0.1336**	**0.0000**	**0.0000**	**0.1337**

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	0.3014					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.3025**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

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	6.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1336	0.1336	0.0000	0.0000	0.1337
Total	**6.0000e-005**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1336**	**0.1336**	**0.0000**	**0.0000**	**0.1337**

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	1.5472	6.5856	13.4741	0.0382	2.9896	0.0372	3.0268	0.8025	0.0349	0.8373	0.0000	3,508.5874	3,508.5874	0.1631	0.0000	3,512.6653
Unmitigated	1.5472	6.5856	13.4741	0.0382	2.9896	0.0372	3.0268	0.8025	0.0349	0.8373	0.0000	3,508.5874	3,508.5874	0.1631	0.0000	3,512.6653

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Supermarket	5,909.47	10,264.70	9620.23	8,032,349	8,032,349
Total	5,909.47	10,264.70	9,620.23	8,032,349	8,032,349

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
Supermarket	9.50	7.30	7.30	6.50	74.50	19.00	34	30	36

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Supermarket	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

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	628.5328	628.5328	0.0284	5.8800e-003	630.9956
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	628.5328	628.5328	0.0284	5.8800e-003	630.9956
NaturalGas Mitigated	0.0116	0.1055	0.0886	6.3000e-004		8.0100e-003	8.0100e-003		8.0100e-003	8.0100e-003	0.0000	114.8024	114.8024	2.2000e-003	2.1000e-003	115.4846
NaturalGas Unmitigated	0.0116	0.1055	0.0886	6.3000e-004		8.0100e-003	8.0100e-003		8.0100e-003	8.0100e-003	0.0000	114.8024	114.8024	2.2000e-003	2.1000e-003	115.4846

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					
Supermarket	2.15132e+006	0.0116	0.1055	0.0886	6.3000e-004		8.0100e-003	8.0100e-003		8.0100e-003	8.0100e-003	0.0000	114.8024	114.8024	2.2000e-003	2.1000e-003	115.4846
Total		**0.0116**	**0.1055**	**0.0886**	**6.3000e-004**		**8.0100e-003**	**8.0100e-003**		**8.0100e-003**	**8.0100e-003**	**0.0000**	**114.8024**	**114.8024**	**2.2000e-003**	**2.1000e-003**	**115.4846**

5.2 Energy by Land Use - NaturalGas

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					
Supermarket	2.15132e+006	0.0116	0.1055	0.0886	6.3000e-004		8.0100e-003	8.0100e-003		8.0100e-003	8.0100e-003	0.0000	114.8024	114.8024	2.2000e-003	2.1000e-003	115.4846
Total		**0.0116**	**0.1055**	**0.0886**	**6.3000e-004**		**8.0100e-003**	**8.0100e-003**		**8.0100e-003**	**8.0100e-003**	**0.0000**	**114.8024**	**114.8024**	**2.2000e-003**	**2.1000e-003**	**115.4846**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Supermarket	2.16056e+006	628.5328	0.0284	5.8800e-003	630.9956
Total		**628.5328**	**0.0284**	**5.8800e-003**	**630.9956**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Supermarket	2.16056e+006	628.5328	0.0284	5.8800e-003	630.9956
Total		**628.5328**	**0.0284**	**5.8800e-003**	**630.9956**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Unmitigated	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0301					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Total	**0.2559**	**0.0000**	**5.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0300e-003**	**1.0300e-003**	**0.0000**	**0.0000**	**1.1000e-003**

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	0.0301					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Total	**0.2559**	**0.0000**	**5.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0300e-003**	**1.0300e-003**	**0.0000**	**0.0000**	**1.1000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	13.7002	0.2327	5.5900e-003	21.1828
Unmitigated	13.7002	0.2327	5.5900e-003	21.1828

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Supermarket	7.1249 / 0.220358	13.7002	0.2327	5.5900e-003	21.1828
Total		**13.7002**	**0.2327**	**5.5900e-003**	**21.1828**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Supermarket	7.1249 / 0.220358	13.7002	0.2327	5.5900e-003	21.1828
Total		**13.7002**	**0.2327**	**5.5900e-003**	**21.1828**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	66.1730	3.9107	0.0000	163.9409
Unmitigated	66.1730	3.9107	0.0000	163.9409

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Supermarket	325.99	66.1730	3.9107	0.0000	163.9409
Total		**66.1730**	**3.9107**	**0.0000**	**163.9409**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Supermarket	325.99	66.1730	3.9107	0.0000	163.9409
Total		**66.1730**	**3.9107**	**0.0000**	**163.9409**

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

2675 Geary Boulevard - Best Buy

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Electronic Superstore	57.80	1000sqft	1.33	57,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value

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					
2020	0.0516	0.4488	0.3380	6.1000e-004	0.0194	0.0234	0.0427	9.0100e-003	0.0221	0.0311	0.0000	52.3155	52.3155	0.0110	0.0000	52.5895
2021	0.4738	1.3328	1.2486	2.3700e-003	0.0191	0.0630	0.0821	5.2000e-003	0.0608	0.0660	0.0000	199.1977	199.1977	0.0318	0.0000	199.9913
Maximum	**0.4738**	**1.3328**	**1.2486**	**2.3700e-003**	**0.0194**	**0.0630**	**0.0821**	**9.0100e-003**	**0.0608**	**0.0660**	**0.0000**	**199.1977**	**199.1977**	**0.0318**	**0.0000**	**199.9913**

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					
2020	0.0516	0.4488	0.3380	6.1000e-004	0.0194	0.0234	0.0427	9.0100e-003	0.0221	0.0311	0.0000	52.3154	52.3154	0.0110	0.0000	52.5894
2021	0.4738	1.3328	1.2486	2.3700e-003	0.0191	0.0630	0.0821	5.2000e-003	0.0608	0.0660	0.0000	199.1975	199.1975	0.0318	0.0000	199.9911
Maximum	**0.4738**	**1.3328**	**1.2486**	**2.3700e-003**	**0.0194**	**0.0630**	**0.0821**	**9.0100e-003**	**0.0608**	**0.0660**	**0.0000**	**199.1975**	**199.1975**	**0.0318**	**0.0000**	**199.9911**

	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-23-2020	1-22-2021	0.6322	0.6322
2	1-23-2021	4-22-2021	0.5310	0.5310
3	4-23-2021	7-22-2021	0.5364	0.5364
4	7-23-2021	9-30-2021	0.5844	0.5844
		Highest	0.6322	0.6322

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	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Energy	1.4300e-003	0.0130	0.0110	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	190.4062	190.4062	8.2400e-003	1.9100e-003	191.1810
Mobile	0.5552	2.3145	4.6173	0.0126	0.9641	0.0124	0.9765	0.2588	0.0116	0.2704	0.0000	1,153.6822	1,153.6822	0.0561	0.0000	1,155.0856
Waste						0.0000	0.0000		0.0000	0.0000	35.2798	0.0000	35.2798	2.0850	0.0000	87.4043
Water						0.0000	0.0000		0.0000	0.0000	1.3583	9.4112	10.7695	0.1399	3.3800e-003	15.2758
Total	**0.8125**	**2.3275**	**4.6288**	**0.0126**	**0.9641**	**0.0134**	**0.9774**	**0.2588**	**0.0126**	**0.2714**	**36.6381**	**1,353.5007**	**1,390.1388**	**2.2893**	**5.2900e-003**	**1,448.9478**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Energy	1.4300e-003	0.0130	0.0110	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	190.4062	190.4062	8.2400e-003	1.9100e-003	191.1810
Mobile	0.5552	2.3145	4.6173	0.0126	0.9641	0.0124	0.9765	0.2588	0.0116	0.2704	0.0000	1,153.6822	1,153.6822	0.0561	0.0000	1,155.0856
Waste						0.0000	0.0000		0.0000	0.0000	35.2798	0.0000	35.2798	2.0850	0.0000	87.4043
Water						0.0000	0.0000		0.0000	0.0000	1.3583	9.4112	10.7695	0.1399	3.3800e-003	15.2758
Total	**0.8125**	**2.3275**	**4.6288**	**0.0126**	**0.9641**	**0.0134**	**0.9774**	**0.2588**	**0.0126**	**0.2714**	**36.6381**	**1,353.5007**	**1,390.1388**	**2.2893**	**5.2900e-003**	**1,448.9478**

	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	10/23/2020	11/19/2020	5	20	
2	Site Preparation	Site Preparation	11/20/2020	11/23/2020	5	2	
3	Grading	Grading	11/24/2020	11/27/2020	5	4	
4	Building Construction	Building Construction	11/28/2020	9/3/2021	5	200	
5	Paving	Paving	9/4/2021	9/17/2021	5	10	
6	Architectural Coating	Architectural Coating	9/18/2021	10/1/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 86,700; Non-Residential Outdoor: 28,900; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	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	1	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
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

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
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	19.00	9.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

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	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**		**0.0115**	**0.0115**		**0.0108**	**0.0108**	**0.0000**	**21.0677**	**21.0677**	**5.4200e-003**	**0.0000**	**21.2031**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**4.3000e-004**	**3.1000e-004**	**3.1900e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9000**	**0.9000**	**2.0000e-005**	**0.0000**	**0.9005**

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	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**		**0.0115**	**0.0115**		**0.0108**	**0.0108**	**0.0000**	**21.0676**	**21.0676**	**5.4200e-003**	**0.0000**	**21.2030**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**4.3000e-004**	**3.1000e-004**	**3.1900e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.9000**	**0.9000**	**2.0000e-005**	**0.0000**	**0.9005**

3.3 Site Preparation - 2020

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					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**5.8000e-003**	**8.2000e-004**	**6.6200e-003**	**2.9500e-003**	**7.6000e-004**	**3.7100e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0554	0.0554	0.0000	0.0000	0.0554
Total	**3.0000e-005**	**2.0000e-005**	**2.0000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0554**	**0.0554**	**0.0000**	**0.0000**	**0.0554**

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					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**5.8000e-003**	**8.2000e-004**	**6.6200e-003**	**2.9500e-003**	**7.6000e-004**	**3.7100e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0554	0.0554	0.0000	0.0000	0.0554
Total	**3.0000e-005**	**2.0000e-005**	**2.0000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0554**	**0.0554**	**0.0000**	**0.0000**	**0.0554**

3.4 Grading - 2020

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					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**9.8300e-003**	**1.3700e-003**	**0.0112**	**5.0500e-003**	**1.2600e-003**	**6.3100e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

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	5.0000e-005	4.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1108	0.1108	0.0000	0.0000	0.1108
Total	**5.0000e-005**	**4.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1108**	**0.1108**	**0.0000**	**0.0000**	**0.1108**

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					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**9.8300e-003**	**1.3700e-003**	**0.0112**	**5.0500e-003**	**1.2600e-003**	**6.3100e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

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	5.0000e-005	4.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1108	0.1108	0.0000	0.0000	0.1108
Total	**5.0000e-005**	**4.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1108**	**0.1108**	**0.0000**	**0.0000**	**0.1108**

3.5 Building Construction - 2020

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	0.0244	0.1775	0.1583	2.6000e-004		9.5500e-003	9.5500e-003		9.2300e-003	9.2300e-003	0.0000	21.7851	21.7851	4.0400e-003	0.0000	21.8862
Total	**0.0244**	**0.1775**	**0.1583**	**2.6000e-004**		**9.5500e-003**	**9.5500e-003**		**9.2300e-003**	**9.2300e-003**	**0.0000**	**21.7851**	**21.7851**	**4.0400e-003**	**0.0000**	**21.8862**

3.5 Building Construction - 2020

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	4.2000e-004	0.0125	3.1300e-003	3.0000e-005	7.1000e-004	6.0000e-005	7.7000e-004	2.0000e-004	6.0000e-005	2.6000e-004	0.0000	2.8277	2.8277	1.5000e-004	0.0000	2.8313
Worker	7.6000e-004	5.4000e-004	5.6000e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5784	1.5784	4.0000e-005	0.0000	1.5794
Total	**1.1800e-003**	**0.0130**	**8.7300e-003**	**5.0000e-005**	**2.5100e-003**	**7.0000e-005**	**2.5800e-003**	**6.8000e-004**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**4.4061**	**4.4061**	**1.9000e-004**	**0.0000**	**4.4107**

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	0.0244	0.1775	0.1583	2.6000e-004		9.5500e-003	9.5500e-003		9.2300e-003	9.2300e-003	0.0000	21.7850	21.7850	4.0400e-003	0.0000	21.8861
Total	**0.0244**	**0.1775**	**0.1583**	**2.6000e-004**		**9.5500e-003**	**9.5500e-003**		**9.2300e-003**	**9.2300e-003**	**0.0000**	**21.7850**	**21.7850**	**4.0400e-003**	**0.0000**	**21.8861**

3.5 Building Construction - 2020

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	4.2000e-004	0.0125	3.1300e-003	3.0000e-005	7.1000e-004	6.0000e-005	7.7000e-004	2.0000e-004	6.0000e-005	2.6000e-004	0.0000	2.8277	2.8277	1.5000e-004	0.0000	2.8313
Worker	7.6000e-004	5.4000e-004	5.6000e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5784	1.5784	4.0000e-005	0.0000	1.5794
Total	**1.1800e-003**	**0.0130**	**8.7300e-003**	**5.0000e-005**	**2.5100e-003**	**7.0000e-005**	**2.5800e-003**	**6.8000e-004**	**7.0000e-005**	**7.5000e-004**	**0.0000**	**4.4061**	**4.4061**	**1.9000e-004**	**0.0000**	**4.4107**

3.5 Building Construction - 2021

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	0.1595	1.2000	1.1352	1.9400e-003		0.0602	0.0602		0.0582	0.0582	0.0000	159.7619	159.7619	0.0285	0.0000	160.4750
Total	**0.1595**	**1.2000**	**1.1352**	**1.9400e-003**		**0.0602**	**0.0602**		**0.0582**	**0.0582**	**0.0000**	**159.7619**	**159.7619**	**0.0285**	**0.0000**	**160.4750**

3.5 Building Construction - 2021

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	2.5100e-003	0.0827	0.0207	2.1000e-004	5.1900e-003	1.8000e-004	5.3700e-003	1.5000e-003	1.7000e-004	1.6700e-003	0.0000	20.5400	20.5400	1.0100e-003	0.0000	20.5653
Worker	5.1300e-003	3.5400e-003	0.0375	1.2000e-004	0.0132	9.0000e-005	0.0133	3.5100e-003	8.0000e-005	3.5900e-003	0.0000	11.1688	11.1688	2.5000e-004	0.0000	11.1751
Total	**7.6400e-003**	**0.0863**	**0.0582**	**3.3000e-004**	**0.0184**	**2.7000e-004**	**0.0187**	**5.0100e-003**	**2.5000e-004**	**5.2600e-003**	**0.0000**	**31.7088**	**31.7088**	**1.2600e-003**	**0.0000**	**31.7403**

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	0.1595	1.2000	1.1351	1.9400e-003		0.0602	0.0602		0.0582	0.0582	0.0000	159.7617	159.7617	0.0285	0.0000	160.4748
Total	**0.1595**	**1.2000**	**1.1351**	**1.9400e-003**		**0.0602**	**0.0602**		**0.0582**	**0.0582**	**0.0000**	**159.7617**	**159.7617**	**0.0285**	**0.0000**	**160.4748**

3.5 Building Construction - 2021

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	2.5100e-003	0.0827	0.0207	2.1000e-004	5.1900e-003	1.8000e-004	5.3700e-003	1.5000e-003	1.7000e-004	1.6700e-003	0.0000	20.5400	20.5400	1.0100e-003	0.0000	20.5653
Worker	5.1300e-003	3.5400e-003	0.0375	1.2000e-004	0.0132	9.0000e-005	0.0133	3.5100e-003	8.0000e-005	3.5900e-003	0.0000	11.1688	11.1688	2.5000e-004	0.0000	11.1751
Total	**7.6400e-003**	**0.0863**	**0.0582**	**3.3000e-004**	**0.0184**	**2.7000e-004**	**0.0187**	**5.0100e-003**	**2.5000e-004**	**5.2600e-003**	**0.0000**	**31.7088**	**31.7088**	**1.2600e-003**	**0.0000**	**31.7403**

3.6 Paving - 2021

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	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.6 Paving - 2021

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	2.0000e-004	1.4000e-004	1.4600e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4342	0.4342	1.0000e-005	0.0000	0.4344
Total	**2.0000e-004**	**1.4000e-004**	**1.4600e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4342**	**0.4342**	**1.0000e-005**	**0.0000**	**0.4344**

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	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.6 Paving - 2021

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	2.0000e-004	1.4000e-004	1.4600e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4342	0.4342	1.0000e-005	0.0000	0.4344
Total	**2.0000e-004**	**1.4000e-004**	**1.4600e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4342**	**0.4342**	**1.0000e-005**	**0.0000**	**0.4344**

3.7 Architectural Coating - 2021

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	0.3014					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.3025**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

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	6.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1336	0.1336	0.0000	0.0000	0.1337
Total	**6.0000e-005**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1336**	**0.1336**	**0.0000**	**0.0000**	**0.1337**

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	0.3014					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.3025**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

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	6.0000e-005	4.0000e-005	4.5000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1336	0.1336	0.0000	0.0000	0.1337
Total	**6.0000e-005**	**4.0000e-005**	**4.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1336**	**0.1336**	**0.0000**	**0.0000**	**0.1337**

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	0.5552	2.3145	4.6173	0.0126	0.9641	0.0124	0.9765	0.2588	0.0116	0.2704	0.0000	1,153.6822	1,153.6822	0.0561	0.0000	1,155.0856
Unmitigated	0.5552	2.3145	4.6173	0.0126	0.9641	0.0124	0.9765	0.2588	0.0116	0.2704	0.0000	1,153.6822	1,153.6822	0.0561	0.0000	1,155.0856

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Electronic Superstore	2,603.31	2,603.31	2603.31	2,590,235	2,590,235
Total	2,603.31	2,603.31	2,603.31	2,590,235	2,590,235

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
Electronic Superstore	9.50	7.30	7.30	15.50	65.50	19.00	27	33	40

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Electronic Superstore	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

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	176.2179	176.2179	7.9700e-003	1.6500e-003	176.9084
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	176.2179	176.2179	7.9700e-003	1.6500e-003	176.9084
NaturalGas Mitigated	1.4300e-003	0.0130	0.0110	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1884	14.1884	2.7000e-004	2.6000e-004	14.2727
NaturalGas Unmitigated	1.4300e-003	0.0130	0.0110	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1884	14.1884	2.7000e-004	2.6000e-004	14.2727

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					
Electronic Superstore	265880	1.4300e-003	0.0130	0.0110	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1884	14.1884	2.7000e-004	2.6000e-004	14.2727
Total		**1.4300e-003**	**0.0130**	**0.0110**	**8.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**14.1884**	**14.1884**	**2.7000e-004**	**2.6000e-004**	**14.2727**

5.2 Energy by Land Use - NaturalGas

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					
Electronic Superstore	265880	1.4300e-003	0.0130	0.0110	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1884	14.1884	2.7000e-004	2.6000e-004	14.2727
Total		**1.4300e-003**	**0.0130**	**0.0110**	**8.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**14.1884**	**14.1884**	**2.7000e-004**	**2.6000e-004**	**14.2727**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Electronic Superstore	605744	176.2179	7.9700e-003	1.6500e-003	176.9084
Total		**176.2179**	**7.9700e-003**	**1.6500e-003**	**176.9084**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Electronic Superstore	605744	176.2179	7.9700e-003	1.6500e-003	176.9084
Total		**176.2179**	**7.9700e-003**	**1.6500e-003**	**176.9084**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Unmitigated	0.2559	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0301					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Total	**0.2559**	**0.0000**	**5.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0300e-003**	**1.0300e-003**	**0.0000**	**0.0000**	**1.1000e-003**

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	0.0301					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0300e-003	1.0300e-003	0.0000	0.0000	1.1000e-003
Total	**0.2559**	**0.0000**	**5.3000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0300e-003**	**1.0300e-003**	**0.0000**	**0.0000**	**1.1000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.7695	0.1399	3.3800e-003	15.2758
Unmitigated	10.7695	0.1399	3.3800e-003	15.2758

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Electronic Superstore	4.28139 / 2.62408	10.7695	0.1399	3.3800e-003	15.2758
Total		**10.7695**	**0.1399**	**3.3800e-003**	**15.2758**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Electronic Superstore	4.28139 / 2.62408	10.7695	0.1399	3.3800e-003	15.2758
Total		**10.7695**	**0.1399**	**3.3800e-003**	**15.2758**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	35.2798	2.0850	0.0000	87.4043
Unmitigated	35.2798	2.0850	0.0000	87.4043

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Electronic Superstore	173.8	35.2798	2.0850	0.0000	87.4043
Total		**35.2798**	**2.0850**	**0.0000**	**87.4043**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Electronic Superstore	173.8	35.2798	2.0850	0.0000	87.4043
Total		**35.2798**	**2.0850**	**0.0000**	**87.4043**

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

Delivery Truck Dwell Times per Day

Best Buy		
Loading Dock	No. Trucks	Dwell Time (min.)
semi	2	28
two axle six tire	4	28
Curbside		
four tire	1	90
semi	0	90
two axle six tire	2	90
four tire	5	90
Combined	No. Trucks	Idle Time (min.)*
four tire	6	10
two axle six tire	6	10
semi	2	10

*Assuming 5 min idling at arrival and 5 min idling prior to exiting

Whole Foods		
	No. Trucks	Idle Time (min.)*
semi	4	10
two axle six tire	4	10
bobtail or van	15	10
	No. TRUs	Dwell Time (min.)
semi	4	60
two axle six tire	4	30
bobtail or van	15	30

			PM10		PM2.5		
Emission Factors	EMFAC Vehicle Cat.	Fleet % Diesel	Idling EF (g/hr)	TRU EF (g/hr)	Idling EF (g/hr)	TRU EF (g/hr)	
four tire	MHDT	100.0%	0.170	NA	0.163	NA	
two axle six tire	HHDT	100.0%	0.063	1.372	0.060	1.262	TRU - Instate Truck TRU
semi	HHDT	100.0%	0.063	1.051	0.060	0.967	TRU - Instate Trailer TRU
bobtail or van	MHDT	100.0%	0.170	0.876	0.163	0.806	TRU - Instate Van TRU

conservatively assume 100% diesel

			ROG		NOX		
Emission Factors	EMFAC Vehicle Cat.	Fleet % Diesel	Idling EF (g/hr)	TRU EF (g/hr)	Idling EF (g/hr)	TRU EF (g/hr)	
four tire	MHDT	100.0%	0.833	NA	63.257	NA	
two axle six tire	HHDT	100.0%	2.324	3.405	46.167	33.044	TRU - Instate Truck TRU
semi	HHDT	100.0%	2.324	5.973	46.167	54.752	TRU - Instate Trailer TRU
bobtail or van	MHDT	100.0%	0.833	2.173	63.257	21.092	TRU - Instate Van TRU

conservatively assume 100% diesel

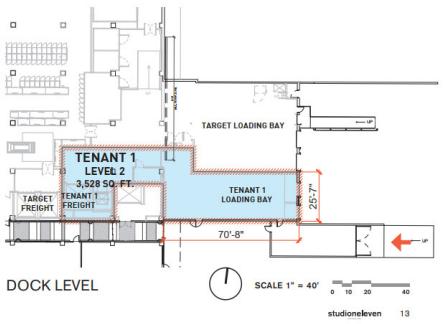
https://ww3.arb.ca.gov/msei/downloads/emfac2017-volume-i-users-guide.pdf
Appendix 4: Vehicle Categories

Medium-Heavy Duty Diesel Agriculture Truck that are using Ag truck exemptions of the T&B rule	MHDT	T6
Medium-Heavy Duty Diesel CA International Registration Plan Truck with GVWR>26000 lbs		
Medium-Heavy Duty Diesel CA International Registration Plan Truck with GVWR<=26000 lbs		
Medium-Heavy Duty Diesel instate construction Truck with GVWR>26000 lbs		
Medium-Heavy Duty Diesel instate construction Truck with GVWR<=26000 lbs		
Medium-Heavy Duty Diesel instate Truck with GVWR>26000 lbs		
Medium-Heavy Duty Diesel instate Truck with GVWR<=26000 lbs		
Medium-Heavy Duty Diesel Out-of-state Truck with GVWR>26000 lbs		
Medium-Heavy Duty Diesel Out-of-state Truck with GVWR<=26000 lbs		
Medium-Heavy Duty Diesel Public Fleet Truck		
Medium-Heavy Duty Diesel Utility Fleet Truck		
Medium-Heavy Duty Gasoline Truck		

Heavy-Heavy Duty Diesel Agriculture Truck that are using Ag truck exemptions of the T&B rule	HHDT	T7
Heavy-Heavy Duty Diesel CA International Registration Plan Truck		
Heavy-Heavy Duty Diesel CA International Registration Plan Construction Truck		
Heavy-Heavy Duty Diesel Non-Neighboring Out-of-state Truck		
Heavy-Heavy Duty Diesel Neighboring Out-of-state Truck		
Heavy-Heavy Duty Diesel Drayage Truck at Other Facilities		
Heavy-Heavy Duty Diesel Drayage Truck in Bay Area		
Heavy-Heavy Duty Diesel Drayage Truck near South Coast		
Heavy-Heavy Duty Diesel Public Fleet Truck		
Heavy-Heavy Duty Diesel Single Unit Truck		
Heavy-Heavy Duty Diesel Single Unit Construction Truck		
Heavy-Heavy Duty Diesel Solid Waste Collection Truck		
Heavy-Heavy Duty Diesel Tractor Truck		
Heavy-Heavy Duty Diesel Tractor Construction Truck		
Heavy-Heavy Duty Diesel Utility Fleet Truck		
Heavy-Heavy Duty Gasoline Truck		
Power Take Off		

2675 Geary Blvd
Source and Site Information

From: studioneleven, 2020. City Center Whole Foods Market Floor Plan Existing - Lot C, June 2020.



From: Google, 2020. Google Earth - Street View, April, 2019

Sources

TRU			Truck Idle		
RH =	5	m	RH =	2.55	m
VD =	3	m	IVD =	2.37	m
SL =	8.4	m	SL =	8.4	m
ILD =	SL/4.3		SL =	16.8	m
	1.96				
IVD =	VD/2.15				
	1.40				

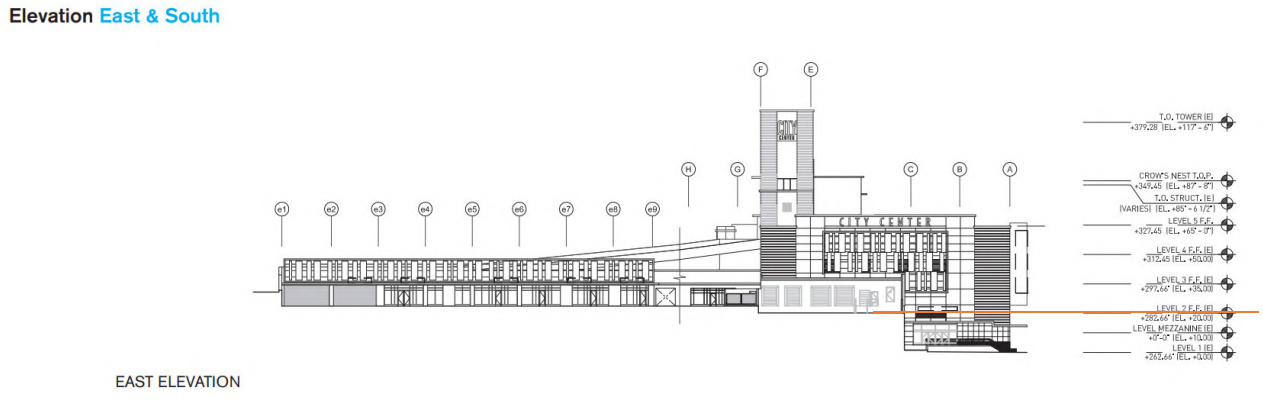
Release Height = RH
Verticle Dimension = VD
Side Length = SL
Initial Lateral Dimension = ILD
Initial Verticle Dimension = IVD

Receptors

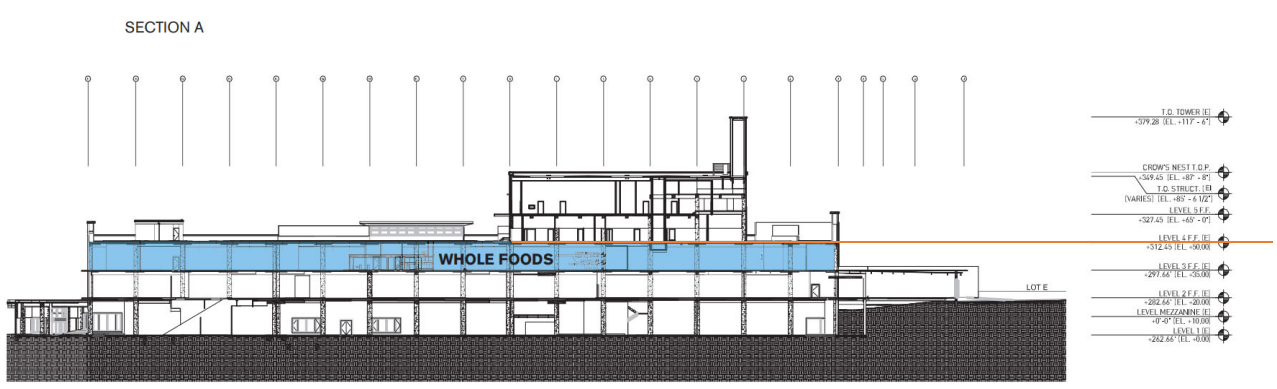
Dock Elevation	282.66	ft
Daycare Elevation	312.45	ft
Offsite Receptor Height	1.8	m
Daycare Receptor Height	10.9	m

Urban Population
San Francisco-Oakland-Berkeley, CA MSA
4,335,391

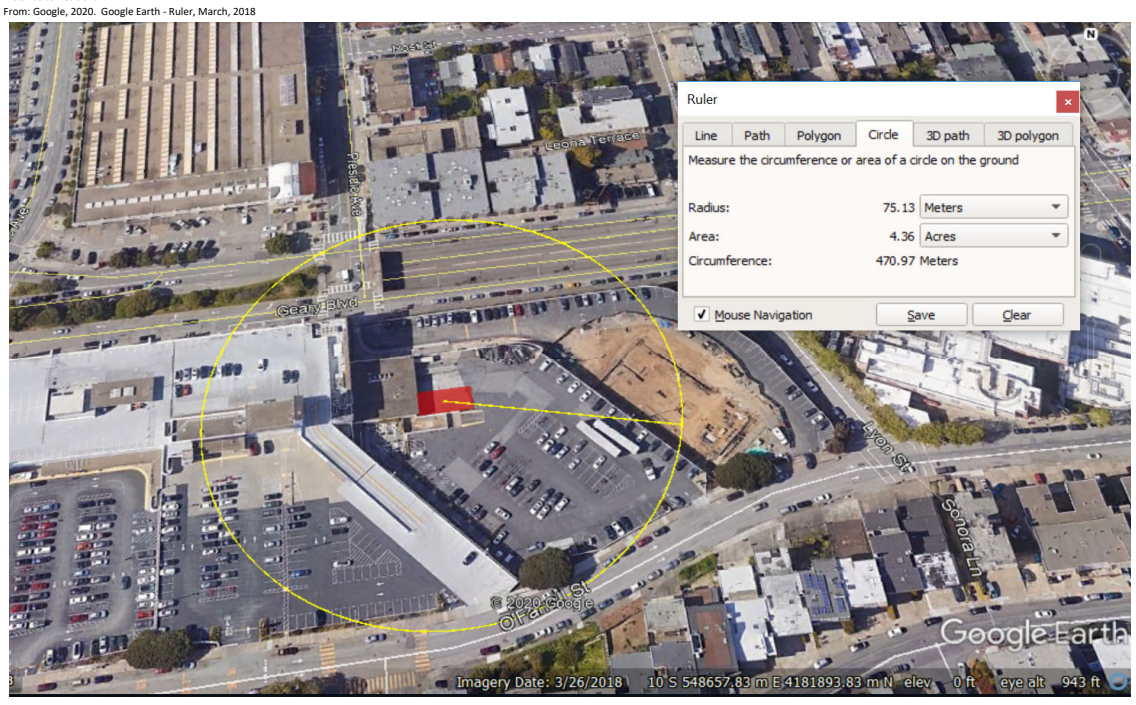
From: studioneleven, 2020. City Center Whole Foods Market Elevation East & South, June 2020.



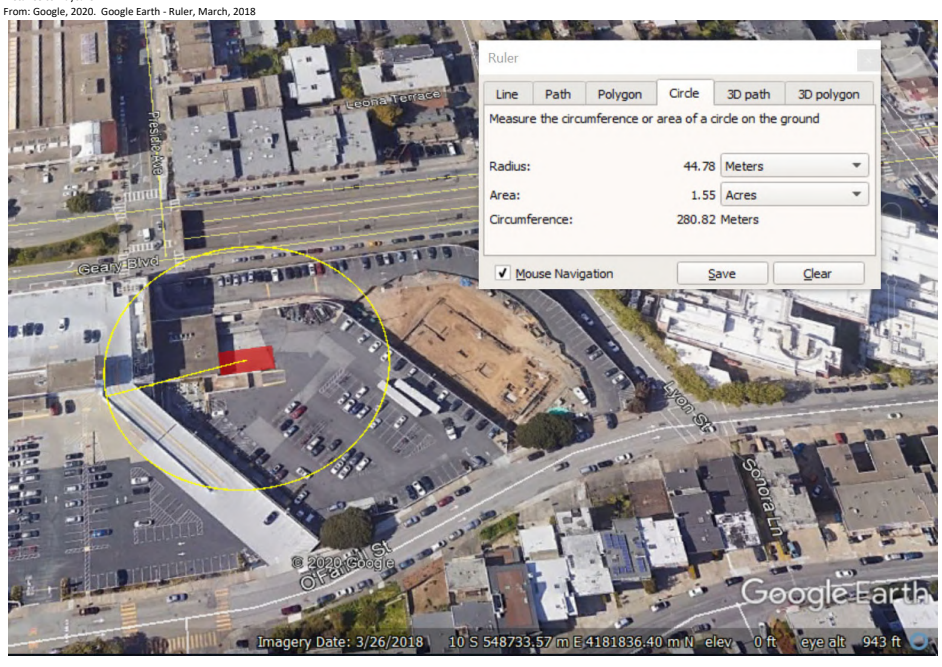
From: studioneleven, 2020. City Center Whole Foods Market Section A & B, June 2020.



Distance to Resident
From: Google, 2020. Google Earth - Ruler, March, 2018



Distance to Daycare
From: Google, 2020. Google Earth - Ruler, March, 2018



2675 Geary Blvd

Criteria Air Pollutants

Prior Operations (Best Buy)

Delivery Truck Idling			Trucks	Idle Time	ROG EF	NO_x EF	ROG	NO_x
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
four tire	MHDT	100.0%	6	10	0.833	63.257	3.35E-04	2.55E-02
two axle six tire	HHDT	100.0%	6	10	2.324	46.167	9.35E-04	1.86E-02
semi	HHDT	100.0%	2	10	2.324	46.167	3.12E-04	6.19E-03
						total	1.58E-03	5.02E-02

New Operations (Whole Foods)

Delivery Truck Idling			Trucks	Idle Time	ROG EF	NO_x EF	ROG	NO_x
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
semi	HHDT	100.0%	4	10	2.324	46.167	6.23E-04	1.24E-02
two axle six tire	HHDT	100.0%	4	10	2.324	46.167	6.23E-04	1.24E-02
bobtail or van	MHDT	100.0%	15	10	0.833	63.257	8.38E-04	6.36E-02
						total	2.09E-03	8.84E-02

Delivery Truck TRU			Trucks	Run Time	ROG EF	NO_x EF	ROG	NO_x
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
semi	HHDT	100.0%	4	60	5.973	54.752	9.61E-03	8.81E-02
two axle six tire	HHDT	100.0%	4	30	3.405	33.044	2.74E-03	2.66E-02
bobtail or van	MHDT	100.0%	15	30	2.173	21.092	6.56E-03	6.36E-02
						total	1.89E-02	1.78E-01

Net New Operations (Whole Foods - Best Buy)

Truck Operation	ROG ton/yr	NO_x ton/yr	PM_{10} ton/yr	$PM_{2.5}$ ton/yr
Delivery Truck Idling	5.03E-04	3.82E-02	1.03E-04	9.84E-05
Delivery Truck TRU	1.89E-02	1.78E-01	5.44E-03	5.00E-03
Total	0.02	0.22	0.01	0.01

Truck Operation	ROG lb/day	NO_x lb/day	PM_{10} lb/day	$PM_{2.5}$ lb/day
Delivery Truck Idling	2.76E-03	2.09E-01	5.64E-04	5.39E-04
Delivery Truck TRU	1.04E-01	9.77E-01	2.98E-02	2.74E-02
Total	0.11	1.19	0.03	0.03

see HRA tab for particulate calculations

2675 Geary Blvd

Health Risk Assessment - Resident

Prior Operations (Best Buy)

Delivery Truck Idling			Trucks	Idle Time	PM_{10} EF	$PM_{2.5}$ EF	DPM	$PM_{2.5}$
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
four tire	MHDT	100.0%	6	10	0.170	0.163	6.86E-05	6.56E-05
two axle six tire	HHDT	100.0%	6	10	0.063	0.060	2.54E-05	2.43E-05
semi	HHDT	100.0%	2	10	0.063	0.060	8.48E-06	8.11E-06
						total	1.03E-04	9.81E-05

New Operations (Whole Foods)

Delivery Truck Idling			Trucks	Idle Time	PM_{10} EF	$PM_{2.5}$ EF	DPM	$PM_{2.5}$
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
semi	HHDT	100.0%	4	10	0.063	0.060	1.70E-05	1.62E-05
two axle six tire	HHDT	100.0%	4	10	0.063	0.060	1.70E-05	1.62E-05
bobtail or van	MHDT	100.0%	15	10	0.170	0.163	1.71E-04	1.64E-04
						total	2.05E-04	1.97E-04

Delivery Truck TRU			Trucks	Run Time	PM_{10} EF	$PM_{2.5}$ EF	DPM	$PM_{2.5}$
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
semi	HHDT	100.0%	4	60	1.051	0.967	1.69E-03	1.56E-03
two axle six tire	HHDT	100.0%	4	30	1.372	1.262	1.10E-03	1.02E-03
bobtail or van	MHDT	100.0%	15	30	0.876	0.806	2.64E-03	2.43E-03
						total	5.44E-03	5.00E-03

Net New Operations (Whole Foods - Best Buy)

Truck Operation	DPM ton/yr	$PM_{2.5}$ ton/yr	DPM g/s	$PM_{2.5}$ g/s
Delivery Truck Idling	1.03E-04	9.84E-05	2.96E-06	2.83E-06
Delivery Truck TRU	5.44E-03	5.00E-03	1.56E-04	1.44E-04

MEIR

Source	Distance to MEIR meters	AERSCREEN OUT [ug/m^3]/[g/s] Max 1 HR	Annual
IDLE	75	736	73.6
TRU	75	216	21.6

Concentration at MEIR, C_{AIR}

Source	DPM ($\mu g/m^3$)	$PM_{2.5}$ ($\mu g/m^3$)
IDLE	2.18E-04	2.09E-04
TRU	3.38E-03	3.11E-03
Total	3.60E-03	3.32E-03

Cancer Risk = Dose inhalation × Inhalation CPF × ASF × ED/AT × FAH **(Equation 8.2.4 A)**

Where:

Cancer Risk = residential inhalation cancer risk

Dose inhalation (mg/kg-day) = C_{AIR} × DBR × A × EF × 10^{-6} **(Equation 5.4.1.1)**

Inhalation CPF = inhalation cancer potency factor ([mg/kg/day]$^{-1}$)
ASF = age sensitivity factor for a specified age group (unitless)
ED = exposure duration for a specified age group (years)
AT = averaging time period over which exposure is averaged in days (years)
FAH = fraction of time at home (unitless)

Where:

C_{AIR} = concentration of compound in air in micrograms per cubic meter ($\mu g/m^3$)
DBR = daily breathing rate in liter per kilogram of body weight per day (L/kg-body weight/day)
A = inhalation absorption factor (1 for DPM, unitless)
EF = exposure frequency in days per year (unitless, days/365 days)
10^{-6} = micrograms to milligrams conversion, liters to cubic meters conversior

Hazard Quotient = C_{air} / REL **(Section 8.3.1)**

Where:

Hazard Quotient = chronic non-cancer hazard
C_{AIR} = concentration of compound in air in micrograms per cubic meter ($\mu g/m^3$)
REL = Chronic non-cancer Reference Exposure Level for substance ($\mu g/m^3$)

Dose Inhalation Inputs

Receptor Type	Exposure Scenario	Receptor Group Age	C_{AIR} ($\mu g/m^3$)	DBR (L/kg-day)	A (unitless)	EF (days/year)
Off-Site Child Resident	Net New Operations	3rd Trimester	3.60E-03	361	1	0.96
		Age 0<2	3.60E-03	1090	1	0.96
		Age 2<16	3.60E-03	572	1	0.96
		Age 16<30	3.60E-03	261	1	0.96

Dose Inhalation Outputs

Receptor Type	Exposure Scenario	Receptor Group Age	Dose inhalation
Off-Site Child Resident	Net New Operations	3rd Trimester	1.24E-06
		Age 0<2	3.76E-06
		Age 2<16	1.97E-06
		Age 16<30	9.01E-07

Risk Inputs

Receptor Type	Exposure Scenario	Receptor Group Age	CPF (mg/kg-day^{-1})	ASF (unitless)	ED (years)	AT (years)	FAH (unitless)	MAF (unitless)
Off-Site Child Resident	Net New Operations	3rd Trimester	1.1	10	0.25	70.00	1	1
		Age 0<2	1.1	10	2.00	70.00	1	1
		Age 2<16	1.1	3	14.00	70.00	1	1
		Age 16<30	1.1	1	14.00	70.00	0.73	1

Pollutant	REL ($\mu g/m^3$)
DPM	5

Risk Outputs

Receptor Type	Exposure Scenario	Receptor Group Age	Cancer Risk
Off-Site Child Resident	Net New Operations	3rd Trimester	4.89E-08
		Age 0<2	1.18E-06
		Age 2<16	1.30E-06
		Age 16<30	1.45E-07
		Total Cancer Risk (per million)	**2.68**
		Non-Cancer Chronic Risk	**0.00**
		Annual Average $PM_{2.5}$ ($\mu g/m^3$)	**0.00**

SOURCE:

Office of Environmental Health Hazard Assessment, 2015. *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments.* February.

BAAQMD, 2016. *BAAQMD Air Toxics NSR Program HRA Guidelines.* December

NOTE:

Daily breathing rate is based on the OEHHA 95th percentile breathing rate for age third trimester to 2, and 80th percentile for ages greater than 2 (Table 5.8).

Fraction of time at home is conservatively set to 1 for residents age < 16 since the nearest school cancer risk was not estimated but nearest daycare risk is >1 per million, per OEHHA Table 8.4.

Modeling Adjustment Factor of 1 because it is assumed that truck deliveries occur 24 hours a day, 7 days a week.

Inhalation cancer potency factor from Table 7.1

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Health Risk Assessment - Resident

Prior Operations (Best Buy)

Delivery Truck Idling			Trucks	Idle Time	PM_{10} EF	$PM_{2.5}$ EF	DPM	$PM_{2.5}$
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
four tire	MHDT	100.0%	6	10	0.170	0.163	6.86E-05	6.56E-05
two axle six tire	HHDT	100.0%	6	10	0.063	0.060	2.54E-05	2.43E-05
semi	HHDT	100.0%	2	10	0.063	0.060	8.48E-06	8.11E-06
						total	1.03E-04	9.81E-05

New Operations (Whole Foods)

Delivery Truck Idling			Trucks	Idle Time	PM_{10} EF	$PM_{2.5}$ EF	DPM	$PM_{2.5}$
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
semi	HHDT	100.0%	4	10	0.063	0.060	1.70E-05	1.62E-05
two axle six tire	HHDT	100.0%	4	10	0.063	0.060	1.70E-05	1.62E-05
bobtail or van	MHDT	100.0%	15	10	0.170	0.163	1.71E-04	1.64E-04
						total	2.05E-04	1.97E-04

Delivery Truck TRU			Trucks	Run Time	PM_{10} EF	$PM_{2.5}$ EF	DPM	$PM_{2.5}$
Truck Type	EMFAC Vehicle Class	Fleet % Diesel	trip/day	min/trip	g/hr	g/hr	ton/yr	ton/yr
semi	HHDT	100.0%	4	60	1.051	0.967	1.69E-03	1.56E-03
two axle six tire	HHDT	100.0%	4	30	1.372	1.262	1.10E-03	1.02E-03
bobtail or van	MHDT	100.0%	15	30	0.876	0.806	2.64E-03	2.43E-03
						total	5.44E-03	5.00E-03

Net New Operations (Whole Foods - Best Buy)

Truck Operation	DPM ton/yr	$PM_{2.5}$ ton/yr	DPM g/s	$PM_{2.5}$ g/s
Delivery Truck Idling	1.03E-04	9.84E-05	2.96E-06	2.83E-06
Delivery Truck TRU	5.44E-03	5.00E-03	1.56E-04	1.44E-04

MEIR

Source	Distance to MEIR meters	AERSCREEN OUT [ug/m^3]/[g/s] Max 1 HR	Annual
IDLE	45	1301	130.1
TRU	45	442.7	44.3

Concentration at MEIR, C_{AIR}

Source	DPM ($\mu g/m^3$)	$PM_{2.5}$ ($\mu g/m^3$)
IDLE	3.85E-04	3.68E-04
TRU	6.92E-03	6.37E-03
Total	7.31E-03	6.74E-03

Cancer Risk = Dose inhalation × Inhalation CPF × ASF × ED/AT × FAH **(Equation 8.2.4 A)**

Where:

Cancer Risk = residential inhalation cancer risk

Dose inhalation (mg/kg-day) = C_{AIR} × DBR × A × EF × 10^{-6} **(Equation 5.4.1.1)**

Inhalation CPF = inhalation cancer potency factor ([mg/kg/day]$^{-1}$)
ASF = age sensitivity factor for a specified age group (unitless)
ED = exposure duration for a specified age group (years)
AT = averaging time period over which exposure is averaged in days (years)
FAH = fraction of time at home (unitless)

Where:

C_{AIR} = concentration of compound in air in micrograms per cubic meter ($\mu g/m^3$)
DBR = daily breathing rate in liter per kilogram of body weight per day (L/kg-body weight/day)
A = inhalation absorption factor (1 for DPM, unitless)
EF = exposure frequency in days per year (unitless, days/365 days)
10^{-6} = micrograms to milligrams conversion, liters to cubic meters conversion

Hazard Quotient = C_{air} / REL **(Section 8.3.1)**

Where:

Hazard Quotient = chronic non-cancer hazard
C_{AIR} = concentration of compound in air in micrograms per cubic meter ($\mu g/m^3$)
REL = Chronic non-cancer Reference Exposure Level for substance ($\mu g/m^3$)

Dose Inhalation Inputs

Receptor Type	Exposure Scenario	Receptor Group Age	C_{AIR} ($\mu g/m^3$)	8HR-BR (L/kg-day)	A (unitless)	EF (days/year)
Daycare	Net New Operations	Age 0<2	7.31E-03	1200	1	0.68
		Age 2<16	7.31E-03	520	1	0.68

Dose Inhalation Outputs

Receptor Type	Exposure Scenario	Receptor Group Age	Dose inhalation (mg/kg-day)
Daycare	Net New Operations	Age 0<2	6.01E-06
		Age 2<16	2.60E-06

Risk Inputs

Receptor Type	Exposure Scenario	Receptor Group Age	CPF (mg/kg-day^{-1})	ASF (unitless)	ED (years)	AT (years)	FAH (unitless)	MAF (unitless)
Daycare	Net New Operations	Age 0<2	1.1	10	2.00	70.00	1	1
		Age 2<16	1.1	3	4.00	70.00	1	1

Pollutant	REL ($\mu g/m^3$)
DPM	5

Risk Outputs

Receptor Type	Exposure Scenario	Receptor Group Age	Cancer Risk
Daycare	Net New Operations	Age 0<2	1.89E-06
		Age 2<16	4.91E-07
		Total Cancer Risk (per million)	**2.38**
		Non-Cancer Chronic Risk	**0.00**
		Annual Average $PM_{2.5}$ ($\mu g/m^3$)	**0.01**

SOURCE:

Office of Environmental Health Hazard Assessment, 2015.*Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments* . February.
BAAQMD, 2016. *BAAQMD Air Toxics NSR Program HRA Guidelines.* December

NOTE:

Daily breathing rate for daycare receptor is based on the OEHHA 95th percentile 8-hour moderate intensity breathing rates (Table 5.8).
Modeling Adjustment Factor of 1 because it is assumed that truck deliveries occur 24 hours a day, 7 days a week.
Inhalation cancer potency factor from Table 7.1

AERSCREEN 16216 / A ERMOD 18081 10/9/2020
14:45:55

TITLE: 2675Geary_TR U

********** VOLUME P ARAMETERS *****

SOURCE EMISSION RAT E: 1.000 0 g/s 7.937 lb/hr
VOLUME HEIGHT: 5 0 meters 16.40 feet
INITIAL LATERAL DIM ENSION: 1.9 6 meters 6.43 feet
INITIAL VERTICAL DI MENSION: 1.4 0 meters 4.59 feet
RURAL OR URBAN: URBA N
POPULATION: 433539 1

FLAGPOLE RECEPTOR H EIGHT: 1.8 0 meters 5.91 feet

INITIAL PROBE DISTA NCE = 5000 . meters 16404. feet

**** BUILDING DOWN WASH PARAMETERS

BUIL DING DOWNWASH NOT U SED FOR NON-POIN T SOURCES

******* PROBE ANAL YSIS **********
---

25 meter receptor spa cing: 5. meters - 5000. meters

Zo ROUGH SECTOR LEN	NESS 1-HR CON GTH (ug/m3)	C DIST TE (m) P	MPORAL ERIOD
1* 1.	000 0.1240E+	05 5.2	SPR

* = worst case flow sector

*** MAKEMET METEOR OLOGY PARAMETERS

MIN/MAX TEMPERATURE : 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERIS TICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PR OFILE: Urban
DOMINANT CLIMATE TY PE: Average Mois ture
DOMINANT SEASON: Spring

ALBEDO: 0.14
BOWEN RATIO: 1
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VE LOCITY (U*) ADJUSTE D

METEOROLOGY	CONDITIONS USED TO	PREDICT OVERALL	MAXIMUM IMPACT
YR MO DY JDY HR			
-- -- -- --- --			
10 01 30 30 12			
H0 U* W	* DT/DZ ZICNV ZIMC	H M-O LEN Z0	BOWEN ALBEDO REF WS
- - - - - - - - -	- - - - - - - - - -	- - - - - - - -	- - - - - - - - - - -
116.38 0.167 1.20	0 0.020 566. 158	. -3.8 1.000	1.00 0.14 0.50
HT REF TA	HT		
- - - - - - - - - -	-		
10.0 310.0 2	0		

METEOROLOGY	CONDITIONS USED TO	PREDICT AMBIENT	BOUNDARY IMPACT
YR MO DY JDY HR			
-- -- -- --- --			
10 01 30 30 12			
H0 U* W	* DT/DZ ZICNV ZIMC	H M-O LEN Z0	BOWEN ALBEDO REF WS
- - - - - - - - -	- - - - - - - - - -	- - - - - - - -	- - - - - - - - - - -
116.38 0.167 1.20	0 0.020 566. 158	. -3.8 1.000	1.00 0.14 0.50
HT REF TA	HT		

- - - - - - - - - - -

10.0 310.0 2 0

********** ***** AERSCREEN AUTOMATED DISTANCES **********

O VERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
5.21	1.24E+04	2525	0.6456
25	1500	2550	0.6336
50	433.2	2575	0.622
75	216	2600	0.6133
100	132	2625	0.6098
125	90.19	2650	0.6063
150	66.12	2675	0.6029
175	54.24	2700	0.5996
200	45.44	2725	0.5963
225	38.59	2750	0.593
250	33.2	2775	0.5898
275	28.89	2800	0.5866
300	25.39	2825	0.5835
325	22.49	2850	0.5804
350	20.06	2875	0.5773
375	18.01	2900	0.5743
400	16.27	2925	0.5713
425	14.77	2950	0.5683
450	13.47	2975	0.5654
475	12.34	3000	0.5627
500	11.35	3025	0.5599
525	10.47	3050	0.5573
550	9.692	3075	0.5546
575	8.998	3100	0.552
600	8.376	3125	0.5494
625	7.818	3150	0.5468
650	7.314	3175	0.5443
675	6.857	3200	0.5417
700	6.442	3225	0.5392
725	6.064	3250	0.5368
750	5.719	3275	0.5343
775	5.402	3300	0.5319

800	5.111	3325	0.5295
825	4.843	3350	0.5272
850	4.595	3375	0.5248
875	4.366	3400	0.5225
900	4.154	3425	0.5202
925	3.957	3450	0.5179
950	3.774	3475	0.5157
975	3.603	3500	0.5135
1000	3.443	3525	0.5113
1025	3.294	3550	0.5091
1050	3.154	3575	0.5069
1075	3.023	3600	0.5048
1100	2.9	3625	0.5027
1125	2.784	3650	0.5006
1150	2.675	3675	0.4985
1175	2.572	3700	0.4964
1200	2.475	3725	0.4943
1225	2.388	3750	0.4923
1250	2.306	3775	0.4903
1275	2.228	3800	0.4883
1300	2.154	3825	0.4863
1325	2.083	3850	0.4844
1350	2.016	3875	0.4824
1375	1.952	3900	0.4805
1400	1.891	3925	0.4786
1425	1.833	3950	0.4767
1450	1.778	3975	0.4748
1475	1.725	4000	0.4729
1500	1.674	4025	0.4711
1525	1.626	4050	0.4693
1550	1.58	4075	0.4674
1575	1.535	4100	0.4656
1600	1.493	4125	0.4638
1625	1.452	4150	0.4621
1650	1.413	4175	0.4603
1675	1.375	4200	0.4586
1700	1.339	4225	0.4568
1725	1.304	4250	0.4551
1750	1.271	4275	0.4534
1775	1.238	4300	0.4517
1800	1.207	4325	0.45
1825	1.178	4350	0.4484
1850	1.149	4375	0.4467
1875	1.121	4400	0.4451
1900	1.094	4425	0.4434
1925	1.069	4450	0.4418
1950	1.044	4475	0.4402

1975	1.02	4500	0.4386
2000	0.9964	4525	0.4371
2025	0.9739	4550	0.4355
2050	0.9522	4575	0.4339
2075	0.9312	4600	0.4324
2100	0.9108	4625	0.4309
2125	0.8911	4650	0.4294
2150	0.872	4675	0.4279
2175	0.8536	4700	0.4264
2200	0.8357	4725	0.4249
2225	0.8183	4750	0.4234
2250	0.8015	4775	0.4219
2275	0.7851	4800	0.4204
2300	0.7693	4825	0.4187
2325	0.7539	4850	0.4171
2350	0.739	4875	0.4155
2375	0.7244	4900	0.4139
2400	0.7104	4925	0.4123
2425	0.6967	4950	0.4108
2450	0.6833	4975	0.4092
2475	0.6704	5000	0.4077
2500	0.6578		

********** *** AERSCREEN MAXIMUM IMPACT SUMMARY **********

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	0.1240E+05	0.1240E+05	0.1116E+05	7442.	1240.
DISTANCE FROM SOURCE	5.21 meters				
IMPACT AT THE AMBIENT BOUNDARY	0.1240E+05	0.1240E+05	0.1116E+05	7442.	1240.
DISTANCE FROM SOURCE	5.21 meters				

AERSCREEN 16216 / A ERMOD 18081 10/9/2020
14:48:44

TITLE: 2675GEARY_TR U

********** ********* VOLUME P ARAMETERS **** **********

SOURCE EMISSION RAT E: 1.000 0 g/s 7.937 lb/hr
VOLUME HEIGHT: 5 0 meters 16.40 feet
INITIAL LATERAL DIM ENSION: 1.9 6 meters 6.43 feet
INITIAL VERTICAL DI MENSION: 1.4 0 meters 4.59 feet
RURAL OR URBAN: URBA N
POPULATION: 433539 1

FLAGPOLE RECEPTOR H EIGHT: 10.9 0 meters 35.76 feet

INITIAL PROBE DISTA NCE = 5000 . meters 16404. feet

********** **** BUILDING DOWN WASH PARAMETERS **********

BUIL DING DOWNWASH NOT U SED FOR NON-POI NT SOURCES

********** ******* PROBE ANAL YSIS ********* **********
25 meter receptor spa cing: 5. meters - 5000. meters

Zo ROUGH SECTOR LEN	NESS GTH (ug/m3)	C DIST T (m)	EMPORAL PERIOD
1* 1.	000 2591.	5.2	SUM

* = worst case flow sector

********** *** MAKEMET METEOR OLOGY PARAMETER S **********

MIN/MAX TEMPERATURE : 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERIS TICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PR OFILE: Urban
DOMINANT CLIMATE TY PE: Average Mois ture
DOMINANT SEASON: Summer

ALBEDO: 0.16
BOWEN RATIO: 2
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VE LOCITY (U*) ADJUSTE D

METEOROLOGY	CONDITIONS USED TO	PREDICT OVERALL	MAXIMUM IMPACT
YR MO DY JDY HR			
-- -- -- --- --			
10 01 18 18 12			
H0 U* W	* DT/DZ ZICNV ZIMC	H M-O LEN Z	0 BOWEN ALBEDO REF WS
- - - - - - - - -	- - - - - - - - - -	- - - - - - -	- - - - - - - - - - - -
155.88 0.179 1.20	0 0.020 340. 174	. -2.8 1.00	0 2.00 0.16 0.50
HT REF TA	HT		
- - - - - - - - - -	-		
10.0 250.0 2	0		

METEOROLOGY	CONDITIONS USED TO	PREDICT AMBIENT	BOUNDARY IMPACT
YR MO DY JDY HR			
-- -- -- --- --			
10 01 18 18 12			
H0 U* W	* DT/DZ ZICNV ZIMC	H M-O LEN Z	0 BOWEN ALBEDO REF WS
- - - - - - - - -	- - - - - - - - - -	- - - - - - -	- - - - - - - - - - - -
155.88 0.179 1.20	0 0.020 340. 174	. -2.8 1.00	0 2.00 0.16 0.50
HT REF TA	HT		

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10.0 250.0 2 0

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********** ***** AERSCREEN AUT OMATED DISTANCE S **********

O VERALL MAXIMUM CONC ENTRATIONS BY D ISTANCE

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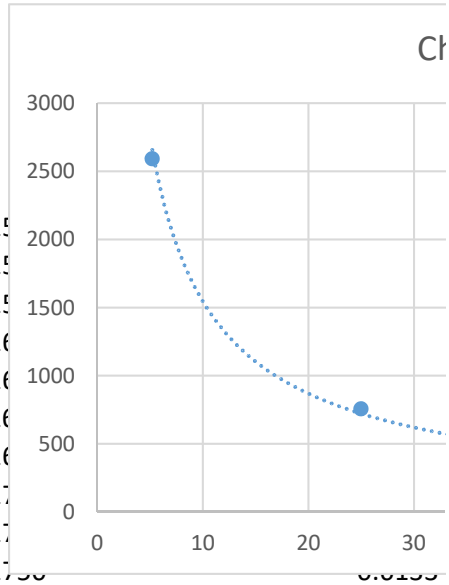
DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	
5.21	2591	25	
25	755.7	25	
50	422.7	25	
75	272.5	26	
100	185.4	26	
125	133	26	
150	99.69	26	
175	77.67	27	
200	62.25	27	
225	51.06	27	
250	42.69	2775	0.6098
275	36.29	2800	0.6064
300	31.26	2825	0.6031
325	27.23	2850	0.5998
350	23.94	2875	0.5965
375	21.23	2900	0.5933
400	18.96	2925	0.5901
425	17.05	2950	0.587
450	15.41	2975	0.5839
475	14	3000	0.5808
500	12.79	3025	0.5778
525	11.72	3050	0.5748
550	10.79	3075	0.5718
575	9.961	3100	0.5689
600	9.228	3125	0.5661
625	8.574	3150	0.5632
650	7.988	3175	0.5604
675	7.46	3200	0.5576
700	6.984	3225	0.5549
725	6.552	3250	0.5522
750	6.16	3275	0.5495
775	5.801	3300	0.5468



800	5.474	3325	0.5442
825	5.173	3350	0.5416
850	4.897	3375	0.5391
875	4.649	3400	0.5365
900	4.423	3425	0.534
925	4.213	3450	0.5316
950	4.018	3475	0.5291
975	3.837	3500	0.5267
1000	3.668	3525	0.5243
1025	3.51	3550	0.5219
1050	3.362	3575	0.5196
1075	3.223	3600	0.5173
1100	3.093	3625	0.515
1125	2.971	3650	0.5127
1150	2.856	3675	0.5104
1175	2.747	3700	0.5082
1200	2.645	3725	0.506
1225	2.549	3750	0.5038
1250	2.457	3775	0.5016
1275	2.371	3800	0.4995
1300	2.289	3825	0.4974
1325	2.211	3850	0.4952
1350	2.137	3875	0.4932
1375	2.067	3900	0.4911
1400	2	3925	0.489
1425	1.937	3950	0.487
1450	1.876	3975	0.485
1475	1.818	4000	0.483
1500	1.763	4025	0.481
1525	1.711	4050	0.4791
1550	1.66	4075	0.4771
1575	1.612	4100	0.4752
1600	1.566	4125	0.4733
1625	1.522	4150	0.4714
1650	1.48	4175	0.4695
1675	1.439	4200	0.4677
1700	1.4	4225	0.4658
1725	1.363	4250	0.464
1750	1.327	4275	0.4622
1775	1.292	4300	0.4604
1800	1.259	4325	0.4586
1825	1.227	4350	0.4569
1850	1.197	4375	0.4551
1875	1.167	4400	0.4534
1900	1.138	4425	0.4517
1925	1.111	4450	0.45
1950	1.084	4475	0.4483

1975	1.059	4500	0.4466
2000	1.034	4525	0.4449
2025	1.01	4550	0.4433
2050	0.9871	4575	0.4416
2075	0.9648	4600	0.44
2100	0.9433	4625	0.4384
2125	0.9224	4650	0.4368
2150	0.9022	4675	0.4352
2175	0.8827	4700	0.4337
2200	0.8638	4725	0.4321
2225	0.8455	4750	0.4306
2250	0.8277	4775	0.429
2275	0.8105	4800	0.4274
2300	0.7938	4825	0.4257
2325	0.7776	4850	0.4241
2350	0.7619	4875	0.4225
2375	0.7466	4900	0.4208
2400	0.7349	4925	0.4192
2425	0.7241	4950	0.4177
2450	0.7134	4975	0.4161
2475	0.7031	5000	0.4145
2500	0.693		

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********** *** AERSCREEN MAXI MUM IMPACT SUMM ARY **********
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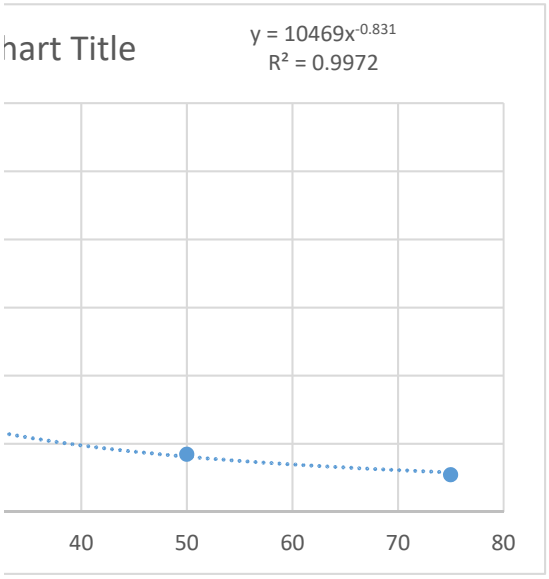
CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCAL 3-HO CON (ug/m	ED UR C 3)	SCALED 8-HOUR CONC (ug/m3)		SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	2591.	2591.			2332	1555.	259.1
DISTANCE FROM SOURC	E	5.21 met	ers				
IMPACT AT THE AMBIENT BOUNDARY	2591.	2591.			2332	1555.	259.1
DISTANCE FROM SOURC	E	5.21 met	ers				


hart Title
y = 10469x-0.831
R² = 0.9972
40
50
60
70
80

AERSCREEN 16216 / A ERMOD 18081 10/9/2020
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********** AREA PARAMETERS *****

SOURCE EMISSION RATE: 1.0000 g/s 7.937 lb/hr

AREA EMISSION RATE: 7.09E-03 g/(s-m2) 0.562E-01 lb/(hr-m2)
AREA HEIGHT: 2.55 meters 8.37 feet
AREA SOURCE LONG SIDE: 16.80 meters 55.12 feet
AREA SOURCE SHORT SIDE: 8.40 meters 27.56 feet
INITIAL VERTICAL DIMENSION: 2.37 meters 7.78 feet
RURAL OR URBAN: URBAN
POPULATION: 4335391

FLAGPOLE RECEPTOR HEIGHT: 1.80 meters 5.91 feet

INITIAL PROBE DISTANCE = 5000. meters 16404. feet

**** BUILDING DOWNWASH PARAMETERS ****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

******* FLOW SECTOR ANALYSIS ****
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25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFAC ROUGHN	E 1-HR CONC (ug/m3)	RADIAL DIST (m)	TEMPO PERIOD
1*	1.00	0 0.1861E+05	25	1.0 SPR

* = worst case diag onal

*** MAKEMET METEORO LOGY PARAMETERS ***

MIN/MAX TEMPERATURE : 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERIS TICS INPUT: AERMET S EASONAL TABLES

DOMINANT SURFACE PR OFILE: Urban
DOMINANT CLIMATE TY PE: Average Moist ure
DOMINANT SEASON: Spring

ALBEDO: 0.14
BOWEN RATIO: 1
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VE LOCITY (U*) ADJUSTED

METEOROLOGY CONDITIONS USED TO P REDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
-- -- -- --- --
10 01 14 14 12

H0	U*	W	*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
3.42	0.110	0.60	0	0.020	2172.	84.	-33.7	1.000	1.00	0.14	0.50

HT	REF TA	HT
10.0	280.0	2 0

***** AERSCREEN AUTO MATED DISTANCES *****
O VERALL MAXIMUM CONCE NTRATIONS BY DI STANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1	1.86E+04	2525	5.487
25	3896	2550	5.414
50	1339	2575	5.342
75	736.3	2600	5.271
100	485.5	2625	5.203
125	352.8	2650	5.136
150	272.3	2675	5.07
175	219.3	2700	5.006
200	181.8	2725	4.943
225	154.1	2750	4.882
250	133	2775	4.822
275	116.5	2800	4.763
300	103.2	2825	4.705
325	92.31	2850	4.649
350	83.28	2875	4.593
375	75.68	2900	4.539
400	69.2	2925	4.486
425	63.62	2950	4.434
450	58.78	2975	4.383
475	54.55	2999.99	4.333
500	50.81	3025	4.284
525	47.5	3050	4.236
550	44.54	3075	4.189
575	41.89	3100	4.143
600	39.5	3125	4.098
625	37.34	3150	4.053
649.99	35.37	3174.99	4.01
675	33.58	3200	3.967
699.99	31.94	3225	3.925
725	30.43	3250	3.884
749.99	29.04	3275	3.843
775	27.76	3300	3.803
800	26.57	3325	3.764
825	25.47	3350	3.726
850	24.45	3375	3.688
875	23.49	3400	3.651
900	22.6	3425	3.614
924.99	21.76	3450	3.579
950	20.98	3475	3.543
975	20.24	3500	3.509

1000	19.55	3525	3.475
1025	18.9	3550	3.441
1050	18.28	3575	3.408
1075	17.7	3600	3.376
1100	17.15	3625	3.344
1125	16.63	3650	3.313
1149.99	16.13	3675	3.282
1175	15.66	3700	3.252
1200	15.22	3724.99	3.222
1225	14.79	3750	3.193
1250	14.39	3775	3.164
1275	14	3800	3.135
1300	13.63	3825	3.107
1325	13.28	3850	3.08
1350	12.95	3875	3.053
1375	12.62	3900	3.026
1400	12.32	3925	2.999
1425	12.02	3950	2.973
1450	11.74	3975	2.948
1475	11.46	4000	2.923
1500	11.2	4025	2.898
1525	10.95	4050	2.873
1550	10.71	4075	2.849
1575	10.48	4100	2.826
1600	10.25	4125	2.802
1625	10.04	4149.99	2.779
1650	9.831	4175	2.756
1675	9.63	4200	2.734
1700	9.437	4225	2.712
1725	9.25	4250	2.69
1750	9.069	4275	2.668
1775	8.894	4300	2.647
1800	8.725	4325	2.626
1824.99	8.562	4350	2.606
1850	8.404	4375	2.585
1875	8.25	4400	2.565
1899.99	8.102	4425	2.545
1924.99	7.958	4450	2.526
1950	7.819	4475	2.507
1975	7.683	4500	2.488
2000	7.552	4525	2.469
2025	7.424	4550	2.45
2050	7.301	4575	2.432
2075	7.18	4600	2.414
2100	7.063	4625	2.396
2124.99	6.95	4650	2.378
2150	6.839	4675	2.361

2175	6.732	4700	2.344
2200	6.627	4725	2.327
2224.99	6.525	4750	2.31
2250	6.426	4775	2.294
2275	6.33	4800	2.277
2300	6.236	4825	2.261
2325	6.144	4850	2.245
2350	6.054	4875	2.23
2375	5.967	4900	2.214
2400	5.882	4925	2.199
2425	5.799	4950	2.183
2449.99	5.719	4975	2.168
2475	5.64	5000	2.154
2500	5.562		

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********** *** AERSCREEN MAXIM UM IMPACT SUMMA RY **********
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3-hour, 8-hour, and 24-hour scaled
concentrations are equal to the 1-hour concentration a s referenced in
SCREENING PROCEDURE S FOR ESTIMATING THE AIR QUALITY
IMPACT OF STATIONAR Y SOURCES, REVISED (Section 4.5.4)
Report number EPA-4 54/R-92-019
http://www.epa.gov/ scram001/guidance_pe rmit.htm
under Screening Gui dance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOU R CONC (ug/m3	D SCALED 8-HOUR CONC) (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	0.2234E+05	0.2234E+	05 0.2234E+05	0.2234E+05	N/A
DISTANCE FROM SOURC	E 7.00 mete		rs		
IMPACT AT THE AMBIENT BOUNDARY	0.1861E+05	0.1861E+	05 0.1861E+05	0.1861E+05	N/A
DISTANCE FROM SOURC	E 1.00 mete		rs		

AERSCREEN 16216 / A ERMOD 18081 10/9/2020
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TITLE: 2675GEARY_ID LE

********** AREA PARAMETERS *****

SOURCE EMISSION RATE: 1.0000 g/s 7.937 lb/hr

AREA EMISSION RATE: 7.09E-03 g/(s-m2) 0.562E-01 lb/(hr-m2)
AREA HEIGHT: 2.55 meters 8.37 feet
AREA SOURCE LONG SIDE: 16.80 meters 55.12 feet
AREA SOURCE SHORT SIDE: 8.40 meters 27.56 feet
INITIAL VERTICAL DIMENSION: 2.37 meters 7.78 feet
RURAL OR URBAN: URBAN
POPULATION: 4335391

FLAGPOLE RECEPTOR HEIGHT: 10.90 meters 35.76 feet

INITIAL PROBE DISTANCE = 5000. meters 16404. feet

**** BUILDING DOWNWASH PARAMETERS

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

******* FLOW SECTOR ANALYSIS ****
---

25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFAC ROUGHN	E 1-HR CONC (ug/m3)	RADIAL DIST (m)	TEMPO PERI	RAL OD
1*	1.00	0 2283.	5 25.0	WIN	

* = worst case diag onal

*** MAKEMET METEORO LOGY PARAMETERS ***

MIN/MAX TEMPERATURE : 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERIS TICS INPUT: AERMET S EASONAL TABLES

DOMINANT SURFACE PR OFILE: Urban
DOMINANT CLIMATE TY PE: Average Moist ure
DOMINANT SEASON: Winter

ALBEDO: 0.35
BOWEN RATIO: 1.5
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VE LOCITY (U*) ADJUSTED

METEOROLOGY CONDITIONS USED TO P REDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
-- -- -- --- --
10 01 01 1 01

H0	U*	W	*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-5.51	0.111	-9.00	0	0.020	-999.	85.	19.2	1.000	1.50	0.35	0.50

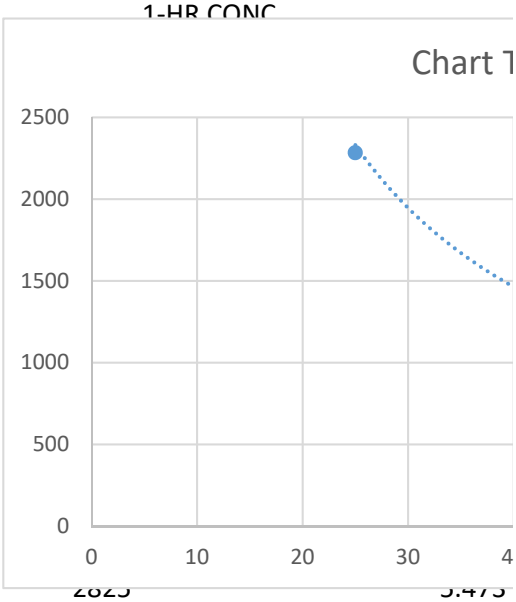
HT	REF TA	HT
10.0	250.0	2

0

***** AERSCREEN AUTO MATED DISTANCES *****

O VERALL MAXIMUM CONCE NTRATIONS BY DI STANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC
1	963.5		
25	2283		
50	1241		
75	758.5		
100	521.9		
125	387.7		
150	303.3		
175	246.4		
200	205.5		
225	175		
250	151.6		
275	133.1		
300	118.1		
325	105.9	2850	5.408
350	95.66	2875	5.344
375	87.04	2900	5.281
400	79.67	2925	5.219
425	73.32	2950	5.159
450	67.79	2975	5.099
475	62.95	3000	5.041
500	58.68	3025	4.984
525	54.88	3050	4.929
550	51.49	3074.99	4.874
575	48.45	3100	4.82
600	45.7	3125	4.767
625	43.21	3150	4.716
649.99	40.95	3174.99	4.665
675	38.89	3200	4.615
699.99	36.99	3225	4.566
725	35.26	3250	4.518
749.99	33.66	3275	4.471
775	32.18	3300	4.425
800	30.81	3325	4.379
825	29.53	3350	4.335
850	28.35	3375	4.291
875	27.25	3400	4.248
900	26.21	3425	4.205
924.99	25.25	3450	4.164
950	24.34	3475	4.123
975	23.49	3500	4.083



1000	22.69	3525	4.043
1025	21.94	3550	4.004
1050	21.22	3575	3.966
1075	20.55	3600	3.928
1100	19.91	3625	3.891
1125	19.31	3650	3.855
1150	18.74	3675	3.819
1175	18.19	3700	3.784
1200	17.67	3725	3.749
1225	17.18	3750	3.715
1250	16.71	3775	3.681
1275	16.27	3800	3.648
1300	15.84	3825	3.616
1325	15.43	3849.99	3.584
1350	15.04	3875	3.552
1375	14.67	3900	3.521
1400	14.31	3925	3.49
1425	13.97	3950	3.46
1450	13.64	3975	3.43
1475	13.32	4000	3.401
1500	13.02	4025	3.372
1525	12.73	4050	3.344
1550	12.45	4075	3.316
1575	12.18	4100	3.288
1600	11.92	4125	3.261
1625	11.67	4150	3.234
1650	11.43	4175	3.208
1675	11.19	4200	3.181
1700	10.97	4225	3.156
1725	10.75	4250	3.13
1750	10.54	4275	3.105
1775	10.34	4300	3.081
1800	10.14	4325	3.056
1824.99	9.954	4350	3.032
1850	9.77	4375	3.009
1875	9.592	4400	2.985
1900	9.42	4425	2.962
1924.99	9.253	4449.99	2.94
1950	9.091	4475	2.917
1975	8.934	4500	2.895
2000	8.781	4525	2.873
2025	8.633	4550	2.852
2050	8.489	4575	2.83
2075	8.349	4600	2.809
2100	8.214	4625	2.788
2124.99	8.082	4650	2.768
2150	7.953	4675	2.748

2175	7.828	4700	2.728
2200	7.707	4725	2.708
2224.99	7.589	4750	2.689
2250	7.473	4775	2.669
2275	7.361	4800	2.65
2300	7.252	4825	2.632
2325	7.145	4850	2.613
2350	7.042	4875	2.595
2375	6.94	4900	2.577
2400	6.842	4924.99	2.559
2425	6.745	4950	2.541
2449.99	6.651	4975	2.524
2475	6.559	5000	2.506
2500	6.47		

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********** *** AERSCREEN MAXIM UM IMPACT SUMMA RY **********
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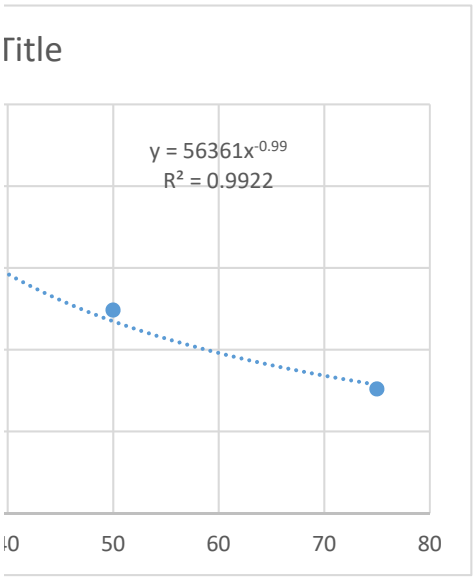
3-hour, 8-hour, and 24-hour scaled
concentrations are equal to the 1-hour concentration a s referenced in
SCREENING PROCEDURE S FOR ESTIMATING THE AIR QUALITY
IMPACT OF STATIONAR Y SOURCES, REVISED (Section 4.5.4)
Report number EPA-4 54/R-92-019
http://www.epa.gov/ scram001/guidance_pe rmit.htm
under Screening Gui dance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALE 3-HOU CONC (ug/m3	D SCALED R 8-HOUR CONC) (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	2471.	2471.	2471	2471.	N/A

DISTANCE FROM SOURC E 18.00 mete rs

IMPACT AT THE
AMBIENT BOUNDARY 963.5 963.5 963.5 963.5 N/A

DISTANCE FROM SOURC E 1.00 mete rs


Title
y = 56361x-0.99
R² = 0.9922
50
60
70
80

OFFROAD2017 (v1.0.1) Emissions Inventory
Region Type: County
Region: San Francisco
Calendar Year: 2020
Scenario: All Adopted Rules - Exhaust
Vehicle Classification: OFFROAD2017 Equipment Types
Units: Emissions: tons/day, Fuel Consumption: gallons/year, Activity: hours/year, HP-Hours: HP-hours/year

			3			7			11			14		16								
Region	CalYr	VehClass	MdlYr	HP_Bin	Fuel	HC_tpd	ROG_tpd	ROG_tphr	TOG_tpd	CO_tpd	NOx_tpd	NOx_tphr	CO2_tpd	PM10_tpd	PM10_tphr	PM2_5_tp	PM2_5_tphr	PM_tpd	SOx_tpd	NH3_tpd	Fuel_gpy	Total_Acti	Total_Popu	Horsepower_Hours_H
San Franci	2020	TRU - Instate Trailer TRU	Aggregate	Aggregate	Diesel	0.010546	0.012761	6.58E-06	0.015186	0.163465	0.116964	6.03538E-05	2.783133	0.002244288	1.15806E-06	0.002065	1.06542E-06	0.002244	2.56E-05	2.29E-05	1766.632	707359.3	533.9032	24050216
San Franci	2020	TRU - Instate Truck TRU	Aggregate	Aggregate	Diesel	0.001618	0.001957	3.75E-06	0.002329	0.015768	0.018996	3.64248E-05	0.378104	0.000788641	1.51225E-06	0.000726	1.39127E-06	0.000789	3.47E-06	3.11E-06	240.0068	190347.5	139.8585	2683900
San Franci	2020	TRU - Instate Van TRU	Aggregate	Aggregate	Diesel	3.74E-05	4.53E-05	2.4E-06	5.39E-05	0.000365	0.00044	2.32499E-05	0.008753	1.82576E-05	9.65269E-07	1.68E-05	8.88047E-07	1.83E-05	8.03E-08	7.19E-08	5.556325	6903.795	5.07259	62134.15

EMFAC2017 (v1.0.2) Emission Rates
Region Type: County
Region: SAN FRANCISCO
Calendar Year: 2020
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/day for IDLEX, RESTL and DIURN. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Ca	Model Yea	Speed	Fuel	Population	VMT	Trips	NOx_RUNI	NOx_IDLE	NOx_STRE	PM2.5_RU	PM2.5_IDI	PM2.5_STI	PM2.5_PM	PM2.5_PM	PM10_RUI	PM10_IDL	PM10_STR	PM10_PM	PM10_PM	CO2_RUNI	CO2_IDLE	CO2_STRE	CH4_RUNI	CH4_IDLE	CH4_STRE	N2O_RUN	N2O_IDLE
SAN FRAN	2020	HHDT	Aggregate	Aggregate	GAS	2.341795	100.663	46.85463	5.35743	0	0.004716	0.00397	0	0.002728	0.005	0.02646	0.004278	0	0.002917	0.02	0.06174	2155.252	0	54.28246	0.289865	0	0.000205	0.177157	0
SAN FRAN	2020	HHDT	Aggregate	Aggregate	DSL	1098.449	72631.29	7439.643	6.251003	47.14749	1.915081	0.066853	0.087061	0	0.008695	0.025563	0.069876	0.090997	0	0.034779	0.059646	1912.39	6579.307	0	0.007945	0.115035	0	0.300601	1.034175
SAN FRAN	2020	HHDT	Aggregate	Aggregate	NG	184.2297	7509.575	718.4957	1.996619	21.82677	0	0.005408	0.035222	0	0.009	0.02646	0.005652	0.036814	0	0.036	0.06174	3267.469	4191.076	0	3.591403	1.265814	0	0.666095	0.854378
SAN FRAN	2020	LDA	Aggregate	Aggregate	GAS	154152.6	5467924	725648.7	0.04897	0	0.22758	0.001883	0	0.001939	0.002	0.01575	0.002047	0	0.002109	0.008	0.03675	289.8991	0	58.40852	0.003516	0	0.062957	0.005173	0
SAN FRAN	2020	LDA	Aggregate	Aggregate	DSL	2101.971	75322.76	9846.793	0.100086	0	0	0.010255	0	0	0.002	0.01575	0.010719	0	0	0.008	0.03675	238.5161	0	0	0.001242	0	0	0.037491	0
SAN FRAN	2020	LDA	Aggregate	Aggregate	ELEC	3065.99	113171.3	15244.85	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0
SAN FRAN	2020	LDT1	Aggregate	Aggregate	GAS	16288.66	515340.3	75809.29	0.092552	0	0.276163	0.002281	0	0.002333	0.002	0.01575	0.002481	0	0.002537	0.008	0.03675	337.1396	0	67.46553	0.005912	0	0.075469	0.007464	0
SAN FRAN	2020	LDT1	Aggregate	Aggregate	DSL	14.64641	224.3495	51.15558	1.169868	0	0	0.151686	0	0	0.002	0.01575	0.158545	0	0	0.008	0.03675	490.0575	0	0	0.009468	0	0	0.07703	0
SAN FRAN	2020	LDT1	Aggregate	Aggregate	ELEC	63.65358	2216.437	309.2513	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0
SAN FRAN	2020	LDT2	Aggregate	Aggregate	GAS	50748.26	1636761	238848.8	0.083249	0	0.33116	0.001826	0	0.001797	0.002	0.01575	0.001986	0	0.001955	0.008	0.03675	368.4682	0	74.58179	0.00463	0	0.076935	0.006952	0
SAN FRAN	2020	LDT2	Aggregate	Aggregate	DSL	487.4311	17779.9	2391.905	0.046237	0	0	0.005188	0	0	0.002	0.01575	0.005422	0	0	0.008	0.03675	332.6187	0	0	0.001148	0	0	0.052283	0
SAN FRAN	2020	LDT2	Aggregate	Aggregate	ELEC	354.042	11339.37	1783.362	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0
SAN FRAN	2020	LHDT1	Aggregate	Aggregate	GAS	4186.639	155355.8	62374.68	0.216832	0.040433	0.54638	0.001923	0	0.000341	0.002	0.03276	0.002091	0	0.000371	0.008	0.07644	1026.076	122.6115	19.23183	0.00992	0.129828	0.024704	0.013674	0.003371
SAN FRAN	2020	LHDT1	Aggregate	Aggregate	DSL	1628.356	71847.02	20482.67	1.211211	2.117356	0	0.01803	0.026839	0	0.003	0.03276	0.018846	0.028053	0	0.012	0.07644	549.5243	133.4182	0	0.006581	0.005098	0	0.086378	0.020971
SAN FRAN	2020	LHDT2	Aggregate	Aggregate	GAS	497.9455	18078	7418.646	0.269206	0.040038	0.537515	0.001966	0	0.000328	0.002	0.03822	0.002138	0	0.000357	0.008	0.08918	1171.472	141.0942	21.98255	0.009965	0.127723	0.024755	0.016847	0.003205
SAN FRAN	2020	LHDT2	Aggregate	Aggregate	DSL	718.1352	29821.92	9033.237	1.081743	2.190029	0	0.01948	0.027515	0	0.003	0.03822	0.020361	0.028759	0	0.012	0.08918	623.4598	215.9546	0	0.006487	0.005098	0	0.097999	0.033945
SAN FRAN	2020	MCY	Aggregate	Aggregate	GAS	10823.04	78582.96	21646.08	1.191595	0	0.275185	0.002064	0	0.003408	0.001	0.00504	0.0022	0	0.0036	0.004	0.01176	230.2056	0	62.7648	0.410684	0	0.259148	0.067896	0
SAN FRAN	2020	MDV	Aggregate	Aggregate	GAS	24834.11	885169.8	117269.6	0.094444	0	0.359118	0.001996	0	0.002064	0.002	0.01575	0.00217	0	0.002244	0.008	0.03675	434.8919	0	88.34572	0.005499	0	0.086424	0.007653	0
SAN FRAN	2020	MDV	Aggregate	Aggregate	DSL	731.5711	29006.88	3585.321	0.054889	0	0	0.005433	0	0	0.002	0.01575	0.005678	0	0	0.008	0.03675	422.0817	0	0	0.000939	0	0	0.066345	0
SAN FRAN	2020	MDV	Aggregate	Aggregate	ELEC	82.30944	2772.002	421.1271	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0
SAN FRAN	2020	MH	Aggregate	Aggregate	GAS	288.7683	3173.12	28.88838	0.518241	0	0.32717	0.002122	0	0.000604	0.003	0.05586	0.002303	0	0.000653	0.012	0.13034	1763.607	0	27.53441	0.023329	0	0.03601	0.029083	0
SAN FRAN	2020	MH	Aggregate	Aggregate	DSL	98.55014	1165.893	9.855014	3.466472	0	0	0.065681	0	0	0.004	0.05586	0.068651	0	0	0.016	0.13034	1024.342	0	0	0.004263	0	0	0.161012	0
SAN FRAN	2020	MHDT	Aggregate	Aggregate	GAS	522.8544	25723	10461.27	0.607787	0.088026	0.400057	0.001134	0	0.000468	0.003	0.05586	0.001234	0	0.000509	0.012	0.13034	1818.557	553.6033	40.47051	0.019485	0.256752	0.041757	0.028738	0.007099
SAN FRAN	2020	MHDT	Aggregate	Aggregate	DSL	3805.592	200119.1	34168.84	3.237834	12.16008	1.361954	0.084067	0.031355	0	0.003	0.05586	0.087868	0.032772	0	0.012	0.13034	1085.588	1286.219	0	0.009832	0.007442	0	0.170639	0.202176
SAN FRAN	2020	OBUS	Aggregate	Aggregate	GAS	232.9778	11850.8	4661.421	0.478426	0.064953	0.307467	0.000775	0	0.000222	0.003	0.05586	0.000843	0	0.000241	0.012	0.13034	1836.186	387.0762	26.98604	0.015278	0.200937	0.031261	0.024133	0.005695
SAN FRAN	2020	OBUS	Aggregate	Aggregate	DSL	395.3426	25545.68	3614.275	4.229605	16.13343	1.400447	0.091034	0.070199	0	0.003	0.05586	0.09515	0.073374	0	0.012	0.13034	1268.767	1931.45	0	0.011982	0.038324	0	0.199432	0.303597
SAN FRAN	2020	SBUS	Aggregate	Aggregate	GAS	118.176	5787.286	472.7039	0.183805	0.925829	0.552412	0.001165	0	0.00051	0.002	0.3192	0.001267	0	0.000555	0.008	0.7448	867.7976	2593.426	46.48619	0.004519	2.490925	0.049945	0.014829	0.093227
SAN FRAN	2020	SBUS	Aggregate	Aggregate	DSL	107.3357	3522.508	1238.639	4.003263	36.47929	1.197189	0.024388	0.030471	0	0.003	0.3192	0.02549	0.031849	0	0.012	0.7448	1091.406	3629.976	0	0.002916	0.013398	0	0.171554	0.570582
SAN FRAN	2020	UBUS	Aggregate	Aggregate	DSL	582.787	53666.7	2331.148	1.64416	0	0	0.006444	0	0	0.008597	0.028433	0.006736	0	0	0.034389	0.066344	1698.815	0	0	0.123257	0	0	0.26703	0
SAN FRAN	2020	UBUS	Aggregate	Aggregate	NG	122.7479	10595.94	490.9915	0.505656	0	0	0.003281	0	0	0.008941	0.026751	0.003429	0	0	0.035763	0.062419	2073.332	0	0	6.688255	0	0	0.422662	0

																						g/day
N2O_STRE	ROG_RUN	ROG_IDLE	ROG_STRE	ROG_HOT	ROG_RUN	ROG_REST	ROG_DIUR	TOG_RUN	TOG_IDLE	TOG_STRE	TOG_HOT	TOG_RUN	TOG_REST	TOG_DIUR	CO_RUNE	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STRE	PM IDLE
0.00023	1.882537	0	0.001074	0.425272	2.95389	0.080031	0.11934	2.606498	0	0.001176	0.425272	2.95389	0.080031	0.11934	77.7163	0	1.62094	0.021328	0	0.000537	0
0	0.171051	2.476675	0	0	0	0	0	0.194729	2.819506	0	0	0	0	0	0.584933	27.52697	0	0.018067	0.062158	0	8.28E-05
0	0.175371	0.048948	0	0	0	0	0	3.806639	1.327019	0	0	0	0	0	10.65946	20.42301	0	0	0	0	0.0002
0.0283	0.01422	0	0.300974	0.116727	0.24672	0.207499	0.213739	0.020733	0	0.329525	0.116727	0.24672	0.207499	0.213739	0.774579	0	2.507219	0.002869	0	0.000578	0
0	0.026744	0	0	0	0	0	0	0.030447	0	0	0	0	0	0	0.380532	0	0	0.002255	0	0	0
0	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0	0	0	0
0.030078	0.025941	0	0.38276	0.167594	0.611731	0.313642	0.341872	0.037822	0	0.41907	0.167594	0.611731	0.313642	0.341872	1.15299	0	2.622115	0.003336	0	0.000668	0
0	0.20383	0	0	0	0	0	0	0.232047	0	0	0	0	0	0	1.222394	0	0	0.004633	0	0	0
0	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0	0	0	0
0.035155	0.018967	0	0.369308	0.119328	0.407242	0.254193	0.239605	0.027666	0	0.404345	0.119328	0.407242	0.254193	0.239605	0.956381	0	3.075072	0.003646	0	0.000738	0
0	0.02471	0	0	0	0	0	0	0.028131	0	0	0	0	0	0	0.223751	0	0	0.003144	0	0	0
0	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0	0	0	0
0.043852	0.047066	0.463404	0.122445	0.096771	0.679474	0.020206	0.033155	0.068678	0.676199	0.134061	0.096771	0.679474	0.020206	0.033155	0.85391	3.756245	1.735576	0.010154	0.001213	0.00019	0
0	0.141695	0.10976	0	0	0	0	0	0.16131	0.124954	0	0	0	0	0	0.556604	0.909745	0	0.005195	0.001261	0	1.72E-05
0.041847	0.045188	0.458659	0.123693	0.110561	0.825969	0.021391	0.03686	0.065938	0.669275	0.135428	0.110561	0.825969	0.021391	0.03686	0.816314	3.749706	1.847892	0.011593	0.001396	0.000218	0
0	0.13967	0.10976	0	0	0	0	0	0.159006	0.124954	0	0	0	0	0	0.565174	0.909745	0	0.005894	0.002042	0	4E-05
0.015496	2.893482	0	2.034471	0.794208	2.649795	0.997874	1.541655	3.540583	0	2.213026	0.794208	2.649795	0.997874	1.541655	21.96788	0	8.976303	0.002278	0	0.000621	0
0.036402	0.024129	0	0.429047	0.117576	0.391572	0.267924	0.252457	0.034315	0	0.469707	0.117576	0.391572	0.267924	0.252457	1.03267	0	3.406737	0.004304	0	0.000874	0
0	0.020214	0	0	0	0	0	0	0.023013	0	0	0	0	0	0	0.346252	0	0	0.00399	0	0	0
0	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0.004888	0	0.00333	0.011937	0	0	0	0	0	0	0
0.032972	0.117732	0	0.172214	0.108206	3.151509	0.042469	0.108274	0.164972	0	0.188313	0.108206	3.151509	0.042469	0.108274	3.279972	0	3.474869	0.017452	0	0.000272	0
0	0.091785	0	0	0	0	0	0	0.104491	0	0	0	0	0	0	0.310874	0	0	0.009684	0	0	0
0.029495	0.097625	1.00569	0.22923	0.094685	0.559995	0.023164	0.039203	0.142454	1.467501	0.250978	0.094685	0.559995	0.023164	0.039203	2.262175	15.03564	4.978529	0.017996	0.005478	0.0004	0
0	0.211678	0.160218	0	0	0	0	0	0.240979	0.182396	0	0	0	0	0	0.583818	3.42698	0	0.010256	0.012152	0	8.61E-06
0.025767	0.074783	0.744582	0.163043	0.026214	0.262238	0.017226	0.034453	0.109123	1.086492	0.178512	0.026214	0.262238	0.017226	0.034453	1.729866	5.764615	3.295329	0.018171	0.00383	0.000267	0
0	0.257979	0.825099	0	0	0	0	0	0.293689	0.939312	0	0	0	0	0	0.738929	8.460289	0	0.011987	0.018247	0	0.000186
0.05544	0.020712	10.63127	0.275495	0.022696	0.17345	0.004669	0.00994	0.030223	15.51313	0.301633	0.022696	0.17345	0.004669	0.00994	0.385289	82.17866	7.271806	0.008588	0.025664	0.00046	0
0	0.062776	0.288463	0	0	0	0	0	0.071466	0.328393	0	0	0	0	0	0.195791	7.57035	0	0.010311	0.034294	0	0.000297
0	0.001761	0	0	0	0	0	0	0.125792	0	0	0	0	0	0	0.204377	0	0	0.01606	0	0	0
0	0.095562	0	0	0	0	0	0	6.825854	0	0	0	0	0	0	52.15643	0	0	0	0	0	0

Sum of Population	Column Labels				
Row Labels	DSL	ELEC	GAS	NG	Grand Total
HHDT	85.48%	0.00%	0.18%	14.34%	100.00%
LDA	1.32%	1.92%	96.76%	0.00%	100.00%
LDT1	0.09%	0.39%	99.52%	0.00%	100.00%
LDT2	0.94%	0.69%	98.37%	0.00%	100.00%
LHDT1	28.00%	0.00%	72.00%	0.00%	100.00%
LHDT2	59.05%	0.00%	40.95%	0.00%	100.00%
MCY	0.00%	0.00%	100.00%	0.00%	100.00%
MDV	2.85%	0.32%	96.83%	0.00%	100.00%
MH	25.44%	0.00%	74.56%	0.00%	100.00%
MHDT	87.92%	0.00%	12.08%	0.00%	100.00%
OBUS	62.92%	0.00%	37.08%	0.00%	100.00%
SBUS	47.60%	0.00%	52.40%	0.00%	100.00%
UBUS	82.60%	0.00%	0.00%	17.40%	100.00%
Grand Total	**4.23%**	**1.28%**	**94.38%**	**0.11%**	**100.00%**

process	IDLEX
pollutant	PM10

Average of emission_rate	Column Labels						
Row Labels	**HHDT**	**LHDT1**	**LHDT2**	**MHDT**	**OBUS**	**SBUS**	**Grand Total**
Dsl	0.063227536	0.810989039	0.831392791	0.170483577	0.254874784	0.060114299	0.365180337
NG	0.058127564						0.058127564
Grand Total	**0.06067755**	**0.810989039**	**0.831392791**	**0.170483577**	**0.254874784**	**0.060114299**	**0.321315656**

process	IDLEX
pollutant	PM2_5

Average of emission_rate	Column Labels						
Row Labels	**HHDT**	**LHDT1**	**LHDT2**	**MHDT**	**OBUS**	**SBUS**	**Grand Total**
Dsl	0.06049234	0.775906012	0.795427107	0.163108533	0.243849013	0.057513781	0.349382798
NG	0.055612992						0.055612992
Grand Total	**0.058052666**	**0.775906012**	**0.795427107**	**0.163108533**	**0.243849013**	**0.057513781**	**0.307415683**

process	IDLEX
pollutant	NOx

Average of emission_rate	Column Labels						
Row Labels	**HHDT**	**LHDT1**	**LHDT2**	**MHDT**	**OBUS**	**SBUS**	**Grand Total**
Dsl	46.16687564	61.21105539	63.31199259	63.25737314	56.04201352	68.85481747	59.80735462
Gas		1.659820375	1.64358466	2.35583483	1.738332865	1.74750659	1.829015864
NG	34.46330989						34.46330989
Grand Total	**40.31509276**	**31.43543788**	**32.47778862**	**32.80660399**	**28.89017319**	**35.30116203**	**33.53770975**

process	IDLEX
pollutant	ROG

Average of emission_rate	Column Labels						
Row Labels	**HHDT**	**LHDT1**	**LHDT2**	**MHDT**	**OBUS**	**SBUS**	**Grand Total**
Dsl	2.323945002	3.17306498	3.17306498	0.833462239	2.866111867	0.544474505	2.152353929
Gas		19.0231953	18.82841098	26.91515052	19.92714105	20.06657014	20.9520936
NG	0.077286593						0.077286593
Grand Total	**1.200615798**	**11.09813014**	**11.00073798**	**13.87430638**	**11.39662646**	**10.30552232**	**9.812656514**

Exhibit E

SAN FRANCISCO PLANNING DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • http://www.sfplanning.org

Section 1: Project Information

PROJECT ADDRESS	BLOCK/LOT(S)
2675 Geary Boulevard	1094/001

BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)
n/a	2019-004110	n/a

PROJECT SPONSOR	MAIN CONTACT	PHONE
Whole Foods Market, c/o RJR	Mark Loper, Reuben, Junius & Rose LLP	415-567-9000

ADDRESS
1 Bush Street, Suite 600

CITY, STATE, ZIP	EMAIL
SF CA 94014	mloper@reubenlaw.com

ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
0	Appx. 54,285 sf	n/a (new tenant)	$9.6 million

ANTICIPATED START DATE

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT

- ☐ Project is wholly Residential
- ☒ Project is wholly Commercial
- ☐ Project is Mixed Use

- ☐ A: The project consists of ten (10) or more residential units;
- ☒ B: The project consists of 25,000 square feet or more gross commercial floor area.
- ☐ C: Neither 1A nor 1B apply.

NOTES:

- If you checked **C**, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked **A or B**, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit *www.workforcedevelopmentsf.org*
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

Continued...

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer			
Boilermaker			
Bricklayer	$ 43.00	1	3
Carpenter	$ 52.50	3	15
Cement Mason	$ 34.00		3
Drywaller/ Latherer	$ 52.50	2	10
Electrician	$ 75.00	2-3	10
Elevator Constructor			
Floor Coverer	$ 52.00	2	6
Glazier	$ 52.50	1	4
Heat & Frost Insulator	$ 50 ?	-	2
Ironworker	$ 52.00	1	4
		TOTAL:	

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Laborer	$ 38.00	2	6
Operating Engineer			
Painter	$ 47.50	1	4
Pile Driver			
Plasterer			
Plumber and Pipefitter	$ 76.00	2	6
Roofer/Water proofer	$ 39.00	-	2
Sheet Metal Worker	$ 55.00	-	3
Sprinkler Fitter	$ 66.00	1	4
Taper	$ 52.00	1	5
Tile Layer/ Finisher	$ 48.00	1	4
Other:			
		TOTAL:	

	YES	NO
1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage?	☑	☐
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? TBD	☐	☐
3. Will hiring and retention goals for apprentices be established? TBD	☐	☐
4. What is the estimated number of local residents to be hired? TBD		

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Mark Loper, Agent, Reuben, Junius & Rose LLP	mloper@reubenlaw.com	415-567-9000

I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.

M Gpr — May 15, 2020

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) (DATE)

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT *CITYBUILD@SFGOV.ORG*

Cc: Office of Economic and Workforce Development, CityBuild
Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 **Phone:** 415-701-4848
Website: *www.workforcedevelopmentsf.org* **Email:** *CityBuild@sfgov.org*